

**BYLAW 2257/D&P/06**

**BEING A BYLAW OF THE TOWN OF STONY PLAIN IN THE PROVINCE OF ALBERTA FOR THE PURPOSE OF AMENDING THE WILLOW PARK AREA STRUCTURE PLAN BYLAW 2105/D&P/00 AND SUBSEQUENT AMENDING BYLAW 2125/D&P/01**

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The Council of the Town of Stony Plain in the Province of Alberta, enacts that the Willow Park Area Structure Plan Bylaw 2105/D&P/00 and subsequent amending Bylaws 2125/D&P/01 be amended as follows:

1. That this Bylaw 2257/D&P/06 is to be cited as the “Willow Park Area Structure Plan Amendment”.
2. That Schedule “A” attached hereto is hereby adopted as part of this Bylaw.
3. If any portion of this bylaw is declared invalid by a court of competent jurisdiction, then the invalid portion must be severed and the remainder of the bylaw is deemed valid.
4. That this bylaw shall come into force and take effect upon the date of third reading and signing in accordance with Section 213, Municipal Government Act, Revised Statutes of Alberta 2000.

Read a first time this 8<sup>h</sup> day of May, A.D. 2006.



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Mayor Donna Cowan



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Randy Dubord, CMA  
Director, Finance and Administration

Public Hearing held on 12<sup>th</sup> day of June, A.D. 2006.

Read a second time this 12<sup>th</sup> day of June, A.D. 2006.

Read a third time this 12<sup>th</sup> day of June, A.D. 2006.

Digital Signature  
Not Available

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Deputy Mayor Dee Louis



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Randy Dubord, CMA  
Director, Finance and Administration

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**DURRANCE  
PROJECTS**

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DURRANCE PROJECTS LTD.  
EDMONTON, ALBERTA

File: 50312  
Date: April 20, 2006

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Town of Stony Plain  
4905-51 Avenue  
Stony Plain, AB  
T7Z 1Y1

Attn: Ross Sharp

**Re: Willow Park Area Structure Amendment  
Amending Bylaw 2105/D&P/00 and subsequent Amendment 2125/D&P/01**

Our client would like to apply for an amendment to the current Willow Park Area Structure Plan. The proposed amendment allows for changes to the roadway pattern at the north end of the plan area and changes the industrial land use in the south west corner to a commercial site to conform to the existing zoning.

These road plan changes at the north end of the plan area will involve some updates to the overall servicing concepts which have been revised to suit and included with this application.

In support of the proposed ASP Amendments we enclose:

Figure 3 (Revised)	Development Concept	Our reference: 50312-SK12
Figure 4 (Revised)	Water Distribution	Our reference: 50312-SK13
Figure 5 (Revised)	Sanitary Sewerage	Our reference: 50312-SK14
Figure 6 (Revised)	Storm Drainage	Our reference: 50312-SK15
Figure 7 (Revised)	Transportation	Our reference: 50312-SK16
Figure 8 (Revised)	Staging	Our reference: 50312-SK17

Applicable text changes to the current Willow Park ASP relating to Section 3.0 Development Concept and Section 4.0 Municipal Servicing & Transportation.

Letter addressing the servicing concept for this proposed ASP Amendment.

As development is planned to proceed in this area in the spring of 2005 we look forward to the Town of Stony Plain amending the Area Structure Plan to allow for this development timing.

Sincerely,  
DURRANCE PROJECTS LTD.

Eric J. Durrance, P. Eng.

Enclosure

Cc Doug Little – Maryland Management

*Proposed Text Changes to:*

**TOWN OF STONY PLAIN  
WILLOW PARK  
AREA STRUCTURE PLAN  
August 2000**

**Section 3.0 THE DEVELOPMENT CONCEPT**

Section 3.1 Development Objectives

Revise Figure 3 DEVELOPMENT CONCEPT (revised plan attached)

Revise Table 2: Willow Park Land Use Breakdown as follows:

	<b>Hectares</b>	<b>Acres</b>	<b>Percent</b>
<b>Gross Developable Area <sup>1</sup></b>	25.89	63.98	100
East/West Collector Road	2.02	4.99	7.80
Municipal Reserve	0.851	2.102	5.02
Institutional	0	0	0
Commercial	0	0	0
Residential Roads	3.31	8.18	12.76
<b>Net Residential <sup>2</sup></b>	19.07	47.12	73.66
Single Family	16.33	40.35	63.07
Multifamily	2.74	6.77	10.58

Section 3.2 Overview of the Development Concept

The development concept recognizes the aspirations of the owners of the three parcels comprising the Willow Park comprising the Willow Park plan area. As such, the northerly 4.05 hectare parcel is proposed to be developed as an institutional church complex, while the 2.43 hectare parcel located along 79<sup>th</sup> Avenue, in the south portion of the plan area, is designed so that it can be developed independent of the surrounding lands. The balance of the plan area is to be developed primarily for single family purposes.

The multifamily sites are located in two distinct areas of the plan with one area developed previously and one future area shown in the north west area.

There are no plans for an east/west collector roadway and all internal collector roadways are intended to allow for traffic access and egress from 79<sup>th</sup> Avenue and 48<sup>th</sup> Street. Allowance has been made for future access to the Church property and the John Paul II School site further north.

The minor collector roadway within the Willow Park lands services a relatively small development area and will result in relatively low traffic volumes, so that safety will not be compromised with lots fronting onto this roadway. The low volume of traffic anticipated from the internal collector roadway serving a relatively small development area provides for a small cohesive neighborhood unit as per those Municipal Development Plan policies directed at new communities.

The proposed access to 79<sup>th</sup> Avenue will provide a third connection for traffic to the perimeter roadways and will provide for direct access to lots fronting this roadway and for access to the balance of the residential land use to the west.

A linear open space park system is proposed to extend through the residential area to link with the school to the north, and the Atim Creek natural area reserve lands to the east. Flaring of the linear feature at strategic locations may allow for local playground development.

### Section 3.5 Parks and Open Space

The design concept provides for a central linear park feature which links Willow Park with the Atim Creek natural area and existing school facilities to the east, and John Paul II School and the Whispering Waters neighborhood to the north. The linear feature will allow for playground development to serve future residents. The linear feature is wholly contained within the parcel owned by 865144 Alberta Ltd. And comprises some 2.41 hectares (5.96 acres). This area corresponds to the amount of Municipal Reserve owing under existing Deferred Reserve Caveat #002 059 857. A Deferred Reserve Caveat is also registered on the Baptist Church site. However, no caveat is registered on title for the 2.43 hectare country residential parcel. Dedication of Municipal Reserve will be completed by land dedication from the north west portion of the plan, or cash-in-lieu, or a combination of the two.

### Section 3.6 Commercial

The existing commercial site will be developed subject to satisfactory access to 79 Avenue and 48<sup>th</sup> Street.

## **Section 4.0 MUNICIPAL SERVICES AND TRANSPORTATION**

### Section 4.3 Sanitary Sewerage

Sanitary discharge from Willow Park will be connected to the Town's East Sanitary Trunk Sewer, which bounds the site to the east (see Figure 5). Connection to the existing East Sanitary Trunk Sewer will be dictated by topography, it is likely that multiple connections will be made to the sewer in order to achieve adequate depth of cover within the development area. Developability of the extreme north west portion of the site, proposed for multi-family development, is dependent upon the feasibility of raising its elevation to allow sanitary drainage to flow eastward by gravity.

### Section 4.4 Storm water Drainage

In accordance with the requirements of the Town, storm drainage from Willow Park will be directed to the existing ditch to the east of the development area, known as Stream Course #3 (see figure 6). This watercourse has been designed to accommodate storm water discharge. A storm water pond will be constructed to meet Alberta Environment criteria for discharge rates and water quality. Developability of the extreme north west portion of the site, proposed for multi-family development, is dependent upon the feasibility of raising its elevation to allow storm drainage to flow eastward by gravity.

#### Section 4.6 Transportation (Text by Bunt & Associates)

Access into Willow Park is currently provided from a single stop-controlled approach to 48<sup>th</sup> Street. Willow Park Road (collector roadway) intersects 48<sup>th</sup> Street approximately 320 m north (centerline to centerline) of 79<sup>th</sup> Avenue. At this time, there is a single northbound and a single southbound lane along 48<sup>th</sup> Street through the intersection. No improvements to date have been made to 48<sup>th</sup> Street in the immediate vicinity of the neighborhood access.

An additional access into Willow Park from 48<sup>th</sup> Street is planned approximately 350m north of the existing Willow Park Road intersection. This second access represents the extension of Willow Park Road as a looped collector roadway through the subdivision. In the longer term time frame, a third area access is planned to be developed to 79<sup>th</sup> Avenue, about 330m east of 48<sup>th</sup> Street.

48<sup>th</sup> Street currently exists as an approximate 8.0m wide, 2-lane rural carriageway adjacent to the west edge of the plan area and currently functions as a north-south arterial facility through Stony Plain. The Functional planning Study (FPS) prepared for 48<sup>th</sup> Street identified the upgrading of 48<sup>th</sup> Street from 2 to 4 lanes adjacent to the plan area could be required within an approximate 10 to 15 year time frame.

Although the FPS identifies left turn development at the existing Willow Park intersection, the development of a left turn lane at the more northerly site access has been deemed a more appropriate location for intersection improvements in the First Stage of the 48<sup>th</sup> Street roadway improvement program. Roadway improvements associated with the more northerly access will also result in greater separation between the end of the intersection improvements and the beginning of intersection improvements anticipated at the 48<sup>th</sup> Street/79<sup>th</sup> Avenue intersection.

The more northerly of the two Willow Park accesses along 48<sup>th</sup> Street was anticipated to accommodate more southbound left turning vehicles as it represents the first access into the development area from the north and as such, was deemed to represent the preferred location for southbound left turn accommodation. The development of a dedicated southbound left turn lane at this location will mitigate traffic flow impacts associated with left turning vehicles as development activity continues to occur within Willow Park.

Based upon a review of Alberta Transportation left turn warrant guidelines which take into account design speed, percentage of truck traffic activity, left turn vehicle movements, advancing traffic volumes and opposing traffic volumes, a Type IIIa intersection was identified to be required based on a strict interpretation of these guidelines.

It is of note that full build-out of the Willow Park neighborhood can be accommodated at a single access location (it has been estimated that at full build out, the residential units could generate in the order of about 4,200 two way vehicle trips on a daily basis (typical thresholds for collector roadways are 5,000 two-way vehicle tips per day)). A second access identified in the ASP, representing the extension of Willow Park Road to 48<sup>th</sup> Street in the north end of the plan area

would provide the neighborhood with more than adequate access. The timing of the construction of the north access is therefore less critical than the timing of off-site roadway improvements which include the construction of southbound left turn accommodation. Given that the northerly 48<sup>th</sup> Street access is not required from a neighborhood traffic accommodation perspective, the construction/timing of this roadway segment is best considered when land use activity in the north sector of the plan area is confirmed. Notwithstanding the above, southbound left turn bay accommodation could be considered at either of the two area accesses.

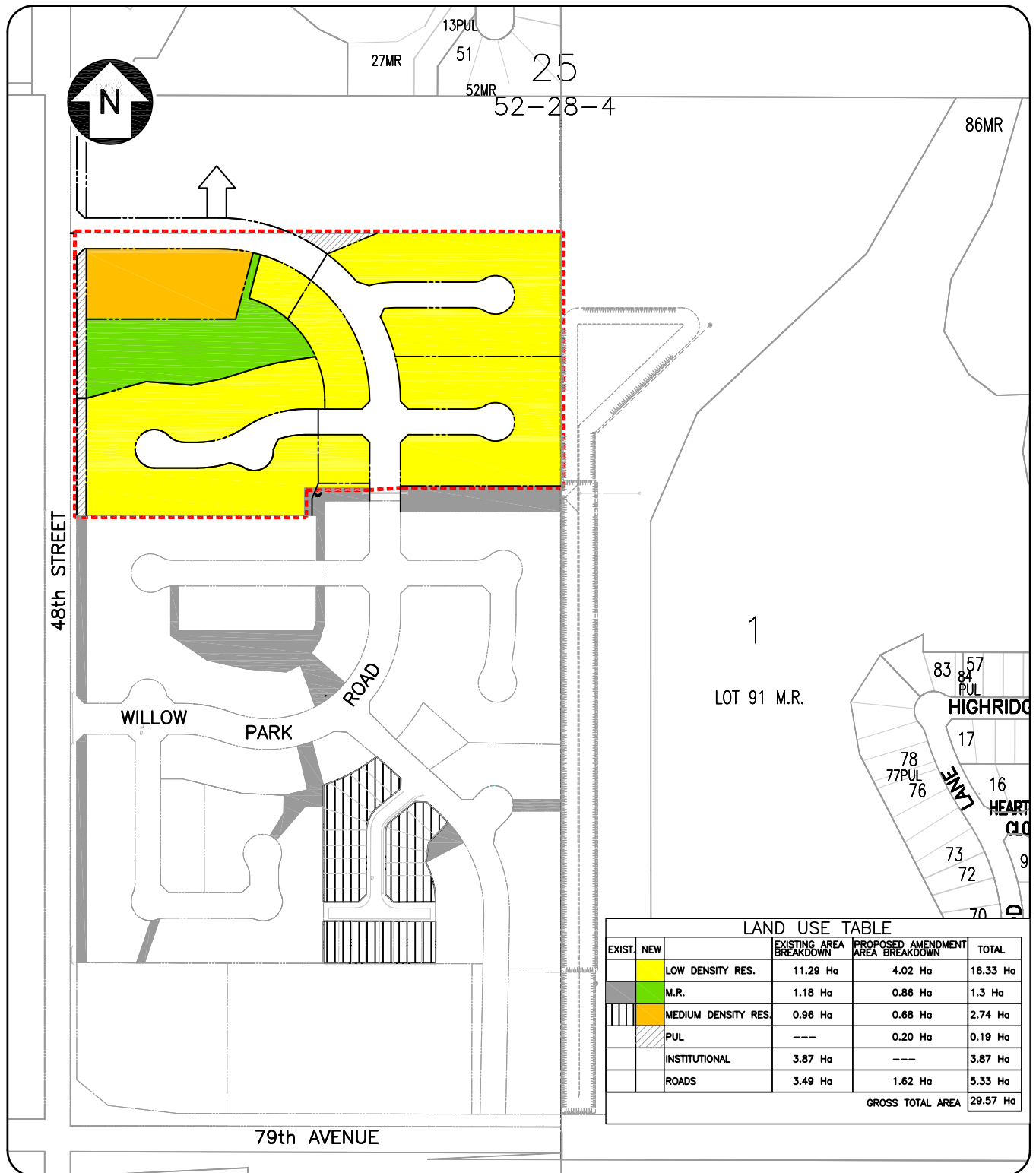
It is also of note that the third access to the Willow Park neighborhood (79<sup>th</sup> Avenue) is not necessary from a neighborhood traffic accommodation perspective and as such it represents an access of convenience. It's construction/timing should be considered along with the development of the most southerly, undeveloped portion of the neighborhood.

All roadways constructed within Willow Park should comply with Town of Stony Plain roadway design guidelines contained within the Town's Servicing Standards Manual. Variations to these standards could be considered at the time of detail design, subject to Town approvals.

Bunt & Associates report addressing the Access Considerations is appended to this ASP Amendment.

#### Section 4.9 Staging

The proposed staging pattern is shown on Figure 8. The balance of the development area at the north end has been staged based on the servicing requirements.



LAND USE TABLE					
EXIST.	NEW		EXISTING AREA BREAKDOWN	PROPOSED AMENDMENT AREA BREAKDOWN	TOTAL
		LOW DENSITY RES.	11.29 Ha	4.02 Ha	16.33 Ha
		M.R.	1.18 Ha	0.86 Ha	1.3 Ha
		MEDIUM DENSITY RES.	0.96 Ha	0.68 Ha	2.74 Ha
		PUL	----	0.20 Ha	0.19 Ha
		INSTITUTIONAL	3.87 Ha	----	3.87 Ha
		ROADS	3.49 Ha	1.62 Ha	5.33 Ha
GROSS TOTAL AREA					29.57 Ha

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STONY PLAIN, ALBERTA

## WILLOW PARK AREA STRUCTURE PLAN

FIGURE 3: DEVELOPMENT CONCEPT

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JOB NUMBER:

DRAWN BY: SAC

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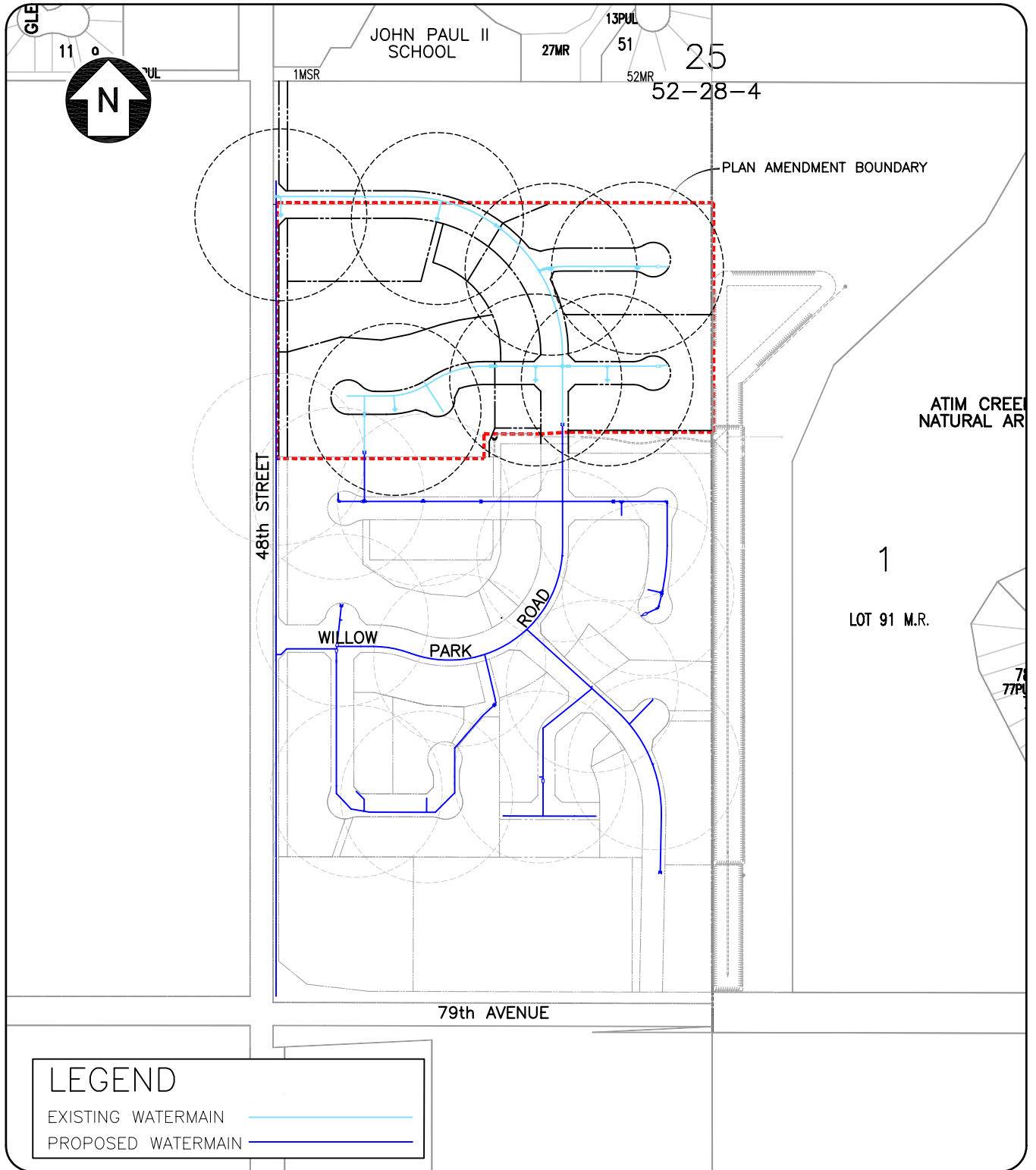
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DATE: 05/02/01

SK12

LAST EDIT DATE: 05/02/01



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WILLOW PARK

FIGURE 4: WATER DISTRIBUTION

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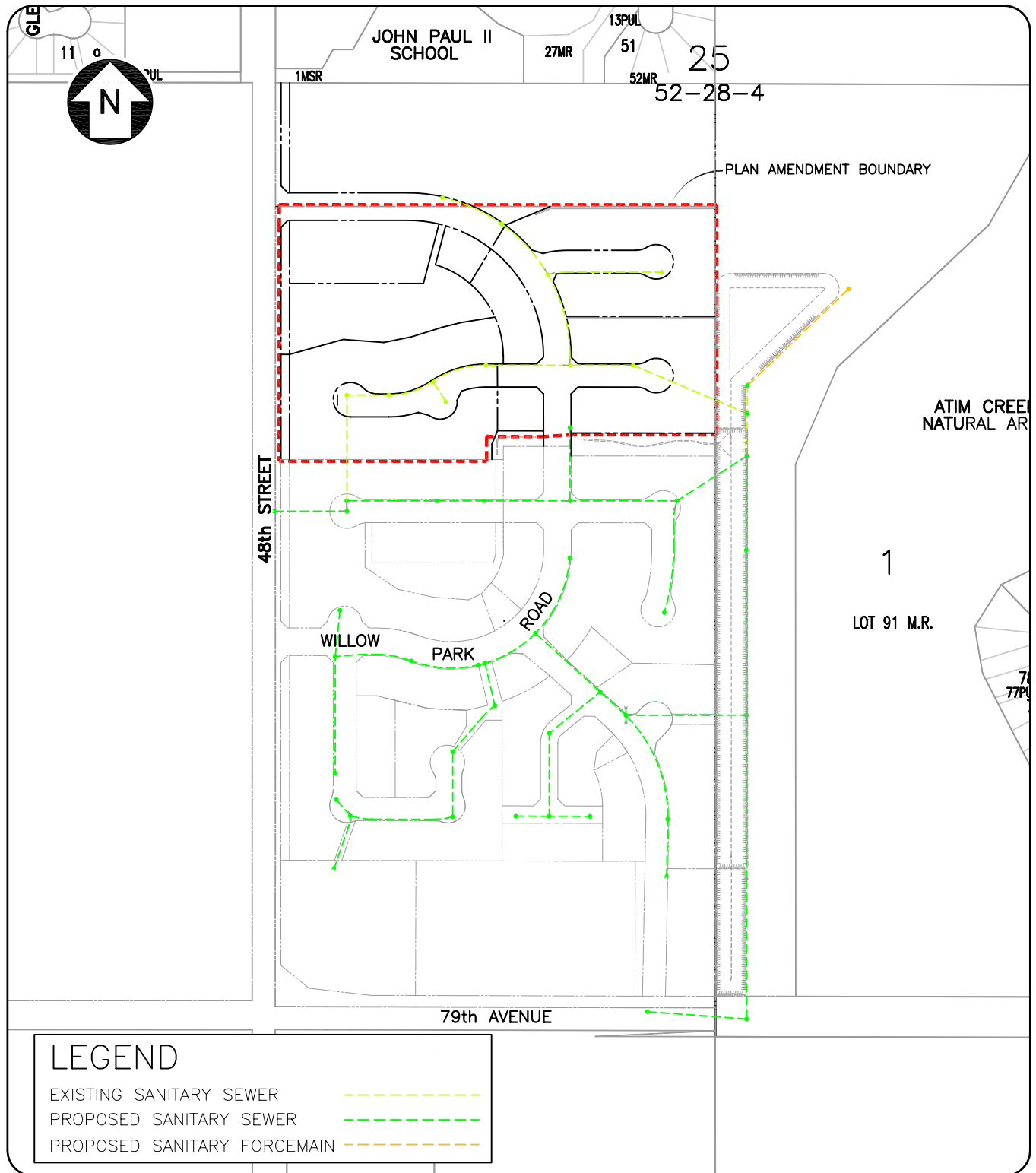
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FIGURE 5: SANITARY SEWERAGE

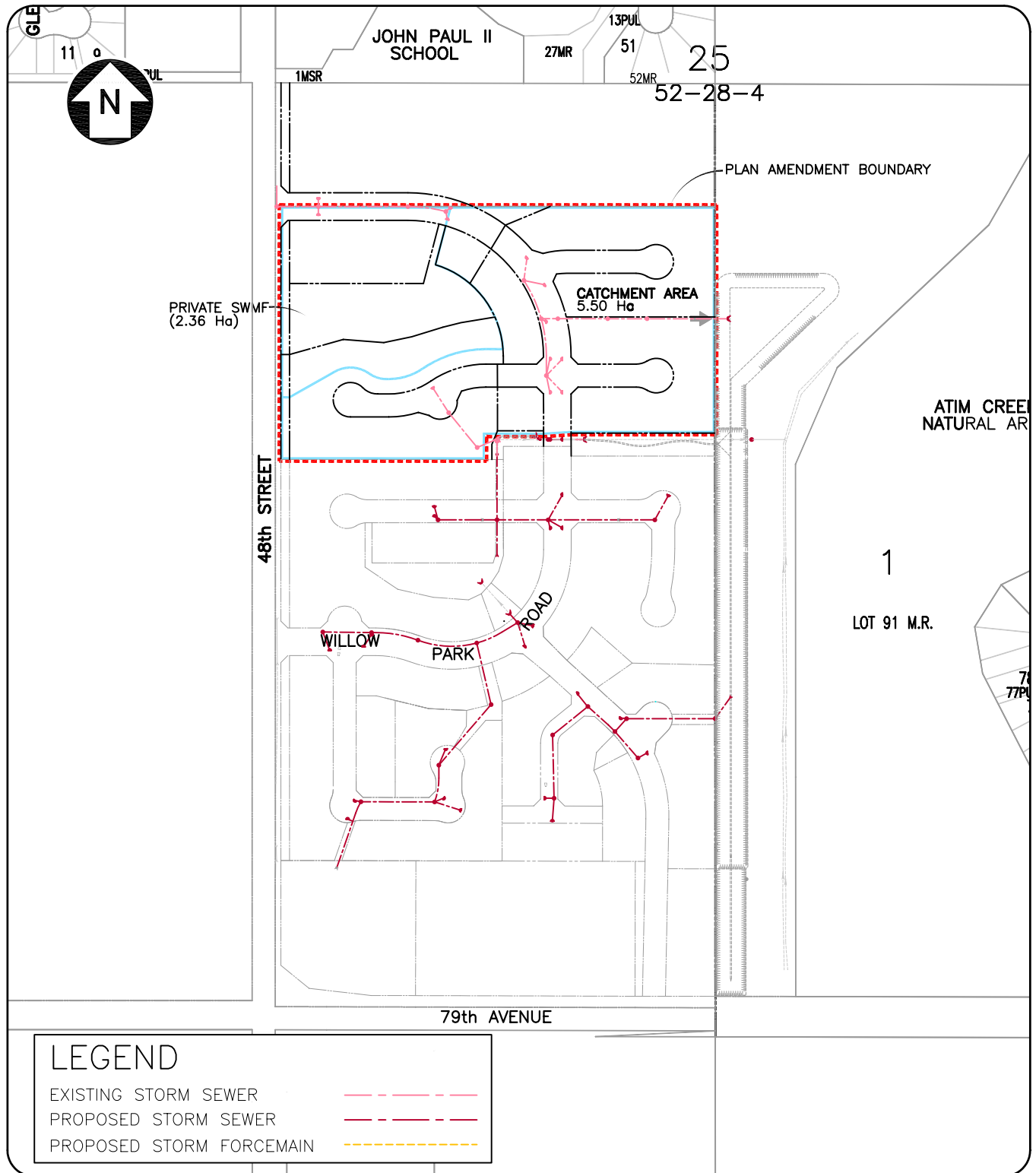
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## LEGEND

EXISTING STORM SEWER  
 PROPOSED STORM SEWER  
 PROPOSED STORM FORCEMAIN

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WILLOW PARK

FIGURE 6: STORM DRAINAGE

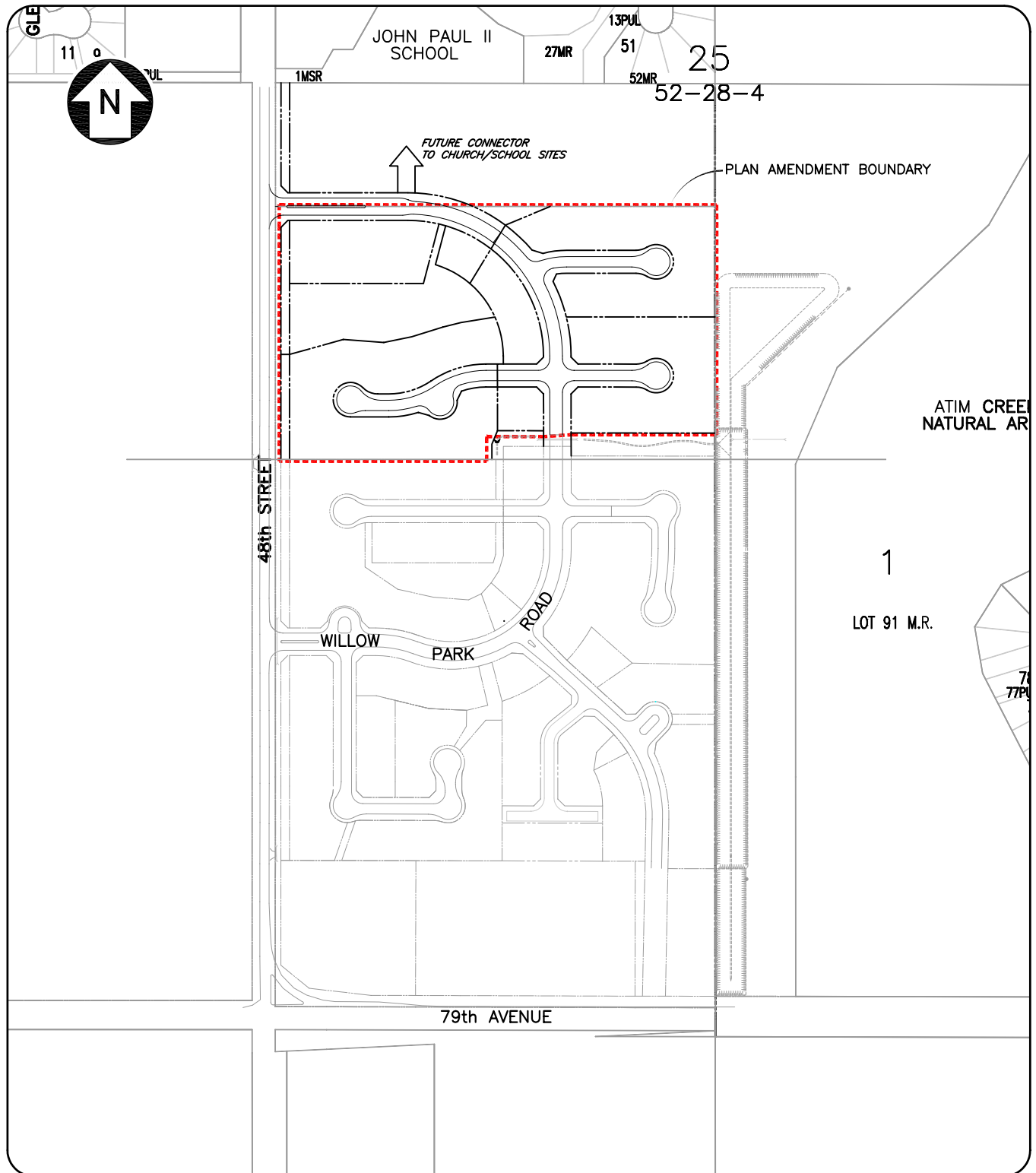
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 SK15

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FIGURE 7: TRANSPORTATION

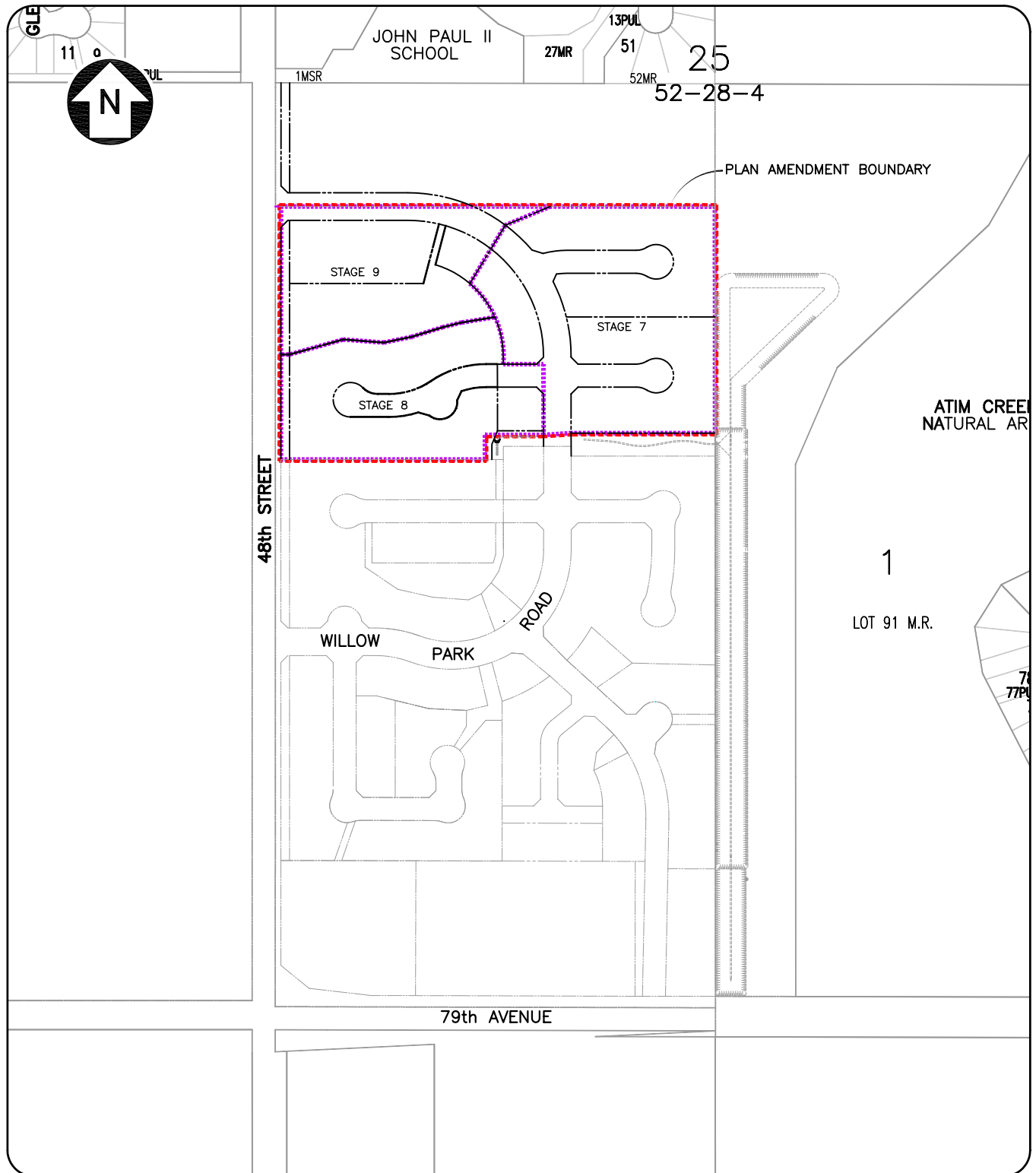
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DRAWING NUMBER: SK16

LAST EDIT DATE: 05/03/08



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WILLOW PARK

FIGURE 8: STAGING

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SK17

LAST EDIT DATE: 05/02/01

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# DURRANCE PROJECTS

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DURRANCE PROJECTS LTD.  
EDMONTON, ALBERTA

File: 50312  
Date: April 13, 2006

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Town of Stony Plain  
4905-51 Avenue  
Stony Plain, AB  
T7Z 1Y1

Attn: Ross Sharp

**Re: Willow Park Area Structure Amendment  
Servicing**

In support of the ASP Amendment application we have provided some clarification on the servicing concept for this area of the development. The proposed amendment to the ASP is based on:

- change to the internal roadway pattern at the north end of the site
- provide for future connection to the Church use property at the extreme north end of the development area
- address the transportation connection to 48<sup>th</sup> Street (Bunt Report dated March 30, 2006)
- the storm water discharge from the multifamily area will be handled by private on-site storage and controlled release discharged to 48<sup>th</sup> Street road ditches (provision will have to also be made for future urban standards for this roadway (ie connection to storm piping)
- the sanitary sewage flow from the amended plan area (Phase 8A) will be by a gravity connection to the existing sanitary sewer. A private sewage lift station may be required to service the multifamily site depending on the final grades for this development. The Church use property will be either serviced from the existing sanitary sewer on 48<sup>th</sup> Street or alternatively connected to the internal sanitary sewer mains within the Willow Park development.

We trust the servicing concepts for the proposed ASP Amendment are acceptable to the Town of Stony Plain.

Sincerely,  
DURRANCE PROJECTS LTD.

Eric J. Durrance, P. Eng.

Enclosure

Cc Doug Little – Maryland Management

March 30, 2006

Town of Stony Plain  
Planning and Infrastructure Department  
4905-51 Avenue  
Stony Plain, Alberta  
T7Z 1Y1

Attention: Ross Sharp, Director

Reference: **Willow Park, Stony Plain Alberta**  
**48<sup>th</sup> Street, Access Considerations**

At the request of Solalta, we have reviewed our previous traffic operational assessment, completed in June 2005 (Appendix A), for the 48<sup>th</sup> Street corridor adjacent to the Willow Park residential area, north of 79<sup>th</sup> Avenue. The land use schedule and assumptions made at that time have been compared to the Willow Park land use schedule as it is currently understood.

The following brief presents a summary of our assessment and findings, which were based on discussions with yourself, a review of the approved Functional Planning Study (FPS) prepared by Al-Terra Engineering for Highway 779 (48 Street) and Highway 628 (79 Avenue) through the Town of Stony Plain, and a review of Alberta Transportation's Highway Geometric Design Manual. We are pleased to advance the following submission.

## **Willow Park Neighbourhood Characteristics**

### **Land Use Schedule**

Located north of 79<sup>th</sup> Avenue and east of 48<sup>th</sup> Street, the approved Willow Park residential neighborhood currently consists of about 181 single family lots and about 25 multi family units (Adult Duplex Site) representing a total of about 206 residential units. At full build out, the neighbourhood is anticipated to accommodate about 241 single-family and about 105 multi family units between 79<sup>th</sup> Avenue and the north boundary of the site (346 total units). A total of 36 of these future units will be accessed via the extension of an existing collector roadway (Willow Way) as a future connection to 79<sup>th</sup> Avenue. **Table 1** on the following page presents a summary of the existing and proposed land use schedule for the neighbourhood. It should be noted that this unit count does not include the corner multi-family parcel which will take access directly from 48<sup>th</sup> Street and 79<sup>th</sup> Avenue.

**Transportation Planners  
and Engineers**

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**Table 1: Willow Park Land Use Schedule**

<b>Stage</b>	<b>Single Family</b>	<b>Multi Family</b>	<b>Total</b>	<b>Comments</b>	<b>Developed Parcels (By end of 2006)</b>
Stage 1	16		16	Approved	16
Stage 2 and 2A	22	25	47	Approved	47
Stage 3A and 3B	40		40	Approved	40
Stage 4	15		15	Approved	15
Stage 5	25		25	Approved	15
Stage 6	21		21	Approved	20
Stage 7	42		42	Approved	12
<b>Sub - total</b>	<b>181</b>	<b>25</b>	<b>206</b>	Approved	<b>165</b>
Stage 8	24		24	Pending	6
<b>Sub - total</b>			<b>230</b>		<b>171</b>
Stage 9 (assumed)		80	80	Future	
<b>Sub - total</b>	<b>205</b>	<b>105</b>	<b>310</b>		
Future Stages	36		36	Future	
<b>Total</b>	<b>241</b>	<b>105</b>	<b>346</b>		

Most recently, 42 single family parcels were approved by the municipality. These units are generally located on either side of Willow Park Road in Stage 7. Housing starts have been initiated on about 5 of these parcels. Housing construction in other areas of the neighbourhood is also ongoing. At this time, it is noted that about there may be about 40 parcels within the existing approved plan area which remain undeveloped at present.

In addition to the single family units and the existing Adult Duplex multi-family site, a second multi-family site is planned to be developed in the northwest quadrant of the Willow Park development area. It is anticipated that a maximum of 80 units could be developed on this site.

As can be determined from Table 1, about 60% of the residential units planned to be developed in the neighbourhood have received approval from the Town of Stony Plain. Of these approved units, about 80% of the units are currently generating a traffic demand to and from the area.

#### Neighbourhood Access Plan

Access to the Willow Park neighborhood is currently provided from a single stop-controlled approach to 48<sup>th</sup> Street. This collector roadway, Willow Park Road, intersects 48<sup>th</sup> Street approximately 320 m north (centerline to centerline) of 79<sup>th</sup> Avenue. At this time, there is a single northbound and a single southbound lane along 48<sup>th</sup> Street through the intersection. No improvements to date have been made to 48<sup>th</sup> Street in the immediate vicinity of the neighbourhood access.

An additional access to 48<sup>th</sup> Street is planned approximately 350m north of the existing Willow Park Road intersection. This second access represents the extension of Willow Park Road as a looped collector roadway through the Willow Park subdivision. In the longer term time frame, a third neighbourhood access is planned to be developed to 79<sup>th</sup> Avenue, about 330m east of 48<sup>th</sup> Street.

48<sup>th</sup> Street currently exists as an approximate 8.0m wide, 2-lane rural carriageway adjacent to the west edge of the plan area and currently functions as a north-south arterial facility through Stony Plain. The FPS identified the upgrading of 48<sup>th</sup> Street from 2 to 4 lanes adjacent to the plan area could be required within an approximate 15 year time frame.

### **Proposed Subdivision**

The subdivision currently being proposed includes 24 single family units in the northwest sector of the plan area (Stage 8). Subject to Municipal approvals, the total number of residential units within the neighbourhood would be in the order of 230 units. Of this total unit count, it has been projected that about 171 of these units (about 75%) will be occupied by the end of 2006. No off-site roadway improvements or additional accesses are proposed to be constructed with this subdivision stage.

### **Willow Park Traffic Characteristics – June 2005 Assessment**

#### ***Operational Assessment***

Intersection turning movement counts were completed in April, 2005 to determine peak Weekday AM and PM traffic activity at the intersection of Willow Park Road and 48<sup>th</sup> Street. In the order of 130 single family units were occupied at the time of the intersection counts.

Traffic operational intersection assessments were completed at the Willow Park Road/48<sup>th</sup> Street intersection for the weekday AM and PM peak hours to assess operating conditions. The intersection assessments completed indicated that the Willow Park Road/48<sup>th</sup> Street intersection operated at acceptable levels of service under current roadway geometry in both the AM and PM peak hours. It has been determined that approximately 15 new housing starts have occurred since the April, 2005 traffic counts. It is anticipated that overall levels of service at the Willow Park Road and 48<sup>th</sup> Street intersection continue to be appropriate with the addition of 15 new housing starts.

During the completion of the turning movement surveys, the length of southbound queue was also observed. As a single southbound lane currently exists, a southbound left turning vehicle opposed by oncoming northbound traffic blocks southbound flow while waiting for an appropriate gap in the northbound traffic to negotiate the left turn. The observation identified queues in the order of two to three vehicles on a number of occasions during the PM peak hour. However, the observations also noted that the queues did not result in any significant delays for southbound through traffic.

A traffic operational assessment was also completed assuming full build-out of the Willow Park Neighborhood. Short term and long term peak hour background volumes were estimated based on the AADT volumes forecast in the FPS. Based on the assessment completed, the two all-directional accesses into the development area from 48<sup>th</sup> Street were anticipated to operate at appropriate levels of service upon full build-out of Willow Park.



### ***Left Turn Warrant Analysis***

As previously identified, two accesses into the Willow Park area will ultimately be provided from the 48<sup>th</sup> Street corridor. Based upon a review of the distribution and assignment of traffic generated by the ultimate development of Willow Park, the more northerly of the two site accesses was anticipated to accommodate more southbound left turning vehicles as it represents the first access into the development site from the north.

Based upon a review of Alberta Transportation left turn warrant guidelines which take into account design speed, percentage of truck traffic activity, left turn vehicle movements, advancing traffic volumes and opposing traffic volumes, a Type IIIa intersection was identified to be required based on a strict interpretation of these guidelines.

### **Current Considerations**

Based on a review of the current and proposed land use schedule, the north neighbourhood access location continues to be the preferred location for separate southbound left turn accommodation. The development of a dedicated southbound left turn lane at this location will mitigate traffic flow impacts associated with left turning vehicles as development activity continues to occur within Willow Park.

It is of note that full build-out of the Willow Park neighborhood can be accommodated at a single access location (it has been estimated that at full build out, the residential units could generate in the order of about 4,200 two way vehicle trips on a daily basis (typical thresholds for collector roadways are 5,000 two-way vehicle tips per day)). A second access identified in the ASP, representing the extension of Willow Park Road to 48<sup>th</sup> Street in the north end of the plan area, therefore would provide the neighborhood with more than adequate access. The timing of the construction of the north access is therefore less critical than the timing of off-site roadway improvements which include the construction of southbound left turn accommodation.

The currently proposed 24-lot subdivision is not anticipated to generate any significant traffic activity prior to 2007. Based on discussions with Willow Park management, it has been determined that possibly 5 or 6 lots could have housing starts by the end of 2006.

Assuming construction of intersection improvements at the north access in the 2007 construction season, municipal approval of the proposed 24 lot subdivision could be considered with the condition that construction of a left turn lane (Type III intersection) on 48<sup>th</sup> Street, at either of the two accesses to 48<sup>th</sup> Street be completed in 2007. The delay in implementing these roadway and intersection improvements until 2007 should not unduly interfere with or affect existing intersection operations at the existing Willow Park Road access.

Although the FPS identifies left turn development at the existing Willow Park intersection, the development of a left turn lane at the more northerly site access has been deemed a more appropriate location for intersection improvements in the First Stage of the 48<sup>th</sup> Street roadway improvement program. Roadway improvements associated with the more northerly access will also result in greater separation between the end of the intersection improvements and the beginning of intersection improvements anticipated at the 48<sup>th</sup> Street/79<sup>th</sup> Avenue intersection.

## Conclusions

Based upon the assessment completed the following key study findings advanced:

- Ultimate traffic generation from Willow Park can be accommodated by the existing single all directional access location. The addition of a second access location (planned north of the existing access) would provide for more than adequate access to the neighborhood.
- The north access is the preferred location for southbound left turn lane development. A Type III intersection represents an appropriate design to accommodate anticipated left turn movements.
- A Type III intersection should be constructed by the end of the 2007 construction season. In the event that the northerly Willow Park Road connection is not constructed within this time frame, the Type III intersection should be completed at the existing Willow Park Road intersection.
- Given that the northerly 48<sup>th</sup> Street access is not necessary from a neighborhood traffic accommodation perspective, the construction/timing of this roadway segment is best considered when land use activity in the north sector of the plan area is confirmed.
- It is also of note that the third access to the Willow Park neighborhood (79<sup>th</sup> Avenue) is not necessary from a neighborhood traffic accommodation perspective and as such it represents an access of convenience. It's construction/timing should be considered along with the development of the most southerly, undeveloped portion of the neighborhood.

It is anticipated that the assessment meets with your immediate needs and requirements and represents a rational and systematic assessment methodology. Please do not hesitate to contact us should you require any further information or clarification regarding our submission.

Respectfully submitted,

**BUNT & ASSOCIATES**

Per:

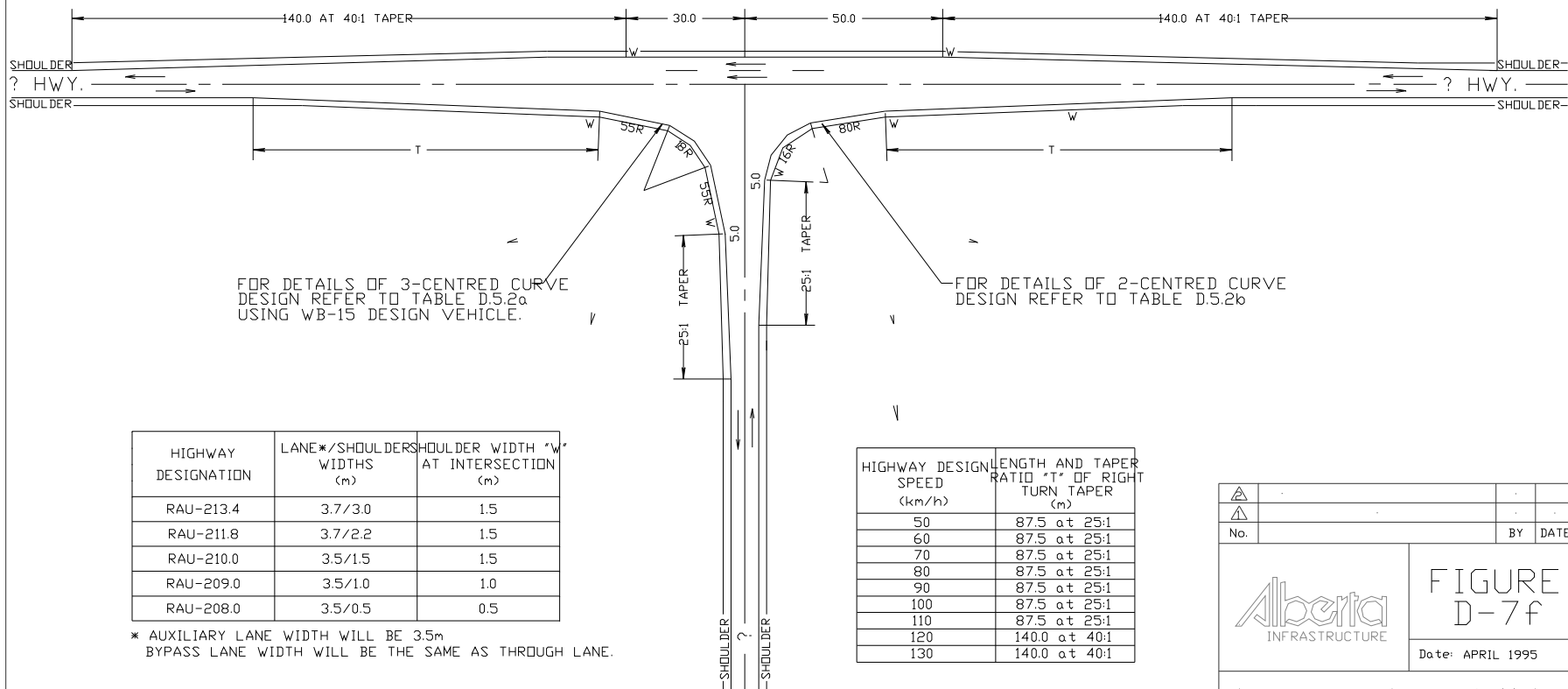
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Principal

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Attachments

## Alberta Transportation Type IIIa Intersection Treatment

NOTE 1: DIMENSIONS SHOWN ARE FINISHED SURFACE PAVEMENT WIDTHS.  
ADDITIONAL SUBGRADE WIDTHS TO BE PROVIDED TO ALLOW  
FOR DEPTH OF BASE COURSE AND PAVEMENT.



△			
△			
No.		BY	DATE
		<b>FIGURE D-7f</b> Date: APRIL 1995	
<b>INTERSECTION TREATMENT (TYPE IIIa)</b> (TWO- LANE HIGHWAY)			
Prepared By: Cgk	Checked By: B.K.	Scale: N.T.S.	PAGE D-123