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1136 - 8th Street S.E. Calgary AB T2G 2Z7

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Via Email Only

David Patman, P.Eng.
Senior Transportation Engineer
Development Services, Transportation#8124
The City of Calgary

Re: Ramsay Exchange 'Traffic' Impact Assessment (TIA) for LOC2007-0080; Aug. 20, 2007

The Ramsay Community Association(RCA) appreciates the opportunity to comment on the above-noted document. Generally we find that the data contained in the TIA is biased towards vehicular traffic movement rather than offering creative solutions that support multi-modal (pedestrian, bicycle and transit) transportation movement to access the proposed Ramsay Exchange development site. Therefore the RCA cannot support this document as it is presently written. Previously we have discussed the TIA internally in Civic Affairs and Traffic Committee meetings, and commented on it publicly in two meetings January 17, 2008 and February 21, 2008. On both of these public occasions our comments were not exhaustive; only to point out that we felt there were erroneous assumptions being made and that the TIA favoured the economic interests of the Applicant at the expense of the social and environmental well-being (quality of life) of the community of Ramsay.

The Ramsay community's view on multi-modal transportation solutions is supported by the greater Community's views as captured in recent Plan-It Calgary surveys, where 83% of 1,000 respondents "...wanted to increase alternate modes of transportation such as transit, cycling and walking." (Calgary Herald Saturday April 5, City Section). We feel that Plan-It Calgary policy is most relevant to this discussion because it integrates the needs of both land use and transportation planning, which the previous Transportation Go Plan did not.

Details of some of our concerns with the Stantec TIA are as follows:

1. **Road Designations:** the TIA references the Ramsay ARP (Bylaw1P94), but does not specifically reference Section 4.0 Transportation, where the current road designations within Ramsay are clearly stated. In Section 2.0 "Existing Conditions" of the TIA, Spiller Rd. S.E. is designated as a "primary collector road according to the City's Transportation Bylaw." In the ARP, 8th Street S.E. and Spiller Rd. S.E. are called "Collector Roads". During our recent Traffic Calming project we were able to distinguish Spiller Rd. S.E. as a local collector road for purposes of defining its environmental capacity/VPD volumes. Similarly 24 Ave. S.E. in the TIA is labelled a "high street road" when in the ARP (4.3.1/p.50) it states "...all other roads in the community are local residential roads." The RCA feels it is important to defend the current designations because data collected during the Traffic Calming project indicates that 8th Street S.E./Spiller Rd S.E. and 24 Ave. S.E. have already exceeded their environmental capacities. Furthermore, Figure 3.6 in the TIA/Figure 8.5 in the Outline Plan erroneously includes 6 Street S.E., Constance Street S.E., and 9 Street S.E. as "primary access road" to the

proposed development, when they are supposed to be outside the scope of this TIA entirely. (see also Point #4)

2. **Calculations for vehicle trips:** in Section 3.0 Development Proposal and Trip Characteristics, Figure 3.2 dated August 2007 indicates a proposed “C-C2” land use district at the extreme south-west of the development site. A later land use district map dated September 2007 calls this parcel “Site 3” with a proposed land use designation of “M-H2”, which effectively allows for increased building height and density from C-C2. Calculations for vehicle trips and volumes in the TIA will therefore be out of date and incorrect with current development proposal information. In addition, we find the rationale for reductions to trip generation rates in Section 3.3 to be poor and unsupported. The net effect of this arbitrary reduction in trip generation rates will be to underestimate the actual traffic volumes in the community from this development.

3. **Daily traffic volumes:** the TIA assumes that daily traffic volumes in Ramsay can be estimated from 10 times P.M. peak. Our previous analysis determined that 12 times P.M. peak more closely approximates traffic volume in Ramsay given the high commercial vehicle shortcutting throughout the day.

4. **Expand terms of reference of traffic study:** the TIA terms of reference for traffic analysis data is only for the roads adjoining the proposed development; Spiller Rd. S.E., 24 Ave. S.E., Dartmouth Road, 26 Ave. S.E. and 25 Ave. S.E. The RCA feels strongly that it is important to expand the terms of reference to include traffic analysis data for the entire road network in Ramsay in order to clearly understand the long-term effects of traffic generated by this proposed development, at the 2015 time horizon. Again, Figure 3.6 erroneously includes several local residential roads as primary access roads to the site, without offering any data on traffic volume increases on these roads. Additionally, we have a concern that “train-avoidance shortcutting” on residential roads will increase incrementally with the additional traffic volumes from the proposed site. This geographical phenomenon needs to be documented and understood. The RCA recognizes that pressure from current and future development of the Manchester Business Park, and the proposed Blackfoot Trail to MacLeod Trail connector will all have marked effects on traffic volumes within Ramsay’s road network. We require an understanding of the cumulative effects of increased traffic volumes from all these sources on our community’s entire road network.

5. **Exchange Road ingress/egress:** the RCA feels that more emphasis should be placed on developing Dartmouth Road as the major entranceway to the proposed development, thereby encouraging ingress/egress traffic to use the perimeter road network around the existing community. The TIA and the Ramsay Exchange Outline Plan both emphasize Exchange Road connecting to the west at Spiller Rd. S.E, with major intersection redevelopment proposed at Spiller Rd. S.E. and 6 Street S.E. and at Spiller Rd. S.E. and 25 Ave. S.E. These proposed intersection redesigns are purposed to increase traffic capacity and volumes onto redesignated existing community roads, thereby having a marked effect on the entire community’s road network, which is not considered in the TIA.

6. **Multi-Modal Intersection:** Section 4.2.3 2015 Post-Development Operating Conditions, in its analysis of the 25 Ave. S.E./Spiller Rd. S.E. intersection states “...we recommend restricting pedestrians from crossing on the east side of the intersection to allow additional green time to be placed on the east-west movements.” This statement clearly gives priority to vehicle movement at the expense of pedestrian movement, at an intersection which has a connection node to the Elbow River regional pathway on its west side, and which is immediately across from the Manchester Water Centre and proposed Business Park to the south and east. This intersection must support pedestrian and bicycle safety and movement patterns in its design to provide efficient connections to and between Calgary’s municipal

reserve green spaces and regional pathways and to the required east-side sidewalk on Spiller Rd. S.E. between 25 Ave. S.E. and 24 Ave. S.E.

7. **Truck Route Agreement:** the TIA has not considered a pre-existing agreement between RCA, Ramsay Crossing and Calgary Exhibition and Stampede (CES) to allow Ramsay Crossing truck traffic to use CES' back of house roadway. The net effect of this would be to remove the truck route from Spiller Road and 24th Avenue, which the RCA wishes to have implemented once Spiller Gate has been closed by the CES later this year.

The Ramsay Community Association looks forward to discussing these concerns and others that we have with the existing TIA document of August 2007. We recommend that further studies be conducted to correct the errors and to include current land use application information in its determinations, before this document is accepted for circulation at the Calgary Planning Commission.

Yours sincerely,

Judy Hellevang
President, Ramsay Community Association

Cc: Alderman Joe Ceci
Eileen Stan, Development Manager, Torode Commercial Ltd.
Doug MacDonald, Planning Dept. File Manager