

WHAT WE HEARD REPORT

New Neighbourhood Structure Plan - Gorman (LDA16-0502)

PROJECT ADDRESS: North of 153 Avenue NW and east of Manning Drive

PROJECT DESCRIPTION:

- Amendment to the Pilot Sound Area Structure Plan
- New Gorman Neighbourhood Structure Plan

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Advance Notification & Open House Invitation	Mailed on November 21, 2016	786 recipients
Open House	December 6, 2016	16 people Media - Global news
Other Feedback	Ongoing	2 calls

ABOUT THIS REPORT

The information in this report includes responses to the application notification and feedback gathered during and after the December 6th, 2016 open house. This report is shared with everyone who has emailed the file planner (Sarah Ramey) directly, and all attendees who provided their email address during the event on December 6th, 2016. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed NSP advances to Public Hearing this report will be included in the information provided to City Council.

MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City Staff (Planning Coordination and Transportation Planning and Engineering) and the Applicant. The meeting also included a brief presentation on the planning process by Sustainable Development and an overview of the NSP vision by the Applicant. Participants were invited to share their general feedback on comment forms and through a "Graffiti wall" which featured three questions:

- What features of the NSP do you like?
- Are there other features that should be included in this NSP?
- What are your main concerns about the NSP?

We received a total of 7 forms, and 4 of these forms had additional comments on the application. The comments and questions we received are summarized by main themes below.

FEEDBACK SUMMARY

The most common comments included:

- **Land Use Designations:** Concerns and suggestions for alternative land uses for certain properties, concerns about over-utilization of the pocket parks, and support for higher density around the LRT.
 - **Road Layout:** Concern about the road layout on the west side of the neighbourhood, and concern about the timing of 153 Avenue upgrades to support additional development.
 - **Transportation:** Concern about the potential for risk/noise/vibration associated with the rail and LRT, and the potential for 153 Ave traffic to be blocked.
 - **Other:** Positive comments that the Plan was moving ahead, and suggestions regarding small typos and points of clarification on the maps.
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WHAT WE HEARD

Land Use designations:

- Big guys sticking it to the little guys, the City needs to protect the rights of the small investors also.
- The Industrial Business designation for the parcel north of the cemetery is no longer appropriate, as direct access to Manning Drive has been removed since the ASP was approved. furthermore, the proximity to the LRT makes residential the more appropriate choice for this area as it could be connected by pathways and walkways.
- The parcel on the southeast could be appropriate as a crematorium, as there is community demand. It should be shown as commercial (or a different zoning) to allow for this.
- A lot of people walk along the tracks from AB Hospital - can we have a path please?
- Pocket parks may be overcrowded if isolated, this is happening in McConachie.
- Encourage/incentivize development of high rise apartments/condos adjacent to the Gorman LRT station, there is little high-rise development adjacent to the existing LRT stations.

Road Layout:

- A few roads need to change.
- Why erase Fort Road - it is a nice icon.
- The road configuration by Fort Road and the rail make it difficult to develop the property.
- Need to protect residential area between 34 Street and railroad from industrial traffic - industrial traffic should go north to 167 Avenue then back south on the former Fort Road
- Traffic in area has increased dramatically since the Henday opening. Street lights and widening of 153 Avenue need to happen before further development.

Rail/LRT:

- Concerns regarding the impact of the LRT line along CN line with respect to noise and traffic congestion. Currently back onto the CN line and am disturbed by the noise and vibrations - adding an LRT line with increased frequency without a full sound barrier wall will increase the noise and decrease re-sale value.
- Concern about noise, vibrations, the risk of derailment.
- Ensure planning is in place in conjunction with the railway and federal government to develop a 153 Avenue and 144 Avenue underpass/overpass so first responders are not blocked by traffic.

Postive comments:

- I like the extension of the LRT
- I like that the NSP is finally moving along.

Clarifications/Typos/Map Updates:

- Would like the LRT line and rail line shown as separate symbols on the map.
 - Cemetery is misspelled on the map.
 - The road connection from Manning Drive, north of Vriend Lake, does not exist and should not be shown.
 - Include future LRT Station on map.
 - Have a map showing land ownership/parcels overlaid with the proposed land uses.
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ANSWERS TO QUESTIONS

Land Use Questions:

- How can I change the land designation/road layout for my property? What is the process for amending the proposed land uses? What technical studies would be required?
The land use designations and roads are generally consistent with the approved Pilot Sound Area Structure Plan, which means that they are consistent with the supporting engineering work and planning considerations that went into the ASP. Changes are possible, but would require further planning review and the submission of supporting engineering studies (transportation, drainage, potentially water).

Changes could be proposed at this point, if the proper studies were prepared. Changes can also be made to an approved NSP, by making an application to amend the Plan.

Note that the City has prepared Guidelines for Transportation Impact Assessments. The TIA Guidelines, along with Access Management Guidelines, can be found online at edmonton.ca/transportationguidelines

- Why are industrial uses proposed surrounding the existing cemetery?
Some land in the north part of the neighbourhood is designated for Business Industrial uses. This type of land use designation is intended for low-intensity industrial uses, that are generally compatible with non-industrial uses. This land use designation is consistent with the land uses in the approved Pilot Sound Area Structure Plan.

As well, the draft NSP notes the the Business Industrial lands north of the cemetery could also be appropriate for additional funeral/cemetery uses or religious assembly uses, depending on the interests of the owner, to provide further flexibility.
- When will this be brought to City Council?
At this point, the Plan is still under review. Full review of the technical studies is expected to start in the new year. At the earliest, we'd anticipate a late spring Council date, but it could take longer.

Once a Council date is set, landowners who received the postcard notification advising of the meeting will receive either a letter or postcard advising of the Public Hearing date, with information to speak, if they'd like to.
- Could a funeral home and crematorium be built in this area? What zoning would it require?
A funeral home and crematorium would be considered a "Funeral, Cremation and Internment Services" Use. This use is permitted in the CB2 commercial zone, and discretionary in the CB1 Low Intensity Business Zone, the IB Industrial Business Zone, and the IL Light Industrial Zone. Generally, this type of land use could be built in the Gorman area, but would be most appropriate in the the north.

Transportation Questions:

- How will noise/vibration/risk from rail and LRT be mitigated in Gorman?
A Risk Assessment was submitted with the NSP application, and will recommend compatible land uses beside the rail, as well as any required buffers (berms, fences, separation distance etc.) to ensure safety.

Noise mitigation measures will be applied in accordance with the City Noise policy, generally at the subdivision stage. As well, land uses were planned to maximize separation distance between residential uses and the rail and LRT corridors. The north side (closest to rail) is generally bordered by park space and business industrial uses, and the south side includes a stormpond and park space between the LRT and most of the residential uses.

LRT noise attenuation will also be reviewed in conjunction with the detailed design/construction, once the extension is funded.

- Noise attenuation adjacent to existing heavy rail in Kirkness (south of 153 Avenue) - are there plans for anything additional?

Noise attenuation was constructed with the original subdivision, and included a berm and noise attenuation fence. No additional noise attenuation is planned at this stage for the heavy rail.

Additional noise attenuation for LRT operations will be examined with detailed design/construction, however, there is no guarantee that anything additional will be constructed with future LRT.

- Will the 153 Avenue/CN/Future LRT crossing be grade separated? The existing crossing already backs up past Victoria Trail and to Manning Drive when a train comes through. *Currently, there are no plans for grade separation of the CN rail or future LRT at this location. Railway grade separation prioritization to date has not identified the need to grade separate this crossing. This may change in the future based on traffic growth.*

Congestion implications due to LRT and rail crossing will be furthered reviewed through the Transportation Impact Assessment.

- Will there be upgrades to 153 Avenue/Victoria Trail intersection? When will this intersection be signalized? When will 153 Avenue be widened? *Signalization is planned for next year (2017). Subject to funding, turn bays may also be constructed next year along with signals (the funding needs to be approved by City Council).*

Full widening to a four lane divided arterial requires additional funding from City Council. This has been identified by Administration as well as the Ward councillor, however, it has not been funded to date.

- Will LRT be grade separated at Anthony Henday Drive? *Yes. The Anthony Henday Drive crossing at 18 Street has been constructed to accommodate future LRT, as well as the additional widening of 18 Street to a four lane divided arterial standard.*

- Why were signals installed at 153 Avenue and Meridian Street? Whose jurisdiction do they fall under? They seem pointless.

The signals were installed as part of Northeast Anthony Henday Drive work by Alberta Transportation and the P3 contractor based on their contract. Ownership of the signals was transferred to the City with the opening of the Northeast Anthony Henday Drive this fall.

- What is the reason for realigning Fort Road and removing the Fort Road/153 Avenue intersection? Can the alignment of the replacement road be changed?

The existing intersection of Fort Road and 153 Avenue is too close to the CN rail crossing, and the 34 Street crossing. With future traffic growth projected along 153 Avenue, this intersection will become more unsafe and will require removal. As the road to the north cannot dead-end, it must be connected back to 34 Street, north of 153 Avenue. This connection must respect the City's Access Management Guidelines.

The alignment for the Fort Road replacement road shown matches the approved alignment in the Pilot Sound ASP. Transportation Planning and Engineering would be open to alternative alignments as long as they meet the design standards for curve radii and access management guidelines for intersection spacing.

- How will access be provided to existing properties east of 18 Street?

Access to existing properties will be maintained with future development. Any changes to property access will need to be discussed between the developers and non-participating property owners before a proposal is brought to the City.

- The speed limit along Manning Drive, north of 167 Avenue is 70 km/h, however, north of Anthony Henday Drive it is 100 km/h. There are no signs between the two advising of the increase in speed limit, resulting in potentially dangerous speed differentials with traffic merging from Anthony Henday Drive.

Any issues related to speed limits in the TUC/along Anthony Henday Drive should be directed to Alberta Transportation, Stony Plain Operations.

If you have questions about this application please contact:

Sarah Ramey, Planner

780-496-6214

sarah.ramey@edmonton.ca

See also: www.edmonton.ca/gormanneighbourhoodplan

Planning Coordination
CITY PLANNING

