Trans4m Group

TO Sarah Thomas C.Tech
Project Coordinator
DEXEL Developments
1245 Barrington St
Halifax, NS B3J 1Y2

April 10, 2024

RE: Quinpool Development – 6324 Quinpool Road
Transportation Impact Statement *(updated)*

Dear Sarah

The Trans4m Group was requested to provide an update to the Transportation Impact Statement (TIS) addressing the anticipated impacts of a new development proposed for 6324 Quinpool Road. The original study for this property was prepared by Ekistics Plan + Design in 2017. Since the original study, the development has increased in size from 125 to 193 units, which triggered the review and amendment of the original study. This letter updates the content of the previous impact statement to better represent todays roadway and transportation environment.

Existing Conditions

The proposed development site is located between Quinpool Road and Pepperell Street to the south, approximately mid-block between Oxford, and Preston Street immediately across Quinpool Road from Harvard Street. The existing site include a McDonalds restaurant (with associated drive through), and a fitness centre. The Harvard Street intersection forms a 3-leg Tee-intersection with Quinpool Road and includes pedestrian traffic signals on the east side of the intersection (crossing Quinpool Road) complete with actuated pedestrian crossing buttons.

Quinpool Road itself is a 4-lane undivided arterial road with wide commercial style sidewalks extending from building face to back of curb sidewalks located on both sides of the roadway. The parallel Pepperell Street is a 2-lane urban road with sidewalk and a width of about 9 meters. This urban residential cross section is similar on Harvard Street, and Seldon Street, while widths on Preston Street and Oxford Street extend slightly to about 12 meters in width, which generally allows for 3 or 4 lanes at major intersections.

Future Conditions

The currently proposed development is expected to include 193 residential units, with about 160 vehicular parking and bicycle parking spaces in 2 levels of underground parking accessed off Pepperell Street. No vehicular access to Quinpool Road is provided. The building includes about 710m^2 of ground floor commercial space fronting onto Quinpool Road, as well as a variety of on site amenities.

The existing drive through operations associated with the MacDonalds will cease to operate, therefore removing a significant volumes of trips previously entering and exiting the site from Quinpool Road. Based on guidance provided in the Institute of Transportation Engineers (ITE) Trip Generation Guide (11th Edition), this could equate to a reduction of between 30 and 40 trips per hour during the peak hours of traffic.

Analysis

Based on guidance provided in the ITE Trip Generation Guide, the 193 residential units were identified as multi-family mid-rise development in a dense multi-use urban area. The commercial area along Quinpool Road are expected to primarily attract local traffic and generate very few vehicular trips as no parking is provided for this space, Nonetheless, the table below shows the normal commercial space estimates from the ITE Guide, though we anticipate actual commercial trips will be significantly lower than those shown.

Land Use	Trip Code	Units /Area	Variable	AM Peak			PM Peak		
				Enter	Exit	TOTAL	Enter	Exit	TOTAL
Multi-Family House (Mid-Rise)	221	193	Units	8	46	54	37	13	50
Commercial Space	822	7	/1000ft^2	10	7	17	23	23	46
Total New Trips to Network		**655**		**18**	**53**	**71**	**60**	**36**	**96**

HRMs Modal Share application summarizes data from the most recently available 2016 census (AM peak) as shown in the table to the right. Using census track information immediately north and south of the development site shows significant active transportation and transit use, with only about 30% of trips being made by passenger vehicle.

This would suggest the ITE trip generation number in the above table are likely to be significantly lower that those shown.

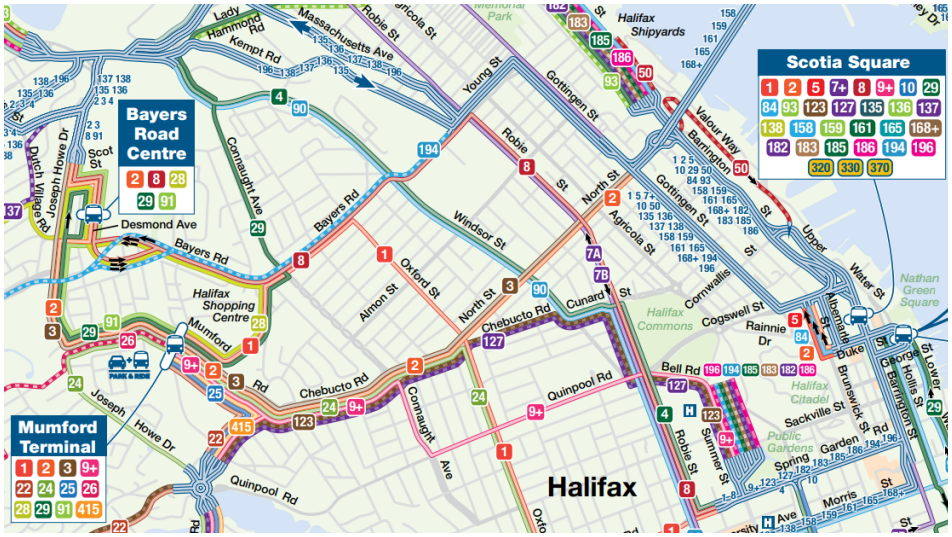
TRAVEL MODE	South Side Quinpool (CT 0012.00)		North Side Quinpool (CT 0011.00)	
	Origin	Destination	Origin	Destination
Driver	31%	50%	29%	54%
Passenger	2%	4%	5%	6%
Transit	10%	11%	20%	16%
Walking	45%	31%	40%	21%
Cycling	10%	5%	5%	3%
Other	1%	-	1%	1%

All traffic related to the residential component of the development would enter and exit the development on Pepperell Street. Even when using the full generation numbers and assuming an even split of traffic to northbound and southbound Pepperell Street, a person standing on Pepperell would see 1 new vehicle related to the development pass every 1 to 2 minutes during peak travel, and then would be further distributed throughout the network. As Pepperell is a relatively low volume residential roadway, this additional traffic loading is expected to have negligible impacts on Pepperell Street and the adjacent intersections.

The smaller scale commercial activity will most likely accommodate demand from the local area therefore many trips are expected to occur using active transportation modes. Vehicle trips to the commercial uses would utilize available parking in the area.

Active Transportation and Transit Service

The development is located in a dense urban residential and commercial area and is therefore surrounded by roadside sidewalks at the front and rear of the building and the proposed site plan makes connections to this infrastructure, A signalized pedestrian crosswalk is located directly in front of the development and provides convenient service for people looking to access the north side of Quinpool Road. The Halifax Common is located about 700 meters to the north and various other green space and recreational facilities are located in close proximity to the development.



The development is in the middle of a robust transit network as shown in the figure to the right. Route 9A/B runs along Quinpool at 15 minute intervals with transit stops located just downstream of both Oxford Street and Preston Street. In addition, the Route 1 (BRT service) and Route 24 run along Oxford Street less than 100 meters from the development.

Conclusions and Recommendations

The proposed development is located in a urban core area with a wide variety of amenities and supporting commercial, retail, institutional and recreational support. The development is well serviced by transit and active transportation infrastructure immediately adjacent to, and in close proximity to the development. The lower volume local street network surrounding the development site are well suited for cycling traffic and other active modes of travel.

Existing modal share statistics suggests that a high percentage of residents are likely to use travel modes other than passenger vehicles. Further, the proposed development removes an existing high volume drive through use that direclty accesses Quinpool Road, and relocates the lower volume residential traffic assocaited with the development to Pepperell Street which is a more appropriate and lower volume local residential roadway.

Based on this review, the proposed development can be implemented with neglidgible impacts to the surrounding roadway netwwork, and does not require any roadway or active transrpotation improvements to support its operation.

Should there be any question or comments on the content of this review, please feel free to contact the undersigned.

Sincerely,

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Original Signed