



June 22, 2026

Feature Projects Ltd.
1059 & 1069 Eden Crescent and 5695 & 5711 10A Avenue
Delta, BC V4L 1W7

Attn: Mr. Walter Krause and Mr. Wesley Wollin

RE: PRELIMINARY TRAFFIC IMPACT REVIEW FOR EDEN TOWNHOMES DEVELOPMENT

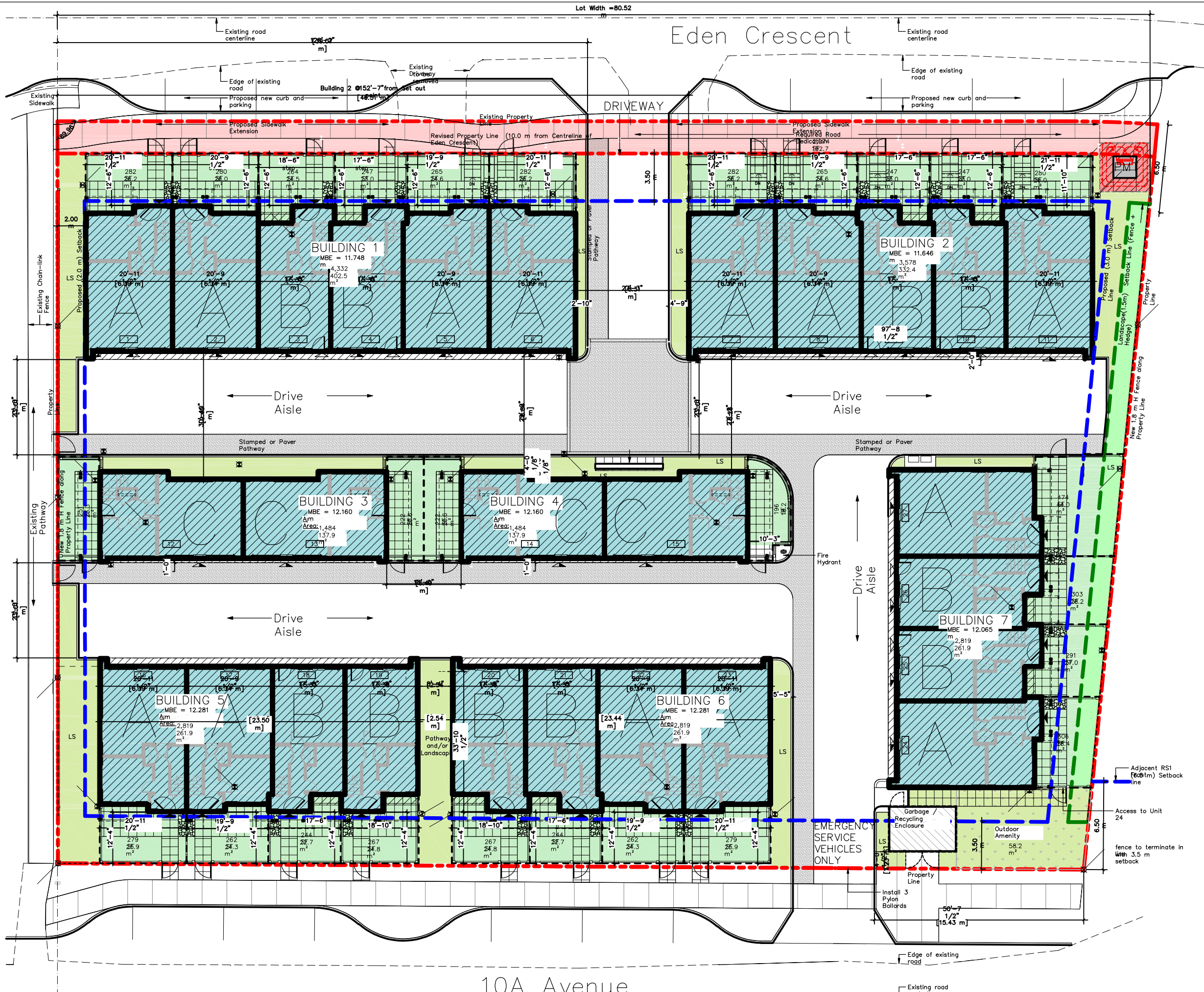
This Preliminary Traffic Impact Review has been prepared for Feature Projects Ltd.'s proposed 27-unit townhouse development. Below are our findings:

1. Brief description of the proposal including reference to matters which will influence traffic volumes (e.g., increase in density, additional vehicle parking, container storage / warehousing capacity increase, etc.)

Feature Projects Ltd. has proposed a 27-unit townhouse development on Lots 140-143, Section 11, Twp. 5, NWD, Plan 29209. The civic addresses are 1059 & 1069 Eden Crescent and 5695 & 5711 10A Avenue. The townhouses will be housed in seven building blocks. Each townhouse will have one or two car garages totaling 44 on-site parking spaces in all. This number of on-site residential parking spaces exceeds the bylaw requirement by two.

For 27 townhouses, city bylaw also requires three on-site visitor parking spaces, whereas the developer has proposed no on-site visitor parking spaces. The developer will submit a variance request to city council to remove this requirement. Currently, all four properties have garages with driveways, so homeowners do not park their vehicles on the street. As part of the development, nine on-street parking spaces are proposed. These nine parking spaces will be distributed in two recessed parking pockets in front of the site on Eden Crescent (one with two parking spaces, and one with three parking spaces); and on 10A Avenue, there will also be two parking pockets (both with two parking spaces). These 9 parking spaces will be of benefit to the development's future residents during festive occasions such as Christmas when they host guests.

[Drawing 1](#) show BÜRO47architecture inc.'s site layout.



Client		
Consultants		
REVISIONS		
No.	Date	Notes
DRAWING ISSUES		
No.	Date	Notes
1	2025-07-03	Rezonning, Subdivision
2	2025-11-14	Rezonning, Subdivision
3	2026-01-14	Rezonning, Subdivision
4	2026-04-14	Rezonning, Subdivision
Project ID 2504 EDEN		
Drawn By ND		
Checked By WW		
Date 2025-03-20		
Plot Date 2026-04-15 8:51:13 AM		
Consultant Seal		
Project Title		
EDEN TOWNHOMES		
059 - 1069 Eden Crescent Tsawwassen, Delta, BC		
Sheet Title		
Site Plan		
Scale		
1:125		
Sheet No.		
A100		

The proposed site is situated in an area with townhouses on its west side, and single-family detached homes to the north, east and south. Currently 1059 & 1069 Eden Crescent and 5695 & 5711 10A Avenue each have a single-family detached house. The applicant is proposing to rezone the consolidated site from the current RS1 (Single-family Detached Residential) zoning to RT76 (Townhouse Residential 76) zoning, which permits townhouses of up to 3 storeys. The proposed development will result in a net gain of 23 houses.

As shown on Drawing 1, two site accesses are proposed – one on Eden Crescent, and one on 10A Avenue. It is our understanding that the city does not want traffic (including residential traffic) to use the 10A Avenue access, and the city planner has suggested installing bollards at the 10A Avenue driveway to prevent this. The south access, however, will be accessible to emergency service vehicles.

Preventing the site's internal roadways from being used as a short-cut between Eden Crescent and 10A Avenue will enhance security for townhouse residents by keeping non-residents out. We suggest 'NO EXIT' signs be installed at the Eden Crescent driveway notifying drivers the Eden Crescent driveway is the site's only access/egress point, to help deter non-residents contemplating short-cutting through the site to reach 10A Avenue.

Further, it is our understanding that were there to be a fire in any of the townhouses, the city's fire chief prefers to keep their trucks off-site so as not to complicate firehose flow, and for better fire fighter movements within the site. Fire trucks can partially nose in at the site driveways and remain parked at the site's periphery, rather than fully entering the site since all townhouses are within the required distance between the nearest fire hydrant to the front door of each housing block.

[Drawing 2](#) shows the site relative to the adjacent street network and land uses. The site fronts onto Eden Crescent, and the rear fronts onto 10A Avenue. Primary roadways to/from the site are Ferguson Road and 12th Avenue to the north, and for those walking and biking, 56 Street can be accessed via 10A Avenue, 56A Street & 10 Avenue on the south side.

As can be seen on Drawing 2, there is an existing public pedestrian pathway running along the west property line of the consolidated site connecting Eden Crescent to 10A Avenue.



GOVERNING AUTHORITY		CLIENT:		KEY MAP		GAZETTED SPEED		DESIGN SPEED		PREPARED BY:		SEAL:		PROJECT:							
Delta		FEATURE PROJECTS LTD.				50 km/h		50 km/h		TAP Traffic Analytics & Planning Inc. info@trafficanalytics.ca www.trafficanalytics.ca				EDEN TOWNHOMES DEVELOPMENT							
														DWG. TITLE: Site Location and Area Roadways							
														PROJECT NO.: 26-008		DATE: April 1, 2026		DWG. NO: 2			
														DRAWN BY: P.W.		CHECKED BY: P.W.		SCALE: N.T.S.		REV.: 0	

2. Anticipated number of vehicle trips determined using the most current edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. If no ITE rates exist for the type of development proposed, the city will consider traffic counts from similar uses, within similar contexts in the Lower Mainland.

Proposed are 27 townhouses, however, these 27 townhouses replace four existing single-family residences. This results in the consolidated site gaining a net of 23 additional houses. Based on ITE Land Use Code 220 (Low-rise Residential), the proposed townhomes development is anticipated to add another 9 vehicle trips on area roadways during the weekday am peak hour, and 12 vehicle trips on area roadways during the weekday pm peak hour. On a daily basis, the proposed development is anticipated to add a total of 145 new vehicle trips. A copy of the Trip Generation result sheet can be found in the [Appendix](#).

To help quantify the volume of traffic likely to be generated by a proposed development given its land use and intensity, trip rates published by the Institute of Transportation Engineers was used to determine the weekday am and pm peak hour volumes. The resulting weekday peak hour volumes are then assigned to area roadways and nearby intersections. At nearby intersections, the number of vehicle trips generated by the proposed development is distributed and assigned by turning movement to the intersection's existing turning movement volumes to assess the intersection's operating performance both before, and with the new vehicle trips generated by the proposed development. An intersection's operating performance is assigned a letter grade 'A' to 'F', which we are all familiar with ... 'A' being excellent, 'E' barely passing, and 'F' being failure.

Due to the low traffic volumes generated by the proposed development (a net total of 9 vehicle trips during the weekday am peak hour, and a net total of 12 vehicle trips during the weekday pm peak hour), we do not believe a full traffic impact assessment study is needed for the Eden Crescent development. Previous work we undertook for a development on Hunter Road in 2023 found that the 12th Avenue / Hunter Road, and 12th Avenue / Ferguson Road intersections both operate at an overall Level-of-Service 'A' during the weekday am and pm peak hours, with the minor approaches (Hunter Road and Ferguson Road) operating at a Level-of-Service 'B'. It was determined that on average, there will be only one vehicle queued on the minor approaches.

From our on-site observations, it is our opinion that Ferguson Road and 12th Avenue both have spare capacity to accommodate the approximately 145 daily trips generated by the future townhouses since Ferguson Road has a four-lane cross-section (two travel lanes with a parking lane on both sides of the street) and 12th Avenue has a wide cross-section which allows for two travel lanes and bike lanes on both sides of the street.

Use of daily traffic volumes, or Average Daily Traffic (ADT), is typically used for roadway and pavement design and roadway structural strength requirements. They are also used to help determine roadway classification, and when a particular roadway should be upgraded.

Primary access to the proposed development is by the junction of Ferguson Road and Eden Crescent. This junction is not an intersection, per se, but rather a 90° bend in the roadway. It is our understanding that the city has received comments from area residents regarding concern the proposed development will increase traffic on Eden Crescent. **This concern can be alleviated given that the site's access is at the west end of Eden Crescent, and Eden Crescent dead ends at its**

southern terminus (in the vicinity of 8 Ave.). This results in all vehicle trips generated by the proposed development impacting only those residing at 1060 and 1070 Eden Crescent (i.e., the residences directly across from the site), since there will not be any site traffic to/from the east.

3. Reference to the adequacy of sightlines as they relate to ingress and egress to the subject property(ies), considering the design speed of the road(s) providing access to the site and the potential for obstructions.

As previously noted, the proposed development will have a driveway off Eden Crescent, and a driveway off 10A Avenue, and that the 10A Avenue driveway will be closed to vehicular traffic using bollards.

The Eden Crescent driveway is located approximately 55 metres east of Ferguson Road. For a driver stopped on this driveway looking to the west, their sight distance is limited to approximately 60 metres due to a row of tall cedar trees on the 1070 Eden Crescent property. When looking east, the available sight distance is approximately 70 metres.

At a speed limit of 50 km/h, the minimum safe driver sight distance required is 65 metres. Since the available driver's sight distance from the Eden Crescent driveway looking west is limited to 60 metres, and thus, does not meet the minimum requirement for a 50 km/h roadway, one measure to resolve this issue is to impose a 30 km/h speed limit on Eden Crescent. For a 30 km/h roadway, the minimum driver sight distance required is estimated to be approximately 40 metres. Reducing the speed limit on Eden Crescent to 30 km/h not only resolves TAC's guideline for minimum driver sight distance, but it also increases driver safety at the sharp 90° bend in the road. To formalize this, it is recommended that the city install MUTCD's WA-2L (sharp left-turn) warning sign along with a regulatory Maximum 30 km/h speed limit sign below at a distance of approximately 40 metres in advance of the 90° turn onto Eden Crescent. The presence of these two signs will warn drivers of the sharp left turn and to reduce their speed to 30 km/h. Additional benefits of introducing a 30 km/h speed limit on Eden Crescent are:

1. Without sidewalks on Eden Crescent, pedestrians currently walk on the roadway. Slowing drivers to 30 km/h or less increases pedestrian safety.
2. During winter, there may be times when children play hockey on the roadway. Having drivers reduce their speed to 30 km/h or less would be of benefit and is supportive of the existing warning sign 'SLOW DOWN – KIDS AND PETS AT PLAY' located at the start of Eden Crescent.



3. Reducing driver speed would also benefit school aged children who walk to school, particularly those who use the north-south pedestrian pathway that runs along the site's western property line.

An additional consideration in conjunction with the two new traffic signs is to install a speed hump approximately 10 metres in advance of the sharp 90° bend in the road. The speed hump introduces a physical constraint to help lower vehicle speed.

As a side note, the minimum sight distance requirement of 65 metres is a pre-existing condition that is not met for residents of the four properties at the west end of Eden Crescent (1059 & 1069 Eden Crescent, 1060 & 1070 Eden Crescent). In particular, 1060 & 1070 Eden Crescent, being on the north side of Eden Crescent, have driver sight distances significantly less than 65 metres. The sight distance limitation is primarily due to the close proximity of these properties to Ferguson Road, and also due to

a row of tall cedars at the west property line of 1070 Eden Crescent that blocks a driver's view to approaching southbound drivers on Ferguson Road.

[Drawing 3](#) illustrate driver sight distances and the location of proposed new traffic signs.

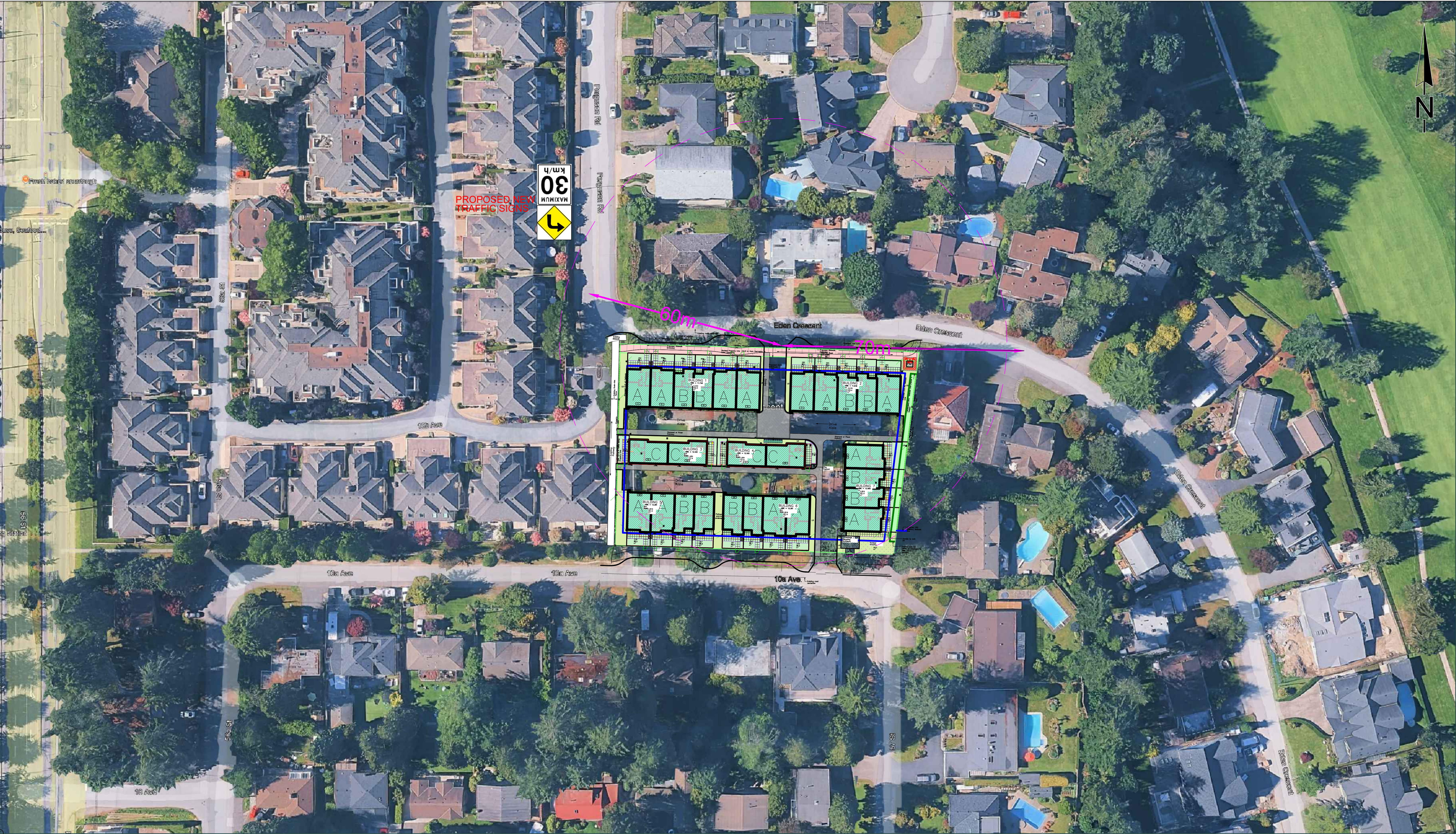
A discussion of driver sight distances at the site's south driveway is not warranted as the city has asked that this access be closed to vehicular traffic using bollards.

- 4. Internal site operation diagram which demonstrates vehicle flow / movement throughout the development. Note this may include a swept path analysis which clearly illustrates vehicle maneuverability within constrained portions of the site (e.g., at the terminus of laneways, driveway accesses, etc.).**

[Drawings 4 and 5](#) show the swept path for a resident in one of the end townhouses entering and exiting their garage. Our AutoTURN analysis determined that there is adequate clearance on the site's internal drive aisles.

With the site's 10A Avenue driveway blocked with bollards, city crews will not enter for garbage and organics collection when there is no through road. The architect has proposed a garbage / recyclables compound be provided on the east side of the site's 10A Avenue driveway where the city's collection workers can park curbside for garbage and recyclables collection.

[Drawings 6 and 7](#) show the swept paths for a garbage and recyclables truck pulling over next to the garbage/recycling compound on 10A Avenue. Our AutoTURN analysis determined that there is adequate clearance both arriving and departing.



CLIENT:
FEATURE PROJECTS LTD.

KEY MAP

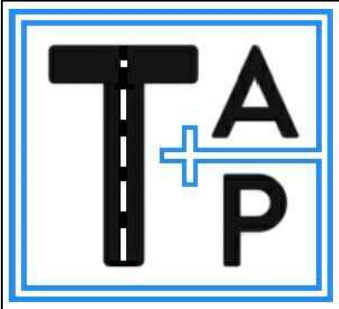
GAZETTED SPEED

50
km/h

DESIGN SPEED

30/50
km/h

PREPARED BY:



Traffic Analytics &
Planning Inc.
info@trafficanalytics.ca
www.trafficanalytics.ca

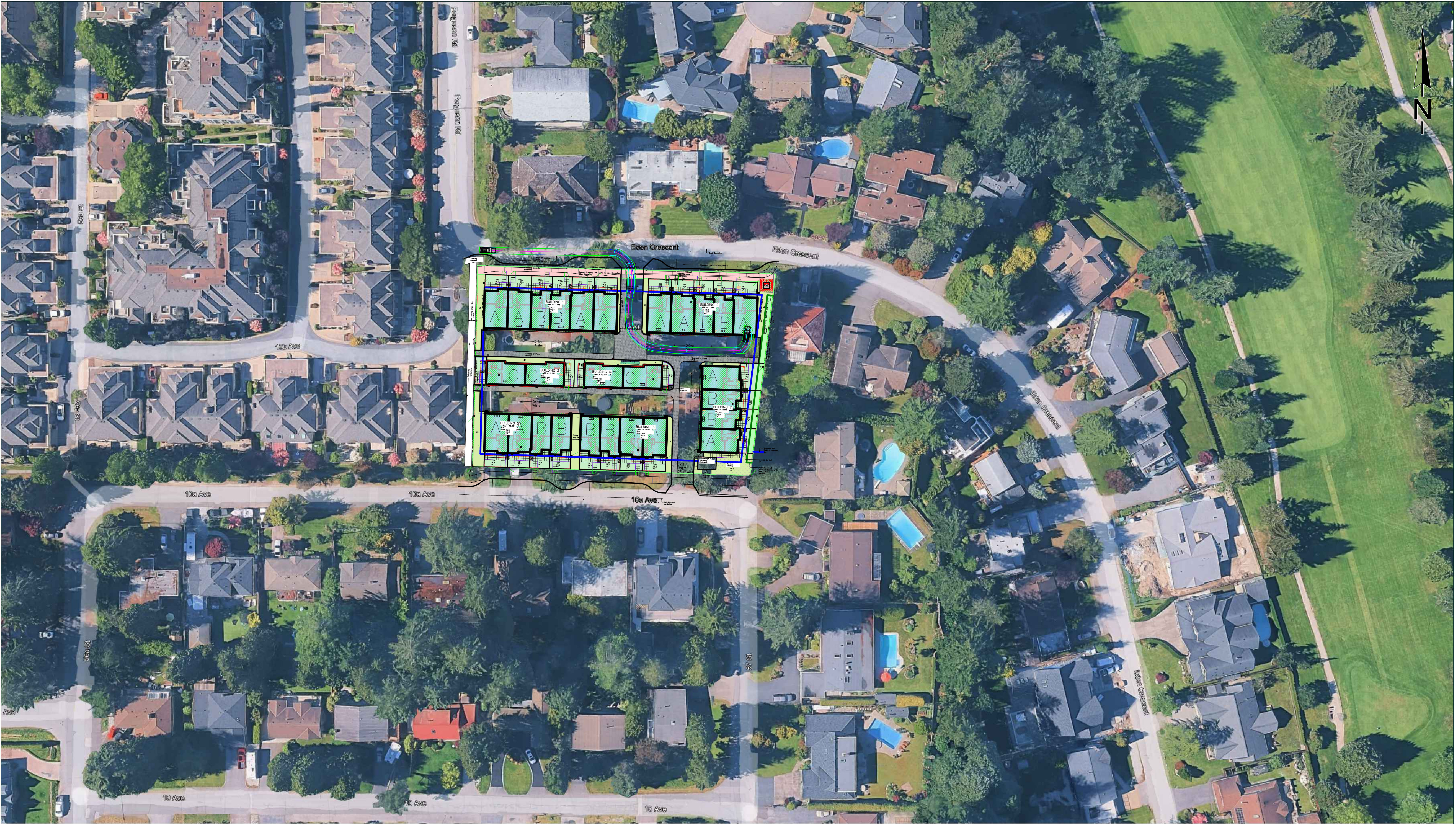
SEAL:

PROJECT:

EDEN TOWNHOMES DEVELOPMENT

DWG. TITLE: Driver Sight Distances from Eden Cres. Driveway
with Proposed New Signage SB Ferguson Road

PROJECT NO.: 26-008	DATE: June 23, 2026	DWG. NO.: 3
DRAWN BY: P.W.	CHECKED BY: P.W.	SCALE: 1:500
		REV.: 0



CLIENT:
FEATURE PROJECTS LTD.

KEY MAP

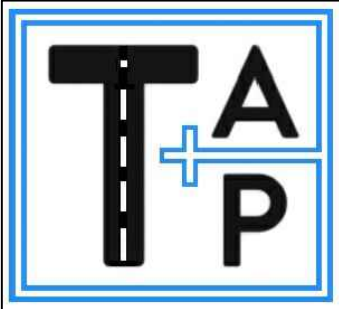
GAZETTED SPEED

50
km/h

DESIGN SPEED

50
km/h

PREPARED BY:



**Traffic Analytics &
Planning Inc.**
info@trafficanalytics.ca
www.trafficanalytics.ca

SEAL:

PROJECT:

EDEN TOWNHOMES DEVELOPMENT

DWG. TITLE:

Passenger Vehicle Entering Garage

PROJECT NO.:
26-008

DATE:
April 1, 2026

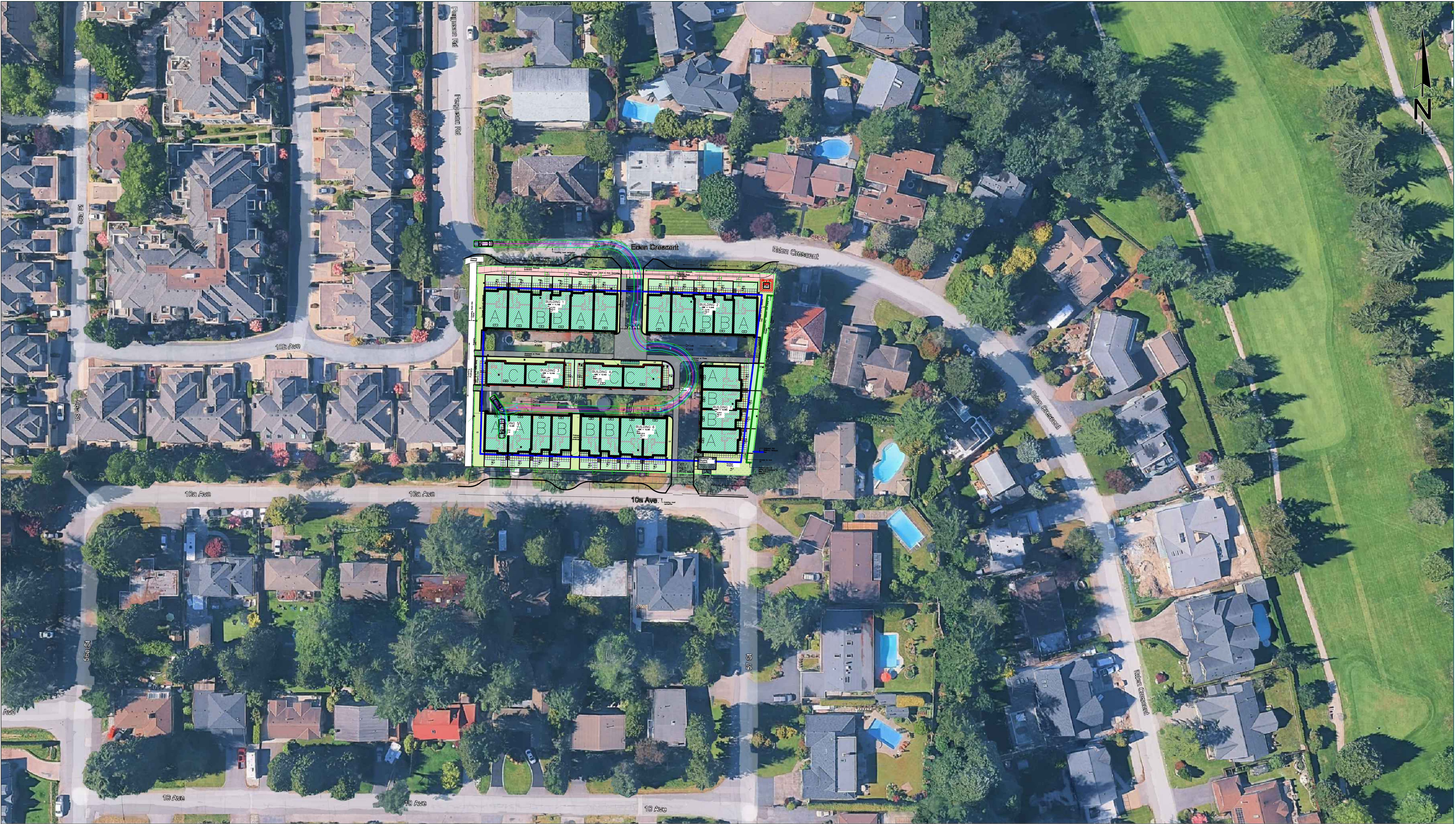
DWG. NO.:
4

DRAWN BY:
P.W.

CHECKED BY:
P.W.

SCALE:
1:500

REV.:
0



CLIENT:
FEATURE PROJECTS LTD.

KEY MAP

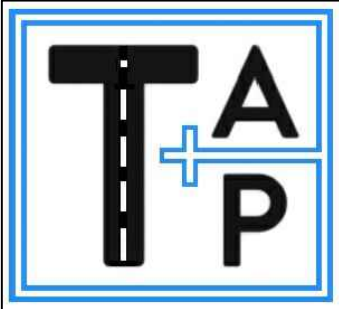
GAZETTED SPEED

50
km/h

DESIGN SPEED

50
km/h

PREPARED BY:



**Traffic Analytics &
Planning Inc.**
info@trafficanalytics.ca
www.trafficanalytics.ca

SEAL:

PROJECT:

EDEN TOWNHOMES DEVELOPMENT

DWG. TITLE:

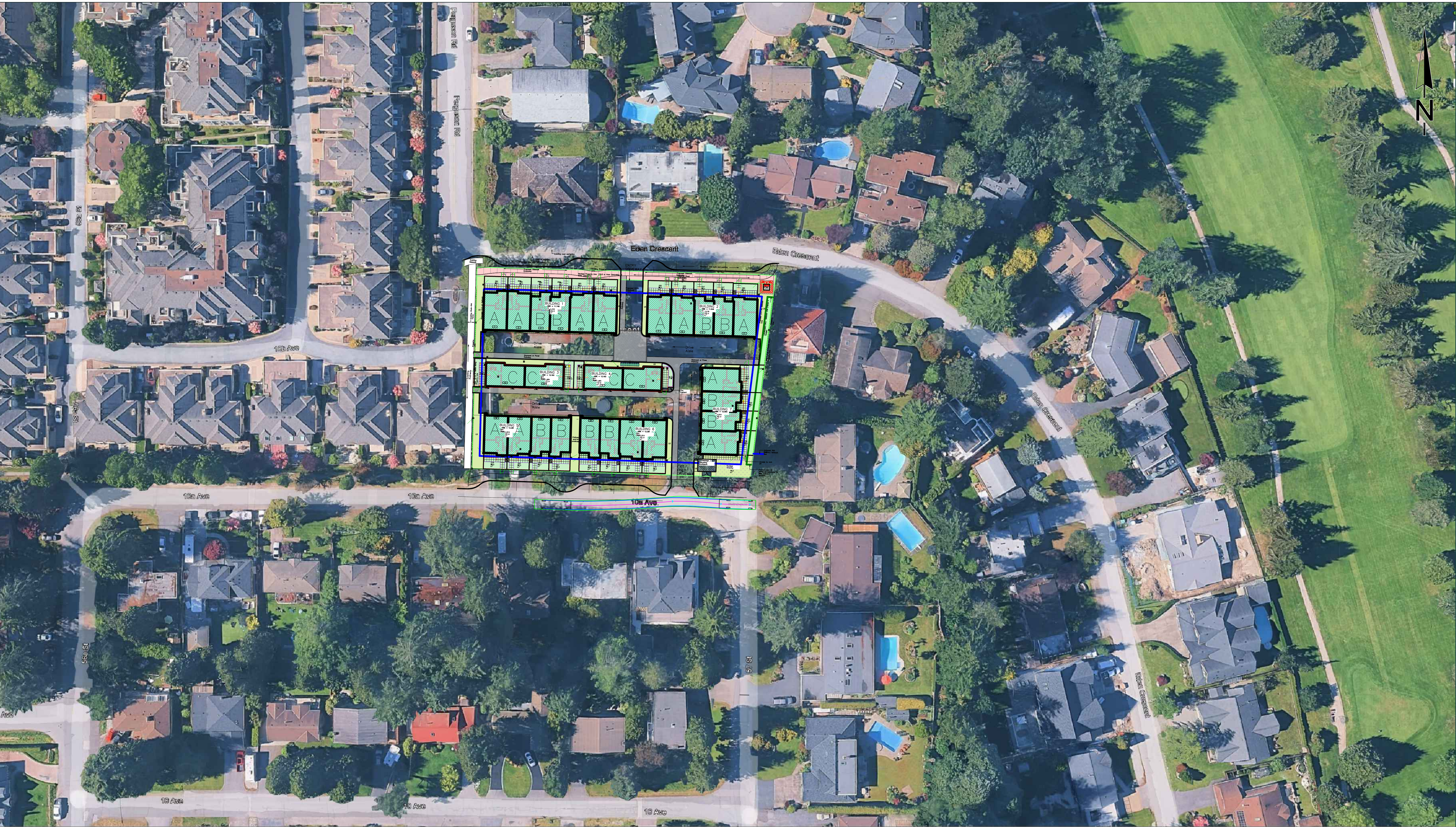
Passenger Vehicle Exiting Garage

PROJECT NO.:
26-008
DRAWN BY:
P.W.

DATE:
April 15, 2026
CHECKED BY:
P.W.

DWG. NO.:
5
REV.:
0

SCALE:
1:500

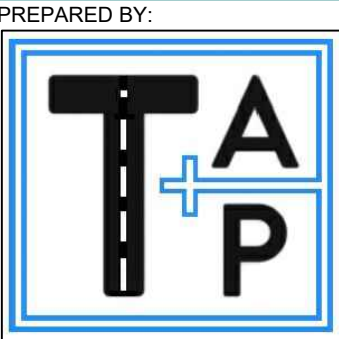


CLIENT:
FEATURE PROJECTS LTD.

KEY MAP

GAZETTED SPEED
50
km/h

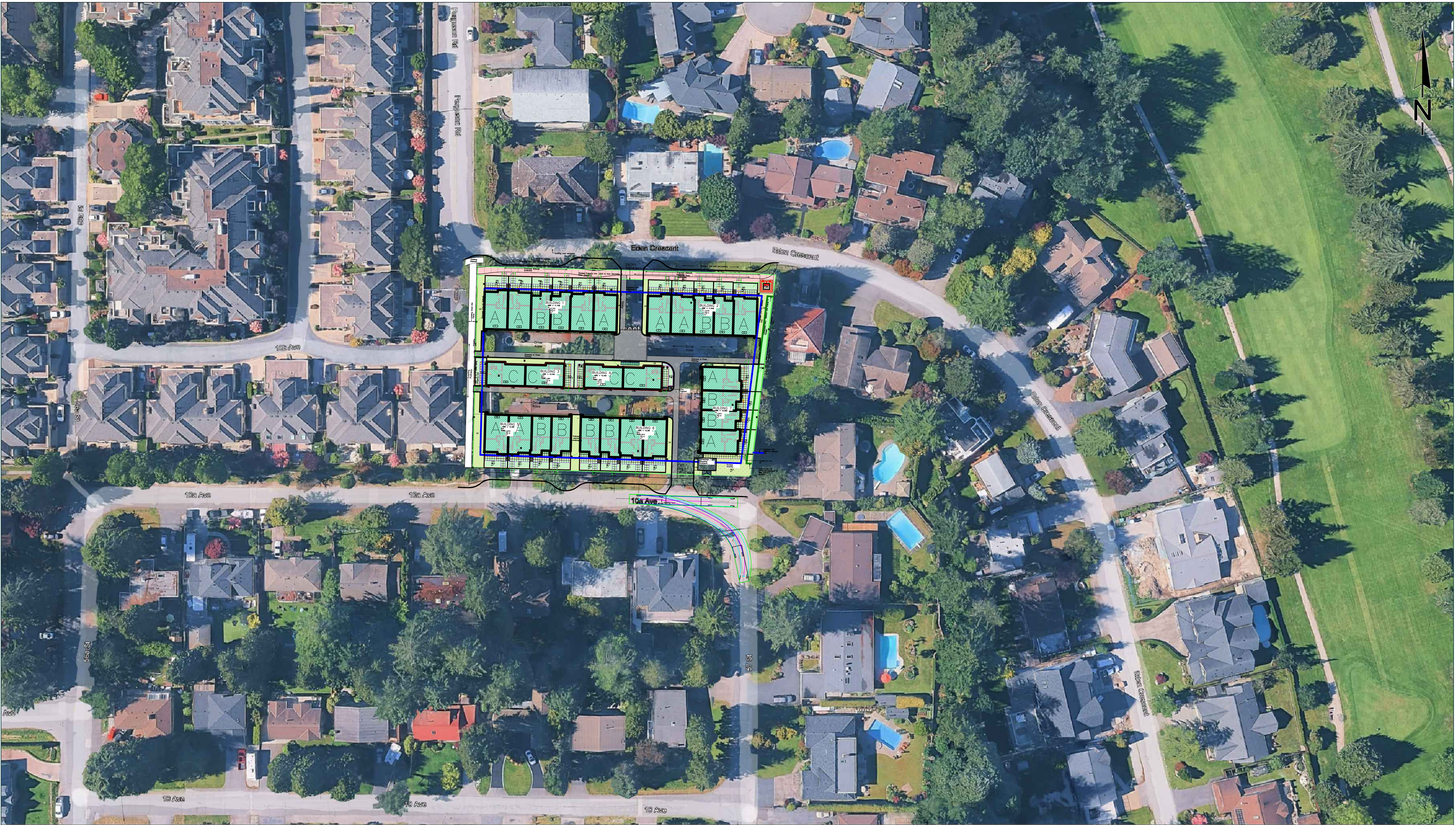
DESIGN SPEED
50
km/h



Traffic Analytics &
Planning Inc.
info@trafficanalytics.ca
www.trafficanalytics.ca

SEAL:

PROJECT: EDEN TOWNHOMES DEVELOPMENT			
DWG. TITLE: Garbage Truck Arriving to Site			
PROJECT NO.: 26-008	DATE: April 15, 2026	DWG. NO.: 6	
DRAWN BY: P.W.	CHECKED BY: P.W.	SCALE: 1:500	REV.: 0



GOVERNING AUTHORITY
CLIENT:
FEATURE PROJECTS LTD.

KEY MAP

GAZETTED SPEED

50
km/h

DESIGN SPEED

50
km/h

PREPARED BY:



Traffic Analytics &
Planning Inc.
info@trafficanalytics.ca
www.trafficanalytics.ca

SEAL:

PROJECT:

EDEN TOWNHOMES DEVELOPMENT

DWG. TITLE:

Garbage Truck Departing Site

PROJECT NO.:

26-008

DATE:

April 15, 2026

DWG. NO.:

7

DRAWN BY:

P.W.

CHECKED BY:

P.W.

SCALE:

1:500

REV.:

0

5. Confirmation that the development will not result in any vehicle queuing within the municipal boulevard.

Due to the low traffic volumes on Eden Crescent and 10A Avenue, and that generated by the proposed development, we estimate there will be, at most, two vehicles queued at the site driveway during the weekday am peak hour when residents leave for work. The traffic queue could occur when two vehicles arrive at the site driveway at the same time and there is a pedestrian walking past that drivers must wait for, or if there is an approaching vehicle on Eden Crescent they must wait to pass by. We also note that due to the curb and gutter bulb-outs created by the recessed parking pockets on both sides of the driveway, a driver could pull forward and stop on the roadway within the bulb-outs where they would not block any pedestrian using the sidewalk.

A completed copy of the city's FORM AB can be found in the [Appendix](#).

PREPARED BY: Philip Wong, P.Eng.
Principal and Senior Traffic Engineer
PW TRAFFIC ANALYTICS & PLANNING INC.
4214 Macdonald Avenue, Unit #S1
Burnaby, BC V5G 2Z6
Mobile: 778-867-0801



Permit to Practice #1001844

FORM AB - Preliminary Traffic Impact Review
Acknowledgement and Consent Form

Form AB – Preliminary Traffic Impact Review Acknowledgement and Consent Form



This submission form should be completed by a professional engineer in good standing with Engineers and Geoscientists BC and accompany the Preliminary Traffic Impact Review. Applicants are encouraged to discuss the requirements relating to their proposal with the Development Department prior to submitting an application and ensuring their consulting engineer is aware of or familiar with the minimum standards.

Note: The Preliminary Traffic Impact Review will determine whether a Traffic Impact Study is required to analyze the effects of new development on the local transportation network considering the scale of land use change and the capacity of existing infrastructure to handle future traffic volumes.

☒ Please check off which of the following has been included in the Preliminary Traffic Impact Review:

- ☒ Brief description of the proposal including reference to matters which will influence traffic volumes (e.g., increase in density, additional vehicle parking, container storage / warehousing capacity increase, etc.);
- ☒ Anticipated number of vehicle trips determined through the use of the most current edition of the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. If no ITE rates exist for the type of development proposed, the City will consider traffic counts from similar uses, within similar contexts in the Lower Mainland;
- ☒ Reference to the adequacy of sightlines as they relate to ingress and egress to the subject property(ies), considering the design speed of the road(s) providing access to the site and the potential for obstructions;
- ☒ Internal site operation diagram which demonstrates vehicle flow / movement throughout the development. Note this may include a swept path analysis which clearly illustrates vehicle maneuverability within constrained portions of the site (e.g., at the terminus of laneways, driveway accesses, etc.); and
- ☒ Confirmation that the development will not result in any vehicle queuing within the municipal boulevard.

☒ If a Traffic Impact Study has been requested, please check off which of the following has been included in the Study:

Overview of Development and Transportation Network	
▪ Describe the development proposal including reference to any land use change and factors which may affect vehicle and pedestrian volumes observed within the transportation network	☐
▪ Provide a context map of the subject property(ies) and the abutting road network (approx. scale 1:1500)	☐
▪ Provide a broader area map illustrating roads, by classification, signalized intersections, pedestrian connections, bus stops and other related transportation network features within 1.5 km of the site, or as directed by the Engineering Department	☐

Site Layout and Access	
▪ Provide a detailed site plan illustrating vehicle drive aisles and access to the public road network.	☐
▪ Ensure the site plan is compliant with applicable zoning provisions, development standards, and building code requirements. Where standards are not met, identify the relief that may be required in support of the project.	☐
▪ Include a summary of required and proposed parking, as outlined in the City's Zoning Bylaw	☐
▪ Illustrate sight distances entering / exiting the site considering existing obstructions and the geometric design of the abutting road network	☐
▪ Demonstrate on-site circulation of vehicles and pedestrians, including a swath analysis where vehicle maneuverability may be constrained; reference to ICBC on-site parking guidelines may be advantageous	☐
▪ Review parking requirements, i.e. patrons/visitors, employees, loading, etc.	☐



Application Centre, Development Department

Contact Us: 604-946-3380 or Development@delta.ca

June 2023

Page 1 of 3

Form AB – Preliminary Traffic Impact Review Acknowledgement and Consent Form



Description of Existing Transportation Network Conditions	
▪ Describe the transportation network which serves the development including reference to intersection geometrics, road rights-of-way, traffic control measures at intersections, transit routes / bus stops, and related	☐
▪ Provide a quantified summary of average daily traffic (ADT), AM and PM peak hour turning movements, and levels of service within the transportation network serving the development site	☐
▪ Determine existing queue lengths at controlled intersections which may be impacted by the development	☐

Description of Future Transportation Network Conditions	
▪ Identify other projects / proposals within the transportation network servicing the site subject and determine the volume of traffic that may be generated by each over a 5 and 10 year planning horizon; identify all assumptions made in determining base and future traffic volumes	☐
▪ Provide a quantified summary of average daily traffic (ADT), AM and PM peak hour turning movements, and levels of service resulting from the development and other projects / proposals within the transportation network serving the development site; if relevant, show impact of traffic levels generated through development phases in addition to the cumulative impact of traffic within the overall network	☐
▪ Determine future queue lengths at controlled intersections which may be impacted by the development	☐

Recommendations	
▪ Identify the need for infrastructure improvements necessary to maintain an acceptable level of service at controlled intersections as well as any other improvements required to address existing deficiencies and / or to support the effective operation of the development (e.g., road widening, pedestrian connections, etc.)	☐
▪ Distinguish between short-term improvements and long-term improvements required to support the project	☐
▪ The report must be sealed and signed by a Professional Engineer registered in the Province of BC	☐

If any of the above has not been included, please explain below:



Form AB – Preliminary Traffic Impact Review Acknowledgement and Consent Form



Acknowledgement and Consent Form

When drawings, documents or reports are submitted to the City of Delta as part of the application process, the owner/author of these submissions (e.g., surveyors, consultants, etc.) must acknowledge they have met the minimum submission requirements and consent in writing to allow their work to be reproduced (e.g., photocopied, scanned, etc.) by the City of Delta and the Land Title Office.

1. The undersigned warrants that they are the owner(s) (the "Owner") of the copyright for the Preliminary Traffic Impact Review or the Traffic Impact Study (the "Work") prepared for:

1059 & 1069 Eden Crescent and 5695 & 5711 10A Avenue, Delta, BC

SITE ADDRESS

Feature Projects Ltd.

CLIENT NAME

2. The Owner acknowledges and consents to the reproduction of the Work by the City of Delta for the purpose of inclusion of the Work in Council reports and/or information packages prepared for any Public Hearing held pursuant to requirements of the *Local Government Act*, as amended, or any bylaw or policy of the City of Delta, and to the provision of copies to interested members of the public prior to or at the Public Hearing.
3. The Owner also acknowledges and consents to the reproduction of the Work and attachment of the reproduction to any document where such document may be required for filing in the Land Title Office.
4. The Owner understands it may, in writing, request the City of Delta that any reproductions made of the Work be stamped that it not be further reproduced or used without permission of the author.
5. The Owner also acknowledges and understands that the Work may also be made subject of a request under the *Freedom of Information and Protection of Privacy Act*, as amended, and that the reproduction by the City of Delta of the Work pursuant to such a request is not a breach of copyright.



ENGINEER SIGNATURE

April 1, 2026

DATE

Philip Wong, P.Eng.

ENGINEER NAME (Please Print)



Application Centre, Development Department

Contact Us: 604-946-3380 or Development@delta.ca

June 2023

Page 3 of 3

ITE Trip Generation Analysis Result Sheet

Trip Generation Summary

Alternative: Alternative 1

Phase:

Open Date: 2026-05-09

Project: Eden Townhomes Development

Analysis Date: 2026-05-09

ITE	Land Use	Weekday Average Daily Trips				Weekday AM Peak Hour of Adjacent Street Traffic				Weekday PM Peak Hour of Adjacent Street Traffic			
		*	Enter	Exit	Total	*	Enter	Exit	Total	*	Enter	Exit	Total
220	LOW-RISE 1		73	72	145		2	7	9		8	4	12
	23 Occupied Dwelling Units												
Unadjusted Volume			73	72	145		2	7	9		8	4	12
Internal Capture Trips			0	0	0		0	0	0		0	0	0
Pass-By Trips			0	0	0		0	0	0		0	0	0
Volume Added to Adjacent Streets			73	72	145		2	7	9		8	4	12

Total Weekday Average Daily Trips Internal Capture = 0 Percent

Total Weekday AM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

Total Weekday PM Peak Hour of Adjacent Street Traffic Internal Capture = 0 Percent

* - Custom rate used for selected time period.

Source: Institute of Transportation Engineers, Trip Generation Manual 10th Edition

TRIP GENERATION 10, TRAFFICWARE, LLC

P. 1