

## COMMENTS FROM OPEN HOUSE

June 16, 2010 – Trinity Lutheran Church  
(Strathcona Area Redevelopment Plan Amendments  
and Strathcona Junction Area Redevelopment Plan)

People attending the open house were asked to complete a comment form after reviewing the presentation panels and asking any questions. From the approximately ninety persons in attendance, twenty seven forms were returned providing the following insights:

### **Frequently mentioned as things that people liked:**

- Pedestrian/bicycle link at 80 Avenue
- Streetscaping
- Character streets
- General concept/revitalization
- Increased connectivity

### **Frequently mentioned concerns:**

- CP rail yard re: noise and connectivity
- Streetscaping
- Vista of old rail station/Iron Horse
- Parking
- Density proposed too low

### **Specific comment as transcribed from the completed comment forms:**

<b>THE THINGS I LIKE:</b>	<b>I LIKE THIS BECAUSE...</b>
Nice try	
Guiding Principles	These make great sense and also well thought out
Great idea about upgrading looks of the street and buildings	Improve overall area, encourage people to come into the area to shop and become a friendly area like Whyte Avenue
Installing new lights and decorating street and sidewalks	This will help the looks in the area
People from city being available	It help answer questions
The "character" streets	It will enhance the area that is presently more industrial looking (81 <sup>st</sup> Ave and 101 street)
Façade treatment urban design criteria....etc. - it will be nice to have trendiness of Whyte Ave expanded	It will "unify" area, look more "together" – fits together instead of looking haphazard
Character streets	Enhances esthetic quality of Strathcona Junction area

Size limitations urban design criteria store front and façade treatment plans	Similar to (1) above. Also enhances pedestrian friendliness
Overall concept of plan	Similar to above
Most of the plan	
Historic block on 81 Ave to train station	View and history of buildings is wonderful
Aesthetic improvements	This is the entrance to the heart of the city and it currently presents a very unattractive welcome
City reps	Erik gave us lots of useful info
Character Street	
Trees	
General revitalization of the area	Makes for a safer, more vibrant place to live
City of Edmonton representatives	They understood what was occurring and explained the history of the region
West Ritchie land use concept	It cleans up the neighbourhood
81 Avenue being rezoned with a "historic view corridor"	It acknowledges the beauty of the old railway building (but won't the trees block the view?)
The small store fronts	It humanizes the street
Bike lanes	The city needs more safe bike lanes and I hope the cyclists will be protected from traffic like in Montreal
Street front beautification	
Enterprize zone 81 Ave (100 – 102 St)	Façade improvement matching grants are essential to encouraging change and development in the area.
ARP has good points	Protect historical points of interest on 81 Avenue – view of train station
Improvement lights	Promotes safety
Rezoning	The appeal process scares off many interesting tenants
That you are doing something	Has been neglected too long
Like the avenues connected	Easier to navigate the area
Proposed DC1 bylaw	Think it will provide for a strong mix of uses. Need ability to continue to attract large retailers, but maintain 'neighbourhood feel'
Guidelines Re: bldgs fronting Gateway	Like how there is a mix of treatments recommended (ie. windows, landscaping) for bldgs fronting gateway
Beautification	Run down, ugly streets
Rezoning	Better types of businesses for residents in area (rather than industrial shops)
West Ritchie vision is too timid but O.K.	Land use proposals are adequate, built form will be spelled out in DC1
East side of Junction is status quo and that's okay too	It works

Breaking up the blocks on the west side is good	Don't let large developers install them as private roads, then hand them over as a "benefit" to the community
New Development	Enrich the area
Restriction to size of commercial spaces	Large box stores like home depot are unattractive
Planting Blvds	Attractive and help to add green areas to our city
Changing area from industrial to commercial and residential	Moved to Edmonton in 1996 and Gateway Blvd was unattractive, it is much improved
Protecting view scapes	Can very much enhance character of area 81 Ave "CP Rail Bldg" Iron horse
Developing streetscapes	Making streets inviting and walkable
Mix of land uses	Variety is the spice of life
The redevelopment of 81 Ave	The area as it stands looks quite derelict and run down. Any greenery would be much appreciated
Basically all the plans for West Ritchie	<ul style="list-style-type: none"> <li>• the boom-town development</li> <li>• 4 storey max for residential</li> <li>• Side walks, truck ban</li> <li>• Maintaining the mixed use</li> <li>• Less parking – all good</li> </ul>
Moving Whyte Ave shopping to this area makes a lot of sense	Foot traffic with a shopping / eating area would be great
That the public is informed	There can be more participation and ideas
Trends may be followed without a view to sustainability	There are frequently tendencies to just go along with a trend rather than seeing ( there is awful examples) if it is of long term use
Connectivity	<ul style="list-style-type: none"> <li>• But need to be expanded /strengthened</li> <li>• For pedestrian and bike crossings over CP at 80 Ave and then down about 69 Ave</li> <li>• Both were heavily favored by all residents/land owners participants in the work shop</li> </ul>
Urban village concepts	Off Whyte bohemia hood of artistic residential diversities
Emphasis is on bicycle	Pedestrian access, restrictions of vehicles traffic, particularly of trucks, heavy diesel vehicles, construction equipment, etc. through 79, 80 and 81 Avenue
Maintaining and building	On heritage buildings (your own facades)

<b>MY MAIN CONCERNS:</b>	<b>THIS IS AN ISSUE FOR ME BECAUSE...</b>
Max density and height too low	As I told Council last year, history RA7 zoning (density & height) will not work here. All the lots are 33X132= 10 per acre. Each home owner or property owner will want at least the same money as it will take them to move and buy another home, 350K to 400K each 375K X10=3,750,000 acre for RA7 equivalent land is insane. No developer will buy these lots for redevelopment then these lands will sit for another 20 years. I suggest 6 storey 3.5 FAR same as the CB2 that is now in place and densities for residential of over 100 units per acre.
Building facades	We are not Calgary, we have never had nor will have a cowboy image. Who ever thought of this should be "let go".
6. West Ritchie	The trees and walkway should be corrected. The use of a measuring tape would have helped. There is no room for parking and or business access. Rapid rail who is dreaming? This will

	never happen. 30+ years for LRT to go from north to south Edmonton
Redesigning 81 Avenue	Businesses are leaving Whyte Avenue due to high rents. Redesigning this area will force some businesses to close either due to higher rent or not fitting in to the new design
Have enough money given to owners to improve looks of their buildings	The need to look good so that the streets have appeal to encourage more people to come into the area.
What kind of businesses will be allowed in area? Restrictions?	Worried who and what it will attract: <ul style="list-style-type: none"> <li>• We already have drunks who make noise, vandalize and urinate on buildings in our alley</li> <li>• Noise from bars</li> <li>• People parking in our visitor spaces at our condo</li> <li>• Homeless people going through garbage and finding places to sleep in open</li> </ul>
Bars and other business that may be open late	Don't want to see any of these included in as new businesses in the area because of noise, vandalism and other objectionable behavior they lead to
CP Rail yards	Like to see this moved elsewhere. eg. south of city because of the noise (e.g. late at night) and the restriction it causes on access between West Ritchie and 103 Street
Traffic right of way on 101 street sucks	More people are using this intersection and it needs addressing in regards to traffic flow just put in left turn signal
Height restriction on buildings	I believe we need to keep things @ 4 stories. Somewhere in this city we need to see the sky!
Need to keep the view of the train station	I'm worried about the "Fuzion" project on 102 Street and 80 Avenue. Please scrap it.
Still too much industrial	Unattractive for an artistic area
Lack of parking	May overflow to our visitor parking
More residential zoning might	Be good to increase pedestrian traffic rather than vehicle
CP rail yard	Loud noises at night; there is more on the east side of the track that is not properly maintained, hence homeless people have begun to live on the land.
The way the rail land divides the community	I can't walk from the video store to the Save-on-Foods. We need a pedestrian bridge from 80 Ave over the railway yards
The ugly Fuzion property on Whyte Ave beside the train station	This train station is beautiful heritage building <u>but</u> it is blocked by an ugly development yard. The "Development" space is full of weeds and cement and eventually a large building. The old train station should have good sight lines from Whyte Avenue. The Fuzion property gives visitors to Whyte Ave a poor impression of this City.
Boom town store front	Will hinder development beyond 2 storey old west stores. We need a higher density in the area to make this viable. The fort Edmonton park look should be left in Fort Edmonton Park. Street front store front encouraging pedestrian activity is great but the Boom Town look will not work.
Bicycle and pedestrian passages needed across the rail tracks	80 Ave crossing just north of CP rail yards and south of Iron Horse <ol style="list-style-type: none"> <li>1. Alternative route for bicycles rather than traveling on Whyte Ave</li> <li>2. Better community connections between Queen Alexandra and Ritchie neighbourhoods</li> <li>3. Easy to promote walking and park and walking to enjoy the</li> </ol>

	area
Extending avenues to connect 103 St and 104 St	Extremely disruptive to existing businesses and it will create too many areas point to 103 and 104 Street, thereby causing more traffic problems.
Arbitrary assignment of zoning to ??? some "Master Plan"	New zoning designations are disruptive to the businesses currently in place. Businesses that pay extravagantly high taxes, and are entitled to consideration.
Would like more housing	Adds another texture (life) to the area
Nature of area	Although it is important to preserve historic nature of area, need to still maintain and promote commercial growth along Gateway to 76 Ave; believe DC1 bylaw is good.
Timing	Plan has been in the works for several years; need to get it to council for approval by Sept / Oct
How soon will this happen	I'm ready for change
Put high density residential back into the West zone, along 104 Street	The communities of Queen Alex and Allendale will benefit from more population of these waste lands, without suffering spot intrusions of infill
The business zone along Gateway is too amenable to Big Box development	Small business does not thrive in new large scale development; big stores with bring nothing to the old south side but more cars
Large buildings broken-up with faux-store fronts do not serve walkability or street character	A big building is still a barrier no matter how cute it looks
CP Rail yard	If they are staying and my question were answered by the representative from CP
76 Ave, through street	Would like to see it go straight through from 75 Street (Argyll/Sherwood park freeway to Belgravia)
City Council	May not approve plans for Strathcona Junction
CP Rail Yards	Could be in place sometime and they are a formidable constraint
Timing	Developing residential developments close to existing industrial (CP yards) will lead to increased complaints (noise) and clash between land uses
Volume of CP rail trains	The train cars cause a lot of noise and shaking of our condo buildings at all hours of the day the horns are also blown at hours of the day
Empty lot beside 80 Ave and 102 St	Many people have been dumping garbage in this area and homeless people have been using it to build temporary shelters
More connectivity, walking, biking, not driving	Between West Ritchie and Strathcona (west of CPR yard) over the CPR yard 80 Ave, 76 Ave. make a bridge w/ tourist attraction – see the downtown, etc
Vehicle traffic start cutting	Through 80, 81 and 79 Ave residential areas – needs traffic calming = speed bumps and prohibitions!
Ugly, polluting business	Land use at NW corner of 81 Ave and 101 St
Concerns with DC1 - zoning	With City Council approving any more ugly, high density development like Scona Gardens (south side 80 Ave west of 101 St) or other ugly polluting business development.

**OTHER COMMENTS OR QUESTIONS:**

- If I want to put in an office building in West Ritchie, the minimum economic structure on 4 lots is 6-7 stories. Also if my property should be destroyed you will not let me rebuild.
- Not enough staff available to answer and questions
- Wish that existing businesses along 81 Ave (eg Octopus Ink Records) are not grandfathered; they will continue to detract from the area and stick out like a sore thumb
- Would love to see a pedestrian bridge over the rail town, 80 Ave. I'd also love to see the high speed rail there someday
- Unkept store fronts
- Ugly lots of overgrown grass and used old cars, not safe, not friendly – very embarrassing.
- Plan looks good; great mix of uses; need to push to get to Council in Sept. before election.
- Pedestrian / bike crossing at 80 Ave across train tracks – better location that proposed bike / pedway path, directly connects residential to grocery shopping etc. south of Whyte
- What is the proposed realistic time frame to start?
- Call West Ritchie “Off Whyte”

From forms that were completed, the open house was considered to be:

Informative – by 12 people

Somewhat informative – by 11 people

Not informative – no one

No response – 4 people