MEMO

2025-05-14

Permit No. 1000468

DATE: May 14, 2025
PROJECT NO: 04-21-0091
PROJECT: Anmore South
SUBJECT: Response to Evolve Opinion Letter

TO: Laurie Schmidt
Icona Properties

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1. INTRODUCTION

Evolve, a Transportation Engineering Consulting Firm, has provided Bunt & Associates Engineering Ltd. (Bunt) with a copy of Evolve's "Anmore South Transportation Impact Assessment Review – Opinion Letter" dated April 17, 2025. This Opinion Letter identifies several items of note from Bunt's Transportation Assessment Report for Anmore South, dated March 5, 2023.

The following discussion provides additional Bunt commentary to items noted in the Evolve Opinion Letter.

2. DATA COLLECTION TIMING

After reviewing Evolve's letter memo, it is not yet clear how the traffic volumes were collected as presented in the referenced *Bedwell Bay Road Transportation Study*. Specifically, were the volumes averaged over multiple days (i.e., multiple Sundays over a month or from a select Sunday within that month). With the significant differences in volume, possibly survey data was collected on long summer/fall weekends. Road design considerations are typically based on 30th highest hour volumes as observed over an entire year which would exclude summer long weekend Sunday midday periods if indeed this is the most peaked traffic condition associated with Provincial and Regional Parks in this area. Another question we would have is whether on-street parking activity along this section of Bedwell Bay Road may have influenced observed traffic volumes further exacerbated by the approximately 50% increase in recreational traffic visits to the area parks in this early part of the Covid-19 pandemic. The 2023 traffic counts collected by Bunt arguably represent a considerably more stable transportation condition than the early Covid summer of 2020.

As for Saturday summer versus Saturday fall volumes, our afternoon peak hour traffic count for a sunny July Saturday (July 29, 2023) had 522 vehicles per hour travelling through the Bedwell Bay Road / Sunnyside Road intersection which is about 9% lower than the 572 vehicles per hour we observed for the sunny September 16, 2023 afternoon peak hour. Accordingly, we chose to use the higher volume September Saturday afternoon condition for our analysis.

3. ROADWAY CAPACITY & TRIP DISTRIBUTION

Both sections were responded to with anecdotal information only from Evolve.

Bunt diligently responded to a likely reduction of roadway capacity based on the understanding of the surrounding environment. The estimate in capacity reductions is based on assumptions of the area along with current volumes / conditions taken into account. This is well documented as Table 2.7 of the Bunt Report.

From a trip distribution standpoint, Bunt had assumed 50/50 split between East Road and Ioco Road based on our traffic count information and along with acknowledgement of different areas of the development utilizing different distributions. While the information from Evolve's report based on personal experience and does have merit, it somewhat oversimplifies the report proposal.

4. TRIP GENERATION

As a general comment, being too conservative with traffic forecast analysis potentially can result in over builds of transportation infrastructure. Wider roads can lead to higher traffic speeds, longer pedestrian crossing distances, and increased rainwater runoff from impervious surfaces all of which are counter to the context envisioned for Anmore South. The more prudent approach would be to "right-size" information such as trip generation. Based on the densification sought, the proposed trip generation rates are reasonable based on a dense multi-urban area in the future (while it may be difficult to see at this point in time). Section 3.2 of the report fully describes the methodology used and anticipates that the land uses would complement one another with short trips anticipated.

In our opinion, the approach used by Evolve with residential trip rates based on the ITE General Urban/Suburban land use code, while perhaps representative of the very low density and nearly homogeneous residential land use of Anmore Village presently, is not all representative of what can be reasonably anticipated for Anmore South. As characterized in the ITE Trip Generation Manual (11th Edition), the General Urban/Suburban land use code, the travel patterns for this context of development are such that "nearly all person trips that enter or exit a development site are by personal vehicle or commercial vehicle", and "…a lack of pedestrian, bicycling, and transit facilities or services limit non-vehicle travel". Much of the ITE data for residential land use is based on data collected 20+ years ago, with typically higher parking supply ratios for multifamily housing nearly double that planned for Anmore South, and without the benefit of more recent innovations such as community car share and bike share programs.

The higher density development planned for Anmore South with the majority of residential development in multiple family format, is entirely different than the largely rural and large lot single family format residential format of the existing community. Other key factors that will influence future travel patterns for Anmore South include:

- Anmore South will be well served by regular public transit, but with anticipated improvement in service frequency over existing levels;
- Anmore South will be developed with community serving commercial shops and services including a grocery store will enable certainly a good portion of shopping trips to stay within the neighbourhood rather than travel longer distances on arterial routes;
- Multifamily parking supply rates that reflect current trends of reducing private vehicle ownership in mixed-use areas with transit service and efficient and safe pedestrian and cycling connections, and the availability of public car share programs.
- Acknowledging the hillside terrain of portions of Anmore South, the increasing popularity of e-bikes helps remove impediments to cycling due to uphill grades. This is very evident in similar hillside areas of North and West Vancouver, and the Heritage Mountain and Burke Mountain areas of Port Moody / Coquitlam.

As an aside, residential trip rate data we collected for the Archer Green townhouse development (161 units) in the eastern Silverdale area of Mission with absolutely no public transit, no commercial shops/services, and no community centre anywhere nearby found that the weekday AM trip rate was about 23% lower than the ITE General Urban / Suburban attached housing land use category, and about 14% lower than the ITE reported PM trip rate.

In our opinion, a direct application of the ITE General Urban / Suburban attach housing land use category for residential trip rates for use in forecasting future traffic at Anmore South as recommended in the Evolve report will result in a significant overestimate of future vehicle trip generation. Bunt is very confident with our approach to the trip generation forecasts we've developed and note that Anmore Village's transportation engineering consultant, ISL Engineering, was supportive of our approach.

5. EMERGENCY EVACUATION & SCHOOL TRAFFIC CONSIDERATIONS

The Evolve Report identifies concerns that the Bunt TIA did not specifically (i) address school-related traffic, and (ii) emergency evacuation requirements in the event of a natural disaster such as wildfires. While this was not part of the requirement for the study, the Bunt study responds to the comments:

For school traffic, the residential trip generation analysis includes all trip purposes including school traffic, so this is accounted for, particularly in the AM peak period which more directly overlaps with the morning commuter traffic peak. As the afternoon school traffic period typically ends prior to the onset of the afternoon commuter traffic period, this has not been a specific focus of the Bunt TIA.

For evacuation / emergency conditions, this area is served by two regional connections (Ioco Road and East Road) which provides some measure of redundancy if one of the routes becomes unavailable. Emergency evacuation using marine services is also a potential option using existing marina and industrial dock facilities on the nearby Burrard Inlet waterfront.

It is further noted that development of the Anmore South neighbourhood will result in a vastly improved source of water from the Metro Vancouver truck service which will greatly aid the ability to combat fires in the community. The importance of this cannot be overstated.