

PUBLIC HEARING for Rezoning LDA17-0024

Agenda items and Bylaws

3.11 Bylaw 19264 Amendment to the Windermere Area Structure Plan

3.12 Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

My presentation is to address the bylaws for development of 16449 – 16 Ave NW in the Windermere North community. I am speaking on behalf of the Windermere North Neighbourhood Association (WNHA). See below for speaker information and WNHA information. There are many points of concern that I could address but I want to focus your attention on two points in particular. The first is that the proposal does not ‘facilitate the orderly development of the Windermere neighbourhood’. The second point is that the Transportation Impact Assessment does not realistically represent the traffic impact in the community.

Bylaw 19264 Amendment to the Windermere Area Structure Plan

Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

This rezoning does not facilitate the orderly development of the Windermere neighbourhood. The parcel of land in question and the parcel of land to the south are two properties that were orphaned during the neighbourhood development process. The north property was orphaned when it was owned by the YMCA. As the parcel was not being developed the collector road to the site that should have been retained as 16 Ave was removed to accommodate more single family dwellings.

At the time there were no plans to develop the south parcel of land so there was no road access provided to that site either. The design of the road systems and abandonment of 16 Avenue did not provide for access to the parcels of land in the original design plans. In a proper design multi-family structures such as the one proposed are to be accessed via collector roads. Both of these parcels are at the end of local residential roads.

In an orderly development the most remote locations would be developed with proper access prior to the development of the more central locations. With improper development of multi-family structures the construction traffic is routed on the existing residential streets. The current roads are already over congested as will be shown in the results of the traffic study.

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

A Transportation Impact Assessment was initiated in 2015 with a traffic count information update in 2019 at the intersection of Windermere Boulevard and Windermere Road. The five year old assessment was done during the development of the neighbourhood and is no longer relevant. The 2019 update was done not to look at the traffic in the community but to analyze the operation of the intersection and help in making adjustment to optimize traffic flow. One note from the update stated that ‘most of the time the queues were observed to be cleared within one green

cycle' they could have also stated that for busy hour traffic a wait of three or four green cycles is common.

For my traffic study I looked at three key areas: Whitelaw Drive north route, Windermere Road passes the schools and total traffic on the north leg of Windermere Boulevard and Windermere Road.

The study is based on travel routes for driveability and not on expected roadways for the most expected or direct route. This study is also based on commonly used design parameters and has not been revised to target a selected result. As a 'rule of thumb' traffic studies will use 10 vehicle trips per day generated per household. For this study I have used 7.92 Vehicles per Day (VPD) for single family dwellings (SFD) and 5.81 VPD for multi-family dwellings (MFD). I feel this is more in line with actual traffic and reduces any ideas of inflating the resulting numbers. I have included the traffic study as an attachment to this presentation.

Whitelaw Drive north route. The residential road was designed for traffic of 1000 vehicles per day (VPD). This road currently services the Windermere North and West Pointe communities with a traffic volume of 1719 VPD. If the two parcels of land were to be developed the south parcel zoned RA7 would add 581 VPD. The parcel in question requesting rezoning would add another 1017 VPD. This would place 3317 VPD on infrastructure designed for 1000 VPD. The resulting traffic is 3.3 times the design capacity. A separate roadway to a collector road is required for each parcel of land and should not be routed over existing residential streets. In the documentation is stated that the route between the sites is restricted to emergency vehicles only. It must be noted that the major of the traffic for the sites is routed over the north route of Whitelaw Drive.

Windermere Road – traffic passed the schools. Windermere road passed the schools was designed as a four lane collector road with mitigation. However, with parking on one side and school stopping on the other side this road becomes a two lane collector road designed for up to 10,000 VPD. Note that the employees at businesses in Windermere Plaza have been told to use on street parking as that business customers have more access to on-site parking. The traffic generated within the neighbourhood is calculated to be 9250 VPD without adding school traffic from other communities. If the parcels of land were to be developed the south parcel zoned RA7 would add 726 VPD. The parcel in question requesting rezoning would add 1017 VPD. With this the volume of traffic now totalling 11,223 is well above the expected traffic limits. The K-6 school and the K-9 school with a community playground should never have been located on such a high traffic route. Note that the Alberta Motor Association (AMA) does not support students as School Patrol near the intersection of Windermere Road and Windermere Boulevard. If you done not thing there is a problem, then as of my last count I came across 146 separate traffic signs on Windermere Road in the school zone, this many signs indicate there is a problem.

Windermere Road and Windermere Boulevard – north leg of intersection. As previously stated Windermere Road is used as a two lane collector road with a design capacity of 10,000 VPD. At this location the projected traffic passed the school is increased by an additional 5387 VPD as a result of the traffic generated by the local commercial and family condominium units. This is over 60% above the actual design recommendation. To avoid this leg of the intersection some traffic users in the neighbourhood will go to Windermere Wynd to access Windermere

Boulevard. There is now a plan in place to install traffic lights at the intersection of Windermere Wynd and Windermere Boulevard.

Speaker

Colin Van Buskirk P.Eng

I have been living in Edmonton for over fifty years and have followed the growth and development of the City. I have lived in Millwoods and Riverbend; I have been flooded out, gassed out and overwhelmed by traffic. I am very familiar with weaknesses in infrastructure. I have experience in all aspects of infrastructure from planning, design, and construction and to finance. I was the first resident in Windermere North and am well familiar with the neighbourhood growth and development.

I represent the Windermere North Neighbourhood Association (WNHA) that was formed in 2012 to monitor community development and provide a neighbourhood social network. The WNHA was formed prior to Windermere North being included in the Greater Windermere Community League (GWCL). The WNHA works closely with the GWCL with common members and at times has common executive members.