

COUNCIL – AGENDA REPORT

Meeting Date: 2 May 2022

Subject: Bylaw No. B-70/2021 Lanark Stage 1
NSP Amendments

Boards Routed Through: Municipal Planning Commission

Date: 7 April 2022

Issue:

Council is being asked to give three readings to Bylaw No. B-70/2021, being a bylaw to amend the Lanark Stage 1 Neighbourhood Structure Plan with changes demonstrated in the Plan's updated Transportation Impact Assessment.

Background:

In November 2015, Council adopted the Lanark Lake Stage 1 Neighbourhood Structure Plan (NSP) to provide detailed planning of ±160 acres of land in Airdrie's southeast. In April 2021, this NSP was amended to remove reference to the "lake" and retitled accordingly. Another amendment application was received in May 2021 which seeks to further amend the NSP by incorporating changes recommended by an updated Transportation Impact Assessment (TIA) prepared by ISL Engineering and Land Services. These proposed changes, including formatting and reference changes, are detailed in Attachment #2 and include:

- addition of Urban Systems and ISL Engineering and Land Services to the list of consultants;
- renumbering of pages associated with Section 6.0 Transportation, Section 7.3 Stormwater, and Section 7.4 Shallow Utilities to match new content;
- addition of Section 8.0 Phasing;
- addition of various figures in the Transportation and Servicing sections, including updated street names; and
- revising the detailed concept of the school site and the adjacent roundabout.

The substantive changes proposed with the NSP amendment are the updated phasing plan, removal of the traffic circle along Lanark Boulevard, removal of the commitment to construct 40th Avenue to Range Road 292, addition of alternative green street layout and

the addition of amenities associated with the joint use site. The recommendation of the updated TIA is reflected in several sections of the proposed NSP.

Transportation Impact Assessment Update

As mentioned, ISL Engineering has updated the NSP's TIA to include new considerations from the City's 2020 Transportation Master Plan including the new interchange under construction at 40th Avenue and Highway 2. The TIA's findings update the Lanark Stage 1 NSP with the following:

- 1) **2028 horizon forecast data from the City's 2020 Transportation Master Plan model** – the City's previous 2014 TMP informed the transportation requirements of the current version of the NSP. Since then, the Highway 2 / 40th Avenue interchange, 40th Avenue improvements, and other urban active and planned developments in SW and SE Airdrie have occurred. The latest data has been used to update the TIA modelling and Administration in general accepts the TIA analysis where it uses the 2020 TMP 2028 horizon forecast data.
- 2) **The inclusion of the Highway 2 / 40th Avenue interchange** – the original TIA did not include the assumption that an interchange would be built. As this is no longer the case, the transportation impacts of this crucial interchange have been included in the transportation data.
- 3) **No connection of 40th Avenue to Range Road 292 (RR 292)** – while the TIA Update concluded that the NSP could be 75% built-out before requiring this third access point to/from the community, the opening of the 40th Avenue interchange would improve access considerably without connecting to Range Road 292. This is somewhat divergent from the 2020 TMP as the 40th Avenue to RR 292 connection was acknowledged to be constructed by 2028. The original inclusion of this connection was of keen interest to residents in Rocky View County, who were vocal about shortcutting traffic through Sharp Hill.
- 4) **Revised Lanark Landing phasing plan** – phasing needs to be predictable and align development progression with needed infrastructure. The initial phases in Lanark are proposed to begin in the southwest corner of the NSP and would be developed in a clockwise fashion ending in the southeast. This development pattern is due to the logical and economical extension of required infrastructure and utilities, particularly of those to be installed with the 40th Avenue improvements. The number of phases has increased from 9 to 10.

Important to note is a new policy (Policy 30) that has been added to the NSP. Policy 30 speaks to:

As a condition of subdivision development, at the City's discretion, a traffic signal warrant assessment shall be undertaken to determine the necessity and timing of signalization at the intersections of 40th Avenue at Highview Gate and 40th Avenue at Lanark Gate. The warrant assumption shall consider the 40th Avenue interchange and RR292 using the volumes of the upcoming phase of Lanark and the unbuilt lots of the previously approved phase(s), plus the current traffic volumes on 40th Avenue, as collected by updated traffic counts.

In the last phase of development, a final signal warrant shall be undertaken using the proposed development traffic plus background traffic from the current version of the Transportation Master Plan, which shall include the

40th Avenue connection between the 40th Avenue interchange and RR292 in the warrant assumptions.

If the traffic signal warrant is met in any of the interim phases or the last phase of development, the full contribution to the traffic signals will be conditioned with that Phase of development.” This policy statement will allow the City to better predict when traffic signalization will be required at appropriate checkpoints during the NSP’s development (a signal warrant is a condition that an intersection must meet to justify a signal installation).

Removal of Roundabout

The current NSP envisioned a roundabout located at the southeast corner of the proposed Rocky View School site at the intersection of Lanark Blvd and Lanark Gate is proposed to be removed entirely and replaced with a four-way stop intersection. The applicant has cited the loss of on-street parking (estimated to be a loss of 24 on-street parking stalls) and concerns from Rocky View School Division (RVSD) (letter is attached to the report) as reasons for removal of the roundabout. At the time of this report’s submission, letters of support for the removal have been received from area residents and RVSD including such reasons as: inability to park directly in front of homes, unsafe for pedestrians (children) and removal of on-street parking.

Administration considers the roundabout as an appropriate intersection treatment for the residential circumstances and notes an abundance of information that indicates roundabout intersections reduce pedestrian injuries better than four-way stop control intersections. The inherent design of roundabouts keeps vehicle speed slower, promotes continuous traffic flow, prevents right-angle and head-on collisions and prevents pedestrians from conflicting with vehicle left turns. Vehicle left turns are typically the most severe conflict (i.e., T-bone collisions). The roundabout can also incorporate flashing lights and a raised crosswalk to further mitigate vehicle concerns. Ultimately, the roundabout would provide the community with a safer transportation network as there would be less conflict/collision points, vehicles travelling at lower speeds, improved traffic flow, and less noise and greenhouse gas emissions.

The proposed NSP document contains policy language and a schematic/concept for the proposed four-way stop controlled intersection, which includes traffic safety measures that are intended to provide safety enhancements like a roundabout. While Engineering Services does not recommend removal of the roundabout, Engineering Services does acknowledge that based on analysis provided by ISL, both intersection treatments perform within a similar level of service in terms of traffic capacity, with the roundabout performing slightly better (level of service A versus level of service B) and that both intersection treatments are considered acceptable options given the context of the site.

Aspects of the roundabout removal such as expanded parent pick-up/drop off and potential use of student patrols at this location could further mitigate any differences in safety when comparing the roundabout to a four-way stop controlled intersection. To entrench the enhanced safety measures of the proposed four-way stop Policy 29 has been added to the NSP, which states “Pedestrian safety enhancement measures shall be implemented, as appropriate, at the intersection of Lanark Gate SE and Lanark Boulevard SE such as curb extensions, zebra crosswalks and extensions of school/playground zones. Specific measures shall be determined at the detailed design stages.”

Green Street Layout

The plan includes a proposed alternative road network to address connectivity concerns with regards to the location of the green street within the community. This will prevent the dead end “bulbs” of street against the green street and provide the potential for on-street parking. As indicated in Section 5.4 in the NSP, the green street will have an optional crossing configuration which prioritizes pedestrian movement (through design, landscaping, and signage) and encourages reduced vehicular speed. Administration has no concerns with this adjustment. The optional green street crossing is depicted on page 40 of the NSP document.

Joint Use Site Amenities

As noted in Section 5.3, the amendments propose that the joint use site’s amenities be changed from a playfield and ball diamond to a bicycle pump track and community garden. Administration has no concerns with this revision.

Stakeholder Engagement

The proposed amendments were circulated to Rocky View County in keeping with policy provided for the Intermunicipal Development Plan with the County.

Given the scope of the proposed amendments, Administration asserts the proposed amendments are not substantive or regionally significant. As such, pursuant to clause 4.2.2 of the Interim Regional Evaluation Framework (IREF) an application to the Calgary Metropolitan Region Board (CMRB) will not be required. Furthermore, Administration believes the circulation to Rocky View County and the subsequent discussions meet the general intent of the IREF for engagement with our municipal neighbour. Administration discussed our intention to apply clause 4.2.2 of the IREF with staff at the CMRB as well as Rocky View County and no concerns were noted.

Alignment with South Saskatchewan Regional Plan and AirdrieONE:

The proposed Lanark Stage 1 NSP amendments align with the Airdrie ONE Sustainability Plan’s guiding principles by updating an approved community design. These amendments improve the NSP’s ability to provide a future community through cost-effective development patterns, servicing approaches, and a sustainable phased development approach. Additionally, the amendments aim to refine the highly interconnected multi-modal transportation networks throughout the community.

At an even higher level, the amendments carry forward principles of the South Saskatchewan Regional Plan by having municipal planning efforts pursue collaboration, coordination, and integration on such areas as municipal services and transportation networks. In doing so, municipal decisions will have outcomes that based upon efficient use of land and infrastructure; develop healthy, safe, and sustainable communities; and contribute to a safe, efficient, and cost-effective provincial transportation network.

Boards Routed Through:

Municipal Planning Commission

On April 7, 2022, the NSP amendments were presented to the Municipal Planning Commission (MPC). Items raised during the meeting included questions about the new phasing plan sequencing, if there were any off-site levies for intersection signalization (there are none), and safety comparisons between the roundabout and four-way stop. Administration advised that there are currently no signalization levies and that it would be up to the developer(s) to install. ISL Engineering confirmed that both the roundabout and four-way stop are good options from a traffic safety and traffic operations standpoint.

RVSD indicated support for the removal of the roundabout. Colette Winter, Director of Operations, RVSD, advised that the roundabout may pose problems for parking around the school, particularly school bus stacking due to the design of the school. Specifically, the roundabout may create an encumbrance to the school bus parking and parent pick-up/drop-off operations as it reduces the road frontage of the school.

MPC members expressed concern that the removal of the roundabout would interfere with the goal of complete communities and that the roundabout would ultimately make the community safer. Other members indicated that the preferred roundabout offers more capacity and a high level of service than a 4-way stop. The Commission also cited increased pedestrian safety from slower traffic flows as another reason to retain the roundabout.

A question was asked over community garden proposed as a joint use site amenity and if the Parks Department was involved. Administration confirmed that Parks was circulated and that the community garden was seen as an appropriate amenity for the area.

A vote to recommend approval of the amendments “as presented” was defeated on a tied vote. However, a subsequent vote to recommend approval without the removal of the roundabout was carried 7 to 1.

Alternatives/Implications:

Council has four alternatives to consider with respect to the proposed bylaw:

1. Council could choose to give three readings to Bylaw No. B-70/2021, as presented.

Choosing this option means that the Council is supportive of the proposed bylaw as presented.

2. Council could choose to endorse the recommendation of the Municipal Planning Commission and give three readings to Bylaw No. B-70/2021 without the removal of the roundabout.

Choosing this option means that Council is supportive of the proposed bylaw as presented but does not support the removal of the roundabout.

3. Council could choose to table Bylaw No. B-70/2021, as presented.

Choosing this option suggests that additional information is required before Council can make a decision on the proposed Bylaw.

4. Council could choose to defeat Bylaw No. B-70/2021, as presented.

Choosing this option means that Council does not agree and/or is not supportive of the proposed Bylaw.

Communications Plan:

Prior to the Public Hearing, public notification was conducted in keeping with established City policy and the *Municipal Government Act (MGA)*. Upon adoption of the Lanark Stage 1 NSP, internal departments will be notified in order to coordinate and adjust service level planning accordingly.

Recommendation:

That Council gives three readings to Bylaw No. B-70/2021, being a bylaw to amend the Lanark Stage 1 Neighbourhood Structure Plan with changes demonstrated in the Plan's updated Transportation Impact Assessment, as presented.

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Attachments:	#1 – Bylaw No. B-70/2021 Lanark Stg 1 NSP #2 – Lanark Stg 1 NSP (redlined) #3 – NSP Map #4 – Traffic Circle Letters of Support
Appointment:	N/A