

3709 Barrington Street Development – Zoning and Transportation Considerations

Dear Josh,

We are writing to provide an overview of the development potential and related transportation context for the property located at 3709 Barrington Street, Halifax, Nova Scotia. This property includes two parcels (PID 00019281 and PID 00019299), both currently zoned HRI (Harbour-Related Industrial) under the existing land use by-law.

Rezoning of 3709 Barrington Street lands from HRI to CLI

PID 00019281 contains a long-standing residential home that remains grandfathered for residential use and, PID 00019299 is a vacant parcel. These lands fall under the Industrial Employment Designation (IDE), which allows the potential rezoning to Commercial Light Industrial (CLI) as detailed in the February 2025 letter submitted by Rob LeBlanc, Director of Planning with Fathom.

The CLI zone offers a more versatile framework, allowing for enclosed light industrial operations, commercial uses that complement industrial functions, and selected institutional uses. A shift to CLI zoning would support future redevelopment of the site while preserving the existing grandfathered residential use. This direction is also more in line with policy intent and avoids the need for an Urban Structure Map amendment, which would be unlikely given the site's current IDE designation.

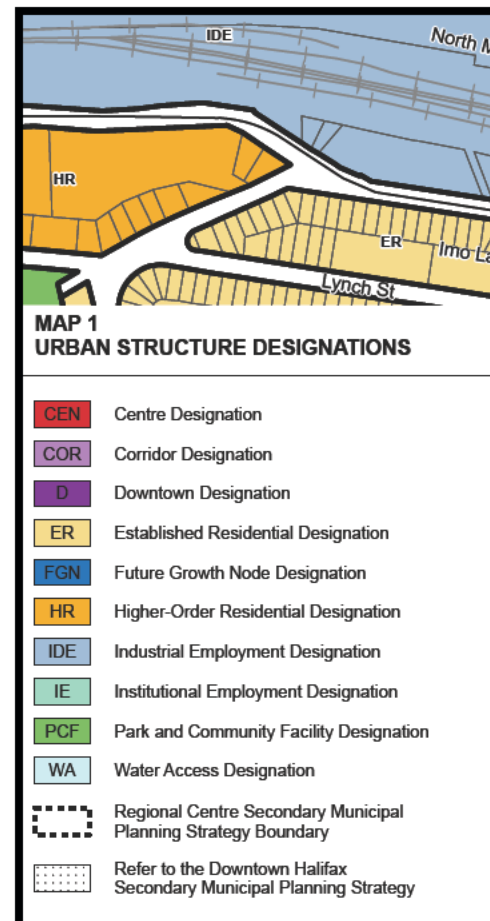
Transportation & Traffic Volume Considerations

To help assess the site's development potential, Fathom reviewed available transportation data from the HRM Open Data Portal focusing on AAWT (Annual Average Weekday Traffic) and hourly TMC (Turning Movement Count) data.

Key Traffic Insights:

- Barrington Street is a primary corridor between downtown Halifax, the MacKay Bridge, and the Bedford Highway.
- The highest AAWT noted was 13,654 vehicles/day (2024) at Barrington Street and Devonshire Avenue.
- Traffic survey data indicates relatively high volumes along Barrington Street, with peak-hour directional volumes between 800 and 900 vehicles per hour. AM peak volumes occur in the southbound direction toward downtown Halifax (*NOTE: a 2024 Englobe volume report incorrectly identifies northbound and southbound traffic directions*) and are reversed in the PM peak hour, though volumes are somewhat more balanced during the PM peak.

This data indicates that Barrington Street is a high-demand commuter route, reinforcing the need to manage access and traffic flow carefully for any new development at the site.



Sight Distance Evaluation

The existing driveway is located on back-to-back curves making sight distances and important consideration when establishing a future driveway connection to Barrington Street, which has a posted speed of 50 km/h. From the existing driveway location, sight distances are about 100 meters to the north and 85 meters to the south, though removal of some vegetation in both circumstances could increase this sight distance.

Based on the Transportation Association of Canada (TAC) Geometric Design Guide:

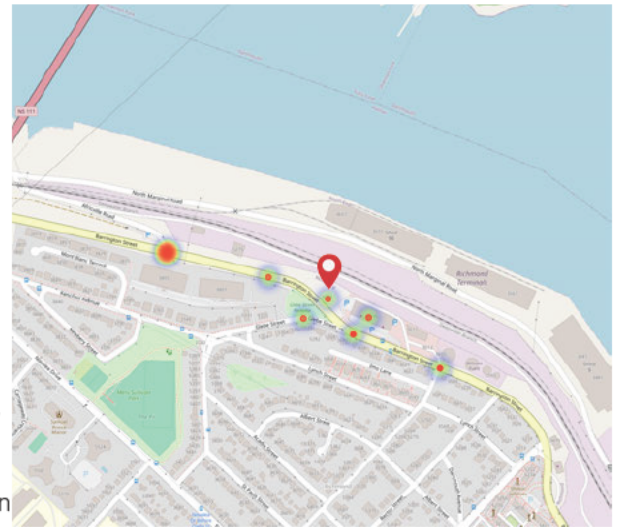
- Stopping Sight Distance (SSD) requirements are 65 meters for 50 km/h, suggesting these values can be met for vehicles on Barrington Street.
- Intersection Sight Distances (ISD) for 50 km/hr for a right turn movement from the driveway is 95 meters. This suggests the ISD_R can be met to the north but not the south based on existing conditions.
- Intersection Sight Distances (ISD) for a left turn movement from the driveway is 105 meters, suggesting ISD_L cannot currently be met in either direction.



Sight distances are challenging to meet at this location. The strategic removal of roadside vegetation along these sight-lines appears feasible and will allow the intersection sight distances to be met. This would include smaller trees and shrubs behind the guide rail south of the site, and roadside trees on the inside of the curve north of the site. It appears such improvements would be reasonable considerations today, regardless of the future use the there properties.

Collisions

Collision data near 3709 Barrington Street indicates that most incidents are non-severe, rear-end collisions, in non-intersection areas during daylight hours—typical of regular commuter traffic. The Barrington and Africville Road intersection shows the highest concentration of collisions, with other isolated collision locations surrounding the development. While, collision rates do not appear overly high in this area, operational safety performance should be a key factor with any future development in this area.

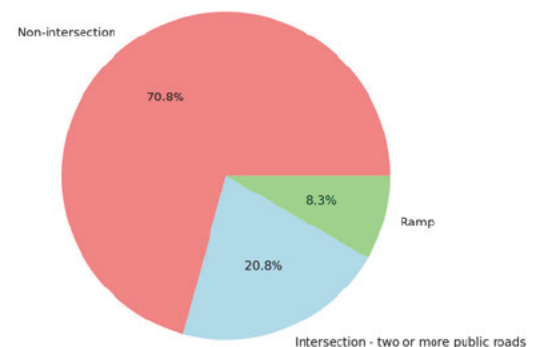


Trip Generation

Permitted land used under the CLI designation were reviewed to identify land uses that could potentially be constructed at the site given the relatively small land area, surrounding land uses and location on Barrington Street. The Halifax Regional Centre Land Use By-Law notes very limited residential potential, but includes a wide range of commercial, agricultural, institutional, industrial, community and other potential uses.

Worst case scenario transportation loading may include uses such as restaurants/lounges, small strip retail, small office space, or a limited size drive-through. Even then, most uses would be limited by parking requirements for such establishments.

Collision Distribution by Road Configuration



Evaluating a number of these potential uses suggest that maximum, worst-case peak hour volumes would average under 50 two-way trips per hour. Realistically, most practical potential land uses result in peak trip values in the range of 10 to 20 two-way trips per hour. Such volumes would be expected to have minimal impact on traffic on Barrington Street, and are certainly less than many other driveways and intersections in the area that currently connect to Barrington Street. It is also unlikely that such volumes would create any warrant for upgraded traffic control on dedicated turning lanes.

Conclusion

The property at 3709 Barrington Street presents an opportunity for redevelopment under the Commercial Light Industrial (CLI) zoning, offering greater flexibility than its current Harbour-Related Industrial (HRI) designation. The existing grandfathered residential use will be preserved, while the CLI zoning supports a range of light industrial and complementary commercial activities aligned with the area's Industrial Employment Designation.

Transportation data confirms Barrington Street as a major commuter corridor with consistently high traffic volumes, emphasizing the importance of careful access and traffic flow management for any new development. Sight distance considerations and collision data further highlight opportunities for targeted design improvements to enhance safety and functionality.

Trip generation analysis based on recognized ITE standards suggests that regardless of the residential, or CLI land use selected, new trips to the road network will be minimal. The most important factors at the site therefore become the careful planning, locating and design of a new driveway to support any new site redevelopment to ensure sight distances are met and operational safety risks are minimized.

Please feel free to contact the undersigned with any questions or comments regarding the content of this review.



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