



Ref. No. 221-09739-00-30

September 29, 2022

Ms. Pam Priest  
Universal Realty Group  
1190 Barrington Street, 4<sup>th</sup> Floor  
HALIFAX NS B3J 2P8

Sent via Email to [pam@universalgroup.ca](mailto:pam@universalgroup.ca)

**RE: Traffic Impact Statement, Proposed Multi-Tenant Residential Buildings,  
30 Ridge Valley Road, Halifax**

Dear Ms. Priest

Since the existing building on the 4.2 acre 30 Ridge Valley Road site only occupies 7% of the site, *Universal Realty Group* is preparing plans to construct two additional buildings with a total of 298 apartment units to better use the otherwise under utilized site (Figure 1). This is the Traffic Impact Statement (TIS) which considers impacts from vehicle trips generated by the development.

**Description of Site Accesses** -Vehicle accesses are expected to be at or near existing driveways on Ridge Valley Road and Bromley Road (Photos 1 to 8).



**Photo 1 - Looking north on Ridge Valley Road towards Cowie Hill Road from the existing two-way west site driveway.**



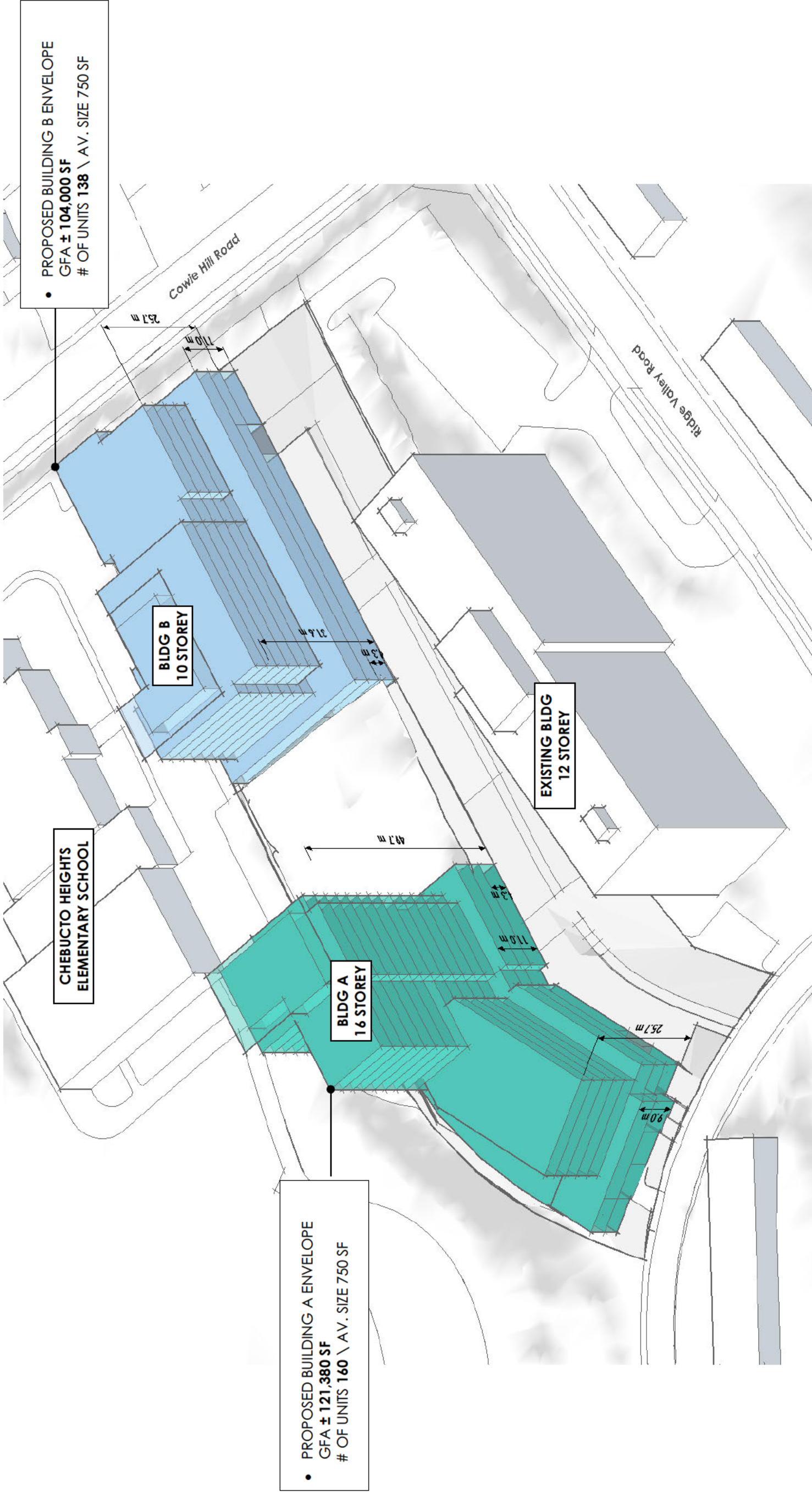
**Photo 2 - Looking south on Ridge Valley Road from the existing two-way west driveway.**



**Photo 3 - Looking north on Ridge Valley Road from the existing one-way exit east driveway.**



**Photo 4 - Looking south on Ridge Valley Road from the existing one-way exit east driveway.**



Perspective View (North)



Photo 5 - Looking east on Bromley Road towards Ridge Valley Road from the driveway near the existing building.



Photo 6 - Looking west on Bromley Road from the driveway near the existing building.



Photo 7 - Looking east on Bromley Road towards Ridge Valley Road from the driveway for the existing upper parking lot.



Photo 8 - Looking west on Bromley Road from the driveway for the existing upper parking lot.

Visibility is good on all approaches to existing driveways on Ridge Valley Road and Bromley Road as illustrated in Photos 1 to 8.

**Ridge Valley Road** (Photos 1 to 4) is a local street with a sidewalk on the west side adjacent to the site. Parking is permitted on the west side of the street.

**Bromley Road** (Photos 5 to 8) is a narrow one-way eastbound local street without sidewalks. Limited on-street parking is permitted on the north side of the street.

**Cowie Hill Road** (Photos 9 and 10) is a wide collector street with a sidewalk on the south side fronting the site. Visibility is very good on both approaches to the Ridge Valley Road intersection.



Photo 9 - Looking west on Cowie Hill Road towards Peter Saulnier Drive and Dunbrack Street from Ridge Valley Road.



Photo 10 - Looking east on Cowie Hill Road towards Herring Cove Road from Ridge Valley Road.

**Traffic Volumes** - The following two-way peak hourly traffic volumes have been obtained from HRM Traffic & Right of Way files:

- Ridge Valley Road south of Cowie Hill Road - 230 vph AM; 330 vph PM (November 2015)
- Cowie Hill Road west of Ridge Valley Road - 370 vph AM; 400 vph PM (October 2021)
- Cowie Hill Road west of Herring Cove Road - 215 vph AM; 360 vph PM (November 2021)

**Transit Service** - A review of current Halifax Transit route maps indicates the following:

- Ridge Valley Road and Cowie Hill Road from Ridge Valley Road to Herring Cove Road are served by Routes 14 and 32
- Herring Cove Road is served by Routes 19 and 20 passing Cowie Hill Road intersection.

**Trip Generation 30 Ridge Valley Road** - Trip generation estimates for the proposed 298 apartment units, prepared using published trip generation equations from *Trip Generation, 11<sup>th</sup> Edition*, are included in Table 1.

It is estimated that the 298 apartment units will generate 85 two-way vehicle trips (29 entering and 56 exiting) during the AM peak hour and 100 two-way vehicle trips (56 entering and 44 exiting) during the PM peak hour. However, when a 25% reduction for non-auto trips is applied (Halifax Integrated Mobility plan projects a 26% reduction in Inner Suburban Regions for 2031), it is estimated that the development at 30 Ridge Valley Road will generate 64 two-way vehicle trips (22 entering and 42 exiting) during the AM peak hour and 75 two-way vehicle trips (42 entering and 33 exiting) during the PM peak hour.

Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>1</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
High Rise Apt (Land Use 222)	298 Units	T=0.22(X) + 18.85 AM (34% in / 66% out) T=0.26(X) + 23.12 PM (56% in / 44% out)				29	56	56	44
<b>25% Reduction for Non-Auto Use <sup>4</sup></b>					7	14	14	11	
<b>Adjusted Trip Generation Estimates for Non-Auto Use</b>					22	42	42	33	

NOTES: 1. Land Use Codes and trip generation equations are from *Trip Generation, 11<sup>th</sup> Edition*, Institute of Transportation Engineers, Washington, 2021.  
2. Number of residential units.  
3. Trips generated are 'vehicles per hour for peak hours'.  
4. The Halifax Integrated Mobility plan has a target for 26% non auto trips within the Inner Suburban Region. A 25% reduction for non auto trips is considered appropriate for apartment units in this area.

**Trip Generation 41 Cowie Hill Road** - A nearby development is proposing to add 180 apartment units at 41 Cowie Hill Road using existing driveways approximately 100 meters west of Herring Cove Road. Trip generation estimates for the proposed development, prepared using published trip generation equations from *Trip Generation, 11<sup>th</sup> Edition*, are included in Table 2.

It is estimated that the 180 apartment units will generate 59 two-way vehicle trips (20 entering and 39 exiting) during the AM peak hour and 70 two-way vehicle trips (39 entering and 31 exiting) during the PM peak hour. However, when a 25% reduction for non-auto trips is applied (Halifax Integrated Mobility plan projects a 26% reduction in Inner Suburban Regions for 2031), it is estimated that the development at 41 Cowie Hill Road will generate 44 two-way vehicle trips (15 entering and 29 exiting) during the AM peak hour and 52 two-way vehicle trips (29 entering and 23 exiting) during the PM peak hour.

Table 2 - Trip Generation Estimates for Proposed Development 41 Cowie Hill Road									
Land Use <sup>1</sup>	Units <sup>2</sup>	Trip Generation Rates <sup>1</sup>				Trips Generated <sup>3</sup>			
		AM Peak		PM Peak		AM Peak		PM Peak	
		In	Out	In	Out	In	Out	In	Out
High Rise Apt (Land Use 222)	180 Units	T=0.22(X) + 18.85 AM (34% in / 66% out) T=0.26(X) + 23.12 PM (56% in / 44% out)				20	39	39	31
25% Reduction for Non-Auto Use <sup>4</sup>					5	10	10	8	
Adjusted Trip Generation Estimates for Non-Auto Use					15	29	29	23	

NOTES: 1. Land Use Codes and trip generation equations are from *Trip Generation, 11<sup>th</sup> Edition*, Institute of Transportation Engineers, Washington, 2021.  
2. Number of residential units.  
3. Trips generated are 'vehicles per hour for peak hours'.  
4. The Halifax Integrated Mobility plan has a target for 26% non auto trips within the Inner Suburban Region,. A 25% reduction for non auto trips is considered appropriate for apartment units in this area.

**Summary -**

1. *Universal Realty Group* is preparing plans to construct two additional buildings with a total of 298 apartment units to better use the otherwise under utilized site at 30 Ridge Valley Road. Another company has also requested development approval to add 180 apartment units to an existing site at 41 Cowie Hill Road immediately west of Herring Cove Road. Trip generation estimates for the proposed Cowie Hill Road development have been included in this Traffic Impact Statement to provide information for the cumulative effect of the two developments.
2. Vehicle accesses for 30 Ridge Valley Road are expected to be at or near two existing driveways on each of Ridge Valley Road and Bromley Road. Visibility is good on all approaches to the four existing site driveways.
3. Most trips generated by the Ridge Valley Road development are expected to access Cowie Hill Road at the Ridge Valley Road existing intersection. Cowie Hill Road is a wide collector street with moderate traffic volumes that meets Herring Cove Road at a signalized intersection to the east and Dunbrack Street via Peter Saulnier Drive at a signalized intersection to the west.
4. The area is well served by Halifax Transit with Routes 14 and 32 on Ridge Valley Road and Cowie Hill Road from Ridge Valley Road to Herring Cove Road, and Routes 19 and 20 on Herring Cove Road passing the Cowie Hill Road intersection.
5. After including a 25% reduction for non-auto trips in line with the Halifax Integrated Mobility plan, it is estimated that the development at 30 Ridge Valley Road will generate 64 two-way vehicle trips (22 entering and 42 exiting) during the AM peak hour and 75 two-way vehicle trips (42 entering and 33 exiting) during the PM peak hour.
6. After including a 25% reduction for non-auto trips, the development at 41 Cowie Hill Road is estimated to generate 44 two-way vehicle trips (15 entering and 29 exiting) during the AM peak hour and 52 two-way vehicle trips (29 entering and 23 exiting) during the PM peak hour.

**Conclusion -**

7. Since traffic volumes on adjacent streets and site generated trips are low to moderate, there is good existing transit service, and Cowie Hill Road has signalized intersections both east and west of the site, vehicle trips estimated to be generated by the proposed 30 Ridge Valley Road development are not expected to have any significant impact to the level of performance of adjacent intersections, or the regional street network.

**Recommendations -**

8. If site driveways for the proposed development are relocated from the existing locations, site development plans must ensure that visibility is adequate on street approaches to driveways.
9. If site access to the new parking levels requires a section of Bromley Road to be changed from one-way eastbound to two-way, site development plans must include details of any signing and pavement marking changes required to accommodate the shift to two-way traffic.
10. The site development plan should include details for on-site sidewalk design to separate vehicle and pedestrian movements as much as possible to ensure pedestrian safety.

If you have any questions or comments, please contact me by Email to [ken.obrien@wsp.com](mailto:ken.obrien@wsp.com) or telephone 902-452-7747.

Sincerely,  
Original Signed

Eng.  
Senior Traffic Engineer  
WSP Canada Inc.

