

# **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**



Saskatchewan Drive

East/West Alley

North/South Alley

87 Avenue

Proposed Development

107 Street

109 Street

108A Street

86 Avenue

Roads Included in Traffic Analysis



# “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 **86<sup>th</sup> 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- Assessment is based on **flawed assumptions** and **outdated information**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**