

# WHAT WE HEARD REPORT

## Potter Greens Neighbourhood (LDA18-0385)

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**LOCATION AND TIME:** West Edmonton Christian Assembly, 6315-199 Street NW 6:00 PM TO 8:00 PM

**WEBSITE:** [https://www.edmonton.ca/residential\\_neighbourhoods/neighbourhoods/potter-greens-planning-applications.aspx](https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/potter-greens-planning-applications.aspx)

**EVENT TYPE:** Public Information Session (Drop-in Format)

**MEETING DATE:** September 19, 2018

**NUMBER OF ATTENDEES:** 55, including Councillor Knack

**Number of Notifications sent out:** 597

### APPLICATION INFORMATION:

To amend the Potter Greens Neighbourhood Structure Plan and rezone lands in a portion of the plan.

The Potter Greens Neighbourhood Structure Plan amendment application proposes to:

- relocate the Light Rail Transit Stop (LRT) facility;
- add a Light Rail Vehicle Storage (LRV) facility; and
- increase the size of the Park and Ride facility from approximately 800 to 900 parking stalls and protects an existing stormwater pond west of the station site.

The proposed rezoning will allow for the above note facilities and protect an existing natural area.

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### ABOUT THIS REPORT

This report is City Planning's summary of public input received on the above-noted project. The report includes information gathered in response to a proposed amendment to the Potter Greens Neighbourhood Structure Plan and rezoning. The report includes a summary of concerns that were received from the public as a result of the advanced public notice and information session as well as responses to concerns raised.

At the drop-in session, attendees were invited to ask questions and share comments and concerns with City Staff and the applicant. They were also invited to provide feedback in written form. City staff included City Planning staff processing the subject application, and LRT planning team staff who, with a consultant, shared their high level concept plan for the LRT station site.

This information gathered is shared with everyone who has emailed the file planner directly, and all attendees who provided their email address during the event on September 19, 2018. Furthermore, this report will also be shared with the applicant and City Council, including the Ward Councillor.

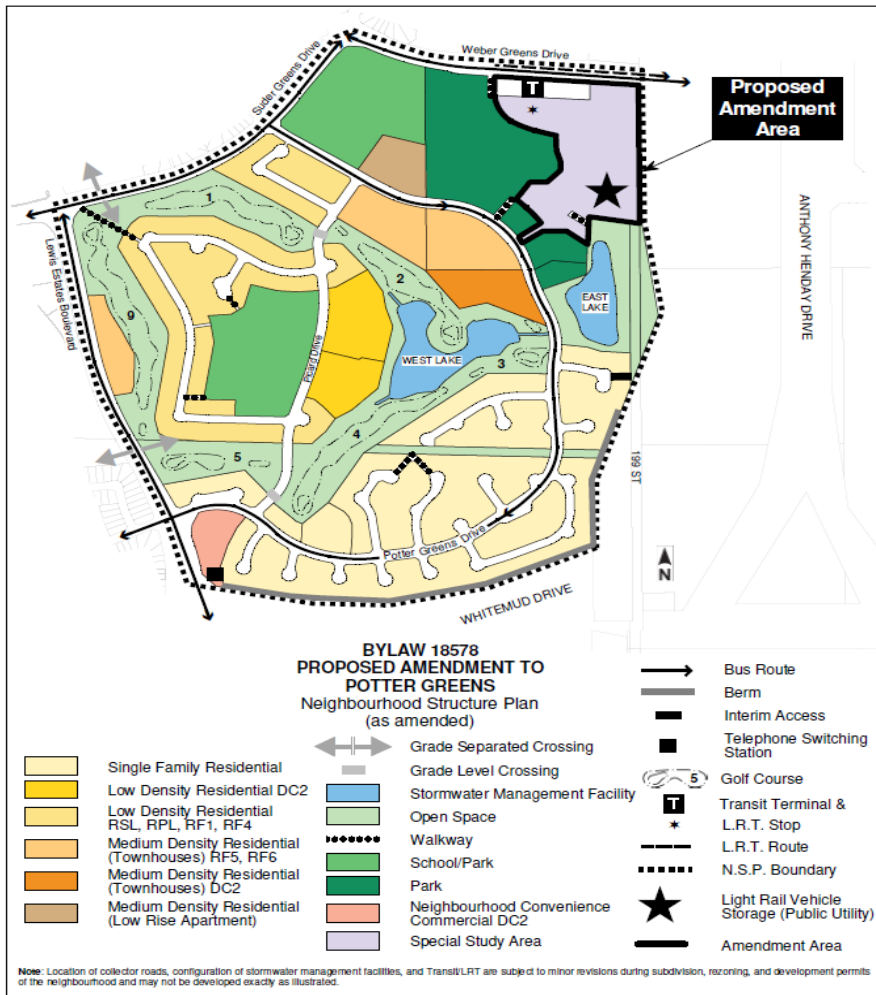
Prior to the subject public information session hosted by City Planning, the LRT planning team held two separate open houses to share progress on the draft LRT station concept plan, on November 15, 2017, and November 16, 2017. In addition, the Team had discussions with Citizen Working Groups during the spring of 2018. The participants were able to view display boards with project information.

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## THE APPLICATION

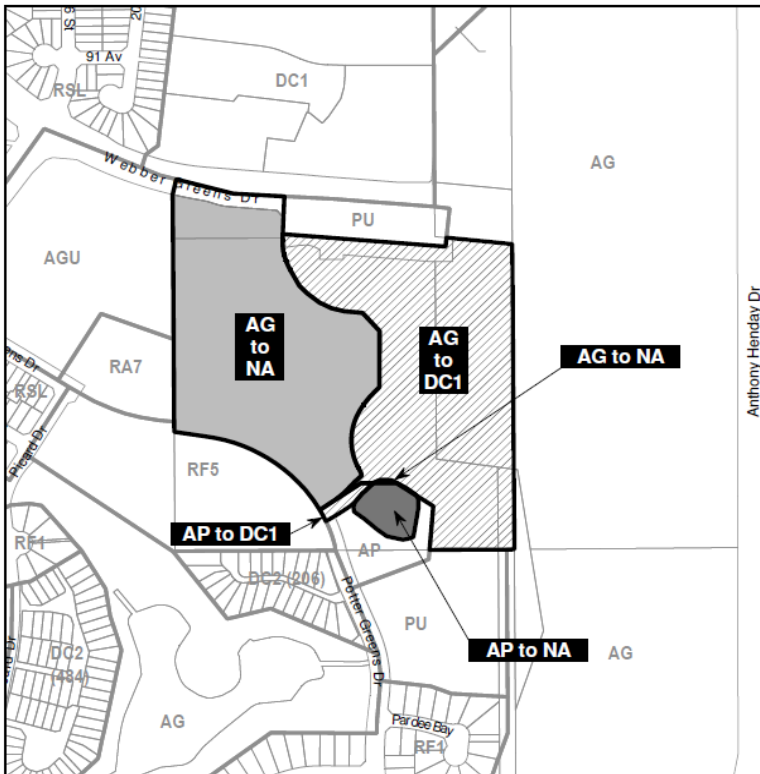
The application is to amend the Potter Greens Neighbourhood Structure Plan (NSP) and rezoning from (AG) Agricultural Zone and (AP) Public Parks to (PU) Public Utility Zone and (NA) Natural Area Zone, to accommodate LRT related uses and protect a natural treestand feature. The NSP provides a framework for the future development of lands, more detailed technical information and an intermediate link between an Area Structure Plan and future rezoning, subdivisions and ultimately development of the area.



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## Proposed Rezoning



### PROPOSED REZONING - Potter Greens

- From:** (AG) Agricultural Zone  
**To:** (NA) Natural Area Protection Zone
- From:** (AG) Agricultural Zone  
**To:** (AP) Public Parks Zone  
 (DC1) Direct Development Control Provision
- From:** (AG) Agricultural Zone  
**To:** (AP) Public Parks Zone  
 (NA) Natural Area Protection Zone



Map Created: September 26, 2018

File: LDA18-0385



## WHAT WE HEARD

The following is a summary of the comments and concerns shared through public engagement on the proposed plan amendment and rezoning application. This report is appended to the Council Report and is being added to the planning application web page. A copy of the display boards that were shared at the public meeting have been added to the web page.

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Generally, the majorities of attendees were appreciative of the information presented at the public information events and were able to receive additional information in speaking 1:1 with staff and the engineering consultants in attendance. A few individuals were not supportive of the LRT station being in this location and a number were concerned specifically with the location of the LRV storage building on the southeast corner of the LRT station site. Others provided their perspective that the treestand was likely not going to survive, with or without the NA zone in place and with or without the adjacent park and ride surface parking lot.

The following are questions and concerns that were raised at the September 2018 public event and the City Administration's response to those questions:

### **1. Input/Comments/questions on the proposed NSP amendment:**

- Will there be further zoning changes/development south and west of the new transit station?
- How far is the West Line LRT going beyond Lewis Estates Bus Terminal?
- Why not provide 2000 parking stalls?
- What will this do to property values and taxes?
- Is it true that bus services in the sub-division will be reduced or nearly eliminated once the LRT station is done?
- Why isn't the natural area that has dead trees and not appealing used for LRT storage?

### **Responses:**

- There may be further rezoning of currently vacant land south and west of the LRT station and natural area. Some of these lands were previously rezoned to accommodate medium density residential uses and may be able to be developed for those uses through subsequent development application and development permit processes at the City. Any proposed changes in density for these areas could require a plan amendment at that time which would trigger a notification to surrounding landowners, as would an application to rezone those lands.
- There may be an extension of LRT service past Lewis Farms in the future within the context of regional service. However, at this time there is no plan to extend the service further than this proposed major LRT transit terminus.
- The number of parking stalls is limited by the area of land available for that use and is considered sufficient to meet demand for park and ride users. At a point in the future when a Special Study is conducted that includes a residential component as part of the Transit Oriented Development (TOD) approach identified as required in the NSP, other alternatives to surface

parking will be considered in concert with higher residential density development. At that time, the City's TOD Guidelines will be applied, as well as consideration of a mix of uses under an exercise that better defines a larger scope land use concept with input from area residents. This process is identified as a requirement in the NSP and includes reviewing future potential for the natural area.

At this time, the existing tree stand is being retained, in accordance with the approved Potter Greens NSP, as an important natural feature. As such, it is not a suitable location for a storage facility, particularly since there is a portion of the future LRT station location where the site is more suited for this purpose.

- There are many factors that influence property values and taxes. Proximity of residential uses to an LRT/Transit centre and a protected natural area can be considered to have pros and cons by potential future residents depending on their needs. There is no direct correlation between this proposal and property values and tax implications.
- Routes are evaluated and adjusted when LRT station plans become operational. Bus routes routinely are revised as development continues in newer developing communities like the Lewis Farms area.

## **2. Input/Comments on the Light Rail Vehicle (LRV) Storage Facility:**

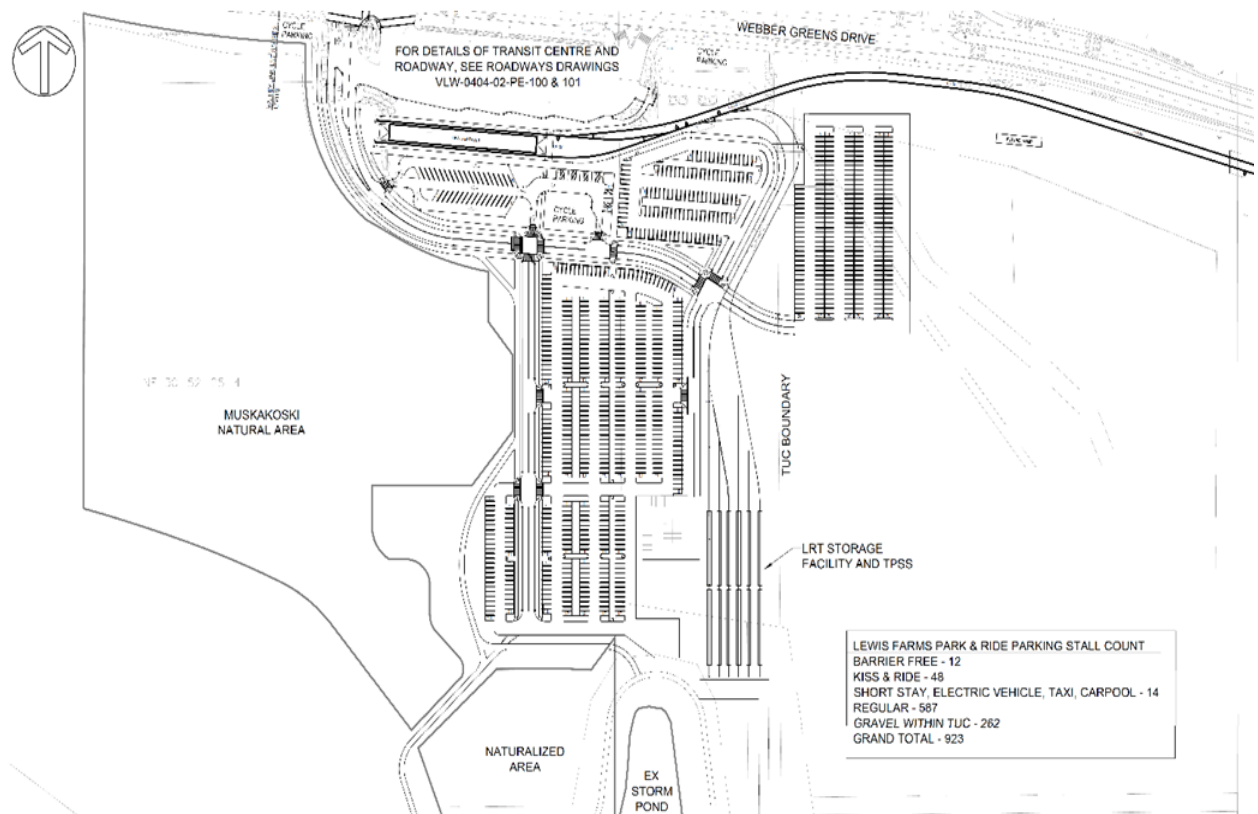
### **Buffering:**

- Better buffer between LRT and housing areas; too close.
- The industrial area - train parking should be landscaped and shielded from housing and parks; what berms will be created for visual and noise concerns?
- Provide more of a buffer area between LRT building and pond/park area - proposal is currently only for trees - concerns about noise and people late at night hanging around building as currently there are drug deals taking place at the bus turnabout by pond with potential for increased crime.

## Responses:

- The proposed DC1 Provision follows the (PU) Public Utility Zone which provides standard setback requirements and height limitations for utility uses and has been applied at other LRT station locations.
- The NSP identifies an open space and stormwater management facility immediately south of the area proposed for the maintenance facility and act as additional separation space between the site and residential uses further south.
- The design of the maintenance facility has yet to be prepared. Proposed site and building plans will consider Crime-Free Prevention Through Environmental Design (CPTED) principles that will be reviewed at the development permit stage. Residents may also consider forming a crime watch association to work with City staff involved with municipal enforcement matters.
- The high level site design concept identifies LRT vehicles accessing the maintenance building from the north, away from existing residential uses in the area. Maintenance is intended to occur within the structure to minimize noise.

## LRT Site Concept Pan



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### Building and parking lot:

- Wildlife will be driven away by the noise of the LRT. Move this to the western side of the parking lot and scrap the train and keep efficient bus service to Jasper Place. Most Edmonton residents do not work downtown anymore.
- Parking and building are too close to the lake and takes away from park experience/enjoyment.
- The area proposed for parking was previously parkland and should remain as that
- The building is too big, too industrial looking to fit in and should have lower profile from the south
- I don't support additional parking.
- We need more parking and it should be free.
- LRT and related uses will ruin the neighbourhood.

### Responses:

- In 2007 this area was identified as a future site for an LRT and park and ride in the NSP and slated for future urban development. Council supported the LRT and related site uses as a high level concept in March 2018.
- Tracks are required through the site to the maintenance building. The most direct line without interfering with parking uses has been proposed north south along the eastern edge of the site.
- There is a pedestrian trail connection proposed on-site from the proposed parking lot to the existing walking trail around the stormpond retained as an open space/amenity for the neighbourhood.
- The design of the maintenance building has not been provided yet. Examples of existing maintenance facilities have been shared. Design comments have been provided to the LRT design team for consideration prior to submitting a development permit for the structure.
- The NSP indicates approximately 800 parking stalls to be accommodated on the site. The increase is intended to accommodate a greater demand that may result in less on-street parking for park and ride users. The additional parking can be accommodated as well as potential for future TOD densities to be accommodated on the site, when alternative parking arrangements that may include parking structures and shared parking arrangements can be considered.

### 3. Input/Comments on Traffic:

- Change from lights at 87 Ave overpass to off/on ramps; High traffic volumes on 87 Ave (Webber Greens Drive) is high and there will be greater impact; wait times might be impacted; 87 Ave narrows west.

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- This is not part of the Potter Greens project but I really don't understand why the Valley Line is going down Stony Plain & not further east along 87 Ave; should have less reliance on Potter Greens Drive as heavy with trucks etc and can't handle more traffic.
- Traffic is going to be a huge issue especially if new housing developments are going in, as well as a school.
- 4 years of construction for the scope of work is immense undertaking (2020-2025).
- Construction access to the site should be done from ONLY 199 street South not Pardee Bay via Potter Greens Dr and 87 Ave North East and West access to construction site
- scrap the train and keep efficient bus service to Jasper Place; most Edmonton residents do not work downtown anymore; devise better bus service
- A large expense in support of low wage earners going DT as well as students
- For construction traffic use existing access up the government road allowance on SE corner of the site or use 199 Street.
- Have no vehicle access from proposed Potter Green Drive extension to LRT parking; when will Potter Greens Drive east west connection be finished - need it now?
- Traffic Operations needs to respond to traffic congestion in front of Lewis Estates Bus Station.

#### **Responses:**

- As development occurs, lane improvements such as increasing number of lanes on 87 Avenue further west are planned to address increase traffic generated.
- Transportation concerns will be required to be addressed for the Transit/LRT station site at the development permit stage. Future rezoning and plan amendment proposals are subject to traffic studies and a thorough technical review is performed. Traffic patterns are monitored over time and re-evaluated accordingly.
- The completion of Potter Greens Drive is dependent on when the multiple housing sites adjacent to those lands is developed. The developers are responsible for providing and constructing access.
- Inquiries regarding any traffic concerns including bus service can be directed to the appropriate department and section through the City's 311 call centre.

#### **4. Input/Concerns about Environmental Impact:**

- What impact will the Storage Facility have on the area i.e. lighting will be intrusive.
- We need trails around the pond this area is used for exercising and dog walking; add off-leash area
- I am disappointed that we will lose our beautiful natural areas beyond our pond (e.g. bird/wildlife sanctuary).
- This development looks like the area west of transit zone where trees are now. Appears some of this area is not going to be (NA) Natural Area Protection Zone and we thought the wetlands were protected areas.
- I think they should relocate the southern portion of parking into the Tamarack wasteland area.

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- If necessary more trees and landscaping should be added on the LRT site.
- The trees on the west of the existing bus station are dying or dead and there is no need to save that area. This area would be better served as a storage facility and remove the deadwood and add trails.
- Protect our trees and tree lots , I do not want more development.
- The City should clear private property trees that are in bad shape.

**Response:**

- A full technical review on the proposed land use concept and rezoning was performed. Additional technical studies will be required at the first Development Permit stage to ensure that the natural areas are protected to the satisfaction of the Development Officer and City Planning. The technical review will involve examining drainage and ecological considerations in relation to future development and the natural area. Land uses proposed for the area west of the subject site, identified for future school/park site uses, will be subject to technical review at that time, but are not part of the application area
- At the development permit stage, zoning bylaw standards for landscaping and site considerations will be applied when detailed plans for the LRT site are submitted including the LRT station platform, parking lot, and maintenance facility areas. The Zoning Bylaw addresses on-site lighting in that no direct rays are directed at any adjoining property.
- See above noted responses on protecting the treed area through rezoning to NA.
- The City currently does not have a tree clearing policy for private property. A policy is being pursued to ensure that mature trees on private property are maintained during development.

**5. Input/Comments on Meeting Format:**

- Presentation should be formal with audience so all hear questions and answers as opposed to display boards as there is no accountability
- More consultation is needed with individual homeowners.
- Appreciated the ward councillor being available and the conversation with Councillor Andrew Knack.
- Very clearly laid out and easy to understand. I have no concerns
- Can I have more information on how I can be heard at Council?

**Responses:**

- Display board format facilitates in depth 1:1 discussions that others can overhear between attendees and those manning their boards and allows for everyone to be heard. Handouts are also provided and contact information is readily available should there be any follow-up questions for either the applicant, City Planning staff, or the Ward Councillor.

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- Once the Public Hearing date is set a notice will be sent to surrounding property owners and community leagues. You can register to speak at the Public Hearing by contacting the Office of the City Clerk at 780-496-8178 or registering on line at:

[https://www.edmonton.ca/city\\_government/city\\_organization/office-of-the-city-clerk.aspx](https://www.edmonton.ca/city_government/city_organization/office-of-the-city-clerk.aspx)

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### **NEXT STEPS**

This report will be included in the information provided to City Council and will be posted on the application's web page under the City's Application Website. Display boards from the meeting will also be available through the website.

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If you have questions about this application please contact:

Vivian Gamache, Planner II, City Planning at 780-944-0122 or [vivian.gamache@edmonton.ca](mailto:vivian.gamache@edmonton.ca)

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