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John Rosenberg
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VIA E-MAIL: JRosenberg@viewroyal.ca

Dear John:

**Re: Eagle Nest Development TIA Report Review Letter
DRAFT**

As requested, Bunt & Associates have conducted a review of Watt Consulting Group's January 10, 2020 Traffic Impact Assessment (TIA) report. The report was prepared for a proposed 247 unit residential development, located on the northwest corner of the Helmcken Road & Burnside Road West intersection in View Royal, BC.

A Memorandum (Re: *Review of Options to Add Additional Capacity on Helmcken Road*) prepared by Watt Consulting Group dated November 9, 2018 is also referenced in this letter.

Comments based on our review are provided below. Recommendations are summarized in this letter's final section.

1. TRAFFIC OPERATIONS

As described in the TIA report both study area intersections experience traffic operations in excess of capacity thresholds. These issues are present during the existing conditions and are forecasted to be exacerbated with background growth as well as the proposed development.

Forecasted future operations make a case for infrastructure changes at both study area intersections. Additionally, the November 9, 2018 Memorandum by Watt Consulting Group, also presents a strong case for further consideration of a second westbound lane on Helmcken Road.

As acknowledged in the report, future operating conditions are anticipated to be substantially impacted by the Mackenzie Interchange project, which is due for completion in the summer of 2020. While the Mackenzie Interchange is anticipated to assist study area traffic movements, its full impact is unknown at this time. The TIA therefore recommends no study area mitigation measures until completion of the Mackenzie Interchange. We agree with this approach of delaying decisions on potential infrastructure alterations until after the Mackenzie Interchange is complete, however the TIA does not provide details on how the development will allow for future infrastructure changes if they are to be recommended after subsequent study.

Depending on future analysis, the proposed development may need to provide additional right of way along both its Helmcken Road (to allow for second westbound lane) and Burnside Road frontages (to allow for potential southbound left or right turn lane additions). The development may be required to contribute to these potential infrastructure projects and as such may need to confirm obligations, perhaps in the form of a covenant agreement. A Site Plan should be provided that illustrates an ability to allow for these potential roadway alterations, in case they are later determined to be required.

The TIA report provides various Transportation Demand Management (TDM) strategies. These strategies should be presented in greater detail, for example the proposed E-Bike rebate initiative should provide details such as how many rebates would be offered per residential unit and mechanisms for tying the E-Bikes to the residential units rather than to the residential unit owners who may soon after move away taking the E-Bikes with them.

The TIA's recommendation to install a bus bay on the Helmcken Road frontage should wait for post-Mackenzie Interchange analysis in case a second westbound lane on Helmcken Road is indeed found to be recommendable.

2. RECOMMENDATIONS

1. We recommend the Terms of Reference of a future (post Mackenzie Interchange) TIA study be detailed in relation to the proposed development. The future TIA analysis should:
 - a. Be based on traffic volumes collected at minimum one month after the completion of the Mackenzie Interchange, and
 - b. Include both study area intersections, as well a review of potentially adding a second westbound lane on Helmcken Road between the Burnside Road West and Watkiss Way intersections.
2. If road alterations are not recommended after the post-Mackenzie Interchange analysis, secured development funds reserved to contribute to those projects could potentially be redirected to additional TDM initiatives.
3. We recommend that Site Plan's submitted prior to the post-Mackenzie Interchange traffic analysis allow for potential future infrastructure alterations to both the site's Helmcken Road and Burnside Road frontages.

4. The TIA report should include a description of proposed vehicle parking supplies, including supplies for both residents and visitors.
5. The development's proposed supply of regular (non-electric) bicycle parking spaces should be included in the TIA report.
6. The TIA report should include a review of the development's plans for garbage and recycling collection. This includes demonstrating on-site access and loading manoeuvring of appropriate vehicles using Autoturn software.
7. The report includes various TDM initiatives that may help minimize the development's vehicle driver mode share. Details of this TDM plan should be confirmed with the developer. This includes specific TDM contribution commitments, as well as mechanisms to "tie" the potential rebated E-Bikes to the residential units.

Thank you for the opportunity to provide comment on this report. Please contact the undersigned should you have any questions.

Best regards,
Bunt & Associates



Jason Potter, M.Sc. PTP
Senior Transportation Planner