

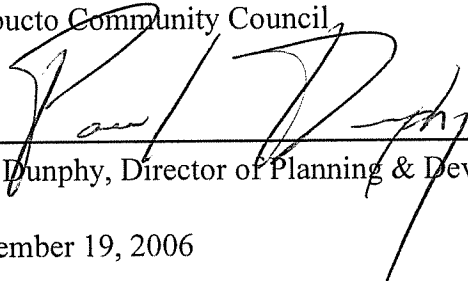
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PO Box 1749  
Halifax, Nova Scotia  
B3J 3A5 Canada

**Chebucto Community Council**  
**October 2, 2006**

**TO:** Chebucto Community Council

**SUBMITTED BY:**   
Paul Dunphy, Director of Planning & Development Services

**DATE:** September 19, 2006

**SUBJECT:** Case 00834: Development Agreement for Phase 1- Block F, Kelly Street

**INFORMATION REPORT**

**ORIGIN**

- September 11, 2006 Motion of Chebucto Community Council to defer the above noted matter for one month and that, "a complete traffic study be carried out (i.e. a study that could be compared to the 2001 study)."

**BACKGROUND**

The above noted application is for a seventy unit residential building on Block F, Kelly Street, Halifax (see Map1). This project is Phase 1 of a proposal to develop a residential complex including multiple unit residential, assisted living facilities and townhouses which was the subject of a Plan Amendment that was approved by Halifax Regional Council at its June 17, 2003 meeting. The proposed apartment building accesses off of an existing Kelly Street cul-de-sac.

A Traffic Study was prepared for the Plan Amendment Application in 2001. A Traffic Impact Statement dated January 23, 2006, was prepared for the whole development which agreed with the conclusions of the 2001 Study. A further Traffic Impact Statement dated September 1, 2006, was prepared for the apartment building alone (see Attachment A).

**DISCUSSION**

The current proposal is for a single apartment building and a Traffic Impact Statement has been prepared to address the concerns related to traffic for this single building. A Traffic Impact Statement is sufficient for the needs of the Development Engineer reviewing this proposal.

The Traffic Consultant for this project has identified that a complete Traffic Study that could be compared to the 2001 study would take between six to eight weeks to complete.

The requested Traffic Study will address traffic for the whole development. The issue of the completion/connection of Kelly Street is considered premature at this time and should be dealt with when future phases of the proposed development are brought forward for Council's review. Any applications received for future phases will require a full public process for approval.

Section 1.2.3.1(c)iv) of the Mainland South Secondary Planning Strategy states that:

The development may be phased but no more than 25% of the development shall be permitted to proceed prior to rehabilitation and completion of Kelly Street.

This policy enables the apartment building that is being proposed at this time as Phase 1 and, as the proposed apartment building includes less than 25% of the total number of units, this policy also permits the presently proposed development to access from the existing cul-de-sac on Kelly Street and not address the completion of Kelly Street.

The property owner does have the right to proceed with R-2 development on the property as-of-right without public consultation, including the connection of Kelly Street, through the subdivision process should the owner choose not to proceed with the development agreement process.

Staff recommend that Chebucto Community Council proceed to a decision on Phase 1 of this project without benefit of the requested complete Traffic Study. The complete Traffic Study that could be compared to the 2001 study should be reviewed in conjunction with an application for any future phase of this development which proposes connections to Kelly Street.

### **BUDGET IMPLICATIONS**

None

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

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

### **ATTACHMENTS**

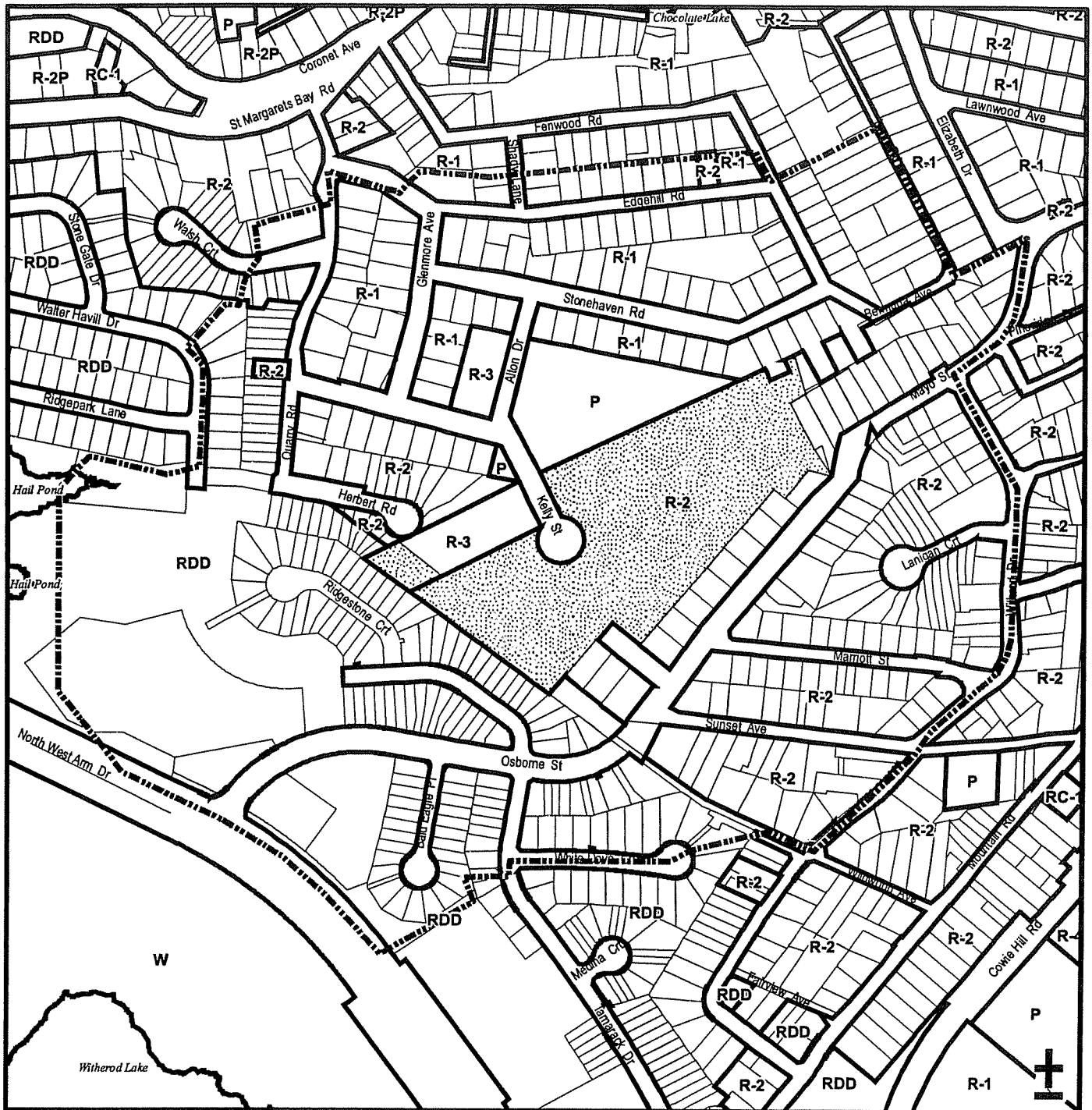
Map 1 - Location and Zoning

Attachment A - Traffic Impact Statement dated September 1, 2006

Additional copies of this report, and information on its status, can be obtained by contacting the Office of the Municipal Clerk at 490-4210, or Fax 490-4208.



Report Prepared by : Randa Wheaton, Senior Planner

490-4499



Map 1 - Location and Zoning

Block F, Kelly Street  
Halifax

-  Subject property
-  Area of notification

Halifax Mainland  
Land Use By-Law Area

**Zone**

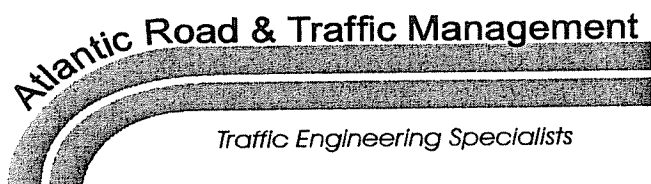
- R-1 Single Family Dwelling
- R-2 Two Family Dwelling
- R-2P General Residential
- R-3 Low-Rise Apartment
- R-4 Multiple Dwelling
- RC-1 Neighbourhood Commercial
- P Park and Institutional
- RDD Residential Development District
- W Watershed

**HALIFAX**  
REGIONAL MUNICIPALITY  
PLANNING AND  
DEVELOPMENT SERVICES

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This map is an unofficial reproduction of a portion of the Zoning Map for the Halifax Mainland Land Use By-Law area.

HRM does not guarantee the accuracy of any representation on this plan.



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September 1, 2006

0603

Mr. Ron Smith  
Studio Works International Limited  
6156 Quinpool Road, Suite 100  
HALIFAX NS B3L 1A3

**RE: Traffic Impact Statement - Proposed 70 Unit Apartment Building  
Block F, Kelly Street, Halifax Regional Municipality**

Dear Mr. Smith:

This is the Traffic Impact Statement that you have requested for the 70 unit apartment building *Killam Properties Inc.* propose to construct on Block F, Kelly Street, as illustrated on Figure 1.

**Development Description** - The proposed development will consist of a 70 unit apartment building to be constructed at the south end of the northern section of Kelly Street. Site access will be by way of existing streets that connect to both St. Margaret's Bay Road and Herring Cove Road.

**Trip Generation** - Numbers of trips that will be generated by the proposed development during AM and PM peak hours (Table 1) were estimated using trip generation rates normally used by *ARTM* for traffic impact studies conducted throughout HRM. It is estimated that site generated traffic will include about 27 trips (5 in and 22 out) during the AM peak hour and 28 trips (18 in and 10 out) during the PM peak hour.

**Table 1 - Trip Generation for Block F, Kelly Street**

| Land Use   | Units | Trip Generation Rates <sup>1</sup> |      |         |      | Trips Generated <sup>2</sup> |     |         |     |
|------------|-------|------------------------------------|------|---------|------|------------------------------|-----|---------|-----|
|            |       | AM Peak                            |      | PM Peak |      | AM Peak                      |     | PM Peak |     |
|            |       | In                                 | Out  | In      | Out  | In                           | Out | In      | Out |
| Apartments | 70    | 0.07                               | 0.32 | 0.26    | 0.14 | 5                            | 22  | 18      | 10  |

- NOTES: 1. Trip generation rates are 'vehicles per hour per unit' for AM and PM peak hours. Hourly trip rates for multi-unit residential (ITE Land Use 220) are from local studies completed by *ARTM* throughout HRM.  
2. Vehicles per hour for peak hours.

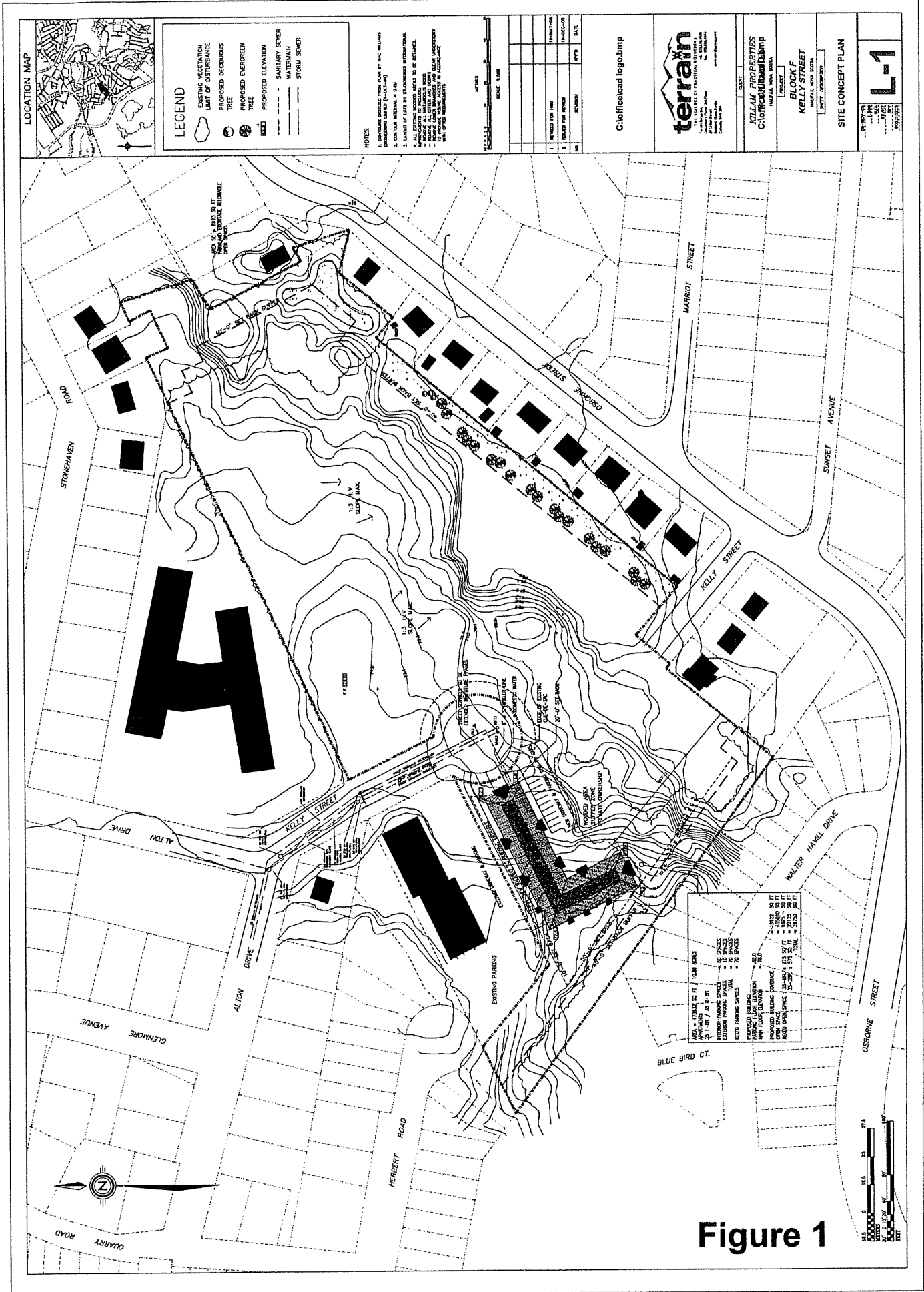


Figure 1

### ***Summary and Conclusions***

1. A 70 unit apartment building is proposed for a site on the south end of the northerly section of Kelly Street. Site access will be by way of existing streets that connect to both St. Margaret's Bay Road and Herring Cove Road.
2. It is estimated that site generated traffic will include about 27 trips (5 in and 22 out) during the AM peak hour and 28 trips (18 in and 10 out) during the PM peak hour.
3. Since the number of trips generated by the proposed residential apartment building during peak hours is low, the development is not expected to have any significant impact on traffic performance on local streets, St. Margaret's Bay Road or Herring Cove Road.

If you have questions, or require additional information, please contact me by Email or telephone 443-7747.

Sincerely:



Ken O'Brien, P. Eng.