Presentation on Traffic Impact

Sander Veldhuyzen van Zanten Sharon Watanabe Owners Condominiums Manhattan Lofts 10855 Saskatchewan Drive

Concerns regarding traffic impact received broad input from entire neighborhood



"Accidents waiting to Happen"

•The connection High Level Bridge, Saskatchewan Drive and 109 Street is a landmark for the city

The corner 109 Street and Saskatchewan Drive is already very busy with traffic

- -So is 86th Avenue: feeder road
- -108A Street: neighbourhood street: small kids walking to school

"Accidents waiting to Happen"

- -Cars: morning rush hour
 - Evening rush hour from downtown
- -Pedestrians: many walking to university, UAH Hospital, school, work
- -High density of cyclists (work, leisure) that already is causing problems, including the side walks
- -Also true on weekends

Parking and Transportation Impact Assessment

• Assessment is based on flawed assumptions and outdated information

- Intersection traffic capacity analysis was excluded
- Site observations were made by a single person during 3 hours on a single day (April 8, 2019)
- Turning counts were collected on October 22 and 23, 2015
- The number of trips was calculated using a lower daily trip rate for Multifamily Housing (2.07) rather than Apartment Housing (5.81)

Service Vehicles and the "Era of Home Deliveries"

- Assessment is based on flawed assumptions
- 108A street is narrow and the Alleyways even narrower:
- Any Service truck (eg Garbage) or Delivery vehicle will block these roads
 - There is no side parking space
- Visibility from Alleyways is very limited: hazardous
- Does not take into account the recent City proposals for improved walking and cycling experience in the area: more traffic

Additional concerns

- The number of vehicles belonging to residents of the proposed building is significantly underestimated
 - FURTHER PRESSURES ON PARKING SPACES
- The increase in traffic volume since 2015 has not been considered

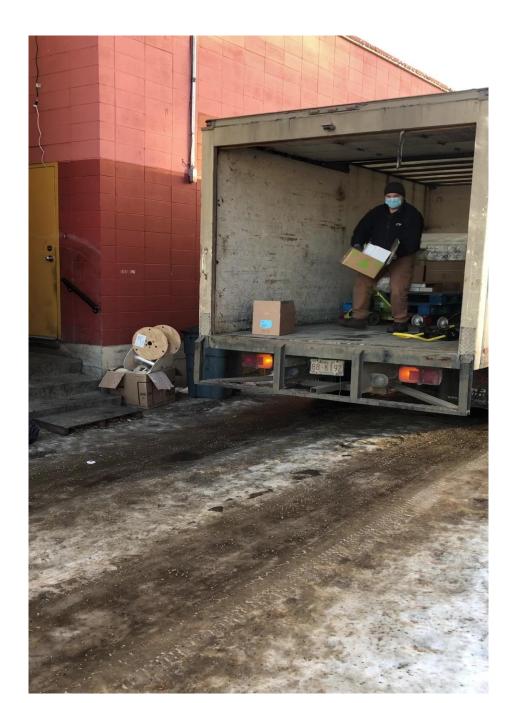
• City population has grown by 10%

- 108A Street is narrow and unable to accommodate a large increase in traffic
- 108a street contains many family units with children
 - Elementary school across the street 109 Street
- The requested variance from 2 loading spaces to 1 loading space will add to traffic congestion
 - Bylaw #12800 requires 2 loading spaces if >245 dwellings

BOTTOM LINE

From a traffic density and traffic safety perspective the Proposed Beljan Structure does not make sense





Conclusion

- The traffic impact analysis in support of the proposal is seriously flawed
- Most of the assumptions underestimate the true consequences for traffic density and flow
- Traffic around the building will become congested and will be unsafe