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30 Bonny View Drive
Fall River, NS B2T 1R2

April 7, 2025

Att: Joe Nickerson
Sidewalk Real Estate Development
8 Queen Street
Dartmouth, NS B2Y 1E7

RE: Transportation Impact Statement – ADDENDUM – Dundas Street Development

1.0 INTRODUCTION

1.1 – Background

In October 2023, the GRIFFIN transportation group inc. (GRIFFIN) prepared a Stage 1 qualitative traffic impact statement letter in support of the planning application for a proposed Mixed Use development on Dundas Street, in the community of Dartmouth, Halifax Regional Municipality (HRM). The proposed development encompasses four properties in the downtown area of Dartmouth, including PID's #00109116 (86 Ochterloney), #00109124 (43 Dundas), #40280703 (39 Dundas), and #00109157 (61 Queen).

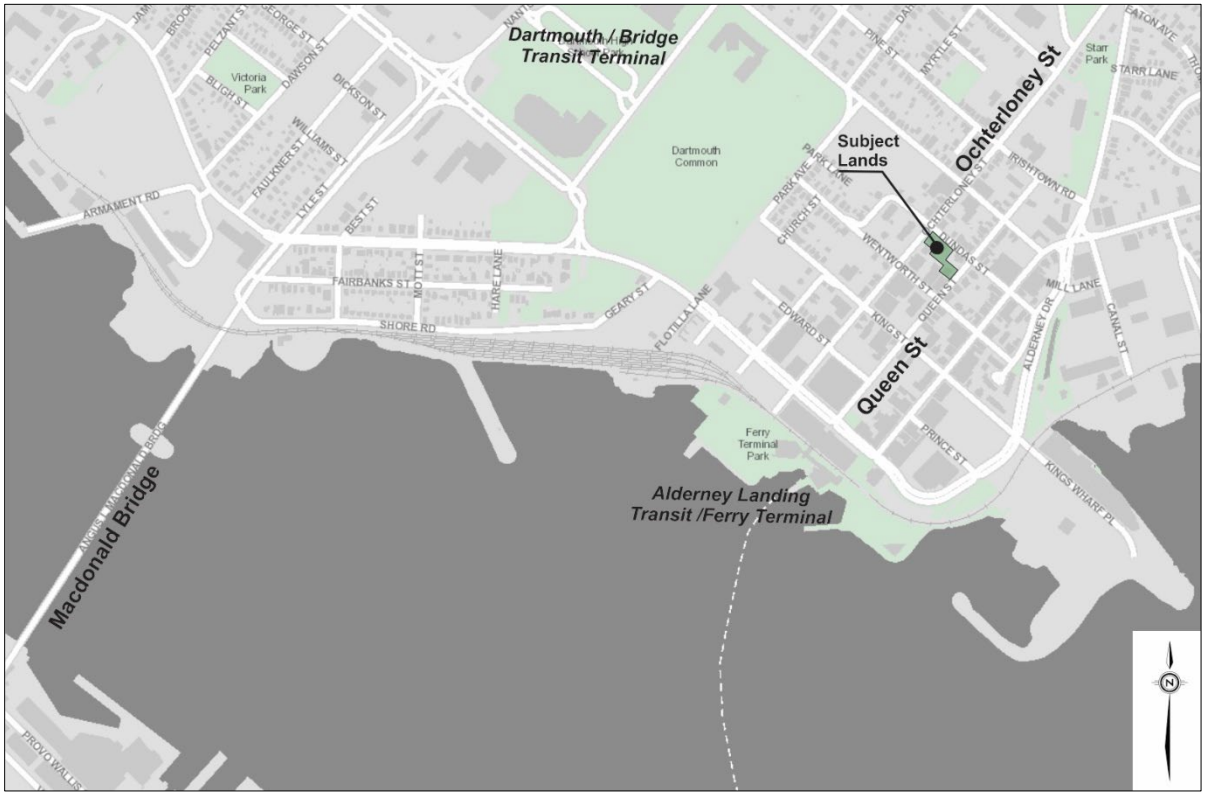
The existing properties currently contain three residential buildings as well as off-street surface vehicle parking. The proponent is proposing to build a new Mixed Use building generally situated on civics #39 and #43 Dundas Street. The existing buildings at #86 Ochterloney and #61 Queen Street would remain; however, with interior upgrades to accommodate new residential units.

GRIFFIN submitted a final version of their Stage 1 transportation and mobility impact statement letter to HRM, dated October 18, 2023 and this letter successfully satisfied HRM's planning application requirements at that time.

1.2 – Purpose of this Letter

Since the completion of GRIFFIN's October 2023 Stage 1 transportation and mobility impact statement letter, the proponent has made minor revisions to the configuration of the proposed Mixed Use building. It is understood that the total number of residential units has increased slightly along the addition of two more floors to the overall building height.

Figure 1: Location of Subject Lands



Source: HRM GIS Maps

Representatives of HRM have raised concerns that the future year transportation and mobility impacts have changed as a result of the latest proposed Mixed Use building configuration modifications. Therefore, HRM has requested that GRIFFIN review these latest building configuration modifications and provide an update to their previous October 2023 findings and conclusions.

To satisfy HRM's request, GRIFFIN has prepared this addendum letter to address their concerns as they relate to the transportation and mobility impacts of the proposed Mixed Use building.

2.0 CHANGES TO THE PROPOSED DEVELOPMENT

2.1 – Building Comparison

Generally, the latest development proposal remains the same as was contemplated in October 2023 including the same mix of land use types, building locations, and vehicle driveways. This means the existing buildings at civic #61 Queen Street and civic #86 Ochterloney Street will remain in place and the construction of a new Mixed Use building on civics #39 and #43 Dundas Street is still proposed.

What is different; however, is the configuration of the new Mixed Use building. In October 2023, the building height was planned to be 13 floors and containing 103 residential units. This has now changed to a building height of 15 floors and 121 residential units. A comparison of the assumed building configuration in October 2023 relative to the latest planning application is summarized in *Table 1*.

Table 1: Comparison of Old Versus New Mixed Use Building Configuration

Building Component	Type / Use of Space	October 2023 Proposed Size	April 2025 Proposed Size
Levels P1 & 1	Underground Parking	32 vehicle spaces	29 vehicle spaces
Level 1 – Ground Floor	Commercial Space	1,700 ft^2	1,400 ft^2
Levels 2-13	Residential Units	103 units	-
Levels 2-15		-	121 units

Source: ZZAP

As documented in *Table 1*, the latest proposed concept for the new Mixed Use building includes a total height of 15 floors, 121 apartment-style residential units, and a reduction in the ground floor commercial space to 1,400 ft^2.

3.0 NEW SITE-GENERATED TRIPS

3.1 – Overview

The new site-generated transportation trips moving to/from a building are calculated based on the size, scale, and magnitude of development. Research clearly indicates a strong correlation between the scale of development and site-generated trips; therefore, as the building increases in size (i.e. more units or more floor area) so does the number of new trip making. In this particular case, the proponent has submitted a revised planning application for a building with a slight increase in residential units and a reduction in the commercial floor area. In the next Section we examine the impacts on the site-generated trips associated with minor changes to the configuration of the new building.

3.2 – Trip Generation Calculation

Our updated site-generated trip estimating process has followed the same methodologies and guidelines as described in GRIFFIN's October 18, 2023 Stage 1 impact statement letter. Thus, we have used the published trip rates for the newly proposed 15-floor Mixed Use building contained in ITE's Trip Generation Manual, 11th Edition – specifically associated with the *High-Rise Residential with Ground-Floor Commercial GFA (1-25k ft2) – Land Use Code 232*.

Since the proposed development is in the downtown area, and this area is expected to transition to a more densely built urban area in the future, it appeared appropriate to utilize ITE's published trip rates contained in their 11th Edition, Volume 2 document. The Volume 2 document contains empirical data for dense multi-use urban areas with access to public transit. The ITE has assembled a reasonable number of research data gathered across North America to be able to quantify estimates for various modes, including all person trips, as well as a breakdown of trips made by vehicle, walking, cycling, and public transit. Using the ITE's empirical multi-modal data also appears to follow the latest industry best practices, aligns with the HRM's Integrated Mobility Plan (IMP), and their draft Mobility Analysis Guidelines. The detailed trip generation calculations for a Mixed Use high-rise building in a dense urban area are provided in *Table 2*.

Table 2: Site Trip Generation for the Proposed 15-Floor Mixed Use Building

	Size	Trip Rate	New Vehicle Trips / Hour		
			In	Out	Total
AM Peak Hour					
Person Trips: ITE LUC 232 (Volume 2 – Dense Urban)	121 units	1.03/unit[A]	46 (37%)	79 (63%)	125
Vehicle Trips: ITE LUC 232 (Volume 2 – Dense Urban)	121 units	0.31/unit[A]	15 (39%)	23 (61%)	38
AM Peak Total Vehicle Trips			**15**	**23**	**38**
PM Peak Hour					
Person Trips: ITE LUC 232 (Volume 2 – Dense Urban)	121 units	0.68/unit[A]	38 (46%)	44 (54%)	82
Vehicle Trips: ITE LUC 232 (Volume 2 – Dense Urban)	121 units	0.21/unit[A]	11 (44%)	14 (56%)	25
PM Peak Total Vehicle Trips			**11**	**14**	**25**

A – ITE's average formula used to determine the per unit trip rate.

3.3 – Changes in the Site-Generated Trips

The increase in the proposed number of residential units, combined with a slight reduction in the ground-floor commercial space is expected to result in a minor increase in all trip types moving to/from the building. A comparison of GRIFFIN's vehicle trip generation previously calculated in October 2023 and then updated in this letter (April 2025) has been summarized in *Table 3*.

Table 3: Comparison of Total Two-way Site-Generated Vehicle Trips

	Total Two-way Site-Generated Vehicle Trips		
Weekday Peak Hour	**October 2023 13-Floor Building**	**April 2025 15-Floor Building**	**Net Change Hourly Vehicle Trips**
Morning – AM Peak Hour	32 vph	38 vph	**+6 vph**
Afternoon – PM Peak Hour	22 vph	25 vph	**+3 vph**

vph – vehicles per hour.

GRIFFIN has estimated that the proposed changes to the new Mixed Use building – including an increase in height by 2 floors, 18 additional residential units, and 300 ft^2 less commercial space – will result in the following changes to the vehicle trip generation:

- *AM Peak Hour*: 6 additional vehicle trips/hour
- *PM Peak Hour*: 3 additional vehicle trips/hour

It is also expected that the vehicle trips will continue to comprise about 30% of all trip-making moving to/from the new development and the remaining 70% of trips will be made via walking, cycling, and/or public transit. The mobility and mode share discussions previously provided by GRIFFIN in their October 18, 2023 impact statement letter remain applicable to this latest assessment summarized in this addendum letter.

3.4 – Proposed Off-Street Parking

All vehicle parking spaces contained within the new development will be provided off-street and within the new 15-floor Mixed Use building. In October 2023, the proponent had proposed to provide 32 vehicle parking spaces along with indoor bicycle parking space. The latest proposal associated with the new 15-floor building configuration will provide 29 vehicle parking spaces as well as the same indoor bicycle parking.

Although there is a slight reduction in vehicle parking supply of 3 spaces, the amount of off-street parking supply appears to be consistent with the minimum vehicle parking goals of HRM's Municipal Planning Strategy for this area of HRM. Minimum parking supply rates promote the use of sustainable transportation modes other than single-occupant commuter vehicles. Since this proposed development is located within a short 370 m walking distance to a transit terminal, and there is good sidewalk connectivity throughout the downtown area, it appears to be a suitable candidate site for minimum parking supply rates.

4.0 CLOSING

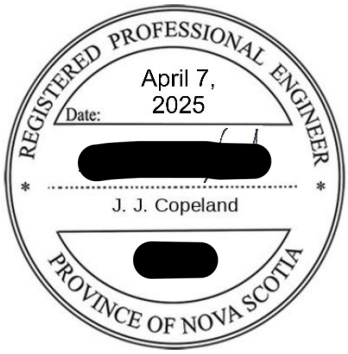
The findings flowing from our addendum to the October 2023 Stage 1 qualitative mobility impact review, associated with minor changes to the configuration of the proposed Mixed Use building, suggest the changes in new site-generated trips will have little to no measurable impact on the adjacent transportation system and facilities. The key technical information supporting this conclusion includes:

- *Minor Changes to the Building Configuration*: The proponent is now proposing an increase in height of two additional floors, 18 additional residential units, and a reduction in the commercial floor space by 300 ft^2. These are considered to be minor changes to the overall scale and magnitude of this development.

- *Minor Changes to New Trips*: Since the trip generation calculations are based on the size, scale, and magnitude of the development, any minor changes to the development size are expected to result in minor changes to the trip making. GRIFFIN has determined that the new building changes will only increase the site-generated vehicle trips by between 3 and 6 new vehicle trips during the peak hours. In total, less than 40 vehicle trips per hour will be generated by the entire building and this equates to adding less than one vehicle trip every minute – a negligible impact to the street system.
- *Previous Conclusions Remain Unchanged*: Although there are minor building configuration changes being proposed the technical findings, conclusions, and recommendations contained in GRIFFIN's October 18, 2023 letter remain the same.

I would be happy to provide you with additional information or clarification regarding these matters and can be reached anytime by phone at (902) 266-9436 or by email at jcopeland@griffininc.ca.

Sincerely,



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