

MEMO

DATE: August 13, 2024
 PROJECT NO: 04-23-0326
 PROJECT: **Pinnacle Ridge Anmore**
 SUBJECT: **Transportation Update**

TO: Anmore Hillside Landowners (Trez/MNP, Anmore Gate LP, and BellaTerra 2)

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1. INTRODUCTION

Bunt & Associates previously completed a Transportation Impact Assessment (TIA) study for the proposed Pinnacle Ridge residential development located in southeast Anmore, BC. The report, completed in December 2023, assessed the potential transportation impacts related to the proposed development. The proposed development plan has since been adjusted. The following short memo summarizes the changes to the development plan as well as their potential impact.

2. DEVELOPMENT PLAN

2.1 Statistics

The proposed residential development includes a combination of single-family homes, semi-detached dwellings, and townhouses. **Table 2.1** summarizes the previously proposed residential development composition, as well as the current proposal.

Table 2.1: Proposed Land Uses

PREVIOUS PROPOSAL		CURRENT PROPOSAL	
LAND USE	UNITS	LAND USE	UNITS
Single Family Homes	59	Single Family Homes	51
Semi-Detached Dwellings and Townhouses	202	Semi-Detached Dwellings and Townhouses	218
TOTAL	261	TOTAL	269

The updated proposal includes fewer single-family homes, and additional multi-family units.

2.2 Trip Generation

Trip Generation rates from ITE were used to estimate the trips generated by the proposed development. It is estimated that the semi-detached dwellings may generate similar trip volumes to single family detached housing. Given the trip generation rate of single-family detached housing is significantly higher than that of single-family attached housing, 50% of the semi-attached/townhouse units were classified as detached housing and utilized the higher trip rate as a conservative measure. The ITE trip generation rates utilized are summarized in **Table 2.2**.

Table 2.2: Peak Hour Vehicle Trip Rates

LAND USE	AM PEAK HOUR			PM PEAK HOUR		
	IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing (ITE 215)	25%	75%	0.48	59%	41%	0.57
Single-Family Detached Housing (ITE 210)	25%	75%	0.70	63%	37%	0.94

Tables 2.3 and 2.4 summarize the estimated site generated vehicle trips for the proposed development based on the above rates.

Table 2.3: Estimated Peak Hour Site Vehicle Trips - Previous Proposal

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing	101	15	35	50	35	25	60
Single-Family Detached Housing	160	30	85	115	95	55	150
	261	45	120	165	130	80	210

Table 2.4: Estimated Peak Hour Site Vehicle Trips - Current Proposal

LAND USE	UNITS	AM PEAK HOUR			PM PEAK HOUR		
		IN	OUT	TOTAL	IN	OUT	TOTAL
Single-Family Attached Housing	109	15	40	55	40	25	65
Single-Family Detached Housing	160	30	85	115	95	55	150
	269	45	125	170	135	80	215

As shown in both tables, the adjustments to the unit mix cause negligible changes to the estimated trips generated by the proposed development. As such, the traffic analysis from the previously completed TIA remains valid. As previously concluded, the traffic generated by the proposed development is not anticipated to cause any capacity constraints.