



Project 161-18108

February 21, 2017

Mr. Connor Wallace, BCD
 Urban Planner
 WSP Canada Inc.

Sent via Email to connor.wallace@wspgroup.com

RE: Addendum Traffic Impact Statement for Townhouse Development, Tremont Drive, Halifax (*Traffic Impact Statement for a Townhouse and Multi-Unit Residential Building Development, 20 Tremont Drive, Halifax, WSP Canada Inc., August 31, 2015*)

Dear Mr. Wallace:

This is the Addendum to the August 31, 2015, Traffic Impact Statement (TIS) for the proposed Townhouse and Multi-Unit Residential Building Development that was prepared by WSP Canada Inc. (August 2015) to account for proposed land use changes.

Background - The August 2015 TIS was prepared for a development that was to include eight townhouse units and 46 apartment units. The apartment units have been deleted for the revised land use (Figure 1-A) and the total development is now proposed to include 24 townhouse units. The development will be accessed by a new public street that intersects Tremont Drive at the same location as the private driveway that was to serve the proposed 2015 development.

Trip Generation - Trip generation estimates for the original and current proposed developments, prepared using published trip generation rates from *Trip Generation, 9th Edition*, are included in Table 1-A.

Table 1-A - Trip Generation Estimates for Proposed Development									
Land Use ¹	Units ²	Trip Generation Rates ³				Estimated Trips Generated ³			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
Trip Generation Estimates for the Original Proposed Development (August 2015)									
Residential (Land Use 210)	8 units	0.19	0.56	0.63	0.37	2	4	5	3
Mid-Rise Apartment (Land Use 223)	46 units	0.09	0.21	0.23	0.16	4	10	10	8
Total Trip Generation Estimates for the Original Proposed Development						6	14	15	11
Trip Generation Estimate for the Current Proposed Development (February 2017)									
Residential (Land Use 210)	24 units	0.19	0.56	0.63	0.37	5	13	15	9
Reduction in Vehicle Trip Estimates for the Current Proposed Development						1	1	0	2
NOTES: 1. Rates are for Land Use Codes, <i>Trip Generation, 9th Edition</i> , Institute of Transportation Engineers, 2012. 2. Townhouse units are considered as single family residents when estimating number of vehicle trips. 3. Rates are 'vehicles per hour per unit'; trips generated are 'vehicles per hour for peak hours'.									

LEGEND

- Site Boundary
- Adjacent Property Boundary
- Existing Internal Property Boundary
- Proposed Property Boundary
- Townhouse Unit (20x40ft)
- Townhouse Unit (26x30ft)

SITE SUMMARY:

- Land Area: 10,924 m² / 2.7 Acres
- Existing Zone: R-1 / R-2
- Road Length: 100m

NOTES:

- Property lines approximate only. Site subject to survey.

Figure 1-A

SOURCES:

- Property lines topographic features from provincial mapping.

Designer: KWATERS
Planner: CWALLACE

VERSION: **106**
CONCEPT PLAN
TREMONT AVENUE
HALIFAX, NOVA SCOTIA

JMJ DEVELOPMENT LTD.
161-18108-106
JANUARY 30, 2017

SCALE
1:1,000
0 5 10 15 20 25 m



1 SPECTACLE LAKE DRIVE
BAYVIEW, NOVA SCOTIA B3S 4J5, CANADA
PHONE: 902-535-5665 FAX: 902-535-9445 WWW.WSPGROUP.COM



Trip Generation Summary - Trip generation estimates for the original development considered in August 2015 (Table 1-A) included 20 two-way vehicle trips (6 entering and 14 exiting) during the AM peak hour and 26 two-way vehicle trips (15 entering and 11 exiting) during the PM peak hour.

It is estimated (Table 1-A) that the current proposed 24 townhouse units will generate 18 two-way vehicle trips (5 entering and 13 exiting) during the AM peak hour and 24 two-way vehicle trips (15 entering and 9 exiting) during the PM peak hour.

Conclusion - Since the numbers of site generated trips for the current proposed land use are slightly less than trip generation estimates for the original proposed development, the conclusion included with the 2015 TIS is still considered to be applicable:

“Since site generated trips are low and traffic volumes on Tremont Drive are low, vehicle trips generated by the site are not expected to have any significant impact to the performance of adjacent streets, intersections, or the regional street network.”

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.

