
LAND USE REPORT

APPLICATION FOR AN APARTMENT BUILDING
5-7 LITTLE STREET

R2 September 19, 2024

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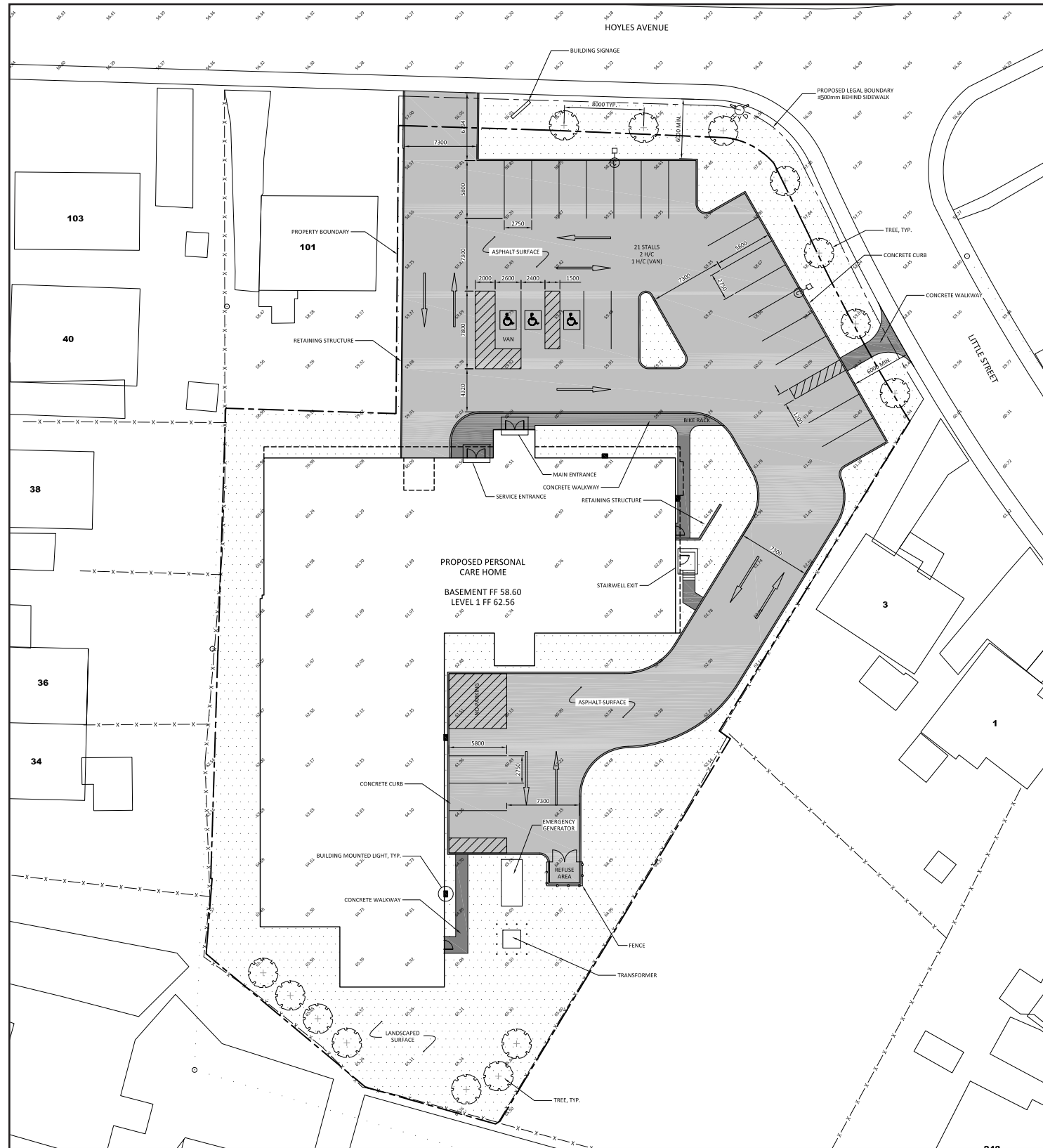
INTRODUCTION

The property located at 5-7 Little Street was rezoned in January of 2022 to the Apartment 2 (A2) Zone to allow the development of a personal care home.

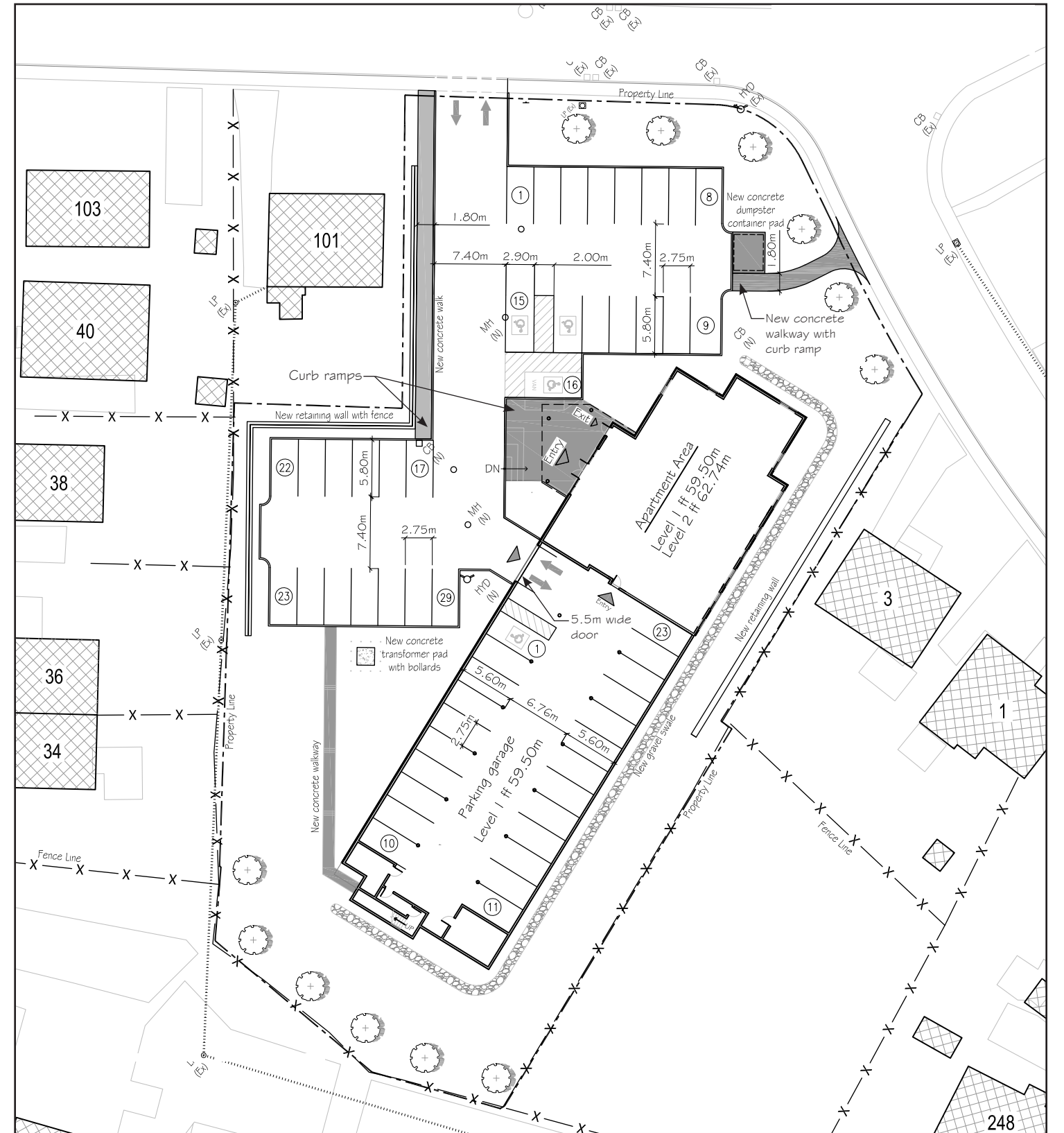
The current owner, Nevada Properties Ltd., is proposing to develop an apartment building, with up to 100 one-bedroom units, in lieu of the permitted personal care home use.

This Land Use Report (LUR) is submitted by LAT49 Architecture Inc. on behalf of Nevada Properties Ltd. for the development of 5-7 Little Street.

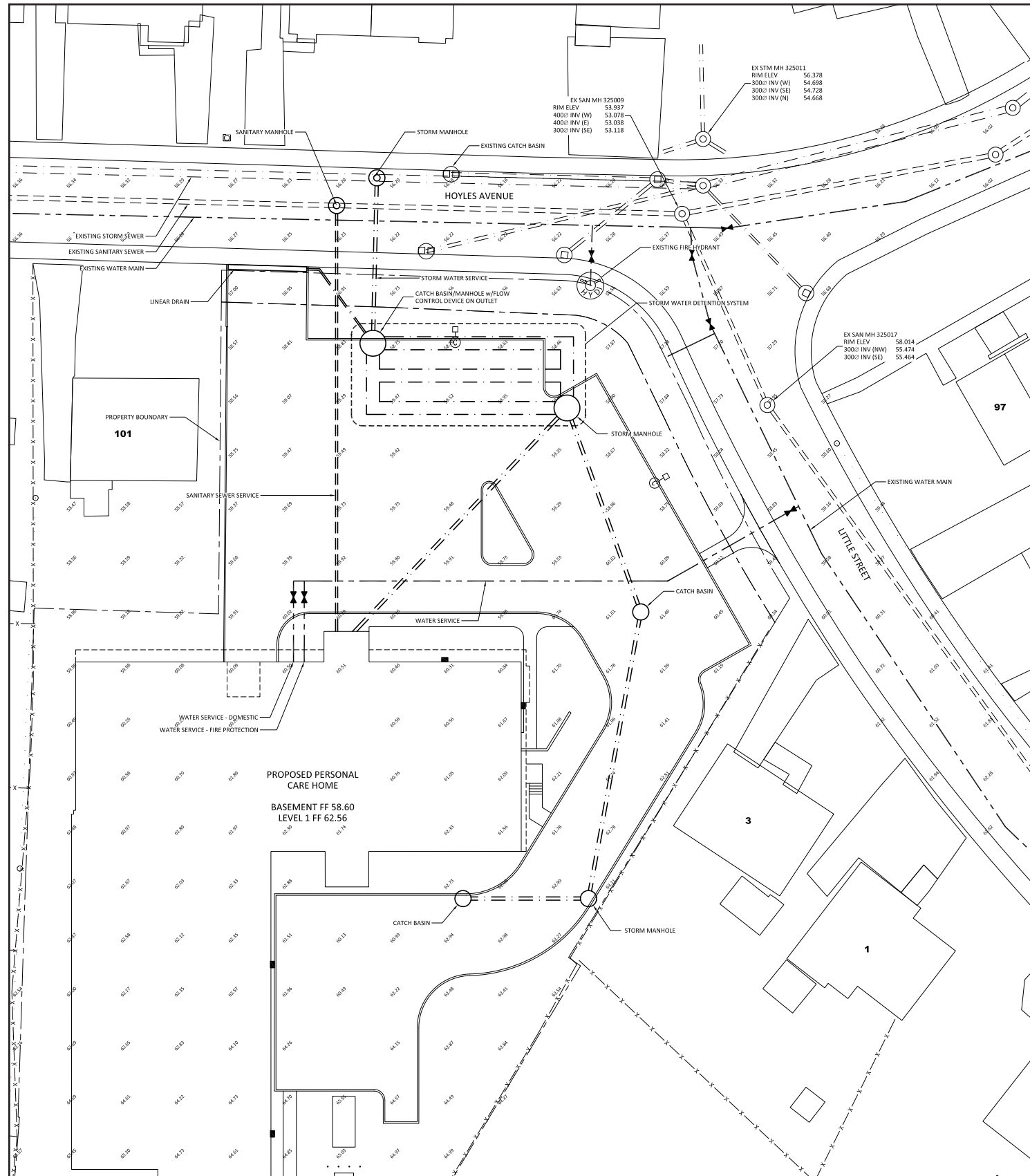
A | PREVIOUS VS. CURRENT PROPOSAL



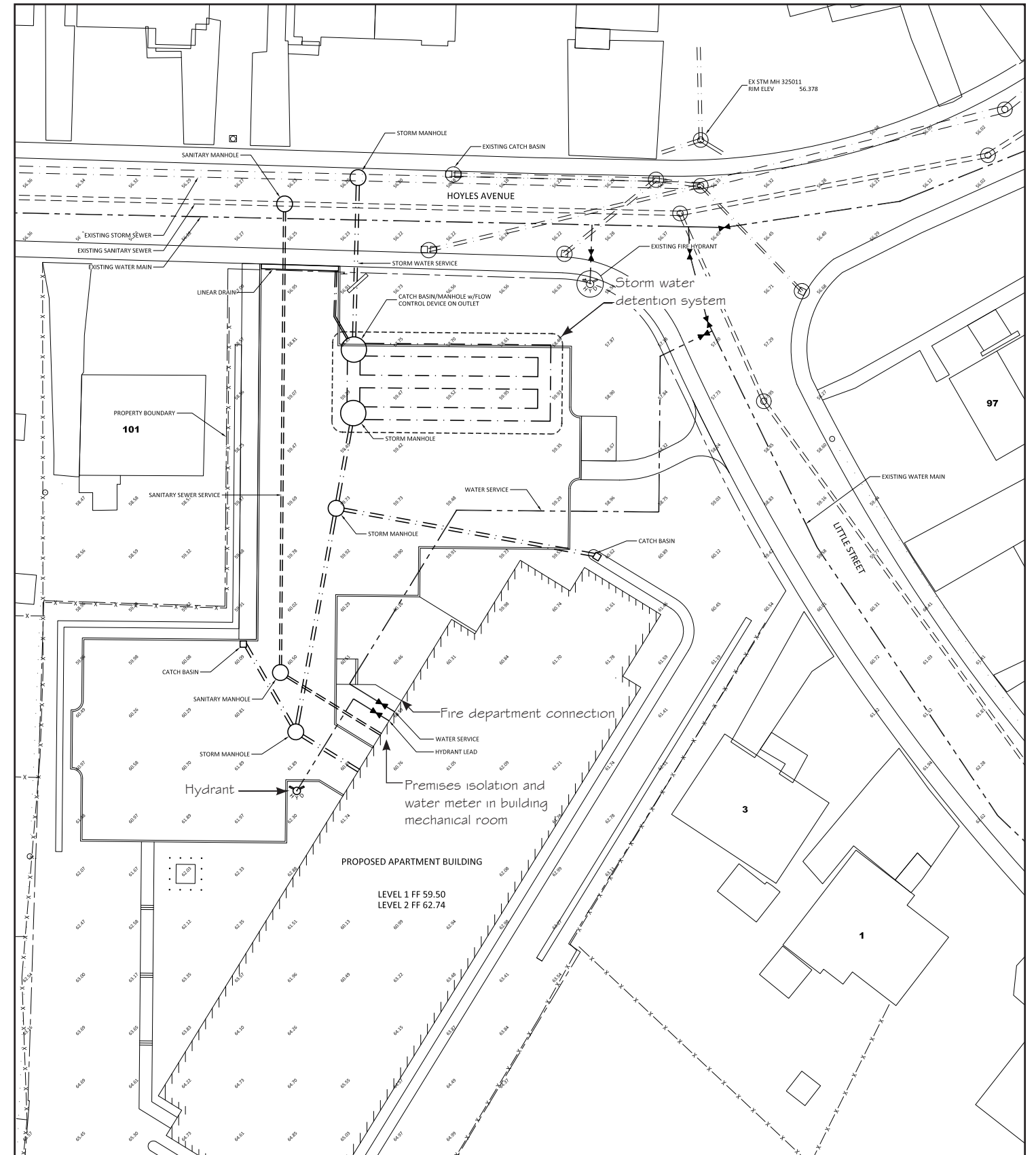
Previous Site Plan (Personal Care Home)



Proposed New Site Plan (Apartment Building)



Previous Site Servicing Plan (Personal Care Home)



Proposed New Site Servicing Plan (Apartment Building)

B | BUILDING USE

The apartment building proposed for 5-7 Little Street and will be a maximum of six storeys, including a main level parking garage, which is predominantly below grade. Due to the substantial grade change on this property, the first storey will be at grade for the elevation facing Hoyles Avenue and the parking lot only, and will be the main point of entry to the building.

The total proposed gross area per storey (including all area bounded by the exterior walls):

Storey	Area
Level 1	1,150 m ²
Level 2	1,150 m ²
Level 3	1,157 m ²
Level 4	1,157 m ²
Level 5	1,048 m ²
Level 6	971 m ²
TOTAL BUILDING	6,633 m ²

The first storey has five apartments, indoor parking for 23 vehicles (668 m²), secure bicycle storage for 40 bicycles (35 m²) and building service space. The second to the sixth storey contain only apartments, circulation space and common laundry areas. There are no public amenities located in the building.

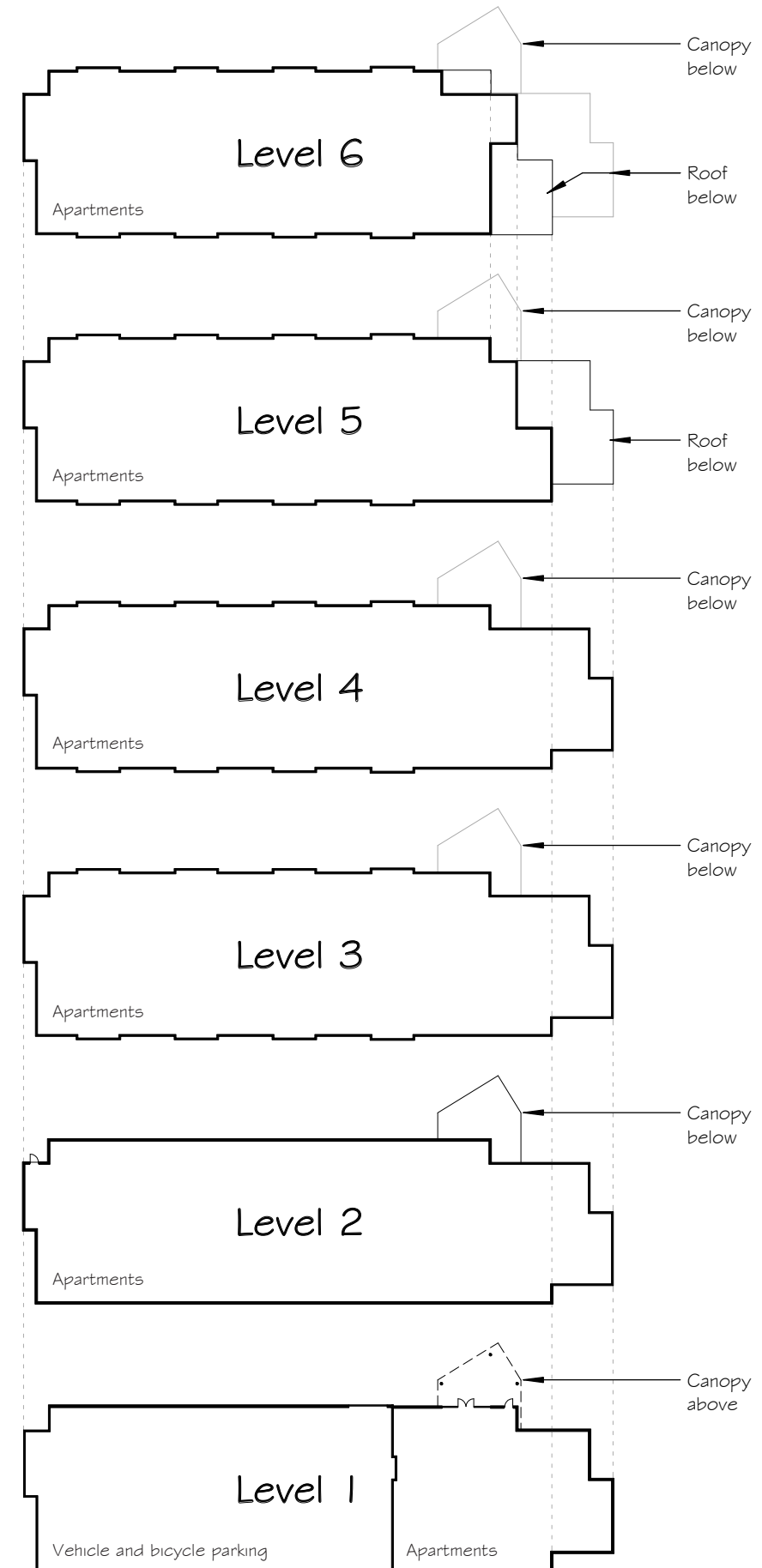
In all, there will be a maximum of 100 one-bedroom apartments. Eight of these apartments will be barrier-free.

LOT COVERAGE

Lot coverage is defined in the Envision Development Regulations as "the combined area of all Buildings on a Lot measured at the level of the lowest floor above the established grade and expressed as a percentage of the total area of the Lot."

The site area of the property at 5-7 Little Street is approximately 4,747 square meters and the building footprint is 1,150 m², thus the lot coverage is 24.2 per cent (1,150 m² ÷ 4,747 m²).

This is well within the maximum of 40 per cent permitted in the Apartment 2 Zone.



C | BUILDING HEIGHT AND LOCATION

LOCATION AND SETBACKS

The proposed apartment building is rectangular in plan and aligned with the southeast property boundary. The required setback on this side is five meters, although the building is actually further setback at 6.89 meters from the boundary. This is the closest that the building is to any boundary. It is setback 8.2 meters from the nearest point on Little Street, 26.8 meters from the Hoyles Avenue boundary, and is more than 12 meters from any property lines on Graves Street.

The closest neighbouring building is number 3 Little Street, which is 8.6 meters from the southeast elevation of the apartment building. Number 101 Hoyles Avenue is 27 meters away and the closest building on Graves Street is number 34, at 26 meters from the southwest corner.

LIGHTING

There will be a light standard installed in each parking lot, to provide the minimum level of illumination for safety and security. The proposed locations are shown on the plan opposite.

There will also be a limited number of light fixtures mounted on the building near entrances and exits. The locations are noted on the elevations, on the next page.

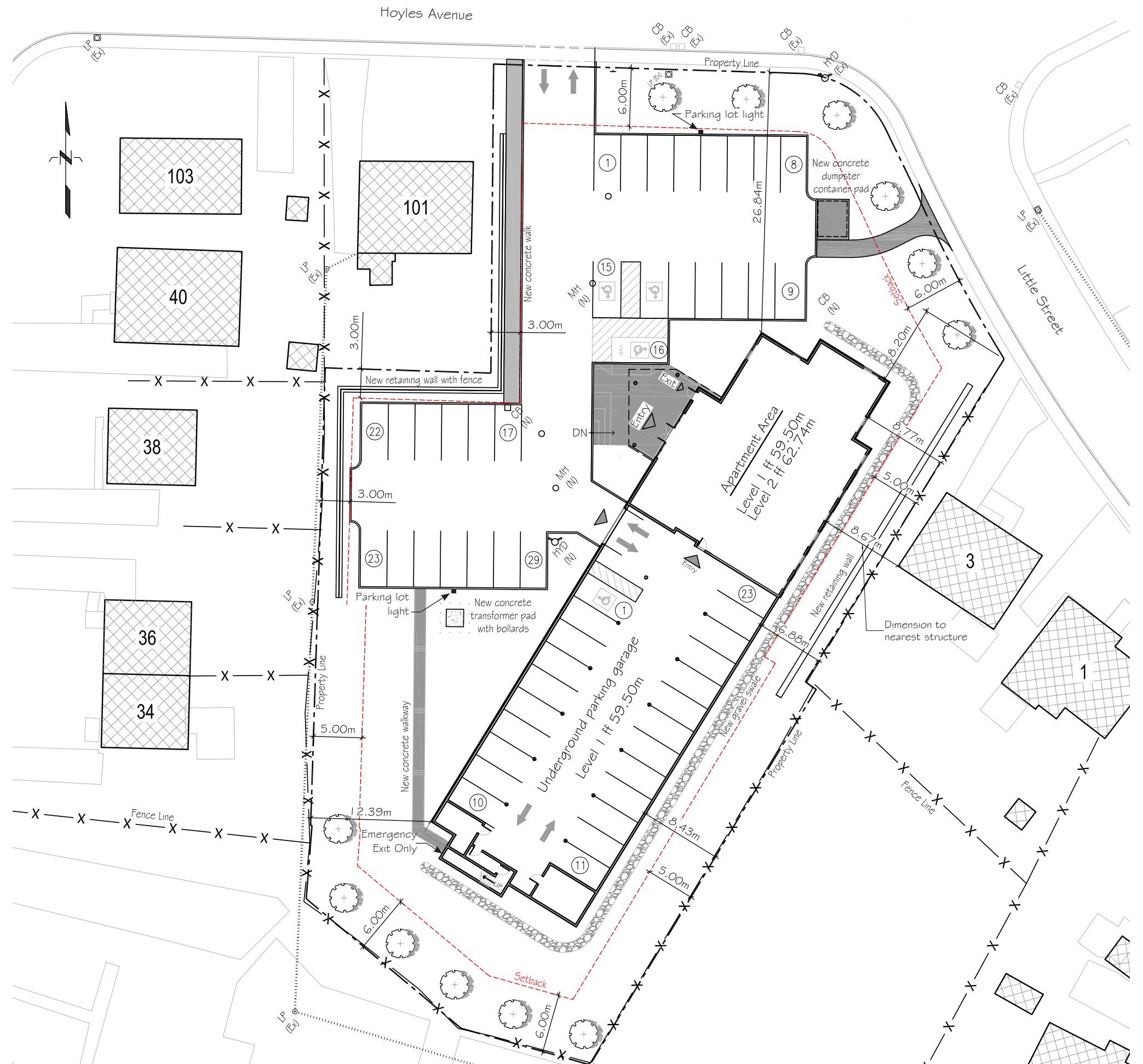
All fixtures will be the full cut-off type and installed at the lowest possible elevation to avoid light-spill from the apartment building site onto neighbouring properties.

MECHANICAL EQUIPMENT

At this stage of the design process the mechanical systems are not finalized, but the intention is to provide electric heating with a limited amount of roof-top HRV units to meet ventilation requirements.

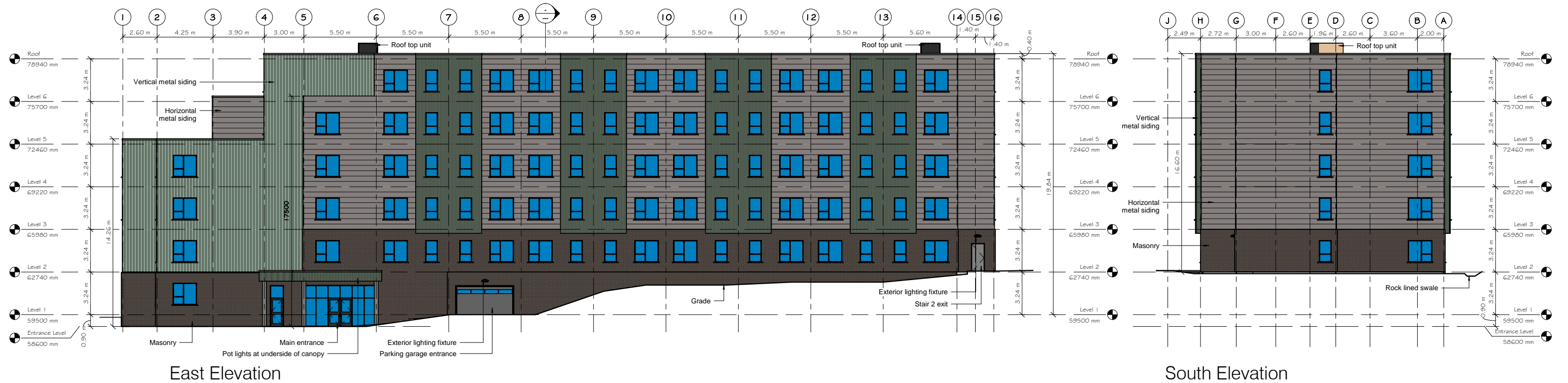
Typically these units are approximately 1.2 meters tall x 1.8 to 2.0 meters square in plan. It is anticipated that two units would be required for this building.

These units are not generally considered to be obtrusive, but an added benefit to the roof-top location is that they will be well above the closest adjacent housing and thus any sound emitted will have much less impact than if they were mounted closer to the ground.



BUILDING ELEVATIONS

The Apartment 2 Zone permits a maximum building height of 24 meters. The proposed apartment building is under 20 meters high when measured at its highest point relative to the finished grade, which is on the north end of the building, closest to Hoyles Avenue. Although not required by the City's development regulations, the building steps back from Hoyles as it get higher, starting at the fifth storey. This step-back will reduce the visual impact compared to neighbouring buildings on Hoyles Avenue and Little Street.



STREET SCAPE VIEWS



View looking north on Little Street



View looking south from Hoyles Avenue (at site entrance)

AERIAL VIEW

This combination of a rendering and aerial photograph shows the proposed apartment building development in the context of the surrounding neighbourhood. The existing adjacent buildings are a mix of single-family homes and apartment buildings, which are predominantly owned by the Newfoundland and Labrador Housing Corporation.



SHADOW STUDY

The renderings below show the extent of shadows during the winter solstice (the worst-case), summer solstice and the spring or fall equinox (which are the same).



Summer Solstice 8:00am



Summer Solstice 12:00pm



Summer Solstice 4:00pm



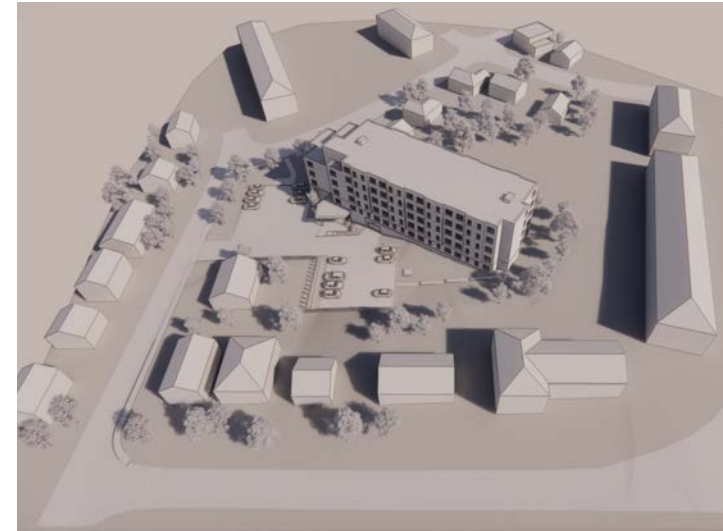
Summer Solstice 8:00pm



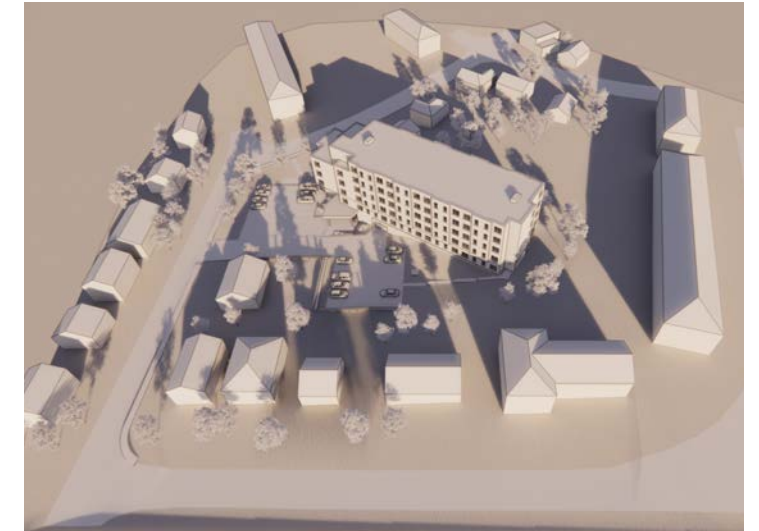
Equinox 9:00am



Equinox 12:00pm



Equinox 3:00pm



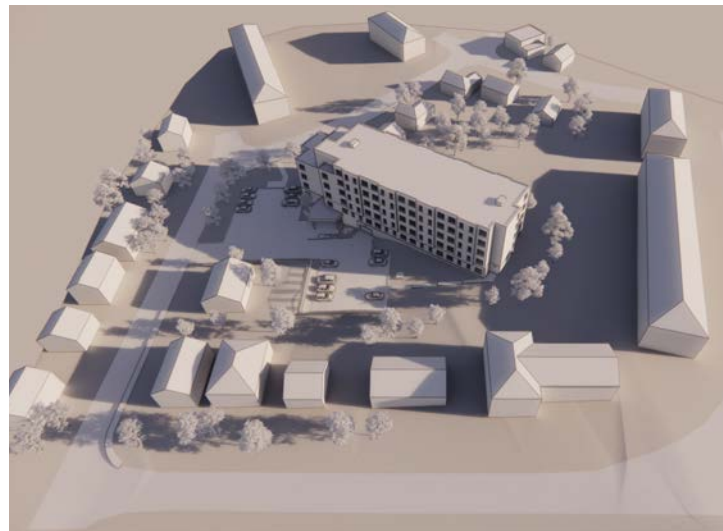
Equinox 6:00pm



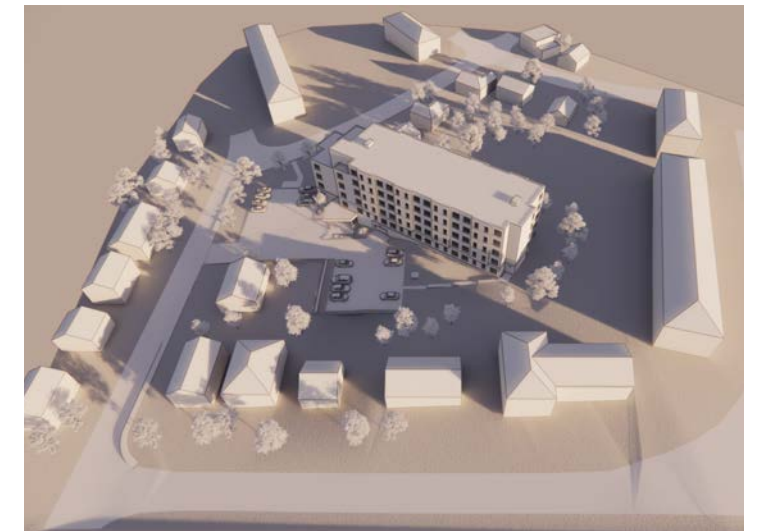
Winter Solstice 10:00am



Winter Solstice 12:00pm



Winter Solstice 2:00pm



Winter Solstice 4:00pm

D | LANDSCAPE AND BUFFERING

The plan below highlights both soft (green) and hard (grey) landscape features of the proposed site.

TRANSFORMER LOCATION

There is, of course, a requirement for an electrical service to the building. There is an existing NF Power line running along the rear boundary of properties on Graves Street. The apartment building will be serviced from that line with a pad-mounted transformer located immediately south of the uppermost parking area, over 26 meters from the nearest neighbouring building. The transformer will be located in a landscaped area and can be shielded from view by shrubs.

REFUSE CONTAINER

A refuse container will be located on the site at the east end of the lower parking area. The refuse bin will be covered, secured and located in a fenced enclosure to hide it from public view. The bin is located over 27 meters from the nearest adjacent residence.

SNOW CLEARING AND STORAGE

There is at least a six meter buffer between the back of the sidewalks on Little and Hoyles and the parking lot curb for city snow storage. For snow clearing on site, the developer would hire a snow clearing service to push the snow to the various landscaped areas across the site and will have it removed as necessary.

Due to the grade changes and overall shape of the property, there is not an abundance of space for snow storage on site and removal is expected to be required after a large snowfall.



E | OFF-STREET PARKING AND SITE ACCESS

VEHICLE PARKING

The minimum off-street parking requirement for an apartment building in the current development regulations (8.3 Parking Standards, Envision St. John's Development Regulations) is 0.9 parking stalls for every one-bedroom apartment. Also required is one visitor space for every seven apartments above the first seven.

The following table is a breakdown of the minimum number of parking stalls required, based on the current number of one-bedroom apartments:

	1-Bedroom Apartments	Calculation Factor	Parking Stalls
Resident	100	0.9 per apartment	90
Visitor	100	1 per 7, except first 7	13
Total Required			103
Total Proposed			52

As illustrated on the site plan opposite, we are proposing to provide 29 parking stalls in two exterior lots and 23 stalls in the parking garage, for a total of 52 stalls. As per provincial accessibility regulations, four of these stalls will be barrier-free.

Seven stalls, including one barrier-free, will be reserved for visitors. The remaining 45 stalls will be paid-parking for individual residents, thus apartments without dedicated parking will be offered at a reduced rent from those including parking.

The proposed number of parking stalls is approximately 50 per cent of the required number and Nevada Properties Ltd. is requesting a reduction in the required number from the City of St. John's. Refer to the attached Traffic Impact Statement for further rationale on the proposed parking reduction.

BICYCLE PARKING

The development regulations also require one bicycle storage space for every two residential units in an apartment building. For this proposed development that equals 50 secure spaces for bicycle storage.

There will be two rooms totaling 35 m² that can be accessed from the parking garage for the purpose of storing 40 bicycles on vertical wall racks. An exterior rack will also be provided near the main entrance, under a canopy, for 10 additional bicycles.

Indoor bicycle parking will be reserved and offered free of charge to residents on a first come, first served basis, with priority given to those apartments without vehicle parking.

SITE ACCESS

Vehicle access to and from the property is off Hoyles Avenue on the north boundary of the site. There will be a 1.8 meter wide sidewalk extension at this location for pedestrian traffic. There will also be a secondary 1.8 meter wide pedestrian entrance to the site off Little Street.



F | PUBLIC TRANSIT

LAT49 Architecture contacted Keith Woodfine, Transit Planner at Metrobus, to inquire about any public transit infrastructure requirements for this development. The correspondence is included below:

From: [Keith Woodfine](#)
To: [Richard Symonds](#)
Subject: RE: [EXTERNAL EMAIL] Metrobus Requirements for Development on Little Street
Date: Tuesday, March 19, 2024 9:48:41 AM

Good day Richard

Even though this proposed 100-unit apartment complex will have an increase in service to the current infrastructure, we won't require any upgrades. The current transit infrastructure is already equipped with shelters and cut-ins. Ideally this is a great location for additional housing. We do not have bus routes on these streets but the surrounding area has several bus routes that are within walking distance.

From: Richard Symonds <r.symonds@lat49.ca>
Sent: Monday, March 18, 2024 11:11 AM
To: keith.woodfine@metrobus.com
Subject: [EXTERNAL EMAIL] Metrobus Requirements for Development on Little Street

Hello Keith,

Our office is working on an updated Land Use Report for a revised development on the corner of Little Street and Holyes Avenue. We had previously contacted you in November of 2020, when the plan was to build a personal care home on this lot. The owner has since decided that he would rather build an apartment building, so we are submitting an updated LUR to the City for review. They have asked us to reach out to Metrobus and confirm that there will be no special requirements for this proposed development.

I have attached our previous correspondence (between yourself and Jess Stanford), and plan of the newly proposed site and building. The previous proposal was for a 100-bed personal care home, and the new proposal is for an apartment building with up to 100 one-bedroom units.

Please let me know if you need any further information,

Thanks.

RICHARD SYMONDS | ARCHITECT

BFA, M.Arch, MRAIC, NLAA, NSAA, AANB

LAT49 Architecture Inc.

t. (709) 753-7132 c. (709) 727-6764

Appendix A | LUR TERMS OF REFERENCE

TERMS OF REFERENCE
LAND USE REPORT (LUR) APPLICATION FOR AN APARTMENT BUILDING
5 AND 7 LITTLE STREET
PROPONENT: LAT 49 AND NEVIDA PROPERTIES INC.

The proponent shall identify significant impacts and, where appropriate, also identify measures to mitigate impacts on land uses adjoining the subject property. All information is to be submitted under one report in a form that can be reproduced for public information and review. The numbering and ordering scheme used in the report shall correspond with that used in this Terms of Reference and a copy of the Terms of Reference shall be included as part of the report (include an electronic PDF version with a maximum file size of 15MB). A list of those persons/agencies who prepared the Land Use Assessment Report shall be provided as part of the report. The following items shall be addressed by the proponent at its expense:

- A. Previous vs Current Proposal
 - Provide the site plan for the previously proposed Personal Care Home in comparison to the current proposal for an Apartment Building.
- B. Building Use
 - Identify the size of the proposed building by Gross Floor Area.
 - Identify all proposed uses/occupancies within the building by their respective floor area.
- C. Building Height & Location
 - Identify graphically the exact location with a dimensioned civil site plan:
 - Building elevations and identify height of the proposed building;
 - Location of the proposed building in relation to neighbouring buildings;
 - Proximity of the building to property lines and identify setbacks;
 - Identify any stepbacks of higher storeys from lower storeys (if applicable);
 - Information on the proposed construction of patios/balconies (if applicable);
 - Potential shadowing/loss of sunlight on adjacent public and private properties, including sidewalks; and
 - Identify any rooftop structures.
 - Provide street scape views/renderings of the proposed building from the following locations:
 - Along the property frontage at Hoyles Avenue;
 - Along the property frontage at Little Street.
 - Identify the location and type of exterior lighting. Identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
 - Identify the location and type of any exterior HVAC equipment to be used to service the proposed building and identify possible impacts on adjoining properties and measures to be instituted to minimize these impacts.
- D. Landscaping & Buffering
 - Identify with a landscaping plan, details of site landscaping (hard and soft).
 - Identify the location and proposed methods of screening of any electrical transformers and refuse containers to be used at the site.
 - Provide information on any snow clearing/snow removal operations.
- E. Off-street Parking and Site Access
 - Identify the number and location of off-street parking spaces to be provided, including accessible parking spaces.
 - Identify the number and location of bicycle parking to be provided.
 - Provide a dimensioned and scaled plan of parking structure lot, including circulation details.
 - Identify the location of all access and egress points, including pedestrian access.
- F. Public Transit
 - Consult with St. John's Metrobus (St. John's Transportation Commission) transit infrastructure requirements.

Appendix B | TRAFFIC IMPACT STATEMENT

Suite 301, Terrace on the Square, 8 Rowan Street
P.O. Box 23169, RPO Churchill Square
St. John's, NL, A1B 4J9
T: +1 709 579 6435

MEMO

Date: 2024-Aug-28 **File No.:** 242069
To: Richard Symonds, BFA, M.Arch, MRAIC, NLAA, NSAA, AANB **From:** Mark Stuckless, P. Eng.
Address: LAT49 Architecture Inc.
683 Water Street
St. John's, NL A1E 1B5
T: 709 753 7132

Subject: 5-7 Little Street – Traffic Impact Statement

1. INTRODUCTION

Harbourside Transportation Consultants has completed a traffic impact statement, as per City of St. John's requirements, relating to the development application for a proposed residential development on Little Street in St. John's, NL.

2. SITE CONTEXT

The proposed development is located at Civic No. 5-7 Little Street. There are currently two buildings on the site; a house and a detached garage, which will both be demolished. The site context is shown in Figure 1.



Figure 1: Development Site Context

3. ROADWAY DESCRIPTIONS

Little Street is a local road that connects to Empire Avenue and Hoyles Avenue. It has one lane in each direction, with a posted speed limit of 50km/h. There are sidewalks on both sides of the street.

Empire Avenue is a collector street that runs east-west between Columbus Drive and Plymouth Road on the east side of downtown St. John's. Empire Road has one travel lane in each direction with one left or right turning lane at major intersections. There are sidewalks on both sides of the road. Empire Road has a posted speed limit of 50 km/h.

Hoyles Avenue is a local street that runs north-south between Guy Street and Newtown Road. It has one travel lane in each direction and a posted speed limit of 50 km/h. Hoyles Avenue is the most direct route between Little Street and Memorial University. It has sidewalks on both sides of the road.

4. WALKING AND CYCLING

Sidewalks are provided on both sides of Little Street. There are crosswalks 70 meters and 160 meters away from 5 Little Street on Empire Avenue. Additionally, there is a crosswalk 120 meters away from 7 Little Street, which leads to Riverdale-To-Mundy Pond Active Transportation Corridor. Riverdale-To-Mundy Pond Active Transportation Corridor is an unpaved path that runs from Bonaventure Avenue south-west to Crosby Road.

The City of St. John's Bike St. John's Master Plan¹ includes future cycling facilities on Anderson Avenue, Elizabeth Avenue, Paton Street and Prince Philip Drive. The plan also includes multi-modal hubs, spots where users can easily switch between walking, cycling, and taking transit. These hubs include structures with long-term bike parking and transit and cycling network information. The proposed multi-modal hub that will be located at the intersection of Freshwater Road and Anderson Avenue will be within a 1-minute cycling distance of the subject site. Figure 2 illustrates the future cycling network in the study area.

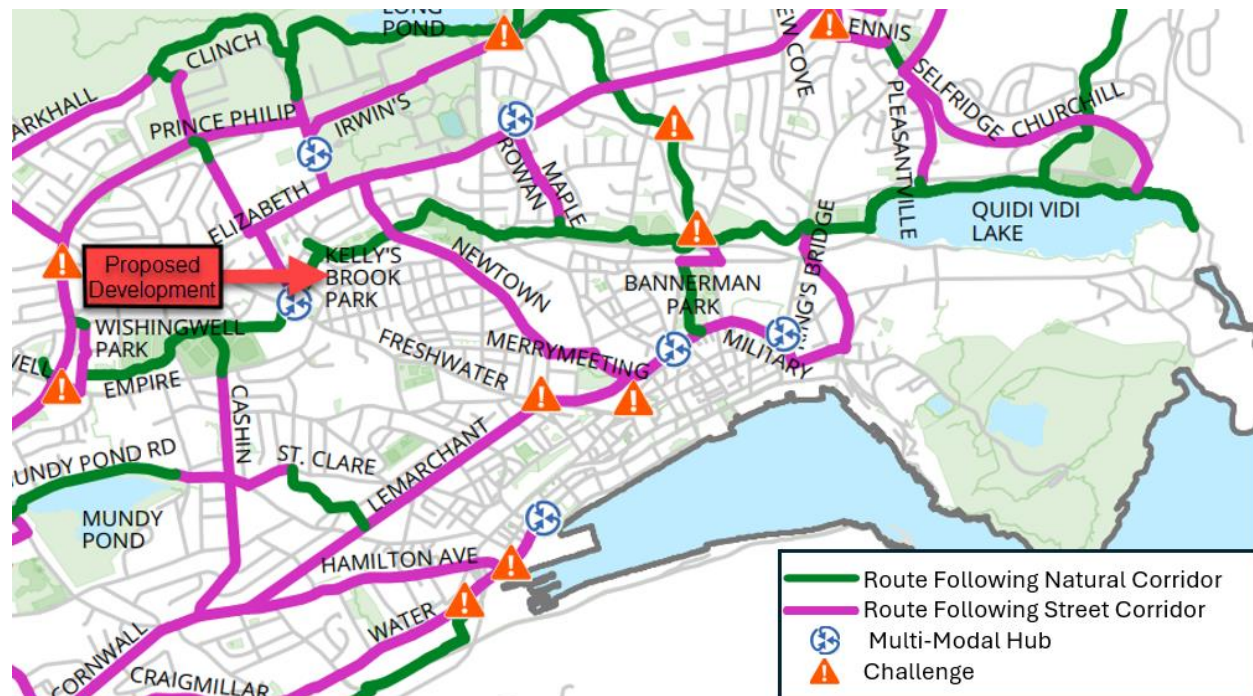


Figure 2: Proposed Bicycle Network

5. TRANSIT

The area within a 8 minute walking distance of the subject site is serviced by Metrobus routes 2-ZIP Avalon | Virginia Park | Village, 10-ZIP Downtown | MUN | Avalon, and 12 Village | Avalon.

Bus stops for Route 12 and 10 on Freshwater Road are located within a 500 meter walking distance to the subject site. Bus stops for Route 2 on Elizabeth Avenue are located within a 450 meter walking distance to the subject site. Figure 3 shows the routes and bus stops.

¹ *Bike St. John's Master Plan*, City of St. John's, June 2019.

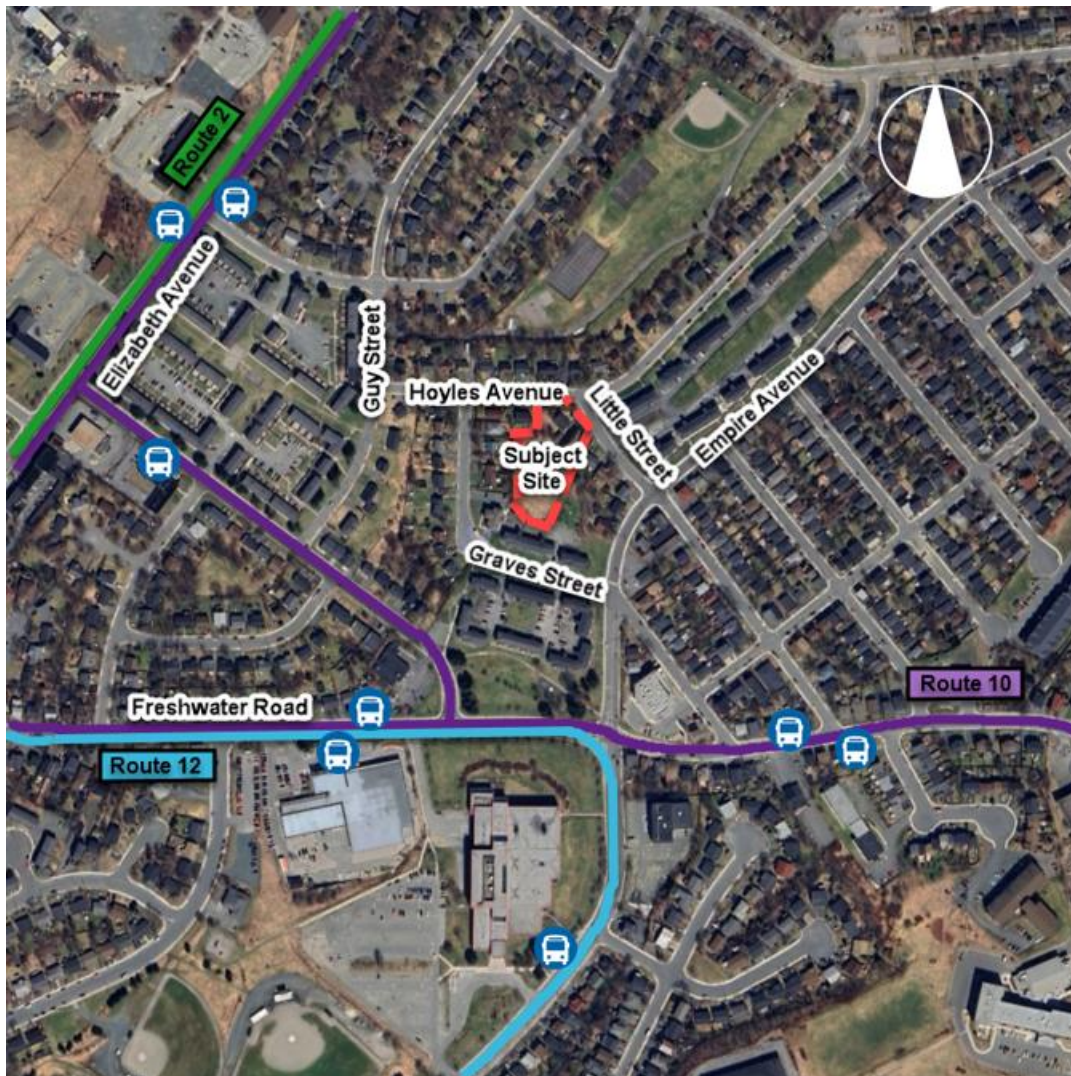


Figure 3: Transit Route and Bus Stop Map

6. PROPOSED DEVELOPMENT

The proposed development plan consists of a midrise residential building with 100 one-bedroom apartments. The development site will have 52 car spaces and 50 bicycle parking spaces, both of which will mostly be provided within an indoor garage. Vehicle access to the mid-rise building will be provided with one driveway, 7.3 meters in width, off Hoyles Avenue. There is also a concrete walkway that connects to the sidewalk on Little Street. The proposed site development plan is shown in Figure 4.

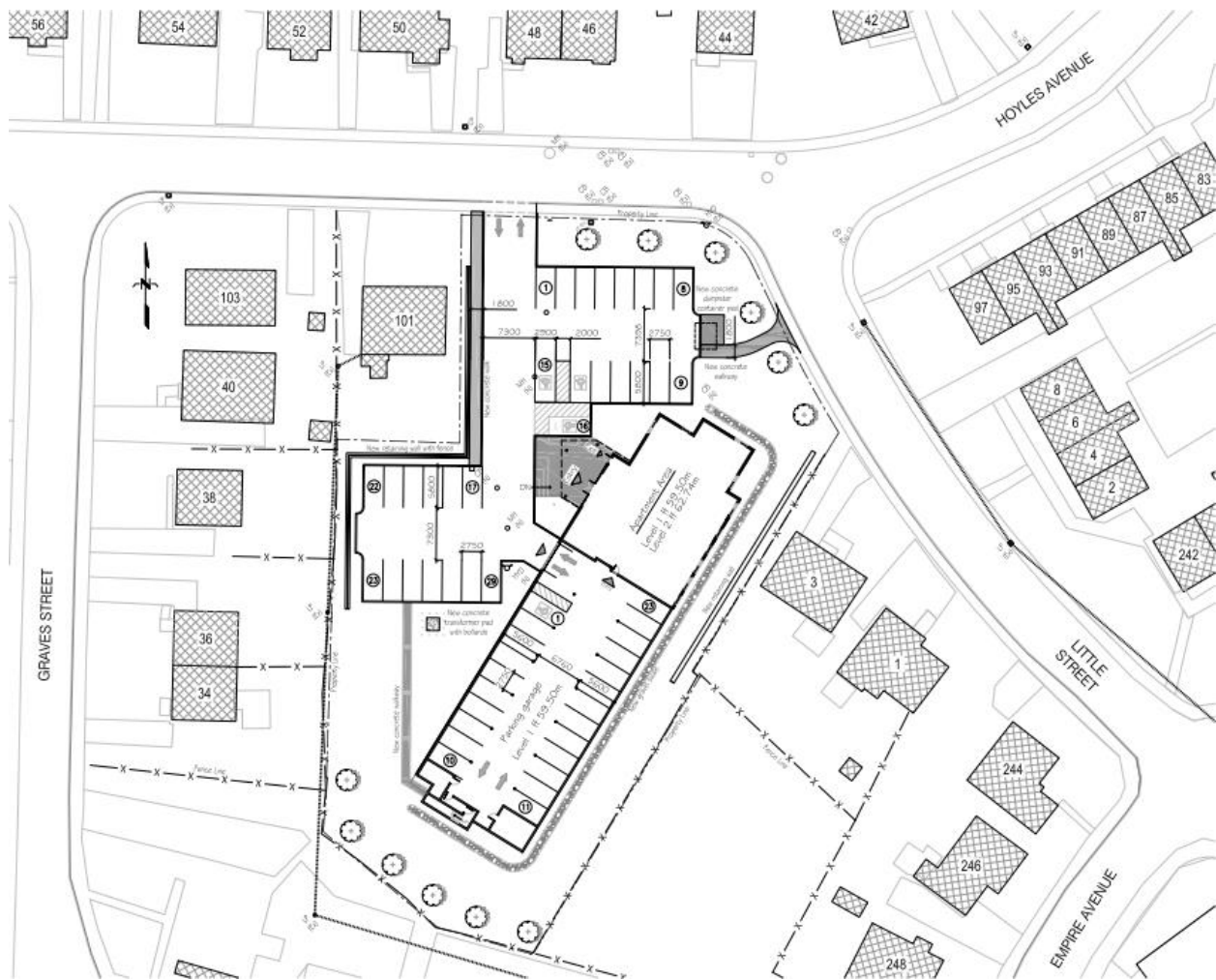


Figure 4: Site Development Plan

7. PARKING

The Envision St. John’s Development Regulations² prescribe minimum and maximum parking requirements by land use. Table 1 summarizes the parking requirements for the proposed site land uses.

Table 1: City of St. John’s Parking Requirements

Type of Building	Minimum	Maximum
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² Envision St. John’s Development Regulations, Amended December 2022

Apartment Building and/or Dwelling Units in a Commercial or Institutional Zone	0.8 spaces for every studio unit 0.9 spaces for every 1-bedroom unit 1.0 space for every 2-bedroom unit 1.2 spaces for every 3-bedroom unit or greater 0 visitor spaces for the first 7 units; 1 visitor space per 7 units thereafter	1.2 spaces for every studio unit 1.2 spaces for every 1-bedroom unit 1.5 spaces for every 2-bedroom unit 2.0 spaces for every 3-bedroom unit or greater Maximums are cumulative for building and inclusive of visitor parking
Residential Use, except Apartment Building, Dwelling Units in a Commercial or Institutional Zone, Micro Unit Dwelling and Tiny Home Dwelling	1 space for every dwelling unit	Not applicable

Table 2 summarizes the calculation of the site parking requirements. The minimum parking requirement for the 100-unit building is 103 parking spaces.

Table 2: Calculation of Required Parking Spaces

Dwelling Size	Number of Units	Minimum	Maximum
1 Bedroom	100	90	120
Visitor	-	13	-
Total Parking Spaces		103	120

The on-site parking supply of 52 parking spaces is comprised of 46 spaces for residents and six spaces for visitors. This does not meet the City's minimum parking requirements. The developer has asked for a relief on parking to support 49 affordable rate units which will not include parking in the rent price. This will benefit university students who may not own a car and can use alternative transportation methods with ease due to the site's proximity to Memorial University. Additional measures to support the reduction of on-site parking requirements are also discussed in the following section.

In addition to vehicle parking, the Development Regulations prescribes a minimum of one bicycle parking space for every two residential units. A minimum of 50 bicycle parking spaces are required. Those 50 bicycle parking spaces will be provided at both interior and exterior locations on the site.

8. TRANSPORTATION DEMAND MANAGEMENT

The developer is proposing Transportation Demand Management (TDM) measures to help encourage the use of alternative modes of transportation and reduce reliance on single occupant vehicles. The proposed TDM measures include:

- ▶ Walking:

- Sidewalk connections from building entrances to the external sidewalk network along Little Street and Hoyles Avenue.
- ▶ Cycling:
 - The subject site is well positioned to be integrated with the future cycling network
 - Interior and exterior on-site bicycle parking is provided
- ▶ Transit:
 - The subject site is well positioned to be integrated with the existing transit network. The area is served by several transit routes.
 - Sidewalks and crosswalks are provided along pedestrian routes between the subject site and bus stops on Freshwater Road, Anderson Avenue and Elizabeth Avenue;
- ▶ Parking:
 - The price of parking will be separated from the rent price, rewarding/attracting residents who do not own a vehicle or who wish to forgo their vehicle and providing an incentive for residents who wish to reduce the number of vehicles in their household.
 - The site's proximity to transit and future cycling connections and its proposed accommodation of pedestrians and cyclist on-site will provide adequate accessibility to sustainable transportation modes for residents who do not own a vehicle.

9. SITE TRIP GENERATION

The Institute of Transportation Engineers (ITE) *Trip Generation Manual*³ was used to estimate the vehicle trip generation for the site. Land use code 221 Multifamily Housing (Mid-Rise), General Urban/Suburban were used for the proposed development. Table 3 summarizes the trip generation rates for the land use code.

Table 3: Trip Generation Rates

Land Use	AM Peak Hour			PM Peak Hour		
	Rate	Entering	Exiting	Rate	Entering	Exiting
221 Multifamily Housing (Mid-Rise)	$T = 0.44(X) - 11.61$	23%	77%	$T = 0.39(X) + 0.34$	61%	39%
Note: Units are in dwelling unit for residential uses.						

The weekday morning (AM) and afternoon (PM) peak hour trip generation estimates for the site are summarized in Table 4. On a typical weekday, the site is estimated to generate 32 vehicle

³ *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, September 2021.

trips in the morning peak hour (7 trips entering and 25 trips exiting) and 39 vehicle trips in the afternoon peak hour (24 trips entering and 15 trips exiting).

Table 4: Trip Generation Estimates

Land Use	Qty	AM Peak Hour			PM Peak Hour		
		Total	Entering	Exiting	Total	Entering	Exiting
221 Multifamily Housing (Mid-Rise)	100	32	7	25	39	24	15

Note: Units are in dwelling unit for residential uses.

It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Little Street, Hoyles Avenue and Empire Avenue with a negligible impact on traffic operations.

10. ACCESS SIGHT DISTANCE REVIEW

A sight distance review was completed for the site access point and Hoyles Avenue to confirm that the sight lines meet the minimum stopping and decision sight distance requirements of the Transportation Association of Canada's (TAC) *Geometric Design Guide for Canadian Roads*⁴.

The minimum stopping and decision sight distance requirements for a two-lane roadway with a design speed of 50 km/h are:

- Minimum stopping sight distance = 65 metres;
- Minimum turning sight distance – left-turn from stop = 105 metres; and
- Minimum turning sight distance – right-turn from stop = 95 metres.

The sight line east of the access (looking to the right) is shown in Figure 5. The sight line extends to the horizontal curve of Hoyles Avenue, indicating there is approximately 82 metres of sight distance available. The minimum turning sight distance for a left-turn does not meet the minimum 105 meters required. However, vehicles are likely to slow down along the horizontal curve. With vehicle traveling 39 km/h or less on Hoyles Avenue, the turning sight distance for a left-turn will be met. Moreover, the minimum stopping sight distance for a left-turn are met east of the access. Vehicles parallel parked along Hoyles Avenue may block the sight line.

The sight line west of the access (looking to the left) is shown in Figure 6. The sight line extends to the intersection of Hoyles Avenue and Guy Street, indicating there is approximately 132 metres of sight distance available. The requirements for minimum stopping sight distance and turning sight distance for a right turn are met west of the access. Vehicles parallel parked along Hoyles Avenue may block the sight line.

⁴ *Geometric Design Guide for Canadian Roads*, Transportation Association of Canada, June 2017.



Figure 5: Site Access, Sight Line East of Access (Looking to the Right)



Figure 6: Site Access, Sight Line West of Access (Looking to the Left)

11. CONCLUSIONS AND RECOMMENDATIONS

Harbourside Transportation Consultants has completed a traffic impact statement relating to the development application for a proposed residential development at 5-7 Little Street Place in St. John's, NL.

The proposed development will include a mid-rise residential building with 100 units. The development will be accessed by a new driveway on Hoyles Avenue. The following conclusions were gathered from the investigations carried out:

- The proposed development is expected to generate 32 vehicle trips in the AM peak hour (7 trips in/25 trips out) and 39 vehicle trips in the PM peak hour (24 trips in/15 trips out).
- It is anticipated that the new vehicle trips associated with the proposed development can be accommodated along Little Street, Hoyles Avenue and Empire Avenue with a negligible impact on traffic operations.
- The minimum on-site parking requirement is 103 vehicle parking spaces (90 resident, 13 visitor) and 50 bicycle parking spaces. The site's proposed bicycle parking supply of 50 spaces meets this minimum requirement. The site's proposed vehicle parking supply is 52 vehicle parking spaces, which does not meet the minimum requirements. The developer has asked for relief on parking to support 49 affordable rate units which will not include parking in the rent price.
- The site plan includes TDM measures that can assist in reducing the site transportation impacts and parking needs.
- Sight lines at the proposed site access meet the minimum stopping and turning sight distance requirements, except for the minimum turning sight distance for a left-turn. However, due to the horizontal curve along the sightline, vehicles will likely slow down, reducing the turning sight distance required for left turns.

If you have any questions or require and additional information regarding the above, please don't hesitate to contact me at your convenience.

Best Regards,



Mark Stuckless, P. Eng.
Senior Transportation Engineer
Tel: 709-697-8568
Email: mstuckless@harboursideengineering.ca