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Habitat for Humanity Southern Alberta
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By email: dkorchinski@habitatsouthernab.ca

September 11, 2017
Our File: 3482.T01

Attention: Dan Korchinski
Director of Construction

**RE: HABITAT SILVER SPRINGS DEVELOPMENT – REVIEW OF TRAFFIC
GENERATION AND PARKING REQUIREMENT**

Dear Dan,

Watt Consulting Group (WATT) is pleased to provide you with this letter summarizing the traffic generation and the parking requirement of the proposed residential stacked townhome development at 84 Silver Creek Crescent in the northwest community of Silver Springs. The development will have 32 residential units and 45 parking stalls. Based on the review of the City comments on the Land Use Amendment, the City is not requiring a Transportation Impact Assessment (TIA) or parking study for this development. However, from our conversation, I understand that the community has raised traffic and parking concerns and Habitat for Humanity Southern Alberta would like to prepare a letter addressing these points.

TRIP GENERATION

Based on the most recent version of the site plan, the development will consist of four stacked townhome buildings with eight dwelling units each, giving a total of 32 residential units. The Institute of Transportation Engineers (ITE) publish a Trip Generation Manual of vehicular trip generation rates for a number of development types/uses including many residential uses. Through the review of the ITE Trip Generation Manual, 9th Edition, it was determined that the most appropriate ITE land use would be Residential Condominium/Townhouse (Land Use: 230). ITE trip generation rates for Residential Condominium/Townhouse land use are as follows:

- AM Peak Hour: 0.44 trips/dwelling unit (17% entering and 83% exiting)
- PM Peak Hour: 0.52 trips/dwelling unit (67% entering and 33% exiting)
- Daily: 5.81 trips/dwelling unit (50% entering and 50% exiting)

Table 1 shows the trips generated by the proposed Habitat Silver Springs development using the above ITE trip generation rates.

TABLE 1: TRIP GENERATION

PERIOD	INBOUND	OUTBOUND	TOTAL
AM Peak Hour	3	12	15
PM Peak Hour	11	6	17
Daily	93	93	186

Based on the above trip generation, the traffic impact of the proposed development on the surrounding road network is expected to be negligible. The City of Calgary has a rule of thumb that a TIA is required if a development generate more than 100 trips per hour at any given peak period. **Since the proposed development is expected to generate much less than 100 trips per hour** (15 in the AM peak hour and 17 in the PM peak hour), **WATT concurs with the City that a TIA is not required for this proposed development.**

BYLAW PARKING REQUIREMENT

Based on the location of the site (in Area 1 of the "Parking Area Map") and the type of development, the City of Calgary Land Use Bylaw has the following applicable requirements for motor vehicle parking:

- Resident parking: 1.25 stalls per dwelling unit
- Visitor parking: 0.15 stalls per dwelling unit

With 32 residential dwelling units in the proposed development, WATT has calculated the Bylaw parking requirement for the site and a summary is provided in **Table 2**.

TABLE 2: BYLAW PARKING REQUIREMENT

USE	INTENSITY	RATE	STALLS
Multi-Residential	32 units	1.25 stalls / unit for resident parking	40
		0.15 stalls / unit for visitor parking	5
		TOTAL	45

The City of Calgary Land Use Bylaw requires 45 parking stalls for the proposed development. The proposed parking supply at the proposed development is 45 parking stalls. **Since the development will be providing for its entire Bylaw parking requirement on-site, WATT concurs with the City that a parking study is not required.**

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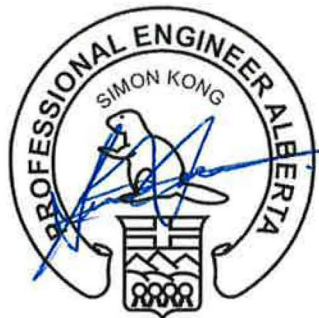
We trust that this letter satisfactorily explains the methodology and results regarding the review of site trip generation and parking requirement. Please contact us if you have any question regarding this report or any other aspects of the study.

Sincerely,

Watt Consulting Group



Simon Kong, M.Sc., P.Eng.
Project Manager
Transportation



September 11, 2017

