



Ref. No. 171-09840

July 12, 2017

Ms. Erin Ashley
Michael Napier Architecture
5540 Kaye Street
HALIFAX NS B3K 1Y5

RE: Addendum Traffic Impact Statement, Proposed Residential and Commercial Development, Corner Gottingen Street and Bilby Street, Halifax, Nova Scotia
: Traffic Impact Statement, Proposed Residential and Commercial Development, Corner Gottingen Street and Bilby Street, Halifax, Nova Scotia, WSP Canada Inc., July 26, 2012

Dear Ms. Ashley:

This is the Addendum Traffic Impact Statement that you have requested for the proposed Residential and Commercial Development at the northwest corner of the Gottingen Street and Bilby Street intersection. The Addendum is required to consider possible traffic impacts of changes in the property boundary and proposed land uses since the original Traffic Impact Statement (TIS) was prepared in July, 2012.

Background - The project considered in the July, 2012, TIS included a 39 unit apartment building with 3,200 square feet of ground floor commercial space. Since 2012, the developer has acquired an additional property on Gottingen Street at the north site boundary. The current proposed development (Figure 1-A) now includes a 64 unit apartment building with approximately 4,360 square feet of ground floor commercial space.

Driveway Location - Since driveways on the revised site plan (Figure 1-A) are at the same location as on the 2012 site plan (the north side of Bilby Street near the west site boundary), sight distances will continue to be adequate on both Bilby Street approaches.

Trip Generation - Trip generation estimates for the revised development proposal (2017) and the previously considered 2012 development, prepared using published trip generation rates from *Trip Generation, 9th Edition*, are included in Table 1-A.

Since the original TIS was prepared in 2012, it has been recognized that ground floor commercial space in this area is generally considered to be neighbourhood oriented, and that a significant percentage of trips generated by both commercial and residential land uses are made by walking, bicycle or transit, rather than by vehicle.

After adjustment for 30% non-vehicle trips, it is estimated that the proposed 64 unit building with approximately 4,360 square feet of ground floor commercial space will generate 17 two-way vehicle trips (6 entering and 11 exiting) during the AM peak hour and 25 two-way vehicle trips (13 entering and 12 exiting) during the PM peak hour.

The proposed 2017 development is estimated to generate one less two-way vehicle trip (one less entering and zero exiting) during the AM peak hour and one less two-way vehicle trip (one less entering and zero exiting) during the PM peak hour than the proposed project considered in the 2012 TIS.

Table 1-A - Trip Generation Estimates for Proposed 2017 and 2012 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 (2017)									
Mid-Rise Apartment (Land Use 223)	64 units	0.09	0.21	0.23	0.16	6	13	14	10
Specialty Retail (Land Use 826) ⁴	4,360 KGLA	0.76	0.60	1.19	1.52	3	3	5	7
Total Trip Generation Estimates for Proposed Development						9	16	19	17
30% Reduction for Non-Vehicle Trips ⁵						3	5	6	5
Adjusted Estimates for Site Generated Trips						6	11	13	12
Trip Generation Estimate for Original Development (2012)									
Total Estimated Traffic Generation, Table 1, TIS prepared by WSP, July 2012						7	11	14	12
Change in Vehicle Trip Estimates for the Proposed 2017 Development ⁶						(1)	0	(1)	0
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 on Gottingen Street and 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 changes in vehicle trip estimates caused by the land uses included in the proposed 2017 development compared to trip generation estimates for the 2012 proposed development.									

Summary -

1. It is estimated that the proposed 64 unit building with 4,360 square feet of commercial space will generate 17 two-way vehicle trips (6 entering and 11 exiting) during the AM peak hour and 25 two-way vehicle trips (13 entering and 12 exiting) during the PM peak hour.
2. The proposed 2017 development is estimated to generate one less two-way vehicle trip (one less entering and zero exiting) during the AM peak hour and one less two-way vehicle trip (one less entering and zero exiting) during the PM peak hour than the proposed project considered in the 2012 TIS.

Conclusion -

3. Since there has not been any significant change in estimated trip generation for the site, the conclusion reached in the 2012 TIS is still considered to be appropriate:

"While Gottingen Street peak hour volumes are moderate, the low numbers of site generated trips are not expected to have any significant impact to the level of performance of Bilby Street, the adjacent Gottingen Street intersection, Gottingen Street, or the regional street network."

If you have any questions or comments, 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.

