



Ref. No. 151-00564 Task 13

November 18, 2015

Mr. Hugh Morrison, P. Eng., Development Engineer  
HRM Community Development - Alderney Gate  
PO Box 1749  
HALIFAX NS B3J 3A5

Sent via Email to [morrish@halifax.ca](mailto:morrish@halifax.ca)

**RE: Traffic Impact Statement, Proposed Multi-Tenant Residential Building with Ground Floor Commercial Space, Lion's Head Tavern Site, Young Street / Demone Street, Halifax, NS**

Dear Hugh:

*WM Fares Group* is preparing plans to construct a multi-unit residential building with ground floor commercial space on the Lion's Head Tavern site with frontages on both Young Street and Demone Street (Figure 1). The development will have approximately 117 apartment units and 10,386 square feet of commercial space, including 3000 square feet for a new Lion's Head Tavern. The development will also include approximately 125 parking spaces with 7 surface spaces and approximately 118 underground spaces. This is the Traffic Impact Statement needed to accompany the development application.

**Study Area** - The area for the development is bounded by Young Street to the north and Demone Street to the south, with existing development on both east and west sides of the site (Figure 1).

**Young Street** is a two-lane collector street with curb, gutter and sidewalks on both sides. The section of Young Street adjacent to the north side of the site is bounded by signalized intersections at Robie Street to the west and Agricola Street to the east. Parking is not permitted on either side of the street between Robie Street and Agricola Street.

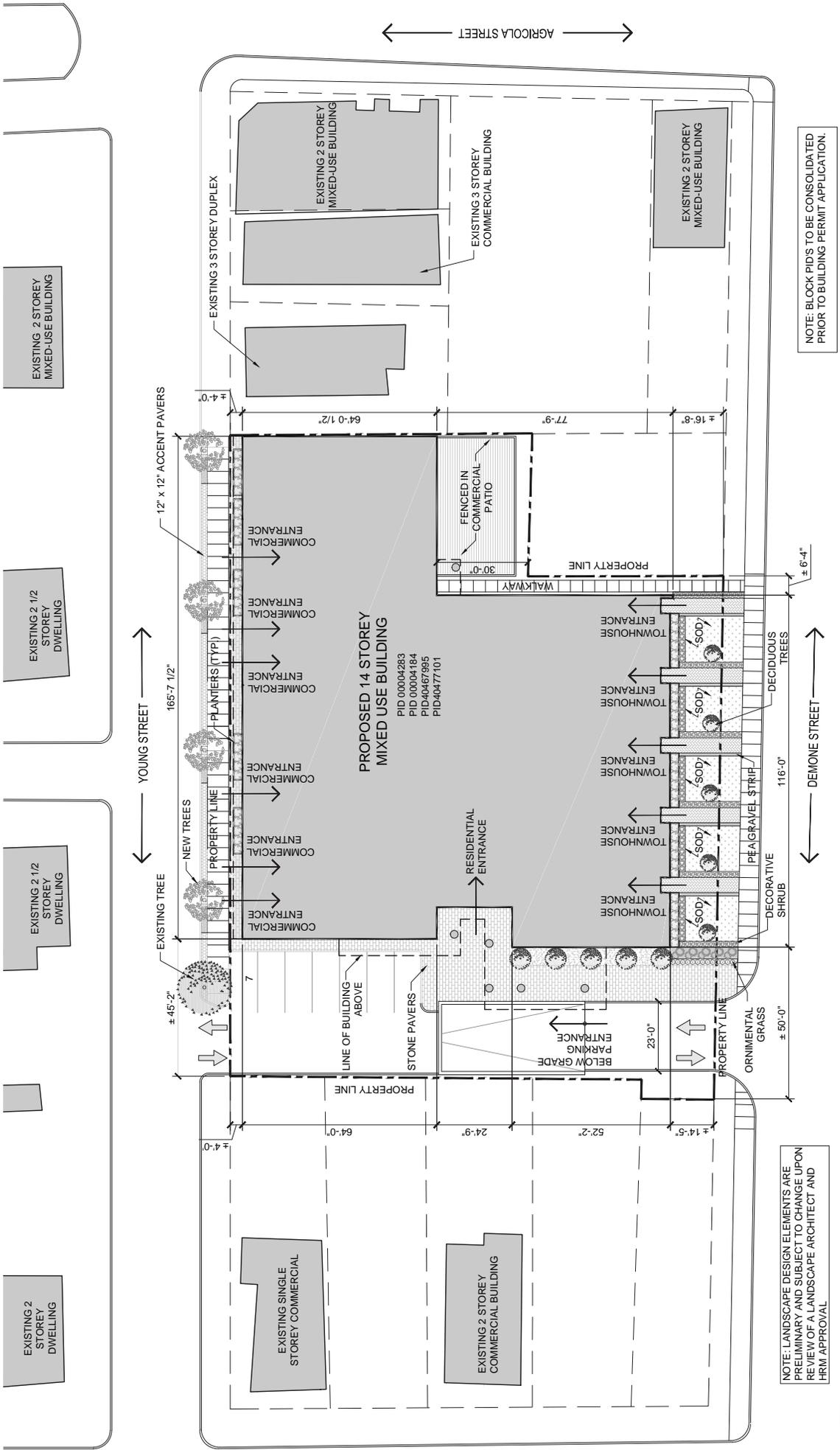
Access to the ground floor commercial areas will be from the Young Street frontage. A site driveway at the existing driveway location at the west property line on Young Street will provide access for seven surface parking places, as well as the pedestrian access to the multi-unit apartments at the west end of the building. Visibility is good on both Young Street approaches to the driveway (Photos 1 and 2). Since there is significant space between the building and the driveway, there is adequate visibility between pedestrians on the sidewalk and drivers of vehicles exiting the driveway.



Photo 1 - Looking west towards Robie Street from the Young Street driveway to serve seven surface parking spaces.



Photo 2 - Looking east towards Agricola Street from the Young Street driveway to serve seven surface parking spaces.



NOTE: LANDSCAPE DESIGN ELEMENTS ARE PRELIMINARY AND SUBJECT TO CHANGE UPON REVIEW OF A LANDSCAPE ARCHITECT AND HRW APPROVAL

NOTE: BLOCK PIDS TO BE CONSOLIDATED PRIOR TO BUILDING PERMIT APPLICATION.

**SHIFT ON YOUNG**  
 5820 YOUNG STREET | HALIFAX, NS

**Figure 1**  
 SITE/LANDSCAPE PLAN

Project No.: 2014.11  
 Scale: 1" = 30'-0"  
 Date: 13 Nov 2015



**WM FARES**  
 ARCHITECTS

**SDP**

**Demone Street** is a one block long two-lane local street in a west to east orientation between STOP controlled intersections with Robie Street and Agricola Street. There is an existing sidewalk on the north side of the street, and it is expected that there will be a sidewalk on the south side of the street when construction is finished on a high rise building at the southeast corner of the Robie Street / Demone Street intersection. While parking is not permitted on either side of the street due to construction activity, it is expected that HRM will make a decision concerning permitted parking after building construction is finished.



Photo 3 - Looking east towards Agricola Street from the Demone Street driveway to serve underground parking spaces.



Photo 4 - Looking west towards Robie Street from the Demone Street driveway to serve underground parking spaces.

A site driveway at the existing driveway location at the west property line on Demone Street will access the underground parking spaces. Visibility is good on both Demone Street approaches to the driveway (Photos 3 and 4). Since there is significant space between the building and the driveway, there is adequate visibility between pedestrians on the sidewalk and drivers of vehicles exiting the driveway.

**Robie Street** is a north - south arterial street with two northbound through lanes, a northbound left turn lane and two southbound lanes at the Demone Street intersection.

**Agricola Street** is a north - south collector street with one northbound and one southbound lane at the Demone Street intersection.

**Traffic Volumes** - Manual turning movement counts obtained by Halifax Traffic & Right of Way section at the Robie Street / Young Street intersection during September, 2014, and the Agricola Street / Young Street intersection during October, 2014, indicated the following two-way volumes on study area street:

- Young Street between Robie Street and Agricola Street  
AM Peak Hour 850 vehicle per hour (vph); PM Peak Hour 900 vph
- Robie Street between Demone Street and Young Street  
AM Peak Hour 1575 vph; PM Peak Hour 1750 vph
- Agricola Street between Demone Street and Young Street  
AM Peak Hour 500 vph; PM Peak Hour 625 vph

While volumes are not available for Demone Street, it is expected that volumes at the site driveway will be very low.

**Transit Service** - Halifax Transit provides service with many routes on Robie Street just west of the site and on Young Street at the north site boundary.

**Development Description** - The site is now occupied by the 5000 square foot Lion's Head Tavern with frontages on both Young Street and Demone Street. The proposed development (Figure 1) will include:

- 7,386 square feet of Neighbourhood Specialty Retail;
- 3,000 square feet for a new Lion's Head Tavern
- 117 residential units (14 storey building); and
- Approximately 118 underground parking spaces and 7 surface parking spaces.

**Trip Generation** - Trip generation estimates for the proposed and existing land uses, prepared using published trip generation rates from *Trip Generation, 9<sup>th</sup> Edition*, are included in Table 1. Since the existing Lion's Head Tavern buildings will be removed, trips now generated by that existing land use have been considered as a 'credit' when determining additional vehicle trips that will be generated by the redeveloped site.

Table 1 - Trip Generation Estimates for Proposed Development and Existing Land Use									
Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>3</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
<b>Trip Generation Estimate for the Proposed Development</b>									
High Rise Apartment (Land Use 223)	117 units	0.07	0.23	0.21	0.14	8	27	25	16
Specialty Retail (Use Code 826) <sup>4</sup>	7,386 KGLA	0.76	0.60	1.19	1.52	6	4	9	11
Drinking Place (Land Use 925)	3,000 KGFA	n/a	n/a	10.53	4.95	0	0	32	15
<b>Trip Generation Estimates for Proposed Development</b>						14	31	66	42
<b>20% Reduction for High Pedestrian and Transit Usage <sup>5</sup></b>						3	6	13	8
<b>Adjusted Trip Generation Estimates for Proposed Development</b>						11	25	53	34
<b>Trip Generation Estimate for the Existing Land Use <sup>6</sup></b>									
Drinking Place (Land Use 925)	5,000 KGFA	n/a	n/a	10.53	4.95	0	0	53	25
<b>20% Reduction for High Pedestrian and Transit Usage <sup>5</sup></b>						0	0	11	5
<b>Adjusted Trip Generation Estimates for Existing Land Uses</b>						0	0	42	20
<b>Estimated Additional Trips Generated by the Redeveloped Site</b>									
<b>Additional Vehicle Trip Estimates for the Redeveloped Site <sup>7</sup></b>						11	25	11	14
<p>NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i>, Institute of Transportation Engineers, 2012.</p> <p>2. KGLA is 'Gross Leasable Area x 1000 square feet'. KGFA is 'Gross Floor Area x 1000 square feet'.</p> <p>3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.</p> <p>4. The Speciality Retail (Land Use 826) rate for 'Peak Hour of Adjacent Street Traffic, One Hour Between 4 and 6 PM' has been used. Since there is no published rate for the AM peak hour of adjacent street for this Land Use, and since AM peak hour trips to Speciality Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split.</p> <p>5. Trip generation estimates have been reduced by 20% to account for the high pedestrian and transit usage in the expected in this area.</p> <p>6. These are the trips generated by existing Lions Head Tavern on the site which can be considered as a 'credit' for site trip generation estimates for the redeveloped site.</p> <p>7. 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 land uses on the site.</p>									

It is estimated that the proposed development will generate approximately 36 two-way vehicle trips (11 entering and 25 exiting) during the AM peak hour and 87 two-way vehicle trips (53 entering and 34 exiting) during the PM peak hour. However, when trips generated by the existing buildings on the site are considered as a credit, it is estimated that the redeveloped site will generate 36 additional two-way vehicle trips (11 entering and 25 exiting) during the AM peak hour and 25 additional two-way vehicle trips (11 entering and 14 exiting) during the PM peak hour.

**Other Proposed Residential and Commercial Projects in the Study Area** - Construction is progressing for a fourteen story building at the southeast corner of Robie Street and Demone Street. It is understood that the development will include approximately 138 apartment units, 22,000 square feet of office space and 13,000 square feet of commercial space. A significant mixed use development is also under construction on Young Street at the Monaghan Drive intersection two blocks west of the proposed re-development of the Lion's Head Tavern site.

**Summary -**

1. The development will have approximately 117 apartment units and 10,386 square feet of commercial space, including 3000 square feet for a new Lion's Head Tavern. The development will also include approximately 125 parking spaces with 7 surface spaces and approximately 118 underground spaces.
2. Visibility is good for the Young Street approaches to the surface parking area and the Demone Street approaches to the underground parking driveway. Since there is significant space between the building and both driveways, there is adequate visibility between pedestrians on the sidewalk and drivers of vehicles exiting at both driveways.
3. It is estimated that the proposed multi-tenant building with ground level commercial space will generate 36 two-way vehicle trips (11 entering and 25 exiting) during the AM peak hour and 87 two-way vehicle trips (53 entering and 34 exiting) during the PM peak hour.
4. When trips generated by the existing Lion's Head Tavern on the site are considered as a credit, it is estimated that the redeveloped site will generate 36 additional two-way vehicle trips (11 entering and 25 exiting) during the AM peak hour and 25 additional two-way vehicle trips (11 entering and 14 exiting) during the PM peak hour.

**Conclusion -**

5. Since the numbers of site generated trips are low to moderate, additional site generated trips are low, and site generated trips will be distributed to the grid street system in this area, site generated trips are not expected to have any significant impacts to the level of performance of adjacent streets and intersections near the development.

If you have any questions or comments, please contact me by Email to [ken.obrien@wspgroup.com](mailto:ken.obrien@wspgroup.com) or telephone 443-7747.

Sincerely:



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

