

TIA approach:

These comments focus on the Vehicular traffic:

The fundamental intention of performing a Traffic Impact Analysis (TIA) is to understand the behavior of traffic and how it is impacted by a proposed development. The expectation is that the simulations will remove opinions and conjecture on what the traffic impacts will be.

In this proposed redevelopment, one of the main concerns for University Heights (UH) residents is traffic and the prospect of significantly more congestion given the densities and uses proposed. This is not just a matter of inconvenience for UH residents, it directly affects the ability of residents to get in and out of the community. This TIA made a number of assumptions some of which are of concern as outlined below. Additionally, the scenarios proposed are inadequate in understanding what the real outcomes and impacts will be with respect to traffic. The author did not include a conclusion in this assessment suggesting that the impact outcomes are far from determined.

Based on the above, UH Community Association is requesting that the City of Calgary transportation department to require the transportation consultant to address the following concerns. This is to ensure that UH residents, the City Planning Department, and the City Alderman will obtain a more realistic and informed understanding of what the actual traffic impacts will be for the proposed densities.

Traffic volumes input number concerns:

One of the key concerns UH residents previously expressed in the frame of reference document for the TIA was the importance of including the traffic volumes created by surrounding developments. University Heights is surrounded by several Major Activity Centres (MACs), Given the extent of planned developments in these MACs, related traffic increases should be included in the assessment to fully understand how these developments will collectively impact the road system and traffic. Given the excessive degree of intensification proposed, UH Community Association is particularly concerned about the potential impacts.

Short cutting: Short cutting through the neighborhood was identified as an issue in the frame of reference (point 17) and the traffic consultant was to estimate potential routes and volumes.

Short cutting volumes should have been included in the TIA as an independent form of volume generation, but it was not. UH Community Association requests that this be added to the TIA.

The major short cutting routes through University Heights are:

1. University Drive to Unwin Rd. to Uxbridge Dr. to 16th and 29th and vice versa.
2. From 24th Ave. to Ullrich Road to Underhill Dr. to Ulysses to Uxbridge Dr. to 16th and 29th and vice versa.

3. From 24th Ave. to Udell to Underhill Dr. to Ulysses to Uxbridge Dr. to 16th and 29th and vice versa.

Route 2 is of particular concern with the build-out on West Campus. With Childrens' Hospital on the West Campus lands the UH community has experienced significant increases in shortcutting. With the West Campus development of an additional 2 million square feet of office space, 300,000 square feet of retail, and 6500 residential units planned, it defies common sense that the TIA does not account for additional shortcutting traffic. Further, future shorting cutting volumes from West Campus on route 2 will significantly increase the volumes at the Uxbridge and 16th intersection further increasing the failure rate at this intersection and the entry and exits point to the Stadium development. We recommend that vehicle counter be placed on Ullrich Dr. and Udel Dr. to determine the percentage of shortcutters. From this data estimated traffic volumes due to the West Campus build-out should be calculated and added to the traffic model.

Route 1 University Drive to Unwin Rd to Uxbridge to 16th and 29th. Again the TIA suggests that there will be no growth in traffic from Foothills Athletic Park and McMahon Stadium. UH Community Association; however, expects to see added traffic on this route. The Foothills Athletic park is in the process of fundraising for a new Field house. In the preliminary Athletic Park expansion Development Permit drawings that the UH Community Association reviewed, the main access was off University Drive adjacent Unwin Rd. The parking allocation was increase approximately 180 stalls to 779 total stalls. The preliminary trip generation numbers on the City of Calgary website indicate 1968 trips per day. It is reasonable to assume a good percentage of these trips will access Unwin Rd, and these traffic volumes should be included in the assessment.

The TIA also dismissed the impact of the redevelopment of McMahon Stadium. Presently the events have major traffic and parking impacts on our community. As the University of Calgary redevelops portions of this land while maintaining the actual stadium use, additional traffic will be generated and should be estimated and accounted for in the TIA. The combined additional volumes from McMahon and the Foothills Athletic Park will add traffic to existing volumes along Unwin Rd, and ultimately to the 16th and Uxbridge intersection. The Volume adjustments of reducing 200 EB left turns from Unwin Road in Table D of Appendix A are not supported by community observation and should not be allowed. Underhill Drive and its volumes entering Unwin Road are not put in any of the TIA Figures. Why?

Foothills Medical Centre: A new Cancer Clinic is to be built at Foothills Medical Centre (FHC). Media report say construction is set to begin in 2015 or 2016. The prime location for this development is on the corner of 29th and 16th Ave adjacent the Stadium Shopping Centre Redevelopment. This will create more congestion at the 29th/Uxbridge and 16th intersection. Further expanded structured parking will be accessed off 29th. Although the Regional Transportation Model (RTM) does anticipate more growth at FHC, it is unclear what growth has been anticipated by when, and where access will be. The 29th Street access is still the most used point of entry to FHC and the planned new parkade is presently located adjacent 29th. The peak hour adjustments of minus 350 WB left turns assumed in Table A of Appendix 1, and the minus

200 EB left and minus 370 NB left in table B should be verified with traffic counters as community observations do not support these adjustment. These adjustments appear to be conjecture, and are unsubstantiated.

Proposed Trip Generation Rates

We note that the TIA proposes only has two time horizons: the existing and the 2039 time horizon. In the City's TIA Guidelines they have short and long term scenarios. In this TIA there is only an analysis of existing conditions and 26 years into the future (2039) (with various potential improvements to the road system and their resulting reductions in trip generation values). UH Community Association requests that interim milestones be modeled as is standard in TIA practice. Additionally, the trip generators used in TIA analysis for Office, Medical Office, and Residential are based on Transit Orient Development (TOD) rates. Yet this is not a Transit Orient Development. The aspirational "Primary Transit Route" does go by the site, but presently there is no service on this route and in real terms this part of the "Primary Transit Route" does not exist, other than on a map at city hall. In reality the site is only serviced by one bus line (bus 9). From Stadium Shopping Centre it is 1.4 kilometers walking distance to the nearest LRT and that involves walking though informal routes with no side walks, in-proper lighting, and in what many of our population would not consider safe after dark. It is further noted that the proposed location of the transit hub on the north side of 16th would send commuters west bound. As this site is not yet a TOD, the TIA should have a shorter scenario horizon (2019) that evaluates the redevelopment without the benefit of TOD trip generators values. Presently, our understanding is that a long range public transit study is being conducted of this sector of the city but that there are no concrete plans for adding a BRT to this site; hence, it would be more accurate to look at this site without the TOD rate generation values, and with a shorter short scenario time line. City transit projects are subject to budgets and available funding thus assuming they will come to fruition is sketchy planning.

Regional Transportation Model (RTM)

We note that the values in Table 9 indicates employment and population figures for the University of Calgary, Children's Hospital, and Foothills Medical Centre, but we don't see the figures for the most significant component of these institutions: namely, students, and patients, outpatients and visitors. University of Calgary alone has 31, 000 students who contribute significant traffic volumes at peak hours. Please confirm that these transient populations have been inputted into the RTM and the assessment.

Use

The TIA should generate trips based on medical office rather than standard office.

Sensitivity Analysis

The TIA indicates that the intersection at 16 and Uxbridge Drive “would operate a more congested level” when subject subjected to an increase in 20 percent traffic. In is noted that they did not include Table E in the body of the TIA which shows the Uxbridge and 16th intersection summary Level of Service LOS F (Failure), and Unwin Rd east bound left turns are at failure. This despite numerous upgrades included in the TIA. One can conclude that if the actual traffic volumes were input without the TOD generation rates, the seemingly arbitrary adjustments reduction to the RTM with respect to the 16th and Uxbridge, the shortcutting volumes from West campus, McMahan, Foothill athletic centre and all transient loads(students and patients...) were inputed in the model, and the road system improvements were shown in a realistic phased approached the actual extent of traffic failure would be apparent. This can of course be moderated with less build-out to Stadium.