

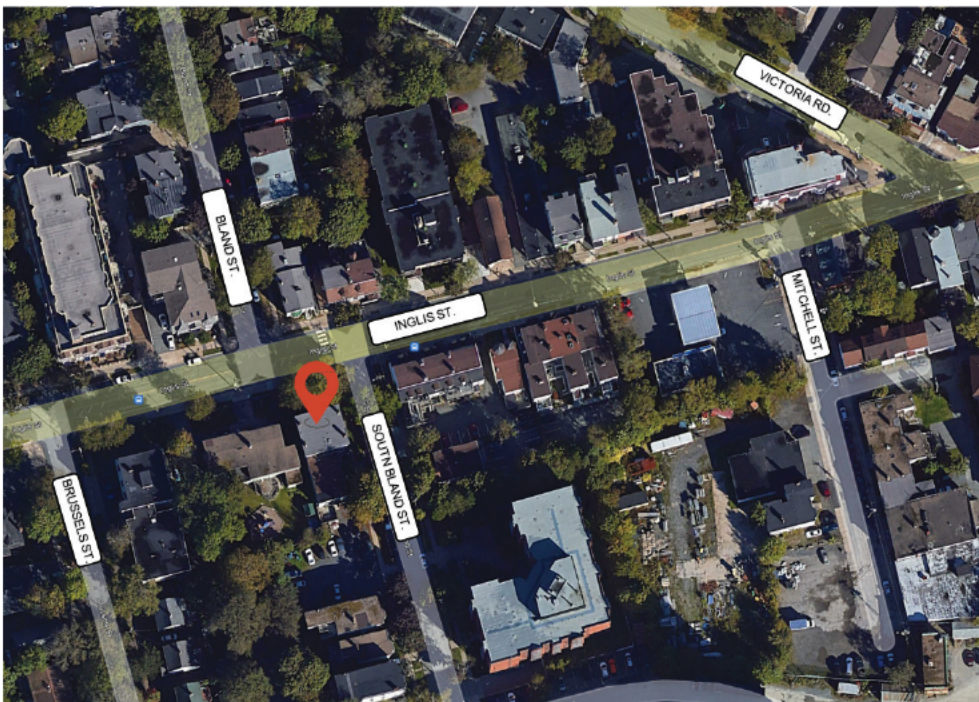
## 5492 Inglis Street Development Transportation Impact Review and Statement

ISSUED:  
July 19, 2024

Dear Carter,

Fathom Studio carried out a Transportation Impact Review of the proposed Inglis Street Development, in the southwest quadrant of the Inglis Street / South Bland Street intersection near the south

end of peninsular Halifax, Nova Scotia. The proposed development (📍) removes a portion of the 21 rooms in the existing building, and adds a newly constructed rear portion of the building resulting in a total of 31 units within the final multi-storey residential building.



### Existing Conditions

The area surrounding the development is primarily residential in nature, though there are a variety smaller commercial and large industrial buildings in close proximity to the development.



**Inglis Street** has a two-lane urban cross section, 10-meters in width, including one-lane in each direction with no parking permitted in the vicinity of the development. Inglis fronts the development to the north and includes a small gravel driveway along the west side of the building. The cross-section includes a sidewalk with grassed boulevard, curb and gutter on both sides of the road, and the asphalt pavement is in good condition.

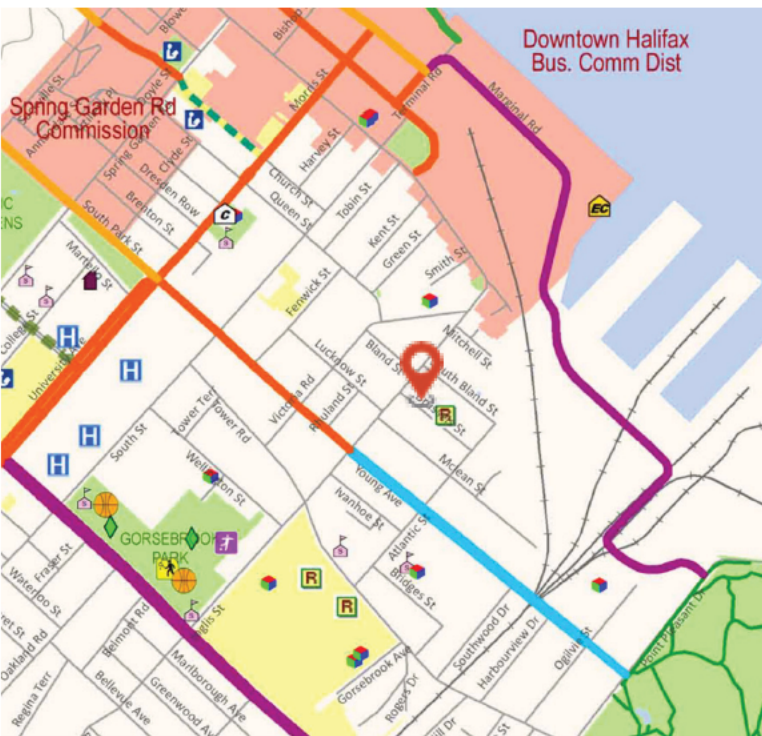


**South Bland Street** has a two-lane cross section, 9 meters in width, including one lane in each direction and is adjacent to the east side of the development. The cross-section includes sidewalks, grassed boulevards, and curb and gutter on both sides of the road. The asphalt pavement is in good condition and parking is permitted in most areas along the west side of the road.



South Bland Street includes an intersection with the main driveway to the Halifax Grain Terminal, located about 110 meters south of Inglis Street. Discussions with the development staff suggested that 4 to 5 “A-Train” or “B-Train” tractor/trailer units travel to and from the Halifax Grain Elevator on a typical weekday using

South Bland Street adjacent to the development and Inglis Street to the east. Parking restrictions currently exist on South Bland Street near the Grain Elevator driveway and near the intersection of Inglis Street to allow turning movements for these larger vehicles.

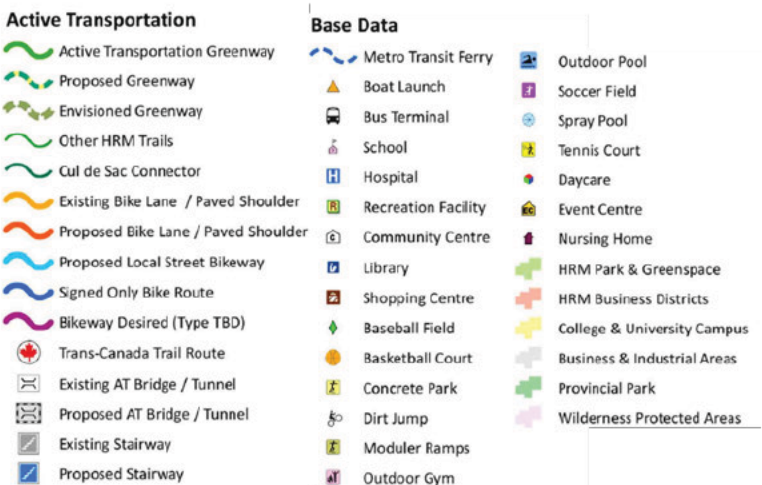


### Active Transportation

The development (📍) is well served by local sidewalks and low volumes residential roadways to accommodate active transportation movements, including a marked crosswalk on the west side of the Inglis / South Bland intersection.

As shown in the figure to the left (taken from the Halifax Greenway Network Map), the development is located in close proximity to variety of significant AT amenities including Point Pleasant Park to the southeast, Gorsebrook Park is 750 meters to the southwest, and the Halifax Harbourfront to the north.

The figures shows a variety of proposed future AT routes including bike lanes along Young Avenue and Robie Street and a Desired Bikeway along the water front between Point Pleasant Park and Marginal Road. The development is located directly beside the Halifax Early Childhood School and recreation facility, the Halifax Curling Club is located just south of the development, and various other institutional and commercial land uses are located in close proximity to the development.





### Transit

The proposed development is located about 1.6 km south of the Water Street Terminal that serves 5 different routes and connects directly to the Woodside and Alderney ferries services as well as to the larger Scotia Square terminal. The Water Street terminal serves Route 29, a local route that travels between the terminal, along the Inglis Street directly in front of the development to Tower Road toward the Point Pleasant Park communities.

Bus service is regular and discussions with the development’s staff suggest that transit services is well used by residents, supported by the presence of bus stops directly in front of the proposed development .

### Route Directory

All routes are Accessible Low Floor and Bike Rack Equipped

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>1 Spring Garden</li> <li>2 Fairview</li> <li>3 Crosstown</li> <li>4 Universities</li> <li>7 Robie</li> <li>9 Greystone / Fotherby</li> <li>9A Herring Cove</li> <li>10 Dalhousie</li> <li>14 Leiblin Park</li> <li>15 Purcells Cove</li> <li>21 Timberlea</li> <li>22 Armdale</li> <li>28 Bayers Lake</li> <li>29 Barrington</li> <li>30 Clayton Park West</li> </ul> | <p><b>Peak Routes</b></p> <ul style="list-style-type: none"> <li>5 Chebucto</li> <li>11 Dockyard</li> <li>32 Cowie Hill Express</li> <li>51 Windmill</li> <li>53 Notting Park</li> <li>59 Colby</li> <li>60 Eastern Passage</li> <li>68 Cherry Brook</li> <li>78 Mount Edward Express</li> <li>79 Cole Harbour Express</li> <li>82 Millwood</li> <li>84 Glendale Express</li> </ul> |
|--|---|

### Proposed Development

The existing building has 21 rooms with shared kitchen and bathroom facilities. The new building will include a total of 30 small scale, though fully operational residential units. There is not parking being added as part of the development and it is anticipated that many residents will use active transportation and transit modes of travel. Where required, local on-street parking, or local lots would be available.

For context, the Institute of Transportation Engineers, Trip Generation Guide was consulted on potential trip generation differences that may

be anticipated under the redevelopment scenario. That guides suggests that the development may experience about 4 new trips during the AM or PM peak hours of roadway traffic indicated that there will be negligible impact to current traffic operations.

## Conclusions and Discussion

Based on the nature of the redevelopment, limited traffic generation characteristics, and review of anticipated geometric, operational and safety conditions in the vicinity of the development, there are not anticipated to be an adverse conditions generated by the redevelopment of this property. Residents are afforded direct access to transit and active transportation facilities, and proposed site amenities are anticipated for further support active transportation modes of travel.

Minor items noted during site investigations that should be considered moving forward include:

1. Large truck traffic between Inglis and the Halifax Grain Elevator are not desirable on local streets such as South Bland Street, though there appear to be any alternatives to this access route. It therefore appears prudent to maintain current parking restrictions to permit movement of trucks with minimal impedance. It would also be advisable to provide warnings of such large vehicle movements to residents and drivers in the area and ensure visibility of such truck movements is clear from all locations near the route.
2. Sight distances are limited to the south on the South Bland Street approach to Inglis Street due to the existing building in the southeast quadrant of the intersection. While this is an existing condition not related to this proposed development, care should be taken in the area to ensure sight lines and sight distractions are minimized during construction and on-going future operations.
3. A number of large mature trees are present near the Inglis / South Bland intersection that could impact sight lines to the intersection and pedestrian cross walk on Inglis. Periodic trimming of low hanging branches is recommended to minimize any potential impact to sight lines near the intersection.

Should there be any questions or comments regarding the content of this review, please don't hesitate to get in touch.

Sincerely,



**Roger N. Boychuk, P. Eng.**

*Senior Transportation Engineer*

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