

WHAT WE HEARD REPORT

Rezoning Public Engagement Session Feedback Summary LDA17-0024 - Windermere

PROJECT ADDRESS: 16449 - 16 Ave NW

PROJECT DESCRIPTION: A proposed rezoning from **Agricultural Zone (AG)** to **Direct Development Control Provision (DC1)**, intended to allow for multi-unit residential development, such as low rise apartments, row houses, or semi-detached houses. Associated amendments would also be required to the Windermere Neighbourhood Structure Plan and the Windermere Area Structure Plan to facilitate the proposed rezoning.

PROJECT WEBSITE: edmonton.ca/windermere > Planning Applications

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Advance Notice from the City	November 14, 2017	Approx. 35 inquiries including through the Councillor's office
Public Engagement City-hosted Event (drop-in format)	September 24, 2019	No. of attendees: 76 including Ward 9 Councillor Cartmell No. of written comments: 51 No. of follow-up comments: 12

ABOUT THIS REPORT

Information in this report includes responses to the advanced notice and feedback gathered during and after the September 24, 2019 public engagement event. This report will be shared with those who emailed the file planner, and/or provided an email address at the event, as well as with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendments advance to Public Hearing, it will be included in the information provided to City Council.

ENGAGEMENT SESSION FORMAT

The engagement session was a drop-in, station-based format where attendees were able to view display boards with project, planning process, and contact information. Participants were encouraged to ask questions of City Staff and the applicant.

Comments were submitted via feedback forms, of which 51 were received. Eleven additional letters were received by individuals unable to attend the public engagement session. The general points of in-person discussions during the engagement session were also captured and included. The comments & questions received by the public via engagement and the related responses by the City and Applicant are summarized in the following table*:

Topic	Comments/Questions	Responses
Existing Road Infrastructure	<ul style="list-style-type: none"> 16 Ave site access is too narrow / unsafe Current road system is already too busy with traffic. Roads cannot handle traffic from further development underway or proposed Issues with Terwillegar Drive / Anthony Henday / Windermere Boulevard / Windermere Road / Whispering River Drive / Whitelaw Drive in handling current and proposed traffic volumes Too few existing access points in and out of the neighbourhood causing bottlenecks; It takes too long to leave/enter the neighbourhood 	<ul style="list-style-type: none"> The site access will be addressed in the DC1 regulations. 16 Avenue between the site and Whispering River Drive NW will be reconstructed to an upgraded standard in accordance with City Complete Streets Design and Construction Standards. The cross-section of 16 Avenue will be reviewed at the Development Permit stage and through a detailed Engineering Drawing review process, taking into account Environmental Impact Assessment findings. The broader network congestion issues will continue to be reviewed by the City and considered for roadway upgrades, based on City-wide priorities and funding availability. The broader network issues are beyond the impacts of a single proposed development. With the North Saskatchewan River, Terwillegar Drive and Anthony Henday surrounding 3 of 4 sides of the Windermere Neighbourhood north of Windermere Boulevard, access to the area

		<p>is limited and all traffic funnels to one road - Windermere Boulevard. As a result, traffic queues and delays may be longer than a more typical neighbourhood where traffic dissipates in various directions to a number of roadways.</p> <ul style="list-style-type: none"> • This area roadway configuration was approved in The Windermere Area and Neighbourhood Structure Plans in place. • In the long term, with the ultimate planned arterial roadway infrastructure in place, the roadway network is anticipated to be able to accommodate the anticipated traffic generated by southwest Edmonton. In the short and medium term, as the southwest area continues to develop and the broader downstream arterial roadway network is being upgraded, congestion will continue.
<p>Previous Development Proposal</p>	<ul style="list-style-type: none"> • Previous development attempts were halted around the issue of parking and traffic. How is this development different? 	<ul style="list-style-type: none"> • The applicant chose to withdraw their previous application to allow a religious assembly use on the site, which was not specifically due to traffic/parking, as they considered other locations for that use.
<p>Traffic and Transportation</p>	<ul style="list-style-type: none"> • Speeding and enforcement is an issue • Having 30km/hr speed zones is an issue • Poor non-car alternatives for the area (bus service, bicycle routes, etc.) 	<ul style="list-style-type: none"> • City Administration has requested additional photo radar enforcement in the vicinity of the school sites, has advised Edmonton Police Service (EPS) of speeding concerns raised by residents, and has asked EPS to consider the location for more enforcement. • Bus service is currently provided in this area through 2 bus routes: #25 (peak hour service) and #325 (basic service). Bus service is planned to continue in this area following the implementation of the Edmonton Transit Strategy Bus Network Redesign with service on the area's collector roadways (Windermere Road and

		<p>Windermere Wynd). Changes to service are subject to budget approval by Council.</p> <ul style="list-style-type: none"> • The active modes network in the area consists primarily of sidewalks and on-street bicycle travel with limited off-street bicycle facilities. The networks are in line with what is called for in the Windermere Neighbourhood Structure Plan.
<p>Traffic Impact Assessment</p>	<ul style="list-style-type: none"> • The Traffic Impact Assessment (TIA) is inaccurate / out of date / does not adequately factor in all times / seasons / future development / other 	<ul style="list-style-type: none"> • The Traffic Impact Assessment (TIA) for the application will be updated to include: <ul style="list-style-type: none"> ○ 2019 traffic counts at the intersection of Windermere Boulevard and Windermere Road, which will capture trips generated by the two new school sites and any new neighbourhood developments; ○ site observations at the two school sites, along with the intersection of Windermere Blvd and Windermere Road, during peak morning and afternoon hours; and ○ The updated TIA will be used as part of the review of the proposal and to inform the City's recommendation of support/non-support on the application.
<p>Safety</p>	<ul style="list-style-type: none"> • Added traffic is a safety concern for children and pedestrians • Concern over traffic delays adding frustration and causing road rage • The proposal will cause parking to spill into surrounding area, creating safety concerns 	<ul style="list-style-type: none"> • The City of Edmonton Traffic Safety section completed school safety reviews along Windermere Road in 2018 and have implemented a number of improvements in the vicinity of the schools including zebra markings and rapid flasher beacons. • A School Traffic Safety Committee, made up of individuals from the City's Traffic Safety unit, Development Services unit, Edmonton Police Service, the 3 Edmonton school boards (Public, Catholic and Francophone), and AMA, meet on a regular basis to discuss and address school

		<p>safety concerns. School boards may bring up any concerns that they feel require attention at meetings and follow up is completed. If residents have additional concerns, they should speak to the school about their specific concerns so it may be brought to the school board’s attention.</p> <ul style="list-style-type: none"> ● Parking for any development proposal is reviewed against the on-site parking requirements of the Zoning Bylaw at rezoning and Development Permit stages.
<p>Emergency Management</p>	<ul style="list-style-type: none"> ● Concern over Emergency Services accessing the site / area as a result of traffic ● Concern over area evacuation capacity in the event of a catastrophe ● The site as being unsafe / a fire hazard 	<ul style="list-style-type: none"> ● EMS and Fire Rescue Services review all proposed DC1 site specific development control provisions to ensure access into / out of areas and sites meet City emergency requirements / standards. Emergency requirements are also reviewed again at the Development Permit application stage. ● Emergency access to the site will be accommodated along 16 Avenue and will also be required as an emergency access easement through the property located to the south of the site. The emergency access easement area will be restricted to emergency vehicles only.
<p>Environmental Concerns</p>	<ul style="list-style-type: none"> ● Concern about impacts on environment / wildlife / local beaver family ● Concern over managing stormwater runoff 	<ul style="list-style-type: none"> ● As required by the DC1, prior to submission of a Development Permit, an environmental screening report will be prepared by the landowner to assess the impacts of the development including the upgrading of 16 Avenue on the surrounding wildlife and natural environment to the City’s satisfaction. ● If the development is approved, Stormwater runoff will be managed with the existing neighbourhood Stormwater Management Facility (SWMF), located just west of the site. This SWMF has been sized to accommodate stormwater runoff from

		<p>the site, in accordance with the Neighbourhood Drainage Design Report and the Neighbourhood Structure Plan..</p>
<p>Economic Concerns</p>	<ul style="list-style-type: none"> • The proposal/traffic reduces property value • I purchased my property on the understanding nothing / something else would be built there • The City wants the development tax revenue 	<ul style="list-style-type: none"> • Under the Municipal Government Act (MGA) the City can only consider land use impacts (eg traffic, parking, drainage, etc.) when evaluating rezoning proposals and cannot take into consideration other factors such as the economic viability of the project and/or impact on surrounding land values. • The subject property for the rezoning is privately owned. Property owners have the legal right to change the land use designation that applies to their land. All rezoning applications must be reviewed and decided upon by City Council at a land use Public Hearing. • The City of Edmonton uses the property assessment process, as legislated by the provincial government, to ensure all Edmonton property owners pay their fair share of municipal and provincial education and property taxes. City assessors use similar criteria that property appraisers and real estate agents typically use when pricing a home for sale - type of housing (like single detached or apartment housing), size of lot, building condition, and comparisons in the neighbourhood.
<p>Density</p>	<ul style="list-style-type: none"> • Proposal exemplifies poor planning • There are enough homes/condos in the area • Proposed density leads to too many new trips on already busy roads; no to multi-family housing 	<ul style="list-style-type: none"> • When Council approved the plan for the neighbourhood, a full evaluation was performed on the then proposed mix of uses for the entire plan area, including that this site would allow a mix of institutional and medium density residential uses; technical studies were reviewed / signed off prior to the Administration recommending Council approve the existing NSP. Administration re-evaluates

		potential impacts when plan amendments are proposed.
Negative Effects on Community	<ul style="list-style-type: none"> • Changes to the bike/walking trails undesired • Extra noise, nuisance; negative effect on community feel / desirability as a whole 	<ul style="list-style-type: none"> • A shared use path along the 16th Avenue roadway east of Whispering River Drive will be required with development of the site and is planned to link with the existing shared use path that continues west of Whispering River Drive. The DC1 regulations will include this requirement. • The existing top-of-bank shared use path west of the ravine remains in place.
Suggested Alternate Uses	<ul style="list-style-type: none"> • Open to lower density development • Support housing for seniors • Should remain as AG zoning; better as a park / green space; area lacks recreation options for sports or recreational facility (like the YMCA) or open space • Use for solar generation or expansion of road infrastructure 	<ul style="list-style-type: none"> • The applicant revised this proposal from initially planning for 125 units per net hectare to 81 (a reduction from potentially a total of 275 to 175 units based on the site area), a decrease of about 100 units; • Tenure for housing is not established at the zoning stage. Only land use is regulated. In this case the developer has proposed multi-unit housing. Zoning will not dictate whether the housing will be limited to seniors. • The land is privately owned and owners have a right to propose development for their site. The neighbourhood plan does not identify this site for park uses and indicates that if institutional uses are not proposed it is suitable for medium density housing which is being proposed. Other sites in the larger Windermere area are planned for open spaces, parks, and district recreational uses to serve the community. The site is also not designated / required for municipal investments including utility services, transportation infrastructure, or community services.

** Administration will revise this report as necessary, based on technical report updates*

FUTURE STEPS:

- Applicant will work to complete required updates to Technical Reports including the TIA
 - City Administration will complete its analysis of technical reports and revise the What We Heard Report as necessary, based on additional technical updates. This analysis informs the City's recommendation to Council of support or non-support for the application and a revised What We Heard Report will be included in the Administration's report to Council.
 - When the applicant is ready to take the application to Council:
 - Notice of Public Hearing date will be sent to surrounding property owners
 - You can register to speak at Council or listen to the Public Hearing on-line
 - You can submit written comments to the City Clerk (city.clerk@edmonton.ca) or contact the Ward Councillor directly.
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YOU CAN CONTACT THE CITY PLANNER MANAGING THE APPLICATION AT ANY TIME:

Name: Sean Conway

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Phone: 780-496-5809
