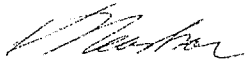


**Peninsula Community Council**  
**February 13, 2012**

**TO:** Chair and Members of Peninsula Community Council

**SUBMITTED BY:**

  
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Ken Reashor, P.Eng., Director, Transportation & Public Works

**DATE:** January 24, 2012

**SUBJECT:** **LeMarchant Street at South Street – Request to Consider a Partial  
Street Closure Retaining Pedestrian Access Only**

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**INFORMATION REPORT**

**ORIGIN**

Item 12.1 raised at the January 9<sup>th</sup>, 2012 meeting of Peninsula Community Council:

MOVED by Councillor Uteck, seconded by Councillor Blumenthal that Peninsula Community Council request a staff report on the potential for a partial street closure at LeMarchant and South Streets. Motion put and passed.

**BACKGROUND**

During the public hearing held at the December 12<sup>th</sup>, 2011 meeting of Peninsula Community Council for a rezoning application by Dalhousie University (Item 8.1.1) related to a proposed student residence and student services centre being planned at the corner of LeMarchant and South Streets, several concerns about the proposed development were raised by residents. Subsequently, at the January 9<sup>th</sup>, 2012 meeting of Peninsula Community Council, a staff report was presented which provided clarification on many of the issues raised at the December 2011 public hearing.

One particular issue pointed to resident's concerns about traffic increases related to the development and the burden it would place on their neighbourhood. In response, Councillor Uteck requested a staff report discussing the possibility of LeMarchant Street being closed to vehicular traffic at South Street leaving pedestrian access only.

## **DISCUSSION**

South Street is a collector roadway providing traffic movement and access east/west across the Halifax Peninsula. LeMarchant Street is a local roadway running north/south from South Street to Watt Street and provides access to the central Dalhousie University campus and other residential properties along its length. Given their classifications and intended function, it would be reasonable to expect somewhere in the range of 12,000 vehicles per day on South Street and up to 3000 vehicles per day on LeMarchant Street.

A traffic impact study dated November 26<sup>th</sup> 2010 was submitted by CBCL Limited on behalf of Dalhousie University and outlined the anticipated vehicle traffic that could be expected to result from the proposed facilities and provide recommendations related to the impact this traffic might have on the surrounding area. The consultant's estimates, using accepted traffic engineering methods, indicated that the proposed development will result in roughly 46 new vehicle trips in the am peak period (7-9 am) and 51 new vehicle trips in the pm peak period (4-6 pm). This amount of traffic would be considered negligible compared to the accepted service function of the surrounding roadways.

Dalhousie's central campus is currently serviced by three Metro Transit Routes (Routes 10, 41 and 42) which run all day and have enhanced peak hour service. These transit routes access the central campus via LeMarchant Street from South Street, servicing a transit stop located on LeMarchant Street alongside the Dalhousie Student Union building which is in close proximity to the university library and a large amount of their classroom, student service and administrative facilities on the central campus. According to ridership information, these routes serve more than 2100 transit riders per day. Closing LeMarchant Street to vehicular traffic would have a significant impact to the delivery of convenient transit service and access to the central Dalhousie campus.

Based on the analysis provided in the CBCL study, it is evident that the impact to the surrounding streets as a result of traffic generated by these facilities will be negligible. This, coupled with the impact a street closure would have to existing, heavily used transit service, and general access to the central Dalhousie campus it is not felt that there is any need for LeMarchant Street to be closed to vehicular traffic.

## **BUDGET IMPLICATIONS**

There are no budget implications associated with this report.

## **FINANCIAL MANAGEMENT POLICIES / BUSINESS PLAN**

This report complies with the Municipality's Multi-Year Financial Strategy, the approved Operating, Project and Reserve budgets, policies and procedures regarding withdrawals from the utilization of Project and Operating reserves, as well as any relevant legislation.

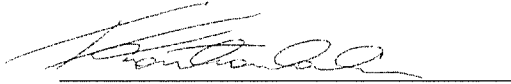
**COMMUNITY ENGAGEMENT**

Community engagement has already been undertaken as part of the public hearing process associated with the re-zoning application for the subject property.

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A copy of this report can be obtained online at <http://www.halifax.ca/commcoun/cc.html> then choose the appropriate Community Council and meeting date, or by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.

Report Prepared by: Roddy MacIntyre, P.Eng., Transportation Engineer, 490-5525



Report Approved by: Taso Koutroulakis, P.Eng., A/Manager, Traffic & Right of Way Services, 490-4816

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