



Project 161-11800 Task 1

October 12, 2016

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

RE: Addendum Traffic Impact Statement for Proposed Multi-Tenant Residential Building with Ground Floor Commercial Space, Bloomfield Street, Halifax (*Proposed Mixed-Use Development - Former North End Beverage Room, Gottingen Street - Traffic Impact Statement - exp October 24, 2012*)

Dear Ms. Blissett:

This is an Addendum to *Proposed Mixed-Use Development - Former North End Beverage Room, Gottingen Street - Traffic Impact Statement* prepared by **exp** in 2012. The Addendum is provided in support of a request to amend the existing Development Agreement (DA) to account for site and land use changes.

Original 2012 Proposed Development - The 2012 TIS was prepared for a development site that transects the block between Bloomfield Street and Almon Street west of Gottingen Street. The development, which proposed site driveways on both Bloomfield Street and Almon Street, included 70 apartment units, 6,847 SF of commercial space, and 82 parking spaces.

Current 2016 Proposed Development - The revised development plan, which proposes access by a single Bloomfield Street driveway near the west property line (Figure 1), includes 90 apartment units, 8,401 SF of commercial space, and 74 parking spaces.

Visibility is good on both Bloomfield Street approaches to the driveway as illustrated in Photos 1 and 2. Also, since the ground floor level of the building will be set back from the sidewalk (Figure 1), there is expected to be good visibility between vehicle drivers exiting the parking garage driveway and pedestrians on the sidewalk.



Photo 1 - Looking east on Bloomfield Street towards Gottingen Street from the site driveway location.



Photo 2 - Looking west on Bloomfield Street towards Isleville Street from the site driveway location.

Trip Generation - Trip generation estimates for the revised development proposal (2016) and the previously considered 2012 development, prepared using published trip generation rates from *Trip Generation, 9th Edition*, are included in Table 1.

After adjustment for 30% non-vehicle trips, it is estimated that the proposed 90 unit building with ground floor commercial spaces will generate 27 two-way vehicle trips (10 entering and 17 exiting) during the AM peak hour and 41 two-way vehicle trips (21 entering and 20 exiting) during the PM peak hour.

The proposed 2016 development is estimated to generate 10 more two-way vehicle trips (4 entering and 6 exiting) during the AM peak hour and 2 fewer two-way vehicle trips (5 fewer entering and 3 more exiting) during the PM peak hour than the proposed project considered in the 2012 TIS.

Table 1 - Trip Generation Estimates for Proposed 2012 and 2016 Developments									
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 Estimate for Proposed Development (2016)									
Mid-Rise Apartment (Land Use 223)	90 units	0.09	0.21	0.23	0.16	8	19	20	15
Specialty Retail (Land Use 826) ⁴	8,401 KGLA	0.76	0.60	1.19	1.52	6	5	10	13
Total Trip Generation Estimates for Proposed Development						14	24	30	28
30% Reduction for Non-Vehicle Trips ⁵						4	7	9	8
Adjusted Estimates for Site Generated Trips						10	17	21	20
Trip Generation Estimate for Original Development (2012)									
Total Estimated Traffic Generation, Table 1, TIS prepared by exp, October 2012						6	11	26	17
Additional Vehicle Trip Estimates for the Proposed 2016 Development ⁶						4	6	(5)	3
NOTES: 1. Rates are for the indicated Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. 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. The Specialty 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 Specialty Retail are generally low, AM trip rates have been assumed to be 50% of the PM rate with reversal of the directional split. 5. Since the site is near Gottingen Street that has very good transit service, a 30% reduction in site generated vehicle trips has been assumed to account for transit, bicycle, and walking trips. 6. These are the additional vehicle trips estimated to be generated by the land uses included in the proposed revised 2016 development.									

Summary -

1. The project considered in the 2012 Traffic Impact Statement (TIS) proposed site driveways on both Bloomfield Street and Almon Street and included 70 apartment units, 6,847 SF of commercial space, and 82 parking spaces.
2. The revised 2016 project considered in this Addendum TIS proposes access by a single Bloomfield Street driveway near the west property line and includes 90 apartment units, 8,401 SF of commercial space, and 74 parking spaces.

3. After adjustment for 30% non-vehicle trips, it is estimated that the proposed 90 unit building with ground floor commercial spaces will generate 27 two-way vehicle trips (10 entering and 17 exiting) during the AM peak hour and 41 two-way vehicle trips (21 entering and 20 exiting) during the PM peak hour.
4. The proposed 2016 development is estimated to generate 10 more two-way vehicle trips (4 entering and 6 exiting) during the AM peak hour and 2 fewer two-way vehicle trips (5 fewer entering and 3 more exiting) during the PM peak hour than the proposed project considered in the 2012 TIS.
5. Visibility is good on both Bloomfield Street approaches to the proposed site driveway. Also, since the ground floor level of the building will be set back from the sidewalk, there is expected to be good visibility between vehicle drivers exiting the parking garage driveway and pedestrians on the sidewalk.

Conclusion -

6. Since the number of trips estimated to be generated by the proposed 2016 project is moderate, and the project generates only 10 more two-way vehicle trips during the AM peak hour and 2 fewer two-way vehicle trips during the PM peak hour than the original project considered by **exp** in the 2012 TIS, the conclusions included in that TIS are still considered to be applicable:

"The proposed development will have an insignificant impact on existing traffic flows within the Study Area." (Page 4); and

"Good transit coverage coupled with the location's proximity to Stadacona, the Dockyard, and the downtown core should result in relatively low personal vehicle usage." (Page 5)

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

Sincerely:

Original Signed

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

