

1290 Oxford Street Traffic Impact Statement

May 2025

Prepared for

Servant Dunbrack McKenzie & MacDonald (SDMM) Ltd.





TABLE OF CONTENTS

1	INTRODUCTION	2
1.1	BACKGROUND	2
2	EXISTING TRAFFIC CONDITIONS	5
2.1	DESCRIPTION	5
2.2	EXISTING TRAFFIC VOLUMES.....	8
2.3	TRIP DISTRIBUTION	8
2.4	TRANSIT AND PEDESTRIANS.....	9
2.5	STOPPING SIGHT DISTANCE.....	12
3	SITE GENERATED TRAFFIC.....	13
3.1	TRIP GENERATION	13
4	CONCLUSIONS AND RECOMMENDATIONS.....	14



Prepared by

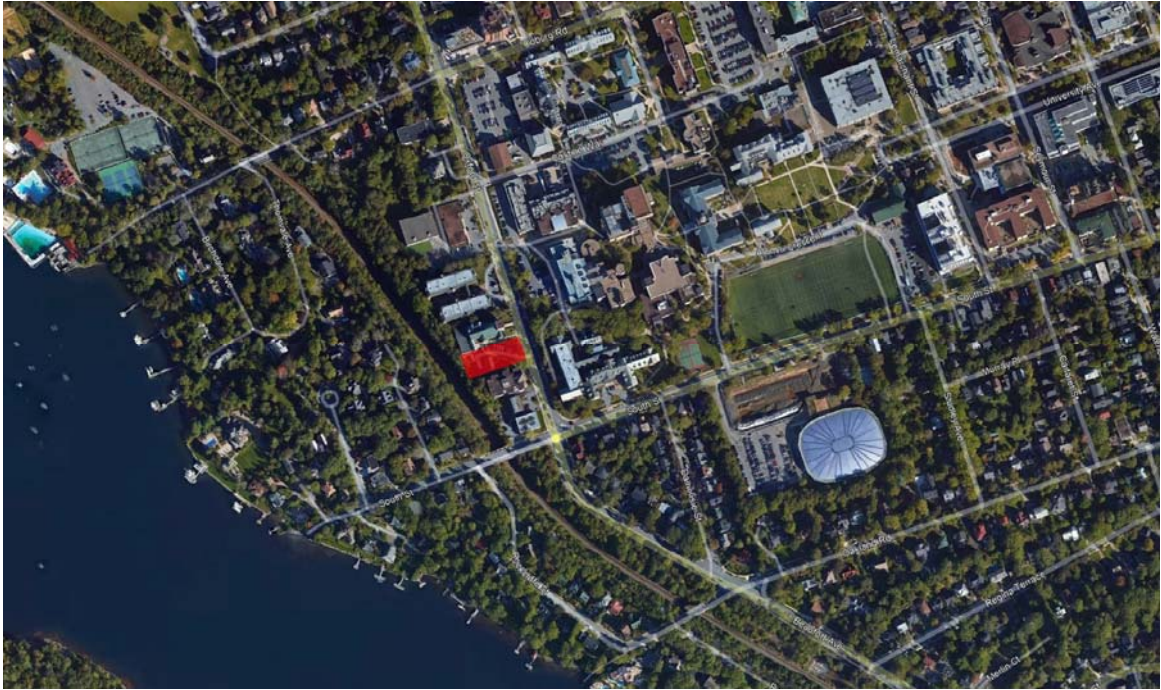
Jeff R. LeBlanc, P.Eng., PMP

1 Introduction

1.1 Background

Servant Dunbrack McKenzie & MacDonald (SDMM) Ltd and FBM Architecture, on behalf of the developer, Westwood Developments, are working on a proposal to develop a new residential apartment building at 1290 Oxford Street in Halifax, Nova Scotia. Exhibit 1.1 shows the site in red in the context of the surrounding area.

Exhibit 1.1 – Proposed Residential Apartment Building at 1290 Oxford Street in Halifax



Source: Google Earth

Westwood Developments has partnered with FBM Architecture to review options for the property at 1290 Oxford Street that currently houses the Parsonage House and is located adjacent to the First Baptist Church at 1300 Oxford Street. Three different options have been assessed:

1. Centre Plan As-of Right – 4-storey mid-rise
2. Housing Accelerator Fund (HAF) – 7-storey tall mid-rise
3. Proposed Development Agreement – 14-storey high rise

A total of 99 condominium apartments will be created under the proposed Development Agreement with a mixture of 1-bedroom, 2-bedroom and 3-bedroom units

Access to the property will be from a new driveway on Oxford Street located close to the existing driveway at 1290 Oxford Street. Two levels of underground parking will be included with a total of 61 parking spaces

Refer to Exhibit 1.2 for a photo of the site and Exhibit 1.3 for a 3D rendering of the proposed apartment building and Exhibit 1.4 for a proposed Site Plan as provided by FBM Architecture.

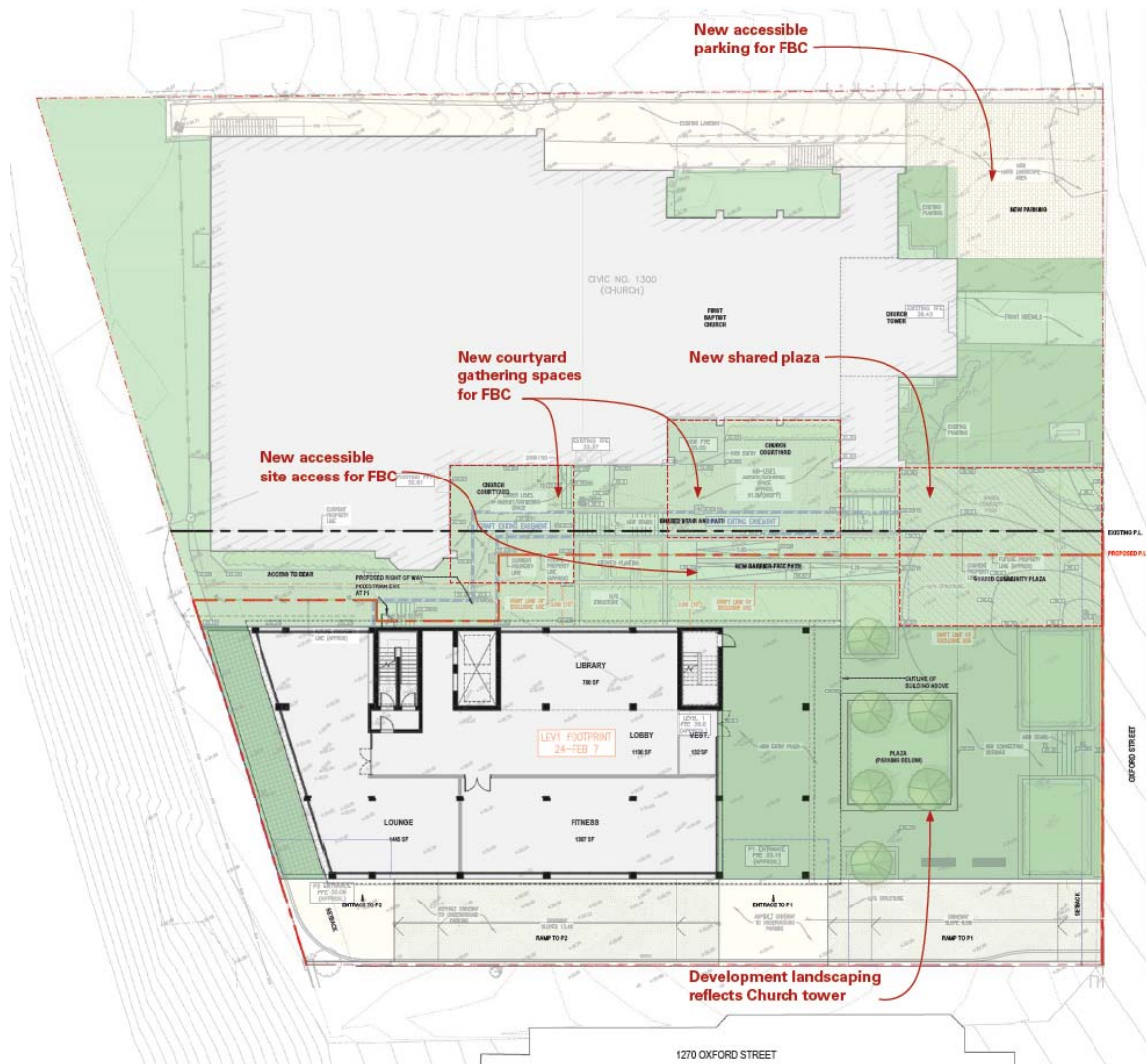
Exhibit 1.2 – 1290 Oxford Street in Halifax, Nova Scotia



Exhibit 1.3 – Proposed High-Rise Apartment Building at 1290 Oxford Street



Exhibit 1.4 – Proposed Development Site Plan at 1290 Oxford Street



JRL consulting was retained to prepare a Traffic Impact Statement (TIS) to assess the potential traffic impacts of the proposed residential development in Halifax, Nova Scotia.

The purpose of a Traffic Impact Statement is to provide a high level overview of a proposed development including estimates of site-generated traffic along with an initial review of existing traffic counts in the general area of the proposed development. This information will form part of the initial application to HRM which will be reviewed by staff and council. We are pleased to submit this report which summarizes our findings and provides the information required by HRM for review.

2 Existing Traffic Conditions

2.1 Description

The principal route affected by this development is Oxford Street. Exhibit 2.1 summarizes HRM's Characteristics of Street Classes from HRM's Municipal Service Systems Design Guidelines.

Exhibit 2.1 - HRM Characteristics of Street Classes

Characteristic	Arterial Street	Major Collector	Minor Collector	Local Industrial	Local Street
1. Traffic Service Function	First Consideration	Traffic movement primary consideration, land access secondary consideration, some parking	Traffic movement of equal importance with land access, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted	Traffic movement secondary consideration with land access primary consideration, parking permitted
2. Land Access Function	Limited Access with no parking				
3. Range of design traffic average daily volume	More than 20,000	12,000 to 20,000 or more	Up to 12,000	Less than 3,000	Less than 3,000
4. Characteristics of traffic flow	Uninterrupted flow except at signals; w/ pedestrian overpass	Uninterrupted flow except at signals and crosswalks	Interrupted flow	Interrupted flow	Interrupted flow
5. Average running speed in off-peak conditions	50-70 km/hr	40-60 km/hr	30-50 km/hr	15-30 km/hr	15-30 km/hr
6. Vehicle types	All types	All types but trucks may be limited	All types with truck limitation	All types	Passenger and service vehicles, transit buses; large vehicles restricted
7. Connects to	Expressways, arterials, major collectors, minor collectors	Expressways, arterials, major collectors, minor collectors, some locals	Arterials, major collectors, minor collectors, locals	Some major collectors, minor collectors, locals	Some major collectors, minor collectors, locals

Oxford Street is a major collector that follows a general north-south direction from South Street in the south end of the Halifax peninsula to Bayers Road. It contains single family homes, schools, churches as well as other commercial land uses. It generally has one lane in each direction but expands to two lanes at some signalized intersections to accommodate turning movements and also has areas that permit on street parking including the immediate area around the First Baptist Church which is located across the street from Dalhousie University. There are concrete sidewalks built to HRM specifications on both sides and the posted speed limit is 50km/hr.

Refer to Exhibit 2.2 for photos of the Study Area around the proposed development.

Exhibit 2.2 – Study Area Photos



1290 Oxford Street looking west



Existing Driveway on Oxford Street looking north



Existing Driveway on Oxford Street looking south



Oxford Street at South Street looking south



Oxford Street at South Street looking north



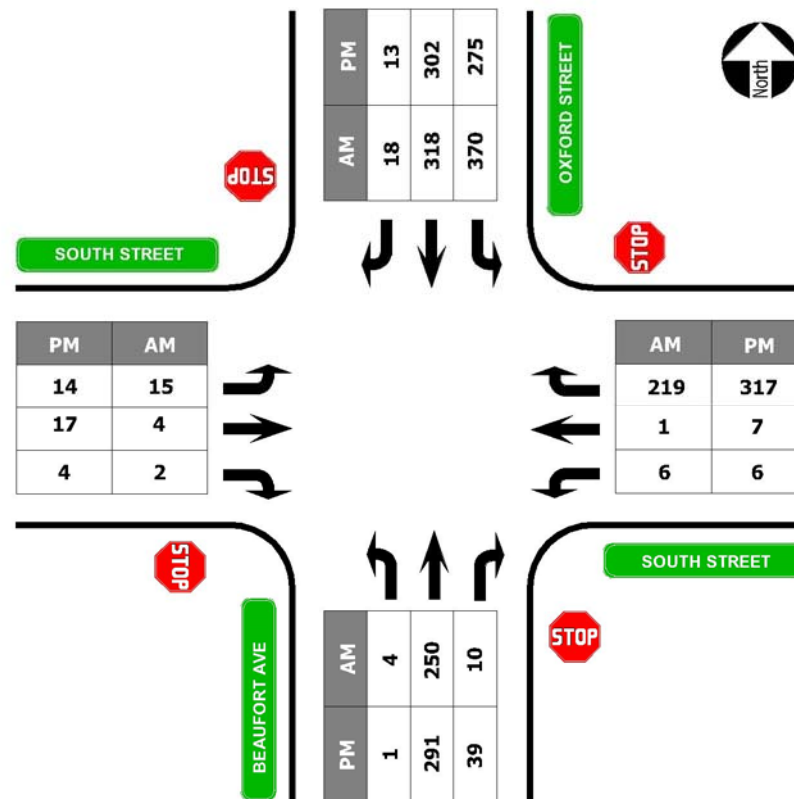
Oxford Street at South Street looking west

2.2 Existing Traffic Volumes

We completed a site review on January 26, 2025. The proposed development is located just north of the Oxford Street/South Street/Beaufort Avenue intersection which is currently configured as an all-stop.

HRM completed peak hour turning movement counts on Wednesday October 9, 2024 at the Oxford Street/South Street/Beaufort Avenue intersection. The AM peak hour is from 7:45 AM to 8:45 AM and the PM peak hour is from 5:00 PM to 6:00 PM as summarized in Exhibit 2.3.

Exhibit 2.3 – Oxford Street/South Street/Beaufort Avenue Existing Traffic 2024



Based on these counts we estimate that traffic on Oxford Street in front of the proposed development in the AM peak hour is 706 vehicles southbound towards downtown Halifax and 484 vehicles northbound. In the PM peak hour we estimate 590 vehicles southbound and 622 vehicles northbound away from downtown Halifax.

2.3 Trip Distribution

HRM's counts at the Oxford Street/South Street/Beaufort Avenue provide an indication of trip distribution in the area and we expect that traffic generated by the proposed residential development will follow the same patterns. The majority of vehicles in the AM peak hour are heading south towards Downtown Halifax (59%) and the majority of vehicles in the PM peak hour are traveling northbound (51%) away from downtown Halifax.

2.4 Transit and Pedestrians

The area around the proposed development is well serviced by Halifax Transit on Route 24 Leiblin Park that provides regular service 7 days a week with connections to the rest of the transit network HRM. The proposed development is located within walking distance of Coburg Road where access Route 1 – Spring Garden. Refer to Exhibit 2.4, 2.5 and 2.6

The proposed development is located in a walkable and pedestrian-friendly area close to Dalhousie University. Concrete sidewalks are located on both sides of Oxford Street and pedestrians can cross Oxford Street at the nearby Oxford Street/South Street/Beaufort Avenue intersection

Exhibit 2.4 – Halifax Transit Route Map surrounding the proposed development



Exhibit 2.5 – Halifax Transit Route 24 Leiblin Park Map



Exhibit 2.6 – Halifax Transit Route 1 Spring Garden Map



2.5 Stopping Sight Distance

As per the Transportation of Canada Geometric Design Guide for Canadian Roads, adequate stopping sight distance *"is essential for safe operation that the vehicle operator be able to see far enough ahead to stop if necessary. Conditions that would force a vehicle operator to stop are for example, an object on the roadway, a culvert washout or other fault in the roadway. Adequate stopping site distance is required throughout the length of the roadway. Minimum stopping site distance is the sum of two distances namely:*

- *Brake reaction distance*

The distance travelled during the brake reaction time, that is the time that elapses from the instant an object, for which the driver decides to stop, comes into view to the instant the driver takes remedial action (contacts brake pedal).

- *Braking distance*

The distance travelled from the time that braking begins to the time the vehicle comes to a stop."

The proposed driveway will be located very close to the existing driveway at 1290 Oxford Street. The posted speed limit is 50 km/hr which requires a stopping sight distance of 65 m. Visibility to the north and south on Oxford Street exceeds this minimum stopping sight distance.

3 Site Generated Traffic

3.1 Trip Generation

The proposed residential development will be a new 14-storey high-rise building that will contain 99 condominium apartments with a mixture of 1-Bedroom, 2-Bedroom and 3-Bedroom units.

We completed trip generation estimates using equations provided in Institute for Transportation Engineer's Trip Generation Manual 11th Edition with the following Land Use Code.

- ITE Land Use 222 Multifamily Housing (High-Rise)

"Mid-rise multifamily housing includes apartments, townhouses, and condominiums. Each building has more than 10 floors of living space. Access to individual units is through and outside building entrance, a lobby, elevators and a set of hallways. "The unit of measurement for average vehicle trip ends is dwelling units.

Exhibit 3.1 – Estimated Site Generated Traffic Volumes

LAND USE	QUANTITY	AM PEAK			PM PEAK		
		TOTAL	ENTER	EXIT	TOTAL	ENTER	EXIT
High-Rise Apartments ITE Land Use 222	99	27	26%	74%	32	62%	38%
			7	20		20	12
TOTAL		27	7	20	32	20	12

We estimate that the proposed development will generate additional net new traffic volumes of **27** vehicles in the AM peak hour and **32** vehicles in the PM peak hour.

4 Conclusions and Recommendations

- This Traffic Impact Statement has provided a high level overview of the proposed development of a 14-storey high-rise condominium apartment building at 1290 Oxford Street that will contain 99 condominium apartments with a mixture of 1-Bedroom, 2-Bedroom and 3-Bedford units.
- It includes an estimate of new site generated trips and an assessment of existing traffic volumes in the surrounding area.
- Access to the property will be from a new driveway located very close to the existing driveway at 1290 Oxford Street. Parking will be provided with 61 spaces on two underground parking levels.
- Based on ITE Trip Generation Rates, we estimate that the proposed development will generate **27** new vehicle trips in the AM peak hour and **32** new vehicles in the PM Peak Hour.
- Site generated traffic will most likely follow existing trip distribution patterns on Oxford Street in the AM and PM peak hours with the majority of traffic traveling south towards downtown Halifax (59%) in the AM peak hour and the majority of traffic heading north during the PM peak hour (51%) away from downtown Halifax.
- Stopping Sight Distance is adequate on Oxford Street at the proposed access driveway to the new 99-unit condominium apartment building.
- The area around the proposed development is well serviced by Halifax Transit on Route 24 Leblin Park and Route 1 Spring Garden that provide regular service 7 days a week with connections to the rest of the transit network in HRM.
- The site is also located in a pedestrian and bicycle friendly area so it fits well with HRM's Active Transportation Program that aims to help residents bike, walk and use other human power ways to move around the city. HRM's Integrated Mobility Plan (IMP) has set a target that at least 30% of trips will be made by walking, bicycling or transit while no more than 70% will be made by private vehicles.
- The proposed development has potential to reduce traffic entering the peninsula if it attracts residents who currently live off the peninsula and work downtown. The close proximity to downtown as well as numerous key transit routes may reduce the estimated traffic generated by the residential suites as provided in this report.
- We recommend that the driveway be designed and constructed in accordance with HRM Design Guidelines and Transportation Association of Canada standards.
- Traffic created by this proposed residential development is not significant so we do not expect any significant impacts to the surrounding transportation network.