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ISSUED:
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Wyse Road Development - 112-114 Wyse Road, Dartmouth, NS

Transportation Impact Study - Supplement

To Whom it May Concern,

This letter has been prepared as a supplement to the original Transportation Impact Study prepared by Fathom Studio for the above noted development in November 2019. The proposed development at that time consisted of 125 residential units, 9,000 ft² of commercial space, 8,000 ft² of office space, and just over 100 parking spaces.

As a result of the more recent and significant housing demand, it has been proposed to increase the total number of residential units on this site from 125 to 178 units (+53 units), eliminate the office component of the development, and maintain a ground floor commercial space of about 8,775 ft². This building also includes about 96 vehicular parking spaces, and 101 bicycle parking spaces.

As noted in the original study, this development is located at the intersection of numerous major transportation corridors for vehicular traffic, transit routes and active transportation connections. This includes the Macdonald Bridge immediately to the south, the Bridge Transit Terminal immediately north, and a wide variety of commercial, institutional and recreational land uses in the surrounding areas.

The original study included operational analysis at the major intersections surrounding the development including Nantucket Avenue at Wyse Road/Bridge, the Sportsplex/Mall Driveways, and Victoria/School intersections, as well as the Wyse Road and Thistle Street intersection. The report concluded that the development would generate limited new traffic to the road network during the peak hours due to the relatively low trip generation characteristics and the high likelihood of residents using alternate modes of transportation.

Impacts of the Revised Proposal

Trip generation rates were revised to reflect the current development proposal using the Transportation of Engineers (ITE) Trip Generation Guide (11th Edition) as shown below.

Land Use	Trip Code	# Units	Variable	AM Peak			PM Peak		
				Enter	Exit	TOTAL	Enter	Exit	TOTAL
Multi-Family High-Rise (Dense Multi-Use Urban)	222	178	Units	11	32	43	26	10	36
Miscellaneous Retail	822	9	/1000 ft²	13	8	21	30	29	59
Internal Capture Rates				-2	-1	-3	-15	-12	-27
TOTAL				22	39	61	41	27	68

With the removal of the office space and using the updated trip generation rates in the 11th edition of the guide, trip generation rates are slightly lower that those calculated in the original study, therefore the conclusions in the original study related to operation impacts at adjacent intersections remain the same. It is also important to note that the trip generation rates may be lower to account for the higher modal share use.

Other Infrastructure Changes

Since the writing of the original Transportation Impact Study, the Wyse Road corridor has been upgraded to include bike lanes, other active transportation improvements, and transit related improvements. At the same time, there has also been minor impacts to intersection and roadway capacities on select movements. Based on previous analysis, it appears that these capacity impacts occur at locations and on movements that were previously under capacity, and are therefore not anticipated to have any significant impact on overall intersection and corridor operation.

Conclusions and Discussion

Based on this review, the increased number of residential units are not anticipated to have any negative impacts on roadway or active transportation networks in the vicinity of the development. Since the original study, upgrades have been made that are expected to promote and incentivize use of alternate modes of transportation and supporting HRM's longer term visions of increasing modal diversity on the Municpaility's Road transportation networks.

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

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