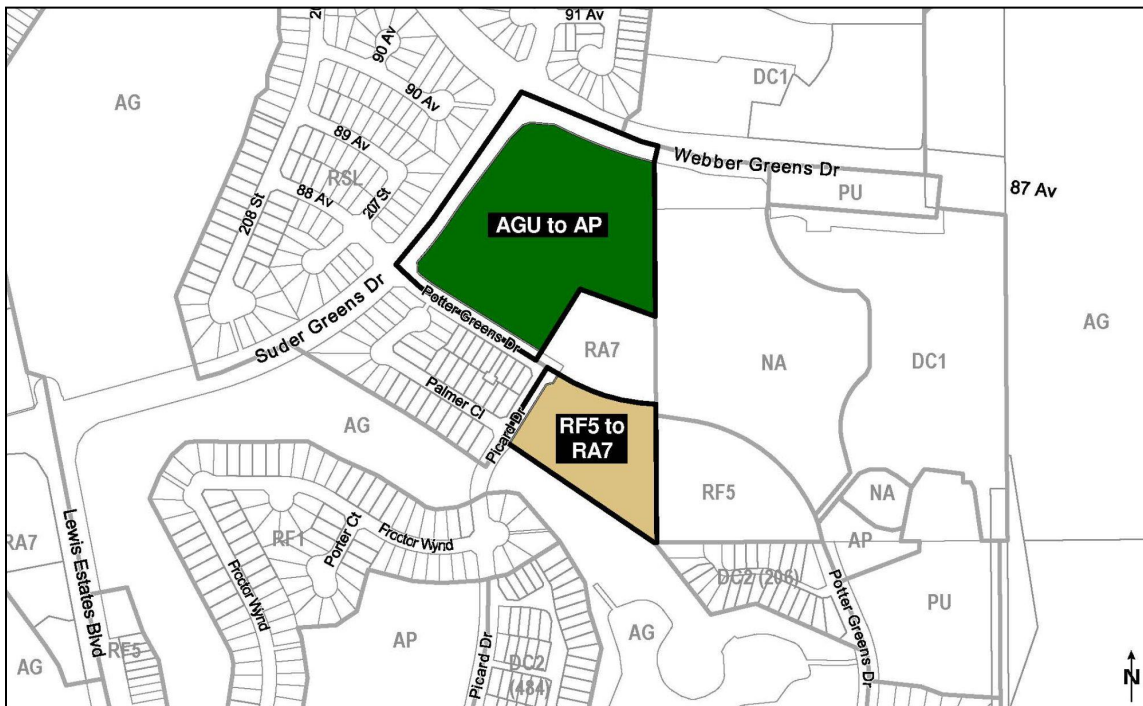


1069 Webber Greens Drive NW

To allow for the development of a future school/park site and multi-unit housing.



Recommendation: That **Bylaw 20252** to amend the Potter Greens Neighbourhood Structure Plan (NSP) , and **Charter Bylaw 20253** to amend the Zoning Bylaw from (AGU) Urban Reserve Zone to (AP) Public Parks Zone, and from (RF5) Row Housing Zone to (RA7) Low Rise Apartment Zone be **APPROVED**.

Administration is in **SUPPORT** of this application because:

- it provides the opportunity to increase housing diversity in the Potter Greens neighbourhood;
- the proposed zoning is compatible with surrounding existing and planned land uses; and
- it aligns with The City Plan's goals for growth to 1.25 million people by increasing density in close proximity to transit

Application Summary

BYLAW 20252 will amend the Potter Greens Neighbourhood Structure Plan (NSP) as follows:

- Change the land use designation for a site at the southeast corner of the Potter Greens Drive and Picard Drive intersection, from Medium Density Residential (Townhouses) to Medium Density Residential (Low Rise Apartment), and update associated statistics and text accordingly;
- Administrative updates regarding the northwest school/park site to add policy direction for the future intention of the site, and relocation of the planned north-south walkway to the east; and
- Change the roadway classification of a portion of Potter Greens Drive from a collector roadway to an alternative cross section that provides two way traffic, emergency access and active modes.

CHARTER BYLAW 20253 will amend the Zoning Bylaw from (AGU) Urban Reserve Zone and (RF5) Row Housing Zone to (AP) Public Parks Zone and (RA7) Low Rise Apartment Zone. The AP Zone will provide an opportunity for public schools and public recreational uses, and the RA7 Zone will allow for the development of multi-unit housing up to a 16 m Height, or approximately four storeys.

This application was accepted on February 2, 2021, from Select Engineering Consultants Ltd. on behalf of Lewis Estates Communities Inc..

This application originally proposed to remove the requirement for the completion of the unbuilt portion of Potter Greens Drive NW and instead require only an emergency/active mode connection along the alignment. This was presented as part of the Engaged Edmonton webpage for this application and feedback on that proposal was collected from the public between September 20 and October 12, 2021. Due to future land use considerations, the application was amended on May 10, 2022, to change the roadway classification to an alternative cross section to accommodate two lanes of traffic, emergency access, and active modes connections.

This proposal is in alignment with the goals and policies of The City Plan to accommodate growth to 1.25 million population and increases the density of this neighbourhood.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Broadened Approach. This approach was selected as the application proposes an amendment to the Neighbourhood Structure Plan and due to the response to the Advance Notice. The Broadened Approach included the following techniques:

Advance Notice, February 18, 2021

- Number of recipients: 596
- Number of responses with concerns: 38
- In response to the concerns, an FAQ sheet covering topics that included traffic, safety, transit, built form and open space was prepared and posted to the Engaged Edmonton Website.

Webpage

- edmonton.ca/pottergreensplanningapplications

Engaged Edmonton Website, September 20, 2021 to October 12, 2021

<https://engaged.edmonton.ca/pottergreensrezoning>

Given the scope of the application, commentary provided to the City was assessed for each application component as follows:

- Proposed rezoning from RF5 to RA7:
 - Number of responses in support: 2
 - Number of responses with concerns: 37
 - Number of responses with mixed positions: 4
- Proposed rezoning from AGU to AP:
 - Number of responses in support: 0
 - Number of Responses with concerns: 25
 - Number of responses with mixed positions: 4
- Proposed changes to roadway classification of Potter Greens Drive:
 - Number of responses in support: 0
 - Number of Responses with concerns: 12
 - Number of responses with mixed positions: 4

Comments and concerns raised:

- Increased density will contribute to vehicular congestion where there is already congestion getting in and out of the neighbourhood, with potential parking and safety impacts to the neighbourhood.
- Concerns regarding safety and increases to traffic and speeding along Picard Drive which has an abutting park site.
- The proposed RA7 zoning is not in keeping with the single detached residential nature of the neighbourhood, or the Potter Greens NSP which stipulates transitions in density.

- The loss of trees would be detrimental to the neighbourhood as they form part of the charm and character.
- A school is not needed in the neighbourhood.
- The completion of Potter Greens Drive is needed.

No formal feedback or position was received from the Lewis Estates Community League (CL) at the time this report was written; however, residents were invited to share their concerns regarding the proposal and a committee of four individuals representing the Community League sent an overview of the discussion and a list of questions to the City. A response was provided to the committee questions on October 12, 2021.

On July 28, 2022 citizens who had provided email addresses were advised that the application was revised (to modify the collector roadway to an alternative two lane cross section with active modes), and that the application had been tentatively scheduled for a Public Hearing. Two responses were received, one with concerns regarding the RA7 transition to low density residential uses and one with the requirement for the unbuilt portion of Potter Greens Drive.

Site and Surrounding Area

The two rezoning sites are located in the northwest of the Potter Greens neighbourhood, east of Suder Greens Drive NW, and south of Webber Greens Drive NW. The site is currently split zoned (AGU) Urban Reserve Zone, (RA7) Low Rise Apartment Zone, and (RF5) Row Housing Zone. The area surrounding these properties is primarily low density residential constructed around the Lewis Estates Golf Course. To the east of the sites is the McDonagh Peatland, a protected natural area, and the Lewis Farms Transit Centre and future LRT station to the northeast.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (AGU) Urban Reserve Zone • (RF5) Row Housing Zone 	<ul style="list-style-type: none"> • Tree stand and future School/Park • Undeveloped land
CONTEXT		
North	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone • (DC1) Direct Development Control Provision 	<ul style="list-style-type: none"> • Single Detached Housing • Commercial development
East	<ul style="list-style-type: none"> • (NA) Natural Area Residential Zone • (RA7) Low Rise Apartment Zone • (RF5) Row Housing Zone 	<ul style="list-style-type: none"> • McDonagh Peatland • Undeveloped, trees and water body • Undeveloped
South	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone • (AG) Agricultural Zone 	<ul style="list-style-type: none"> • Single Detached Housing • Lewis Estates Golf Course
West	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone 	<ul style="list-style-type: none"> • Single Detached Housing



View of the proposed AP site looking east from the intersection of Potter Greens Drive and Suder Greens Drive



View of the proposed RA7 site looking east from the intersection of Potter Greens Drive and Picard Drive

Planning Analysis

Land Use Compatibility

The proposed RA7 site is a corner lot located at the intersection of two collector roads, Potter Greens Drive and Picard Drive, which connect to Suder Greens Drive that borders the neighbourhood. Currently zoned RF5, the site allows for development of multi-unit housing with a maximum height of 10 metres (or approximately 3 storeys). Applying the RA7 to this site would result in a larger building, up to 16 metres (approximately 4 storeys), and would introduce the opportunity for limited commercial uses on the ground floor.

This site is appropriate for increased development intensity as it is compatible with adjacent land uses, it is close to the Lewis Farms Transit Centre and there are roadway buffers between the site and existing smaller scale residential development.

The development concept for Potter Greens is to locate medium density residential along the northern segment of Potter Greens Drive as these properties are within 400 metres of the Lewis Farms Transit Centre and have direct access out of the neighbourhood without crossing the golf course. This is reflected in the current RF5 zoning of the property, the adjacent property to the east, and the site across the street to the north zoned RA7.

The Potter Greens Neighbourhood Structure Plan designates this site as *"Medium Density Residential (Townhouses) RF5, RF6"* which allows for the RF5 Zone or RF6 Zone to be utilised for development of this site. As shown in the table below, the RF6 Zone has the same permitted height as the proposed RA7 Zone. RA7 allows for increased density and building mass when compared to RF5 or RF6; however, the site is flanked by roadways, an undeveloped medium density site, and a golf course mitigating the impacts of the proposed changes on surrounding properties.

Overall this proposal represents an appropriate increase in development rights on the site which is mitigated through the regulations of the zone, and the site context which creates an appropriate transition to surrounding properties.

As part of this amendment, the School/Park site to the north is proposed to be rezoned to the (AP) Public Parks Zone to align with the Potter Greens Neighbourhood Structure Plan. A text amendment to the NSP is proposed to provide direction relative to the trees on the site if and when the site develops as a school.

Zoning Comparison Table

	RF5 Zone Current Zoning	RF6 Zone Plan Supported Zoning	RA7 Zone Proposed Zoning
Principal Building	Multi-unit Housing	Multi-unit Housing	Multi-unit Housing
Maximum Height	10.0 m	14.5 m - 16.0 m	14.5 m - 16.0 m
Maximum Floor Area Ratio	n/a	n/a	2.3 - 2.5
Density	Min: 35 dwellings/ha Max: none	Min: none Max: 80-115 dwellings/ha	Minimum: 45 dwellings/ha Max: none

Maximum Site Coverage/FAR	50% - 52%	40%	n/a
Minimum Front Setback (Picard Drive)	4.5 m	3.0 m	4.5 m
Minimum Side Setback (Potter Greens Drive)	3.0 m	4.5 m	3.0 m
Minimum Side Setback (Golf Course)	1.2 m	2.0 - 4.0 m	1.5 m - 3.0 m
Minimum Rear Setback	7.5 m	7.5 m	7.5 m

Plans in Effect

Potter Greens Neighbourhood Structure Plan

The overall development concept of the Potter Greens Neighbourhood Structure Plan is to allow for “clusters” of residential development surrounding the Lewis Estates Golf Course; with the northeast cluster being low and medium density residential development transitioning towards the transit terminal at the edge of the neighbourhood. Medium density sites within the neighbourhood are primarily located along the northern segment of Potter Greens Drive which was intended to minimise impacts on the rest of the neighbourhood and provide direct access out of the neighbourhood without crossing the golf course.

The proposed RA7 Zone conforms with the overall development concept of the NSP, by locating medium density development within this cluster, but at a greater development intensity. As a result, an amendment to the development concept of the plan is required to redesignate this site as “*Medium Density Residential (Low Rise Apartment)*”, as well as update statistics within the NSP to reflect this change.

As part of this amendment, a proposal to reclassify the unbuilt segment of Potter Greens Drive from a standard collector roadway to an alternative cross section with two lanes and a shared use path is included. This is intended to address the challenges with construction of a collector road due to the peat soil conditions in the area which impact the cost of road construction. This proposed connection will allow

for local traffic and emergency vehicles to utilize Potter Green Drive once construction of the road is completed; however, it will not be able to support transit service as originally planned.

The proposed AP site aligns with the NSP but text amendments are proposed to provide clarification regarding the tree stand currently found on the property. Text amendments are proposed to ensure that the site remains in its natural state until funding for the school is confirmed and, should development occur, efforts to preserve the tree stand will be made. This site will be dedicated as a Municipal Reserve parcel and will be held under City ownership when a subdivision is approved and registered for this site.

As part of this application, an Administrative update to the plan is also included to relocate the walkway connection from Potter Greens Drive to the Transit Centre. This change is intended to route the walkway through the Special Study area instead of the Natural Area to align with the planned construction of the LRT facilities.

Lewis Farms Area Structure Plan

The Lewis Farms Area Structure Plan (ASP) designates the proposed RA7 site as residential, and designates the proposed AP site as a School Site (Separate Elementary/Junior High). The proposed rezoning is in general alignment with the ASP.

Transit Oriented Development Guidelines (TOD)

The TOD Guidelines determine the appropriate location and density of development within 400 metres of an LRT Station or Transit Centre. This site is located approximately 300 metres from the Lewis Farms Transit Centre and future Lewis Farms LRT Station to the north east of the site. This station is a New Neighbourhood Transit Station Type which supports two storey townhomes and duplex housing within 200 and 400 metres of an LRT Platform or Transit Centres, except on arterial roads, collector roads and large sites where four storey apartment housing is appropriate. As this site is located at the southeast intersection of Picard Drive and Potter Greens Drive, and it is within 400 metres of the Transit Centre, the proposed RA7 Zone is appropriate at this location.

The City Plan

The Potter Greens neighbourhood is located in the proposed West Henday District, north of Whitemud Drive and west of Anthony Henday. The proposed amendment area is considered a “Developing Area”, and is identified as “Residential”. While this site is not within a node, The City Plan envisions that Edmontonians have the ability to live locally, with access to diverse and affordable housing options in

communities that support their daily needs. Housing diversity is lacking in the Potter Greens neighbourhood as it is currently 100% low density residential consisting solely of single and semi-detached housing.

Technical Review

Transportation

The original vision of the Potter Greens neighbourhood included a looping collector roadway (Potter Greens Drive). Currently there exists an unbuilt portion of this roadway adjacent to the Natural Area, east of Suder Greens Drive. A Transportation Review was conducted as part of the application's original proposal to remove the requirement to construct this unbuilt portion. The assessment evaluated the full build out of the neighbourhood and the impact of not completing the collector roadway. The additional traffic expected with the full build out of the neighbourhood is able to be accommodated by the internal road network, with or without the completed roadway.

Through the review of the application, it has been determined that some level of connectivity is required along the unbuilt portion of Potter Greens Drive. In light of constructability challenges resulting from the peat soil conditions in the area, Administration will not require the missing portion of Potter Greens Drive to be built to a transit collector road standard. However, a roadway with two lanes of traffic, and a strong active modes connection (such as shared use path) that will provide access from the west side of the neighbourhood to the transit centre, will still be required. While the cross-section will not be built for conventional transit buses, it will be required to accommodate emergency services vehicles. The completion of the Potter Greens Drive loop will provide improved vehicle connectivity and additional emergency access for the neighbourhood.

The surrounding arterial network includes Suder Greens Drive and Webber Greens Drive, both constructed to a two-lane cross-section. Widening of these corridors is a City responsibility. With growth in adjacent Lewis Farms neighbourhoods, particularly Rosenthal and Secord, it is expected that widening of these corridors may be required within four to eight years, including the signalization of the Potter Greens Drive and Suder Greens Drive intersection. The City will continue to monitor traffic volumes in the area.

Transit

Local ETS bus service currently operates near the rezoning site on Webber Greens Drive and Suder Greens Drive (unchanged from the Bus Network Redesign). Additional bus service, including frequent and rapid routes, operate out of the nearby Lewis Farms Transit Centre.

On-demand bus service supplements the standard bus network in the area by operating within the Potter Greens neighbourhood on Potter Greens Drive. On-demand operations are facilitated through the use of the temporary transit turnaround at the current terminus of Potter Greens Drive east. With the full development of the neighbourhood, this turnaround will be relocated from the park site.

The current Lewis Farms Transit Centre (and future Lewis Farms LRT Station) is located in the northeast portion of the neighbourhood adjacent to Webber Greens Drive. Construction of the Valley Line West LRT began in 2021, with completion anticipated in 2026/27. LRT construction will include pedestrian connections from the Transit Centre to Potter Greens Drive. This connection will help to bring most of the homes in the Potter Greens neighbourhood within an 800 metre walking distance to the future LRT.

Drainage

An amendment to the Potter Greens Neighbourhood Design Report was reviewed and accepted as part of this application. The report identified that the existing sewer systems in the neighbourhood have sufficient capacity to accommodate the proposed land uses. Sanitary and stormwater services currently exist to the subject property, within Suder Greens Drive for the proposed AP site, and within Picard Drive for the proposed RA7 site.

All other relevant comments from affected City Departments and utility agencies have been addressed.

Appendices

- 1 "What We Heard" Public Engagement Report
- 2 Response to Lewis Farms Community League Working Group Questions
- 3 Approved NSP Land Use and Population Statistics – Bylaw 14580
- 4 Proposed NSP Land Use and Population Statistics – Bylaw 20252
- 5 Approved NSP – Bylaw 18678
- 6 Proposed NSP – Bylaw 20252
- 7 Application Summary



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA21-0059 - Potter Greens

PROJECT ADDRESS: 1069 Webber Greens Drive

PROJECT DESCRIPTION:

- Amendment to the Potter Greens Neighbourhood Structure Plan (NSP)
- Rezoning from (AGU) Urban Reserve Zone and (RF5) Row Housing Zone to (AP) Public Parks Zone and (RA7) Low Rise Apartment Zone to allow for the development of a future school / park site and Low Rise Multi-unit Housing

PROJECT WEBSITE: https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/potter-greens-planning-applications

ENGAGEMENT FORMAT: Online Engagement Webpage - Engaged Edmonton: engaged.edmonton.ca/PotterGreensRezoning

ENGAGEMENT DATES: September 20 - October 12, 2021

NUMBER OF VISITORS:

- Engaged: 44
- Informed: 81
- Aware: 291

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes summarized feedback received between September 20 and October 12, 2021 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and Councillor Andrew Knack, and will be an Appendix to the Council Report when and should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council when the proposed plan amendment and rezoning goes to a future City Council Public Hearing for a decision. The City's report and finalized version of the applicant's proposal will be posted for public viewing on the City's public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two "tools" were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

FEEDBACK SUMMARY

This section summarizes the main themes collected.

Number of responses:

Number of Responses for Rezoning of AGU to AP:

In Support: 0
In Opposition: 25
Mixed: 4

Number of Responses for plan amendment to change the land use designation from Row Housing to Low Rise Apartment Housing and Rezoning of RF5 to RA7:

In Support: 2
In Opposition: 37
Mixed: 4

Number of Responses for plan amendment to delete a portion of a planned collector road (the unbuilt portion of Potter Greens Drive):

In Support: 0
In Opposition: 12
Mixed: 4

The most common **concerns** heard were:

Traffic, Parking and Safety: The community firmly believes that the construction of an apartment building and removal of the requirement to complete the unbuilt portion of the planned collector roadway (Potter Greens Drive) will further worsen the traffic issues already present within this area. The conditions caused by the pandemic do not accurately show the traffic congestion that occurs along 87th Avenue (West of Anthony Henday), Webber Greens Drive, Picard Drive, and Potter Greens Drive, and the new LRT being built just off of Webber Greens Drive will exacerbate these issues. Picard Drive is too congested to allow for two way traffic to get through at a speed limit of 30km per hour because of the large park and skating rink just down the road from this site. An apartment building would create further strains on parking down Potter Greens Drive and an increase in vehicular incidents and safety concerns. Speeding is already an issue in this area and so building a park or school beside a very busy road like Webber Greens Drive decreases the level of safety for children.

This Rezoning is not in the Character of the Neighbourhood: Numerous residents have mentioned that this rezoning is not within the character of the neighbourhood. This area is loved by many for being quiet, spacious, and naturally

pleasant. A higher density building like an apartment building will ruin the old charm and desired atmosphere.

Impacts to Local Trees: As part of the pleasant atmosphere in this area, many comments were made with regards to the destruction of forest required to rezone the AGU parcel to an AP zone. This forest is said to add to the beauty of the region as well as house wildlife that attracts families to the area. There are already multiple parks within a short distance from this parcel and so it is important not to destroy the forest so that the area can have green spaces that aren't just parks and schools. Further, the forest acts as a natural sound barrier and would address the multiple noise concerns raised by worries over the increases in traffic along Webber Greens Drive. Some comments may have also been referring to the existing RF5 zoned land owned by the City.

NSP Alignment Issues: Some comments identified concern with the alignment of this rezoning to the NSP. Specifically, the RF5 to RA7 rezoning is believed to not follow the density targets mentioned within the NSP but instead favours that of the City Plan.

Decreased Property Values: The current property values of the single family homes in the area attract a certain demographic that creates the appeal of the neighbourhood. Higher density residential, such as an apartment building will decrease this.

Opposing Commercial Uses: The likelihood for commercial uses within the site was frowned upon as there are already three commercial centres within minutes of the site and so it is not desirable to add more.

Lack of Public Influence into Decision Making: Many residents are very displeased to see that the developer has already started clearing the site before the application has been approved or even appeared at council. This development appears to the public to be based solely on maximizing profit and citizens are concerned that the city is favouring the developer rather than supporting the community. People feel very unheard and lied to as they were told that this development would be similar to The Shores row housing down the street and feel as though this neighbourhood is going the opposite direction of what they were

promised. A few comments even state that they would not have moved here had they known this would happen.

Comments of **support** included:

- This rezoning provides reasonable density for proximity to future transit.
- It aligns with the city's infill goals.
- Placing multi-family housing into quieter areas rather than on busy, loud, and polluted roadway as per usual is a positive change.
- This type of housing product is needed in the community as it facilitates opportunities for downsizing.

WHAT WE HEARD

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

REASONS FOR OPPOSITION

Traffic/Parking

- There is already significant rush hour congestion (31)
- Traffic will worsen with LRT parking lot completion (2)
- Covid Conditions do not accurately show the current traffic state and so studies completed during this time are not accurate (2)
- Increased traffic will cause increased vehicular accidents and concerns for pedestrians and children in parks (13)
- There are concerns about emergency vehicles not being able to get through as a result of traffic congestion (4)
- There will be not enough parking (4)

Impacts to Local Trees

- The forest appeals to homeowners and attracts families to the area (10)
- Displacement of animals (12)
- There will be a lack of natural and green spaces that aren't school sites (2)
- The forest adds to the beauty of the neighbourhood (4)
- The forest acts as a sound barrier (4)

Noise

- The area is too quiet to support high density living purposes (3)
- Increased traffic will cause noise increases (1)
- Commercial uses increase noise (1)

Community Character

- Ruining the old charm and spacious atmosphere (1)
- Decreasing the beauty of the area (1)
- An RA7 zone is not in the character of the neighbourhood and Row Housing is more appropriate (12)
- High densities oppose the quiet neighbourhood (2)

Decreased Property Values

- An apartment building will bring down surrounding property values (8)

Density Increases

- People have moved here to get away from high densities (2)
- Worries that the density will go higher than what is proposed (1)
- Increased densities will exacerbate school capacities (5)
- Overcrowding of the neighbourhood (1)
- Servicing will become a greater city cost and thus taxes will go up (2)

REASONS FOR SUPPORT

- This is a reasonable level of density given its proximity to future transit
- Meets infill goals of the city
- Placing multi-family housing into quieter areas rather than on busy, loud, and polluted roadway as per usual is a positive change

SUGGESTIONS FOR IMPROVEMENT

- Finishing the portion of Potter Greens Drive (4)
- Building Single Family homes along the finished portion of Potter Greens Drive (2)
- Widening 87th Avenue (1)
- Creating more walking trails and green spaces out of additional space (1)
- Building Row Housing (5)
- Keeping the temporary turnaround in the northeast corner of the DC2 (206) if Potter Greens Drive is not going to be finished (1)

- Fixing Webber Greens Drive (1)
 - Holding off on this application until a new traffic system is implemented (1)
 - Instead of an apartment building, change the site to a park space (1)
 - Instead of creating a school site, combine this area and the nearby water management pond to create one larger untouched park (1)
 - Put the park behind the daycare (1)
 - Keep the AG zone as is (1)
 - Building high density (and possibly higher than what is proposed) housing by the Lewis Bus Farmland (currently described as AGU)
 - Making the proposed RF5 area for green space, along the Lewis Estates golf course hole #11
-

Questions & Answers

Three questions were submitted through the Engaged Edmonton webpage tool:

1. Why is the connector road not being built?

As outlined in their [NSP Amendment Report \(Section 3.2\)](#), the applicant's stated rationale for removing the unbuilt portion of the collector road is as follows:

1. Cost of road construction (due to soil composition);
2. Reduces unnecessary infrastructure cost now and in future;
3. There is no timeline for development of City land (and therefore no timeline for extension completion);
4. The extension is not required for transit service;
5. Storm and water services can be provided without building the road;
6. Connections can be provided through provision of a shared use path and emergency access (provided through dedication of road row);
7. A transportation memo submitted with the application supports removal of the collector road extension from the neighbourhood plan.

The planning merits of the rationale for the proposed road removal, and the plan amendment and rezoning application, are still under review by the City. The NSP Amendment Report submitted by the applicant will be considered, along with a number of other factors, as part of the City's analysis and recommendation to Council.

2. Please refer to bylaw 14580. Within this bylaw it states that "the intent is to develop the site in a 'stepped' fashion, reducing heights and densities incrementally towards

lower density areas so that development integrates sensitively " How does turning the RA5 (townhomes) to a RH7 (4 story apartment) meet this requirement when there are single family homes adjacent to the proposed site?

[Bylaw 14580](#) was an amendment to the Potter Greens NSP for City-owned land, part of which facilitated [Bylaw 14581](#) (land to the east of the proposed RA7 site which was rezoned to RF5). That RF5 site abuts land developed under [DC2.206](#) which is developed as semi-detached housing.

There is no single family (low density) residential abutting the proposed RA7 Site. Single family residential is located across Picard Drive to the west of the proposed RA7 site. Given the low density residential housing is separated from the proposed RA7 by a roadway, the use of 'stepping' is not necessary to facilitate appropriate transition.

3. Generally apartment complexes cause increased vehicle street parking. What impact would this large density proposed complex have on street parking alone on Picard Drive and Potter Greens Drive to the west of this complex? Has a study been done to account for the volume of street parking this would create in the area? With the anticipated street parking and traffic flow, how can you ensure the safety of golfers using the crossing path across Picard Drive at the corner of the proposed development? There would be limited vision in seeing the golf carts crossing at this point. How would Emergency Response vehicles get through when the increased apartment vehicles are parked on Picard Drive? Consideration has to be given to this most important service.

In July 2020, City Council approved [Open Option Parking](#). Open Option Parking means that minimum on-site parking requirements have been removed from Edmonton's Zoning Bylaw, allowing developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.

Businesses and homeowners know their parking needs best and have an interest in ensuring they are met, making this approach more likely to result in the "right amount" of parking. The type and amount of parking for this development will be determined at the development permit stage in accordance with the new Zoning Bylaw regulations.

The City understands some residents have concerns about the level of on-street parking pressure in their neighbourhoods. This pressure is not new and the City will continue to work with neighbourhoods as we do now to apply on-street parking

management tools, such as time-restricted parking, paid parking, no parking/no stopping zones, and residential parking programs.

The City's current approach to managing parking within a specific area is to first gather information related to parking congestion before installing any type of restrictions. This is to balance the supply of parking spaces with the demands of the community.

Residents that have any questions or concerns about current on-street parking levels in their neighbourhood can email trafficops@edmonton.ca with the subject line "Proactive Parking" and the name of the neighbourhood that they reside in.

Crosswalks, including those on Picard Drive used by both pedestrians and golf carts, are governed by the City's [Traffic Bylaw](#), which requires vehicles to not be parked within 5 metres of the near side of a marked crosswalk to help ensure proper visibility. The width of Picard Drive is 11.5 m which is wide enough to accommodate parking on both sides of the street, and two way traffic, including emergency vehicles.

The City of Edmonton also recently implemented a [new 40 km/hour speed limit](#) on local and collector roads in Edmonton, which includes Picard Drive. This is related to the [City's Vision Zero](#) which aims to give drivers more time to react, and reduces likelihood of severe crashes.

Roads with school and/or playground zones will continue to be 30 km/hr between the hours of 7:30 am and 9:00 pm.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via edmonton.ca/meetings.
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

If you have questions about this application please contact:

Cyndie Prpich, Planner
(780) 944-0115
cyndie.prpich@edmonton.ca

Response to Lewis Farms Community League Working Group Questions

The Lewis Farms Community League invited residents to discuss the proposal and engaged a group of citizens to respond to the City to share concerns and ask questions regarding the proposal. This working group provided commentary to the City on September 20, 2021. Below is a summary of the questions posed and responses provided on October 21, 2021.

Questions Regarding Proposed Amendments to the Potter Greens NSP

1. Holistic traffic view - Why does the transportation review not take a holistic view at the traffic in Potter Greens? It does not include any commercial, school or transit? West Henday Promenade Commercial, the commercial development at the corner of Webber Greens Drive and 215 Street, the Lewis Farms Transit Station, Michael Phair and Bishop David Motiuk (K-9) schools would all have a significant impact on traffic patterns to and from Potter Greens. Why were none of them considered in this transportation review? Furthermore, traffic routing up Picard Drive has an impact on a playground, rink amenities and multiple minor sports leagues that operate there. They were also not mentioned in the Transportation review.
 - The goal of the transportation review was to assess the potential impacts of developing the remaining residential parcels in the north portion of the neighbourhood on the existing roadway network without connecting the east and west portions of Potter Greens Drive.ped
 - The transportation review took into account trips generated by the existing single family lots, future school site and the 3 undeveloped parcels. Please note that no reductions in the total trips were made to account for transit, walk or bike trips, so the estimated traffic generally represents a conservative scenario.
 - The transportation review will be updated to include traffic operational analysis at the intersections of Suder Green / Potter Greens and Suder Greens / Potter Greens. The updated report is expected in November.
 - Regarding the schools, transit centre, commercial sites and residential developments outside of the Potter Greens neighbourhood, their network impacts were quantified either through previously completed, neighbourhood level Transportation Impact Assessment (TIA) or Transportation Infrastructure Projection Study, that included all neighbourhoods south of Stony Plain Road west of Anthony Henday, completed in 2015. The proposed rezoning and NSP

- amendment will not change roadway requirements established through those broader network studies.
- Picard Drive is a collector roadway, with a typical volume threshold of 5000 vehicles per day. The most recent traffic counts along Picard Drive show that traffic volumes are in the order of 1140 vehicles per day, indicating that the roadway has spare capacity to accommodate additional traffic.
2. Suder Greens Drive - The Transportation Review mentions that Suder Greens Drive is a two-lane undivided arterial road that can handle 12,000 vpd and would be a good Candidate for twinning in 8 to 10 years. It also mentions that traffic volumes measured in 2016 were 8,850 vpd and could expect a 4% year over year average increase. Math would put Suder Greens Drive 2022 capacity at 11,646 vpd, putting it at or near capacity before this development stands to add over 2000 vpd to it's already under estimated numbers. Why are there no considerations to modify Suder Greens Drive to safely accommodate the additional traffic to be added? Or add signal control to the intersection of Suder Greens Drive and Potter Greens West? (please note: Suder Greens Drive has already experienced a fatality at a this crosswalk)
- Both Suder Greens Drive and Webber Greens Drive are planned for a four lane divided roadway. The first two lanes were constructed by the developers to support development in this area; the remaining two lanes are the City's responsibility. At this time there is no funding or timeline available for the widening of these roads; this will be put forward as part of the Capital Budget cycle for Council to decide upon.
 - The current Transportation Review document is in draft form and will be updated to include recent traffic data collection and provide a better estimate of timing regarding signalization and roadway widening requirements. This update is expected by the end of 2021.
3. No Webber access from Whitemud- The Transportation Report also needs to assess the increased vehicular traffic on Suder Greens and Webber Greens Drives because there is no way of directly accessing the Webber Greens/87 Avenue exit from Whitemud Drive.
- The current Transportation Review document is in draft form and will be updated to include recent traffic data collection and provide a better estimate of timing regarding signalization and roadway widening requirements. Widening of Webber Greens Drive and Suder Greens Drive is a City responsibility. Timing of widening depends on the priority within the city and available funding; this will be put forward as part of the Capital Budget cycle for Council to decide upon.
 - There are no plans to directly connect Whitemud Drive with 87 Avenue/Webber Greens Drive.

4. Inaccurate estimate of Potter Greens West/Picard Drive - The transportation review had to rely on historical data, on account of covid and disrupted traffic patterns, however there was no data available for the calculations of Potter Greens Drive West or Picard Drive, which are arguably the most heavily impacted intersection of this project. Instead, estimates were calculated based on the assumption that 70% of 249 dwellings would access it. How was that number arrived at? Neighbourhood development over the past 10 years has been targeting a mode shift that results in north access. Anyone that lives on or east of Picard drive, would use that access point. With the exception of the 12 residents north of the commercial zone on Potter Greens Drive East, and the 15 units on Lewis Estates Blvd. The other 542 established dwellings in Potter Greens would use Picard Drive, and route onto Potter Greens Drive West, then subsequently Suder Greens Drive. The initial estimates of vehicles per day cited in the transportation is significantly underestimated.
 - The City is collecting traffic data (September 2021) that will inform and help to update estimates in the Transportation Review.
5. Potter Greens West over capacity - This plan states that the proposed rezoning would end up adding to traffic estimates, resulting in 5,490 vpd (which as previously stated may be significantly underestimated) routed to a road with fronting lots? (The review states that the city doesn't allow those road ways to exceed 5000 vpd?) What is considered an "allowable" overage?
 - The City's [Transportation Impact Assessment Guidelines](#) include general traffic volume thresholds for various roadway types. Two lane collector roads typically have a threshold of 5,000 vpd, but can carry up to 10,000 vpd with mitigation measures such as parking restrictions, access control, etc.
6. Removal of unbuilt section of collector road - According to the incomplete data used in the traffic study, if the unbuilt collector road was constructed to meet the original needs of the neighbourhood. We have heard from residents that purchasing their homes in Potter Greens predicated on the fact that the connector road would be finished, other residents have been waiting 20+ years for it. What purpose is served by removing it? Why doesn't the traffic study account for traffic that will be routed to Picard Drive and Potter Greens Drive West regardless of it's removal? Why are those vehicles per day not anticipated in the transportation review?
 - Without construction of the portion of missing collector road, the existing traffic patterns within the neighbourhood aren't expected to change. Additional traffic added to the neighbourhood will be as a result of the vacant parcels planned to be RF5 and RA7. The Transportation Review will be updated based on the 2021 traffic counts.
 - The proposed road removal is a developer-driven proposal. Under the Municipal Government Act, developers and landowners have the right to make

- rezoning and plan amendment applications and the City is obligated to process and advance these applications to the City Council for a decision.
- The City has not yet taken a position of support or non-support on this proposed rezoning and planned road removal. The City's position will be determined by a thorough review of the proposal which involves technical considerations, such as traffic and drainage impacts, and alignment to City land-related plans and policies (eg The City Plan, etc). City Council will consider the City's review and recommendation when making a decision.
7. The proposed RA7 Development - There haven't been any details supplied other than the number of units of this development. Are they intending any commercial development within this unit that would have a further impact on traffic? If so it has not been included in the transportation review.
- Actual number of units is not determined until the Development Permit Stage. Neighbourhood Structure Plans generate projected unit counts and the Zoning Bylaw regulates a minimum density.
 - The applicant has stated that only residential development is intended; however, main floor commercial uses are allowed as outlined under the Zoning Comparison Chart and the Built Form section of the frequently asked questions (FAQ) documents on the Engaged Edmonton webpage.
 - The development would have to follow zoning and building code requirements to be used for commercial purposes on the main floor should the building be initially developed only for residential uses and a "Change of Use Development Permit" would be required.
 - The Transportation Review utilized trip generation rates from the City's [Transportation Impact Assessment Guidelines](#). These guidelines include custom trip rates that have been compiled for sites within the City. The rates for RA7 and RA8 zones account for the range of possible permitted and discretionary uses within that zone.
8. Building precedent - Are there any other precedents of building a 249 unit building on a collector road, and not directly on an arterial road?
- The number of units is not determined until the Development Permit Stage.
 - Neighbourhood Structure Plan (NSP) calculations for projected densities have changed from when the Potter Greens NSP was originally created, which identified 125 upha for Medium Density Residential (RA7), to 90 upha; therefore the maximum projected density for the plan is 180 units, not 250.
 - The projected NSP density calculation in the Zoning Comparison Chart and the impacts summary outlined in the FAQ document on the Engaged Edmonton Website have been updated to reflect the 90 uph calculation.
 - Apartment housing is generally placed at the periphery / edges of developing neighbourhoods; however, that isn't always the case. TOD Guidelines indicate 4 storey apartments are appropriate on large sites on arterial and collector roads, within 200-400 m of an LRT Station or Transit Centre.

- A quick review of Low Rise / Medium Density Residential within the Lewis Farms Area Structure Plan area identified several Low Rise / Medium Density Residential (RA7 and DC1) sites along collector roadways in the Secord Neighbourhood including, for example 615 Secord Boulevard NW, which is a 1.7 ha site with a 232 dwelling unit apartment complex.
9. Neighbourhood density increase - With the proposed rezoning those two RA7 zones stand to increase the entire population of Potter Greens Drive by 77% (adding 405 du's to the 569 that make up Potter Greens). Parcel C stands to increase that again by another 99 adding a total of 504 dwellings to the current 569. How will this compare to the original intended neighbourhood density?
- Neighbourhood Structure Plan (NSP) population projections are based on the current NSP Terms of Reference.
 - The projected units per ha, and persons per unit calculations have changed since the Potter Greens NSP was initially approved and the Land Use and Population Statistics within the plan should be updated accordingly with any future plan amendment Bylaw.
 - The projected number of people per unit for Row Housing is greater than the projected number of people per unit for Apartment Housing (2.8 vs. 1.8); however, density calculations are greater for Apartment Housing than they are for Row Housing (90 vs. 45) so an overall increase in the projected population of the neighbourhood is expected with this proposed amendment. The projected neighbourhood population increase of 176 people results in a projected neighbourhood population increase of approximately 5%.
 - The Zoning Comparison Chart and the impacts summary outlined in the FAQ document on the Engaged Edmonton website have been updated to reflect 90 uph. Using the corrected projection calculations (as outlined on page 30 of the Terms of Reference for NSPs, the revised current projected population of 3,551 would increase to 3,727, if the proposed plan amendment is approved by Council.
10. Crime and social disorder - Safety, security, drug deals, homeless camps and vandalism are a long standing issue in this area. Why did the traffic assessment not consider these issues and the impact of not finishing the collector road?
- The purpose of the Transportation Review is to evaluate the proposal to eliminate the missing portion of Potter Greens Drive and determine the impact on the roadway network and to the traffic patterns to and from the neighbourhood.
 - Zoning regulates how we use land and helps ensure that what is built is compatible with the surrounding area. This includes what types of buildings are allowed on a site (eg. residential or commercial) and the basic size and shape of those buildings.
 - Zoning does not regulate who can live or work in the buildings, how the

buildings are operated, or whether the property is rented or owned. As a result, these factors cannot be taken into consideration as part of the application review.

- As development proceeds to the Development Permit Stage, the Development Officer may ask for a Crime Prevention Through Environmental Design (CPTED) review that is prepared to ensure spaces are designed for safety.
- There are a variety of bylaws and legislative tools outside of the Zoning Bylaw, such as the Community Standards Bylaw, to help ensure developments and businesses are well operated if they are approved.

11. Affordable housing - Has the City confirmed whether Parcel C would be considered for low-income housing in the future?

- Parcel C of the Transportation Review is Area 4 as identified in the FAQ document available on the Engaged Edmonton webpage.
- Per the Built Form Section of the FAQ, the City intends to sell the RF5 parcel when subdivided; however, there are no immediate plans to subdivide. The City has no plans to use the site for affordable housing at this time.

12. Open space - What are the plans for the area that is proposed to be rezoned from AGU to AP? Will this area become a City developed neighborhood park adjacent to the LRT/Transit Centre land, or a community level park that has to be fundraised for and developed by the community league?

- Please refer to the Open Space Section of the FAQ document on the Engaged Edmonton webpage.

13. School park sites - Has ECSB or EPSB (depending on who owns it) been approached about whether the land on the corner is surplus school land or in any of their future plans? Those plans would have a significant impact on the area in question.

- The land remains in private ownership until the registration of an approved subdivision. Once registered, title of the land is given to the City until such time as it is developed for a school.
- The City's Open Space group is undertaking a site functionality review of spatial requirements for the future school/park site. This review will ensure that the various program elements (school building, parking and supporting amenities (sport fields) can be accommodated within the site.
- Please refer to the Open Space Section of the FAQ document on the Engaged Edmonton webpage for more information.

Additional Concerns From the Community Working Group

1. Traffic on Picard Drive, Potter Greens West and Suder Greens Drive are the number one concerns. Residents already report a high number of collisions on the corner of

Picard Drive and Potter Greens Drive West, as well as numerous incidents involving golf carts crossing Picard Drive (hole 10 to 11).

- Please refer to the Safety Section of the FAQ document on the Engaged Edmonton webpage.
2. Multifamily Housing of this magnitude often attracts rentals, which have an impact on traffic and crime rates. The neighbourhood will have no influence over what percentage of units will be used as rentals.
 - Please refer to the Safety Section of the FAQ document on the Engaged Edmonton webpage.
 3. Are there planned commercial spaces in the proposed development?
 - No. Please see the response to question 7 in the above section for additional information.
 4. Will the neighbourhood have any influence on what kinds of businesses are able to operate there?
 - No, Permitted and Discretionary Commercial Uses are those outlined in the RA7 Zone and are outlined in the Zoning Comparison Chart on the Engaged Edmonton Webpage. If the zoning is approved, the Development Authority would have to consider applications for any of the listed Permitted and Discretionary Commercial Uses in the RA7 Zone.
 5. Safety, security, drug deals, homeless camps and vandalism are a long standing issue in this area. Will leaving the collector road unfinished foster more activity?
 - While the Potter Greens Drive collector road will not be built, if the proposed application is approved by Council, it will be replaced with a shared use path adjacent to the proposed RA7 site and already approved neighbouring RA7 and RF5 sites. This additional development coupled with the shared-use path should help bring more people into the neighbourhood, thereby providing more eyes on the area.
 - If approved, the Development Officer may also ask for a Crime Prevention Through Environmental Design (CPTED) review at the Development Permit stage to help ensure that the proposed RA7 development is designed for safety.
 - Zoning and neighbourhood plans guide how we use land and help ensure that what is built is compatible with the surrounding area. This includes what kinds of uses (eg. commercial or residential) are allowed in which locations, the basic size, shape and design of buildings and ensuring that there is sufficient infrastructure in place to support the new development.
 - Zoning and land use plans do not regulate who can live or work in the buildings, whether properties are rented or owned or how well developments might be operated once they are approved. As a result, the City cannot take these factors into consideration when reviewing applications.

- There are a variety of bylaws and legislative tools outside of the Zoning Bylaw and land use plans to help ensure developments and businesses are well operated if they are approved.
- Residents are encouraged to call 311 or use the 311 app to report homeless encampments so that the City's Encampment Response Team (ERT) can respond. Its goal is to support the safety and well-being of people staying in encampments, housing them directly from encampments before any enforcement and clean up action is taken.
- The City also has a problem properties initiative, which focuses on improving community safety and livability by coordinating the efforts of municipal and provincial agencies involved in licensing, regulation and enforcement concerns related to problem properties.
- Residents are also encouraged to report all criminal activity to EPS directly.

TABLE 1B
POTTER GREENS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE ALLOCATION
BYLAW 14580

	Area (ha)
Total Gross Area	112.0
Golf Course Lands	18.5
Public Utility Lot (T.O.P.C)	0.8
	19.3
Gross Developable Area	92.7
Residential	
Single Family	20.4
Low Density Residential	11.5
Multiple Family (Direct Control)	1.6
Multiple Family (RF5, RF6)	4.9
Multiple Family (RA7)	1.2
	39.6
Commercial	1.1
Institutional and Recreation	
School/Park	10.0
Park (East Lake)	1.2
East Lake Open Space	1.4
Natural Area	6.3
Transit Terminal	1.0
	19.9
Special Study Area (TOD)	6.4
Utility	
Stormwater Management Lakes	4.7
Public Utility Lots	0.2
	4.9
Circulation	
Local Roads	8.6
Collector Roads	6.3
Arterial Roads *	4.5
Walkways	0.1
	19.3
Miscellaneous **	1.3

* one half of required right-of-way for 207 Street and 87 Avenue

** portion of Government Road Allowance River Valley Road and fractional parcel adjacent to RDA

**TABLE 2B
POTTER GREENS NEIGHBOURHOOD STRUCTURE PLAN
DEMOGRAPHIC INFORMATION
BYLAW 14580**

Land Use	Area	Units/ Hectare	Total Units	Persons/ Unit	Population
Single Family	20.4	16	326	3.46	1,129
Low Density Residential	11.5	16	184	3.46	637
Multiple Family (Direct Control)	1.6	42	67	2.98	200
Multiple Family (RF5, RF6)	4.9	42	206	2.98	613
Multiple Family (RA7)	1.2	125	150	1.82	273
Special Study Area (RA7)*	2.9	125	363	1.82	660
Total Neighbourhood	42.5		1,296		3,512

Density of Neighbourhood Development

Total Gross Area of Neighbourhood:	112.0 Ha
Total Population:	3,512
Neighbourhood Density:	31.4 people/gross hectare

Student Generation

	Elementary	Junior High	Senior High
Public:	445	163	154
Separate:	216	95	54

* A total of 2.9 hectares in the Special Study Area are accounted for as Multiple Family (RA7), which is an estimate of future TOD residential areas.

TABLE 1B
POTTER GREENS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE ALLOCATION
BYLAW 20252

	Area (ha)
Total Gross Area	112.0
Golf Course Lands	18.5
Public Utility Lot (T.O.P.C)	0.8
	19.3
Gross Developable Area	92.7
Residential	
Single Family	20.4
Low Density Residential	11.5
Multiple Family (Direct Control)	1.6
Multiple Family (RF5, RF6)	3.1
Multiple Family (RA7)	3.0
	39.6
Commercial	1.0
Institutional and Recreation	
School/Park	10.09
Potters Park (East Lake)	0.54
East Lake Open Space (not MR)	1.53
Natural Area	7.0
Transit Terminal	1.0
	20.2
Special Study Area (TOD)	6.8
Utility	
Stormwater Management Lakes (East Lake + Par 3 Pond)	5.7
Public Utility Lot (Telus Facility)	0.1
	5.8
Circulation	
Local Roads	8.6
Collector Roads	6.1
Arterial Roads *	4.5
Walkways	0.1
	19.3

* one half of required right-of-way for Lewis Estates Blvd., Suder Greens Dr. and Webber Greens Dr.

**TABLE 2B
POTTER GREENS NEIGHBOURHOOD STRUCTURE PLAN
DEMOGRAPHIC INFORMATION
BYLAW 20252**

Land Use	Area	Units/ Hectare	Total Units	Persons/ Unit	Population
Single Family	20.4	16	326	3.46	1,129
Low Density Residential	11.5	16	184	3.46	637
Multiple Family (Direct Control)	1.6	42	67	2.98	200
Multiple Family (RF5, RF6)	3.1	42	130	2.98	387
Multiple Family (RA7)	3	125	375	1.82	682
Special Study Area (RA7)*	2.9	125	363	1.82	660
Total Neighbourhood	42.5		1,296		3,695

Density of Neighbourhood Development

Total Gross Area of Neighbourhood:	112.0 ha
Total Population:	3,695
Neighbourhood Density:	33 people/gross hectare

Student Generation

	Elementary	Junior High	Senior High
Public:	445	163	154

* A total of 2.9 hectares in the Special Study Area are accounted for as Multiple Family (RA7), which is an estimate of future TOD residential areas.



BYLAW 18578
APPROVED POTTER GREENS
 Neighbourhood Structure Plan
 (as amended)

- | | | |
|--|--------------------------------------|-------------------------------------|
| Single Family Residential | Park | Interim Access |
| Low Density Residential DC2 | Neighbourhood Convenience Commercial | H.S.T. Route |
| Low Density Residential RSL, RPL, RF1, RF4 | Special Study Area | N.S.P. Boundary |
| Medium Density Residential (Townhouses) RF5, RF6 | Golf Course | Telephone Switching Station |
| Medium Density Residential (Townhouses) DC2 | Grade Separated Crossing | Transit Terminal |
| Medium Density Residential (Low Rise Apartment) | Grade Level Crossing | H.S.T. Stop |
| Stormwater Management Facility | Bus Route | Light Rail Vehicle Storage Facility |
| Open Space | Walkway | |
| School/Park | Berm | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



**BYLAW 2052
AMENDMENT TO
POTTER GREENS**
Neighbourhood Structure Plan
(as amended)

- | | | |
|--|--------------------------------------|-------------------------------------|
| Single Family Residential | Park | H.S.T. Route |
| Low Density Residential DC2 | Neighbourhood Convenience Commercial | N.S.P. Boundary |
| Low Density Residential RSL, RPL, RF1, RF4 | Special Study Area | Telephone Switching Station |
| Medium Density Residential (Townhouses) RF5, RF6 | Golf Course | Transit Terminal |
| Medium Density Residential (Townhouses) DC2 | Grade Separated Crossing | H.S.T. Stop |
| Medium Density Residential (Low Rise Apartment) | Grade Level Crossing | Light Rail Vehicle Storage Facility |
| Stormwater Management Facility | Bus Route | Amendment Area |
| Open Space | Walkway | |
| School/Park | Berm | |
| | Interim Access | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

Application Summary

Information

Application Type:	Plan Amendment, Rezoning
Bylaw:	20252
Charter Bylaw:	20253
Location:	South of Webber Greens NW and east of Suder Greens NW
Address:	1069 Webber Greens Drive NW
Legal Description:	Portions of NE-30-52-25-4
Site Area:	6.8 ha
Neighbourhood:	Potter Greens
Ward:	Nakota Isga Ward
Notified Community Organization:	Lewis Estates Community League
Applicant:	Select Engineering Consultants Ltd.

Planning Framework

Current Zone:	(AGU) Urban Reserve Zone (RF5) Row Housing Zone
Proposed Zones:	(AP) Public Parks Zone (RA7) Low Rise Apartment Zone
Plans in Effect:	Lewis Farms Area Structure Plan Potter Greens Neighbourhood Structure Plan
Historic Status:	None

Written By:

Approved By:

Branch:

Section:

Cyndie Prpich / Andrew Sherstone

Tim Ford

Development Services

Planning Coordination