

Planning and Development Framework (including Transportation Planning)

Re: Erin Ridge North

Date

August 12, 2019

Presented by:

Kevin Scoble

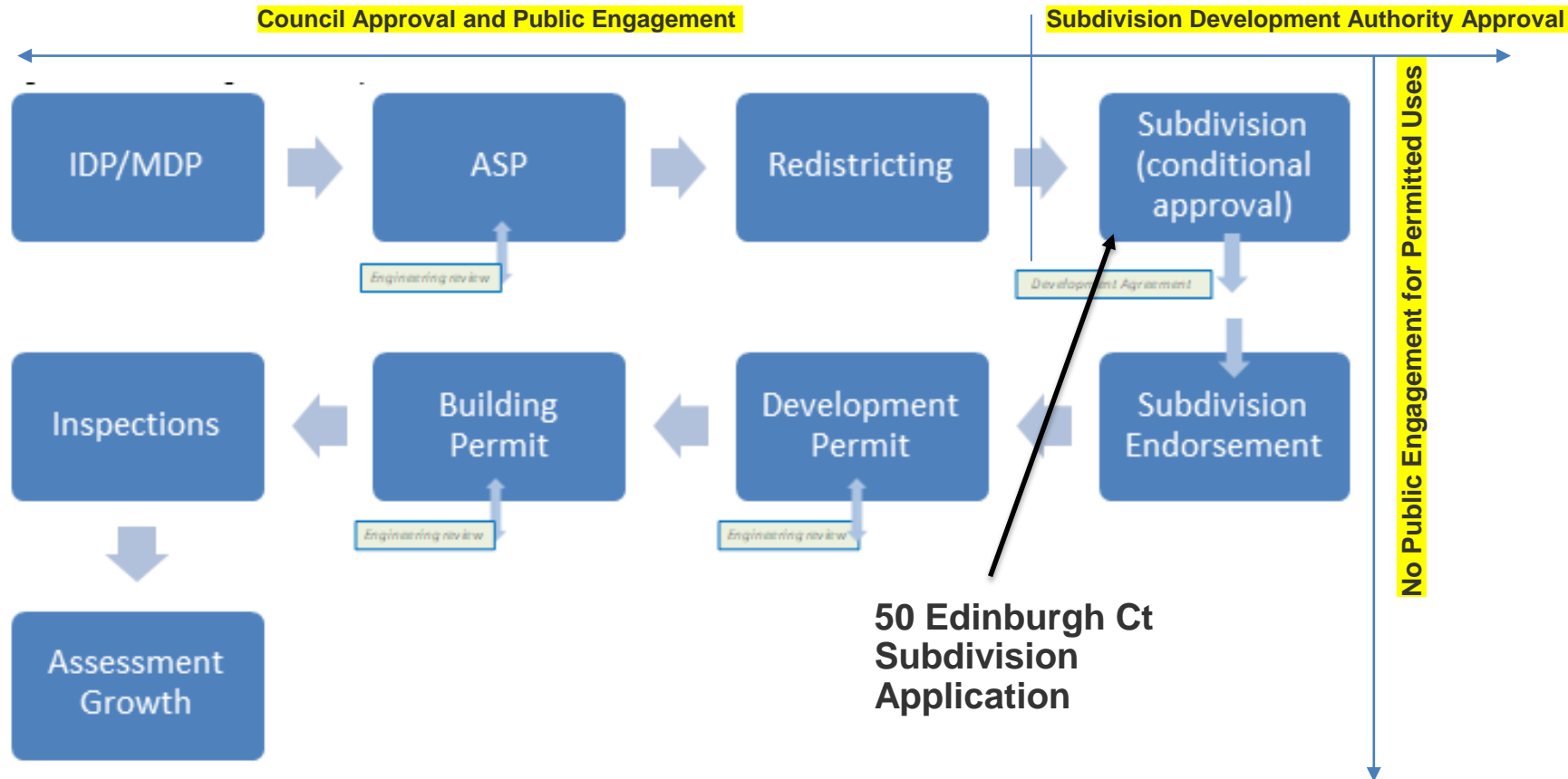
Chief Administrative Officer



Issue

- **On June 25, 2019 the City provided courtesy notices** to affected parties within a 100 metre radius (88 properties) regarding a subdivision application to subdivide a 2.3 hectare± parcel (known as 50 Edinburgh Court) of land to develop 59 units and common property as private roadways for a Bare Land condominium residential development (individual lot ownership vs current communal land ownership model)
- **The application does not impact the development's compliance with the Area Structure Plan approved by Council as the development is a permitted use** (if it was a discretionary use that would be a different matter) nor the conditions for the previously approved development permit
- As of July 25, 2019 approximately 55 responses were received identifying predominantly concerns related to area traffic (**not applicable to the subdivision application**).
- What is applicable is whether affected parties have concerns with private land ownership of the individual lots at 50 Edinburgh or not (**no concerns regarding Bare Land condo status were received**)

Planning and Development Process



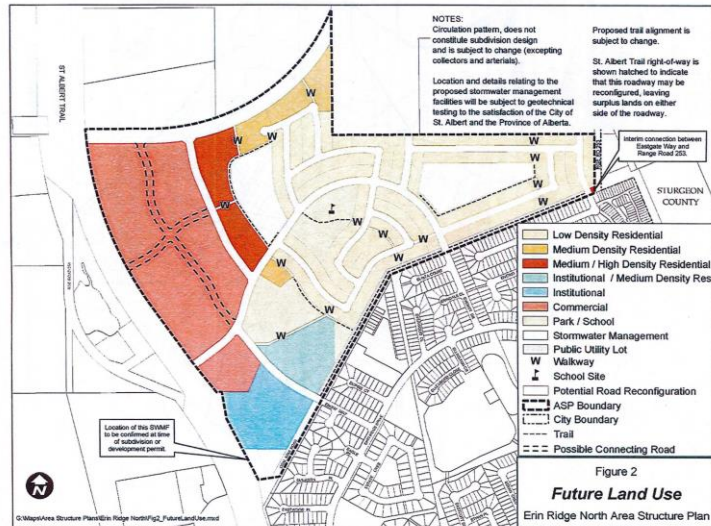
This is a typical “Industry Standard” Process across Canada

Erin Ridge North (ERN) ASP - 2010

St. Albert



SCHEDULE "A" TO BYLAW 33(2009) (Page 27)
JANUARY 11, 2010

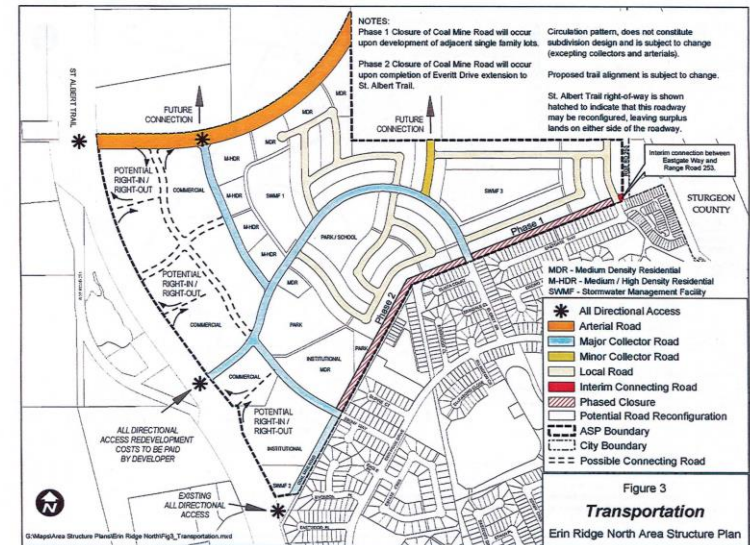


ERIN RIDGE NORTH AREA STRUCTURE PLAN

St. Albert



SCHEDULE "A" TO BYLAW 33(2009) (Page 28)
JANUARY 11, 2010



ERIN RIDGE NORTH AREA STRUCTURE PLAN

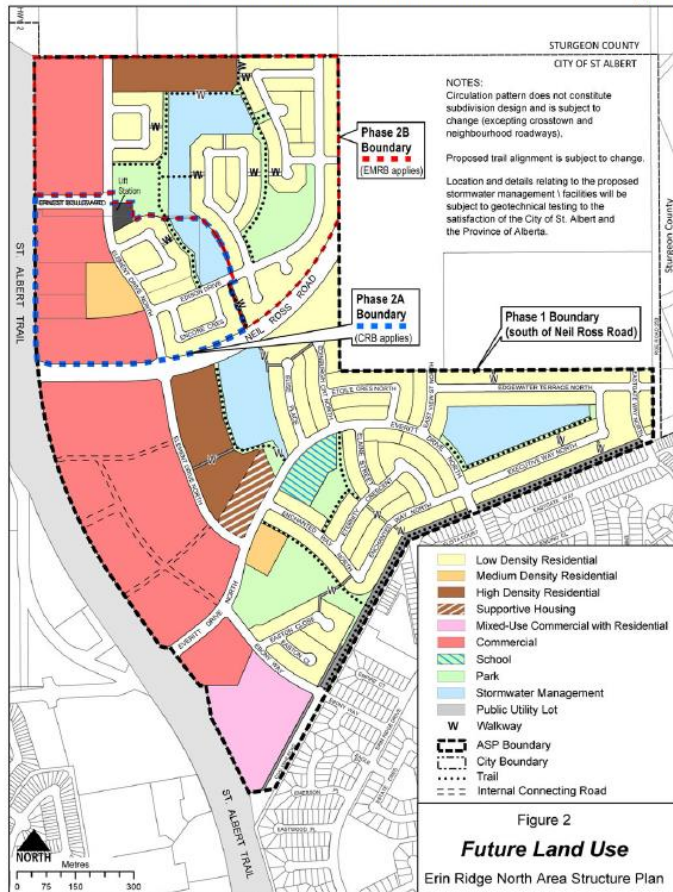
Key Points

- Closure of Coal Mine Road proposed
- School Site at current location
- Medium Density (max 286 units) noted at “50 Edinburgh” with access points thru low density residential and no access from Neil Ross

ERN ASP Amendment - 2015

ERIN RIDGE NORTH AREA STRUCTURE PLAN

Figures



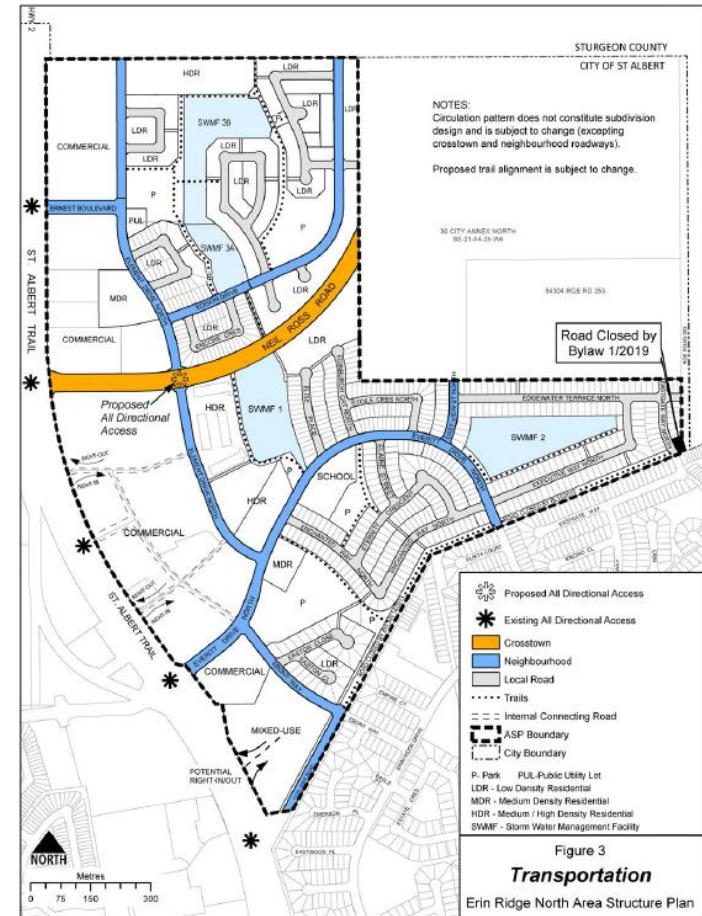
SCHEDULE "A" TO BYLAW 33/2009 (Page 40)

Key Points

- School Site noted in current location
- Coal Mine Road Closure included
- "50 Edinburgh Ct" access from Edinburgh and Elise with no access to Neil Ross
- Re-zoned to Low Density Residential (42 units)

ERIN RIDGE NORTH AREA STRUCTURE PLAN

Figures



SCHEDULE "A" TO BYLAW 33/2009 (Page 41)

50 Edinburgh Access to Neil Ross

- Developer has followed process and met requirements
- Developer would have to re-design at additional cost and would lose a construction season (opportunity cost to recover investment and earnings)
- Reputational Implications
- Legal Implications

Existing TIA (2009) - General

- Prepared by a Professional Engineer
- Traffic Network generally built as per ASP (some minor realignments)
- Everitt Dr built as Collector roadway (12.0 m wide) as recommended
 - Transitions to divided Arterial from Ebony Way to St Albert Trail
- Overall TIA accounts for medium/high density (606 units) in daily volumes– Generates 3,521 daily trips
 - 606 total units is inclusive of 216 units at 50 Edinburgh
- TIA accounts for school in daily volume but not AM or PM peaks (7:45 to 8:45 AM and 5:00 to 6:00 PM)

Existing TIA – Key Factors Included

- TIA estimated 10% of the school trips from within ERN and 90% from outside
- TIA estimated 10% of commercial trips (e.g. Costco/Lowe's) from residential in ERN
- Coal Mine via Eastgate was not an input to the TIA, but acknowledged additional traffic to Everitt Drive from Erin Ridge Drive for the closure.
 - Eastgate Way access was closed in 2019

Existing TIA – What's Still Missing

- TIA factors in “New Villeneuve Road” (i.e. Neil Ross Road), not built and not currently taking some load off of ERN and ER
- Planned institutional (former King of Kings site), generating trips, is not yet constructed
- Notably for external residential trips, 15% is assigned to Erin Ridge Dr via Everitt, decreasing to 5% after construction of Neil Ross

Existing TIA – Actual Performance

- 2019 Daily Traffic Counts on Everitt Dr North are 65% to 98% of long term projections of TIA.
 - Volume was projected to decrease from west to east more than it actually has.
- **2019 Daily Traffic Counts on Everitt Dr North represent approximately 50% of maximum industry volume** (for Collector roadway – 8,000 vehicles / day)

New TIA – August 2019

- Localized TIA in response to concerns
- Prepared by a Professional Engineer
- New from original TIA: **rezoning of 50 Edinburgh Ct from original R3A (216 units, 1,620 daily vehicle/trip equivalents) to reflect later rezoning to R2 (59 units, 556 daily vehicle/trip equivalents)**
- Development Site TIA (2019) results:
 - Anticipated site generated traffic (maintained) 556 daily trips / split between the two access roads (Elise + Edinburgh)
 - **Site traffic + existing traffic on local roads (Elise and Edinburgh) approximately 57% and 61% of total daily volume threshold for local roads (1,000 vehicles per day)**
 - Current roadway designs and intersection controls anticipated to accommodate projected demands with development
 - Site parking meets LUB requirements; however 8 visitor parking needs may be sought through on-street parking (based on industry standards for “visitor parking demands”)
 - **Neil Ross Rd access not warranted, nor recommended due to safety and operational considerations (curve / short-cutting)**

Road widths and parking

- Edinburgh Court North and Elise Place were designed and constructed to 20 metre road right-of-way which exceeds the current day standards of 18 metres wide for a residential (local) road.
- A 20 metre wide local public road is designed to facilitate a two-way traffic flow and accommodate on street parking.
- Proposed semi-detached lots within subject site at 50 Edinburgh Court meeting the minimum on-site parking requirement of 2 vehicles per unit.

Traffic Calming – Safety vs. Volume

- Reduced Speed Limits (40km/h) implemented in 2019 and engineering controls (e.g. curb extensions) started in 2018 (and ongoing)
 - Improved safety of conflict points and influence of road user behaviour; but minimal impact to volume reduction
- Intent of broad application to entire area is speed mitigation as Erin Ridge in general remains the shortcut from the east to St. Albert Trail North commercial
- **Traffic Volume stabilization/decrease will not occur until there are faster routes to commercial destinations**

Traffic Volume – Long-Term Mitigation

- Improved arterial network surrounding community:
 - St Albert Trail – Intersection improvement (2019), North Corridor road widening (2020 – 2023), ITS Implementation (2018 – 2020)
 - Boudreau Road – ITS implementation (2019)
 - Neil Ross Road: Alternative route of the north-east, identified as a priority in the 2018 Transportation Network Improvements, added to the Capital Growth Plan (2028 Construction) / Functional study occurring in 2019/2020

Neil Ross Road



- Neil Ross is intended for a 60 km/h speed limit with limited intersections at existing connection at Element Drive and the future 127 street, and perhaps one south of 127 street for ERN Phase 2 only (Edinburgh Ct is in Phase 1)
- Constructing Neil Ross at 50 km/h with multiple accesses will not solve broader City traffic issues and likely will not resolve current and future traffic volume issues in ERN

Lessons Learned

- Reconsider if, when and how courtesy notices are provided
- While not uncommon, non-contiguous development occurred and a property transaction occurred - post signage with ASP maps, contact information and links to public information until all developments have CCC
- Review street naming protocols and “bulbs vs. stubs” with developers to reduce ambiguity where possible



Summary

- Proposed condo development is in compliance with Area Structure Plan, approved by Council
- Development Permit issued
- **Subdivision Development Authority's decision on subdivision application is whether to approve Bare Land condos or not**
- **Traffic Network generally constructed as outlined in ASP and TIA and is currently performing well below maximum limits**
- **Anticipated traffic from development is not detrimental to current designs nor operations**
- Reduction in traffic volumes will only be achieved when faster routes (St. Albert Trail upgrades, Neil Ross construction) than ERN are provided
- Implement measures to increase resident awareness of future development when non-contiguous situations exist