

Attachment #5 – CISG Meeting Summary

Date:	July 9 th , 2024
Subject:	Bylaw No. B-29/2024 New DC-55 District – 905 Edmonton Trail SE.

MEETING SUMMARY

MOTION:

“That the Community Infrastructure and Strategic Growth Standing Committee recommends that City Council approve Bylaw No. B-29/2024 as presented, with the following considerations:

- i. Further deliberation of the traffic left-hand turn onto Edmonton Trail;*
- ii. Any additional public correspondence received starting March 2024; and*
- iii. Further deliberation of the listed Permitted Uses proposed.”*

The Community Infrastructure & Strategic Growth Standing Committee (CISG) had the following questions and comments:

- 1) In the engagement process, a March 2024 letter from the applicant updated the public addressing concerns raised at the September 2023 open house. Was there an opportunity for the public to respond again after the March 2024 letter? Did the email correspondence attached to the What We Heard Report (WWHR) come from before March 2023 or after?**

Yes, there was opportunity for further responses. There was feedback contact information on the March 5, 2024 letter from Invistec Consulting. The email correspondence in the WWHR came from feedback compiled between September 2023 to February 2024. Some additional feedback has been received since March 2024 and will be provided with the Council Report.

Post-CISG: Additional public correspondence received since March 2024: Administration has received limited direct contact from residents on the proposed amendment during the months of March, April, May, June, and July. A resident reached out in April inquiring about the scheduling of the Public Hearing, which at that time had not been scheduled. Administration will follow-up with this resident of the Public Hearing on top of the standard practice for notifying the public about Public Hearings.

Another resident provided a letter to Administration providing responses to five (5) key items: access for entering the property, exiting the property, exterior lighting, bylaw, and flashing pedestrian lights. The letter suggested reducing the rate of speed on Edmonton Trail to 50km/h and adding three (3) signalized intersections to Edmonton Trail to reduce the risk of vehicle accidents at the subject site. The resident indicated that a new street should be created

connecting to Allen Street SE stating that “existing complexes will be minimally impacted for either safety on unmanageable traffic onto Allen Street.” On exterior lighting, the resident stated that diffused purple lights should be used to minimize light pollution, and the existing residential complexes should switch to purple lights when replacing existing ones. The resident stated that bylaw enforcement should be the same “enforcement level as Calgary which has 24 hrs to strictly enforce parking violations” and that “school parking be in effect from Monday – Friday 7am – 5pm to create a reasonable available street parking”. The resident also suggested that flashing pedestrian crossings be installed at crosswalks on Allen Street at Acadia Drive and Allen Street at Elston Place.

Invistec Consulting, the land use amendment applicant, forwarded a resident’s communication to Administration in April 2024. This resident indicated that they “appreciate that [Investic] considered the concerns” provided by residents as the September 21, 2023 open house and that Investic took action and addressed the concerns over the Allen Street-to-Edmonton Trail connection and minimizing the overlook of balconies regarding privacy. The resident also acknowledged “a commitment to enhance the existing wooden fence along the western boundary to also help with noise attenuation.” The resident indicated that while “many, including ourselves, were not supportive of the plan to build a 5-storey structure, and if that is the plan that goes forward, we will accept the decision of Airdrie City Council and concede this and live with the decision.” The resident went on to state that “whatever the outcome, I want to give credit where credit is due and thank you for considering all of our concerns and issues and taking steps to address several of them.”

- 2) General question: How is submitted feedback disseminated into what is included in summaries and reports? Are there any municipal policies on what feedback needs to look like, for example comments that aren't signed, single-sourced, or are off topic?**

Planning’s perspective is to holistically look at the intent of the comments, the volume of comments to see if there is a theme, and then looking at the Land Use Bylaw (LUB) to see if that allows Administration to address the comment(s). The LUB gives Administration a strong ability to address development impacts and to use public input into crafting land use regulations.

- 3) Commercial is indicated on the ground level and residential above. Child care areas are indicated on the second floor. How will this work?**

This element has not yet been fully explored and will be reviewed at the Development Permit (DP) stage when building design drawings and information is submitted. At this land use amendment stage, only preliminary/conceptual site and landscaping plans are required. Child care play areas could occur on the second floor provided that this also meets provincial regulation.

- 4) With the traffic impact assessment, it can be somewhat difficult to reach 100km/h heading southbound onto Highway 2 in a short period of time. Have scenarios without a lefthand turn onto Edmonton Trail been explored? At the Development Permit stage, will this be more ‘flushed out’?**

Engineering Services did not look at any other scenario than a north, lefthand turn onto Edmonton Trail and a south, righthand turn towards Highway 2. The intention is to take the

proposed intersection improvement and evaluate the same concept at the DP stage.

- 5) A Liquor Store is proposed as one of the Permitted Uses. There are likely four others within walking distance of this site. Just because a Liquor Store is a listed use, doesn't necessarily mean that it will happen at that location.**

Post-CISG: Additional information on proposed Permitted Uses: Planning has reviewed this comment and has found four (4) liquor stores within a 700m distance of the subject site. Two (2) of these liquor stores are located to the east of Highway 2 in the East Lake industrial area. The other two (2) are located to the north along Edmonton Trail at ±550m and ±620m away. The proposed DC-55 Permitted Uses are consistent and similar to those found in Airdrie's standard mixed use and commercial land use districts.

The **Retail, Liquor Store** (a.k.a. Liquor Store) land use was chosen to complement a comprehensive mixed-use development by providing appropriate future business opportunities. The Liquor Store use may not be utilized for the subject site, as it will be market demand that will ultimately dictate its usage or not. The landowner wants to enable a degree of flexibility around their site and its corresponding uses so that when market investment is sought, potential investors with a variety of choice options that may appropriately fit their business models. Since the individual commercial retail units on the site have relatively small floor areas, the resulting traffic and parking generation would be correspondingly small. Should a different land use be selected instead of a Liquor Store, the resulting overall traffic and parking generation would still be similar. No significant issues are anticipated.

- 6) Regarding the proposed intersection updates, what is the design process and how it accounts for the additional traffic volume using the site, given that there will >100 parking stalls and commercial uses? The traffic volume in this area of Edmonton Trail does get busy at times.**

Anticipated trips generated from this site consider the proposed land uses. For the residential portion this is 'trips generated per unit' and commercial use trips are generated by gross floor area. 114 trips are anticipated in the PM peak time. This traffic data is evaluated with Synchro 11 (traffic signal timing software) and SimTraffic (signal system and vehicle queue estimation software) to review the level of service based on the amount of delay and volume-to-capacity of that intersection. This resulted in a stop-controlled left turn and free-flowing right turn. The traffic modelling found that the left movement is more constrained, which is typical of an intersection. In the AM peak time, this intersection would operate at a level of service "D", which is still acceptable and the PM peak would be level of service "C".

Post-CISG: Additional information on the proposed intersection improvements: A traffic signal warrant was calculated for this proposed intersection using the Transportation Association of Canada (TAC) procedures. (A traffic signal warrant is a condition that an intersection must meet to justify a signal installation/upgrade.) Based on the TAC procedures, a traffic signal will be warranted if the calculated signal warrant exceeds 100-points. Using the 10-year traffic projection along Edmonton Trail, which would be equivalent to full development of all remaining lands along Edmonton Trail, the calculated signal warrant is 65-points—well below the 100-point threshold. This means that the proposed intersection can operate acceptably even 10-years from now, and a traffic signal would not be warranted at that time.

An intersection capacity analysis on the level of service (LOS) was completed using the unsignalized intersection module of the Synchro 11 traffic analysis program. The LOS of the site access road and Edmonton Trail intersection was determined to be level of service “D” in 10-years. For intersection operations, a LOS “D” is deemed acceptable and LOS “E” is when the intersection is approaching capacity. The proposed intersection represents acceptable intersection operation.

**7) Can more information be provided regarding any public feedback received since March 2024?
As well as information on reasons for the Liquor Store land use.**

Yes, this will accompany the upcoming Council Report. (See above.)