



ADMINISTRATION REPORT **REZONING** STRATHEARN

9508, 9518 & 9560 - 87 Street NW; 8420, 8722 & 8724 - 95 Avenue NW; 8712U 96 Avenue NW; and 8728U 97 Avenue NW

To allow for a mixed-use, high density, transit-oriented development.



Recommendation: That Charter Bylaw 19865 to amend the Zoning Bylaw from (DC2.917) Site Specific Development Control Provision and (AP) Public Parks Zone to (RF5) Row Housing Zone, (RA7) Low Rise Apartment Zone, (RA8) Medium Rise Apartment Zone, (RA9) High Rise Apartment Zone, (AP) Public Parks Zone and a (DC2) Site Specific Development Control Provision, be APPROVED.

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

- Uses conventional zoning and a DC2 to develop a high density, mixed-use, transit-oriented development centered around an LRT Stop; and
- facilitates a level of development intensity in line with the infill direction of The City Plan, Residential Infill Guidelines and the Transit-Oriented Development Guidelines.

Report Summary

This rezoning application was submitted by GEC Architecture on May 25, 2020, on behalf of Nearctic Development Corporation LTD and Rockwell Investments LTD.

The existing DC2.917 Provision was approved on July 25, 2016 and allows for a comprehensive redevelopment of Strathearn Heights Apartments into a mixed use, primarily residential, high density transit-oriented urban village. Key characteristics of the current DC2.917 Provisions include the following:

- Building heights ranging from 12 metres to 81 metres;
- 1,900 Residential Dwellings; and
- Up to 9,800 m² of commercial space located along 95 Avenue and 87 Street.

The intent of this application remains the same as with the current DC2 Provision which proposes a full project build-out of a transit oriented urban village with approximately 1,900 dwellings but proposes the use of conventional residential zoning (RF5, RA7, RA8, and RA9) throughout the majority of the site while establishing a new and smaller DC2 Provision adjacent to the future Strathearn LRT Stop. Within the proposed DC2 Provision, it would allow for redevelopment of the southern portion of the site with the following characteristics:

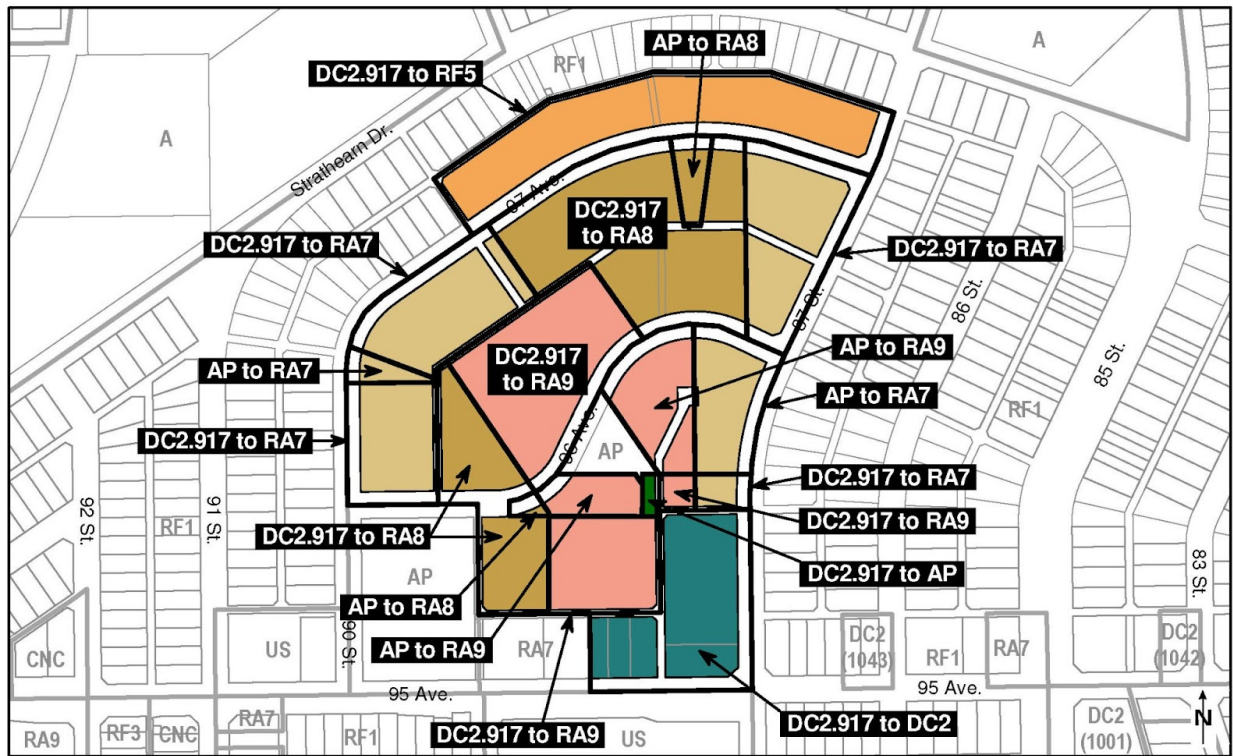
- A maximum of 81 metres (approximately 20 storeys);
- one high-rise building with a ground oriented podium and a high-rise and mid-rise building on a shared podium.
- a maximum Floor Area ratio of 5.0;
- up to 500 residential dwellings;
- up to 6,505 m² of gross floor area for commercial uses;
- surface and underground parking; and
- 1,401 m² transit plaza and pedestrian connections to other areas of the redevelopment site.

A smaller zoned (AP) portion will remain within the central portion of the site to allow for the development of a Public Park intended to be connected with other privately owned publicly accessible parks, open spaces and greenways throughout the site.

THE APPLICATION

CHARTER BYLAW 19865 to amend the Zoning Bylaw from (DC2.917) Site-Specific Development Control Provision and (AP) Public Parks Zone to a (RF5) Row Housing Zone, (RA7) Low Rise Apartment Zone, (RA8) Medium Rise Apartment Zone, (RA9) High Rise Apartment Zone, (AP) Public Parks Zone and new (DC2) Site Specific Development Control Provision.

Charter Bylaw 19865 would replace approved DC2.917 (Bylaw 16492 approved by Council on July 25, 2016), which accommodates the comprehensive redevelopment of the Strathearn Heights Apartments and certain surrounding parcels into a mixed-use urban village. The proposed rezoning uses a combination of conventional residential zones and a DC2 to allow for the intended development of the site with 1,900 dwellings in a variety of housing forms from row housing to high rise towers and 6,505 m² of commercial space.



PROPOSED REZONING

This application is being made as a result of the owners requesting financial assistance from the City in late 2019 due to the challenges of the housing market. This request was later withdrawn and economic feasibility was sought through rezoning the site and improving the redevelopment prospects by pursuing key changes to their current DC2. These changes included:

- a reduced size of the direct control area adjacent to the LRT stop to accommodate commercial uses at the ground floor levels of two residential high rise towers and a mid rise building surrounding a transit plaza;
- revised public realm and contributions to support the development including the replacement of 88 Street with active modes and pedestrian connections to the transit plaza;
- rezoning the majority of the site to conventional zoning to allow for multi-unit housing in the form of row housing and low to high rise developments north of the proposed DC2 area; and
- providing a smaller zoned (AP) portion within the central portion of the site to allow for the development of a Public Park intended to be connected with other privately owned and public accessible parks, open spaces and greenways throughout the site.

Table 1: Comparison Table

	DC2.917 Current	RF5, RA7, RA8, RA9 & DC2 Proposed Rezoning
Maximum Number of Units	1,900 Dwellings	RF5: 80 Dwellings/Ha (~98 Units) RA7: N/A RA8: N/A RA9: N/A DC2: 500 Dwellings Total: 1,900 Dwellings (intent)
Maximum Floor Area Ratio	FAR 3.5	RF5: N/A RA7: FAR 2.3 RA8: FAR 3.0 RA9: FAR 2.3-5.2 DC2: 5.0
High Rise Buildings (Maximum Heights and general location)	<p><u>Heights:</u></p> <ul style="list-style-type: none"> • T1: 78 m (~20 storeys) • T2: 81 m (~21 storeys) • T3: 75 m (~19 storeys) • T4: 71m (~18 storeys) • A17 and A18 - 64 m (~16 storeys). <p><u>General Location:</u> T1, T2 and T3 are located on the north side of 96 Avenue, ~150 m east of 90 Street and ~75 m west of 87 Street.</p> <p>A17 and A18 are located ~80 m north of 95 Avenue and ~40 m east and ~100 m east of 87 Street respectively.</p>	<p><u>Heights:</u></p> <ul style="list-style-type: none"> • Within the RA9: 60 m (~15 storeys) • Within the DC2: Two towers up to 81 m (~21 storeys). <p><u>General Location:</u> RA9: centrally located on both sides of 96 Avenue.</p> <p>DC2: Tower 1 is approximately near the current A17 location; Tower 2 adjacent to 95 Avenue ~55 m west of 87 Street.</p>
Mid Rise Buildings (Maximum Heights and general location)	<p><u>Heights:</u> Buildings A5 through A23: 17 m - 39 m (~5 to 10 storeys).</p> <p><u>General Location:</u></p>	<p><u>Heights:</u></p> <ul style="list-style-type: none"> • Within the RA8: 23 m (~6 storeys) • Within the DC2: one Mid rise up to 40 m (~10 storeys). <p><u>General Location:</u></p>

	Distributed across the site ~30 m west from 90 Street and 87 Street. (See exact locations within Appendix 1 - Rezoning History, Figure 5 DC2.917 Site Plan)	<ul style="list-style-type: none"> ● RA8, centrally located between 97 Avenue and 96 Avenue; and both sides of 96 Avenue approximately 60 m west of 90 Street. ● DC2: Adjacent to 95 Avenue and 87 Street.
Low Rise and Stacked Row Housing and Row Housing Buildings (Maximum Heights and general location)	<p>Row housing and Stacked Row housing - 12 m</p> <p>Low Rise Apartments: N/A</p> <p><u>General Location:</u> Row Housing along the periphery of the site fronting 90 Street, 97 Avenue, 87 Street.</p>	<p><u>Heights:</u></p> <ul style="list-style-type: none"> ● Within the RA5: 10 m (~2.5 storeys) ● Within the RA7: 16 m (~4 Storeys) <p><u>General Location:</u></p> <ul style="list-style-type: none"> ● RF5 between single detached housing to the north and 97 Avenue. ● RA7 along the eastern and western periphery of the site fronting 90 Street and 87 Street.
Commercial Space	<p>9,800 m²</p> <p>Where commercial uses are permitted, they are limited to the first and second floors, except for building A20 where commercial uses are allowed on all floors.</p>	<p>6,505 m² - DC2 Area only</p> <p>RA7, RA8 and RA9 permit commercial uses within the ground levels of the building.</p> <p>RF5 prohibits commercial uses.</p>
Public Realm Improvements	<p>Proposed 88 Street road with centre medians with boulevard trees from 97 Avenue to 95 Avenue.</p> <p>Provision for public parks (x4)</p>	<p>Removal of 88 Street and some public parks, replaced with pedestrian greeways, public and privately owned public parks, and transit plaza with pedestrian mews.</p> <p><u>Lane upgrades:</u></p> <ul style="list-style-type: none"> ● throughout the site ● between Strathearn Drive and 97 Ave ● between 91 St and 90 St ● N-S lane abutting Silver Heights Park.

Road Closure

A road closure component to close portions of road right-of-way (north-south lane, approximately 120 m in length) located north of 95 Avenue and approximately 55 metres west of 87 Street was previously contemplated with this application. This component has since been removed from this application. The intent of the closure was to allow for the development of a connecting underground parkade below the proposed DC2 area where a proposed transit plaza with pedestrian connection is to be located on the existing lane. The DC2 proposal still intends to improve these areas for a transit plaza and pedestrian connections; however, this closure is considered unnecessary as public access to these open spaces shall remain through the existing public road right-of-way and implemented through the requirements of the proposed DC2.

Future considerations on specific underground parkade design may require a subsequent review to formally close these portions of the lane for land consolidation. The applicant was advised that the proposal for road closure may be advanced to a public hearing at a later date.

Southeast Plan Amendments

This application originally included amendments to the Southeast Plan. The amendment is no longer necessary as the Plan was repealed on June 8, 2021 by Bylaw 19725.

SITE HISTORY

This application represents the fourth attempt at rezoning this site as a comprehensive high density urban village since 2008. These attempts over the last several years have largely been related to the LRT expansion and the acquisition of lands resulting in modifications since the 2008 DC2 proposal. Prior to the 2008 rezoning, the site had undergone its first comprehensive rezoning in 1984 when the then RA7 zoned Strathearn Heights Apartment portion of the site was rezoned from RA7 to DC5 (Direct Control Provision under previous Land Use Bylaw 5996). A summary of the site's rezoning history is provided in Appendix 1.

The most recent rezoning occurred on July 25, 2016, when City Council approved the current DC2.917 as a result of the owner acquiring the commercial property at the southeast corner of the site (northwest corner of 95 Avenue and 87 Street). That rezoning incorporated the new property, adding 3,296 m² of commercial space for a total of 9,800 m², and increased and reallocated the maximum height of six buildings near the central and southern portions of the site. The maximum allowable number of residential units proposed was and remains 1,900 units. Redevelopment of the site has remained on hold with no substantive changes to the existing buildings currently on the properties.

At the September 5, 2019 Executive Committee meeting, the Committee received an Administration Update Report stating redevelopment of the site has not commenced due to the current market conditions and the costs of public infrastructure required by the approved Direct Control Provision. In the report, administration indicated that the owners requested additional incentives needed for the project to proceed in the near term. The two largest costs identified were the land dedications for new roads and park spaces, and construction costs of the proposed 88 Street which was meant to serve as the prominent entryway to the overall project. During the meeting, the owners presented a few suggestions and gauged the interest of Council in providing cash incentives for the proposed transit-oriented project. These incentives

amounted to approximately \$11,100,000 to offset the costs associated with the design and the construction of 88 Street. At the Executive Committee meeting on September 5, 2019, the Committee passed the following motion:

1. "That Administration prepare an unfunded capital profile, for consideration by Council during the 2019 Fall Supplemental Budget Adjustment deliberations, for financial support of the Strathearn Heights Redevelopment."; and
2. "That Administration provides an accompanying report outlining the engagement with the community and landowners, and potential revisions to the DC, benefits and risks to the City, and opportunities for de-risking the infrastructure component."

On December 11, 2019, City Administration reported back to City Council during the 2019 Fall Supplemental Budget Adjustments that on October 11, 2019, Administration received a letter from the owners withdrawing their request for investment during budget deliberations and provided the intent to improve the site's redevelopment prospects by pursuing key changes to the zoning for the site. The changes as communicated to City Council included:

- a reduced size of the direct control area adjacent to the LRT stop;
- reduced public realm and contributions to support the development including the replacement of 88 Street with a pedestrian only plaza, and
- rezoning the majority of the site for the use of conventional, non-Direct Control zoning for low and mid-rise development.

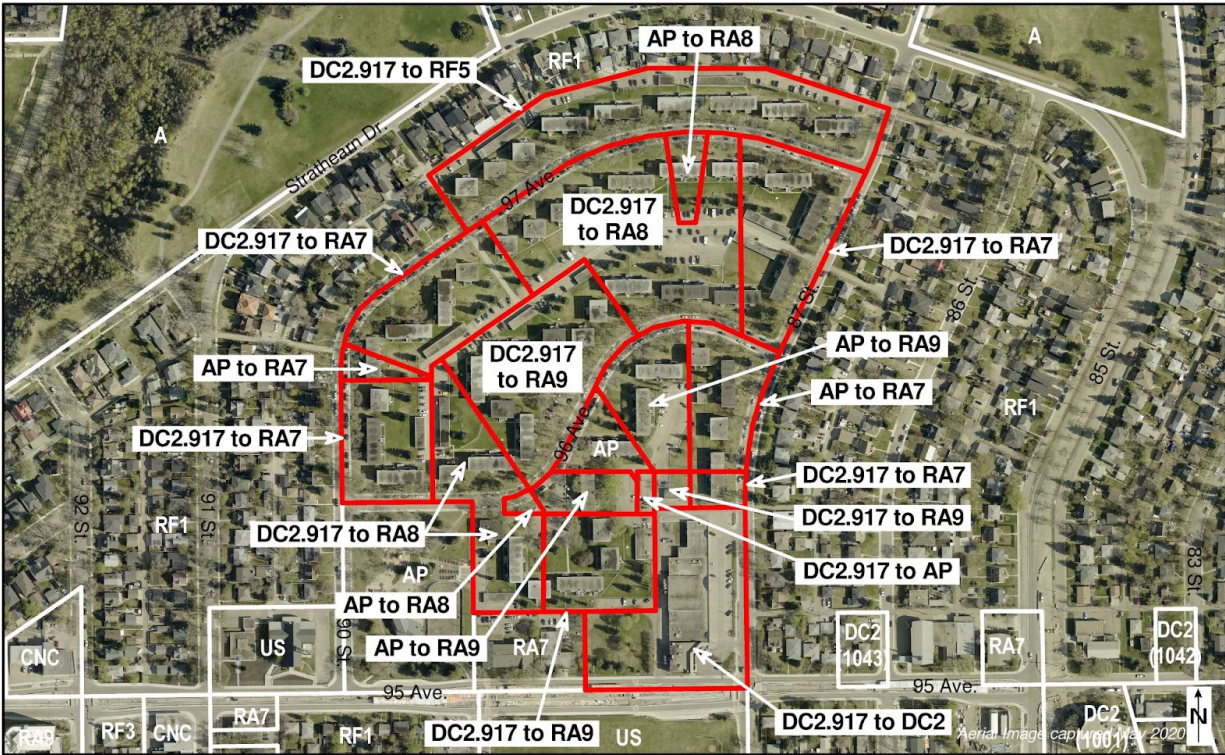
Further, Administration provided an update on the applicant's engagement with the community by indicating a letter from the owners was sent to the Strathearn Community League on November 12, 2019 providing an update on their recent conversations with the Executive Committee which sought the City's support to advance the redevelopment of the site. In the letter, the owners noted that rather than seeking monetary assistance from the City, they would focus on potential changes to the Direct Control Provision in order to make the redevelopment financially viable. While the owners noted that more work on their part is necessary to engage in a pre-application consultation as required by the Zoning Bylaw, they offered to meet with the community league to discuss potential changes to the site's zoning. This current application is a result of the discussions held in late 2019.

SITE AND SURROUNDING AREA

The approximately 9.2 hectare site is located in the north portion of the Strathearn neighbourhood, adjacent to 95 Avenue and the future Valley Line LRT. The site is bordered by 95 Avenue to the south, 87 Street to the east, 90 Street NW to the west and is situated approximately 40 metres south of Strathearn Drive to the north. The site is adjacent to existing transit services along 95 Avenue and the future LRT stop currently under construction which will serve as the focal point of the redevelopment. This context makes the site ideal for a Transit-Oriented Development.

The site is currently occupied by multi-unit housing in the form of 504 residential rental units in 52 three storey apartment buildings built in 1951 known as the Strathearn Heights Apartments. A commercial strip mall also exists in the southeast portion of the site at the northwest corner of 87 Street and 95 Avenue.

The site has good access to downtown Edmonton and is within walking distance to a number of existing open spaces surrounding the site. These open spaces include the River Valley and Strathearn park to the north, Silver Heights park at the corner of 95 Avenue NW and 90 Street NW, and the École Gabrielle Roy school site and playground to the south across 95 Avenue.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC2.917) Site-Specific Development Control Provision; and • (AP) Public Parks Zone 	<ul style="list-style-type: none"> • Multi-Unit Housing (Low rise apartments) • Commercial use building
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached Housing
East	(RF1) Single Detached Residential Zone	Single Detached Housing
West	(RF1) Single Detached Residential Zone (AP) Public Parks Zone (RA7) Low Rise Apartment Zone	<ul style="list-style-type: none"> • Single Detached Housing • Public Park (Silver Heights Park) • Multi-Unit Housing (Low rise apartments)
South	(US) Alternative Jurisdiction Zone	Public Education Services (Ecole Gabrielle Roy)



VIEW OF THE SITE LOOKING NORTH ACROSS 95 AVENUE



VIEW OF THE COMMERCIAL STRIP MALL LOOKING NORTHWEST FROM 95 AVENUE AND 87 STREET



VIEW OF THE SITE LOOKING WEST ALONG 97 AVENUE NW FROM 87 STREET



VIEW OF THE SITE AND EXISTING LOW RISE APARTMENTS LOOKING EAST ACROSS 90 STREET

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The Site is located in the north portion of the Strathearn neighbourhood abutting 95 Avenue within easy access to transit services, open spaces and integrated with other residential uses in the area. The proposal includes a high density pattern but transitions to the abutting Single detached housing found to the north, east and west. To do this, this application proposed reallocating the tallest towers (81 m tall, approximately 20 storeys) under the DC2 Provision, along the southern edge of the site and locate the RA9 zoning, which would accommodate up to 60 metres (approximately 15 Storeys), within the central portions of the site. These built forms further transition to a stepped-down placement of the RA8, RA7, RF5 Zones ensuring no infringement on the angular plane recommended in the Residential Infill Guidelines. Additional information and analysis in comparison to the Residential Infill Guidelines are provided below under 'Applicable Guidelines'.

A Sun-shadow Impact Study was requested as part of this application to demonstrate the potential impacts of the full built form of varied housing products on the surrounding properties including those lower density forms of housing surrounding the site. While impact on sunlight penetration and shadow casting is a common concern with infill developments, there are no standards or guidelines specifically for these items. Based on the sun-shadow study, it is anticipated that shadow impacts to the west are most notable during the morning hours. Towards the north, similar built forms to the existing single detached houses zoned (RF1) Single Detached Residential Zone are proposed through the adjacent placement of the RF5 zone which will minimize the shadow impact. For lots located east across 87 Street, the DC2 tower shadows are most apparent during mid afternoon.

To minimize shadow impacts from high rise apartments, the RA9 zone and the Proposed DC2 require that floor plates not exceed 850 m². This facilitates a slim tower design from which shadows typically pass more quickly. This also results in a change to the shadow impact as demonstrated in the figure below. Shadows shown in orange are based on the current DC2 and the shadows shown in blue demonstrate the anticipated shadows associated with the proposed rezonings where the 81 metre towers have been relocated further south adjacent to 95 Avenue.

Overall, the new placement of the proposed zones when compared with the current DC2, shows that shadowing impacts have been reduced in many areas surrounding the property. A full sun/shadow analysis is found in Appendix 2.

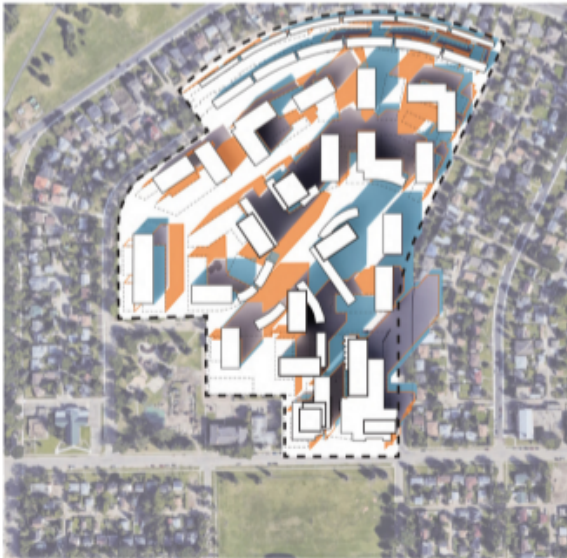
March 21



9 AM



12 PM



3 PM



Areas in Shadows All Day

PLANS IN EFFECT

City Plan

The City Plan is a high level policy document describing the City's strategic goals, values and intentions that will help direct how Edmonton will grow from 1 million to 2 million people over

the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors. Within the Plan, the abutting 95 Avenue roadway is considered a 'Secondary Corridor' within this sector of the City. As defined by the City Plan, Secondary Corridors are envisioned to include vibrant residential and commercial streets that serve as a local destination for surrounding communities. Typical built forms near secondary corridors include low rise and mid rise apartments, which are accommodated through the proposed RA7 and RA8 zones. Although the RA9 and DC2 proportions deviate from this requirement, it is rationalized based on the previously approved rezoning proposals and through the Transit-Oriented Development and Residential Infill Guidelines which are discussed below.

The minimum density sought for Secondary Corridors is a minimum of 75 people per hectare across Secondary Corridor areas which are defined by 1 to 3 blocks wide and 5 blocks long. This project meets the minimum density targets for Secondary Coordinators by providing 500 dwellings located abutting the 95 Avenue roadway.

Furthermore, the site is near city-wide mass transit which provides added connectivity to Edmonton's Centre City and the Bonnie Doon Mall site designated as a District Node. From this broad context approach, the development helps contribute to a network of nodes and corridors that conform with the City Plan's policies and strategies for population, business and employment growth initiatives.

APPLICABLE GUIDELINES

Transit-Oriented Development (TOD) Guidelines

This site is located adjacent to the future Strathearn LRT Stop, which is designated as a neighbourhood stop along the southeast Valley Line LRT route. The proposal meets the intent of the Land Use and Intensity Guidelines, Site Design Guidelines, Public Realm guidelines and Urban design principles under the TOD guidelines. Specifically under the land use and intensity guidelines, sites over 1 hectares in size shall require a minimum of 125 Dwelling Units per hectare. This 9.2 hectare site is intended to be built out with 1,900 residential units meeting the desired density minimums for this station type. There are no maximum density requirements when there is an appropriate land assembly of at least 1 hectare.

As design details are available through the proposed DC2 Provision intended as a transit-oriented development, the following site design features within the Provisions meet the 'Building and Site Design Guidelines' for TOD developments:

- Buildings should front onto a street;
- Parking for multi-unit housing and commercial buildings should be located primarily underground;
- Surface parking shall be located away from the street and separated by landscaped areas;
- Retail and commercial buildings should be designated to create smaller regularly spaced frontages along the street;
- building setbacks between 0.0m-3.0m and activated entries from streets;

- 50% transparency at street level with pedestrian friendly and weather protection architectural features; and
- the provision of a hardsurfaced Transit Plaza and Pedestrian Mews interconnected an open space network with parks.

Overall, the DC2 component and the provisions of open spaces meet the general intent of the TOD Guidelines and the provisions are consistent with the direction, intent and objectives for this station type. It is expected that the remaining areas under conventional zones shall consider the TOD guidelines at the time of development permit review in order to integrate those areas with the DC2 portions and other adjacent properties.

Residential Infill Guidelines

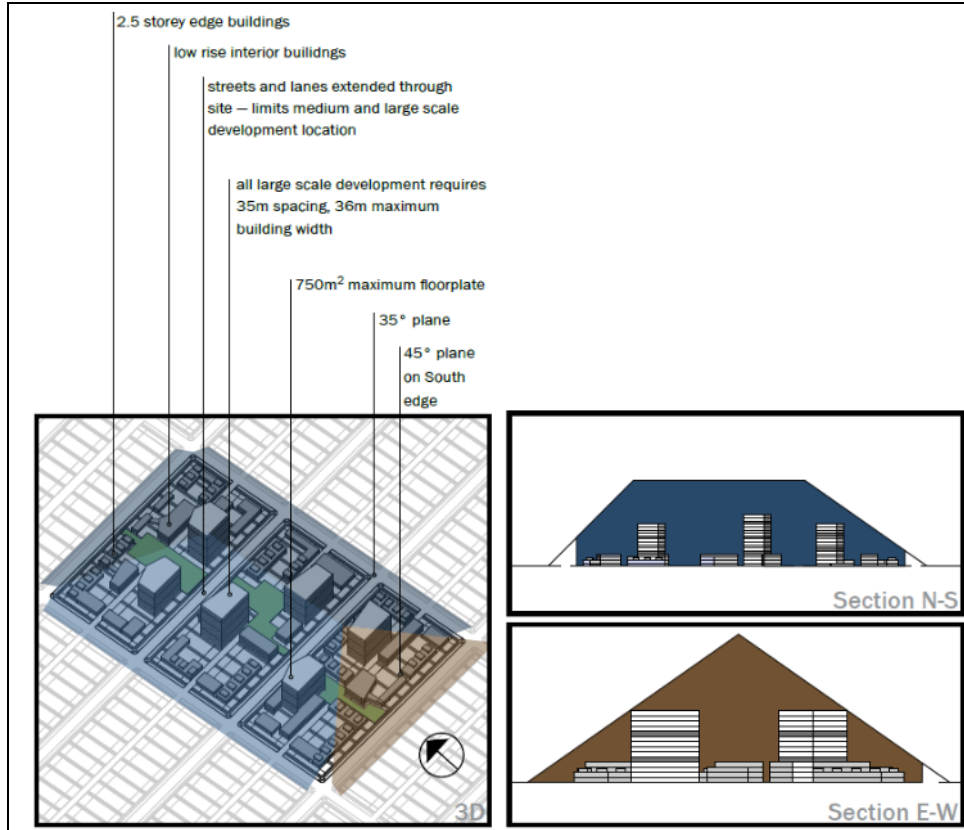
The Residential Infill Guidelines (RIGs), identify the site and application as a Large Site Infill which have a specific set of principles and guidelines. These guidelines were not applicable during the 1984 and 2008 rezonings, but nonetheless, the proposed changes generally align with the current DC2 and with this application conforms to the principals for Large Site Infills by:

- *Creating Parks and Amenity Spaces:* By incorporating both public parks and privately owned publicly accessible open spaces, these amenity areas are intended to meet the needs of new residents that complement the existing park spaces found through the Strathearn neighbourhood.
- *Building a community* that includes commercial activity at a neighbourhood scale, providing *Phased developments* by refining a smaller DC2 portion as the first phase and focal point for the redevelopment. It is anticipated that the full project build-out will be completed within the next several years.
- *Transitioning Between Existing Neighbourhoods and the Large Infill Sites:*
The placement of higher built forms in the centre and south areas of the site provides proper transitions to adjacent properties with the inclusion of RA7, RA8 and RF5 Zones strategically placed in relation to the single detached dwellings surrounding the site.

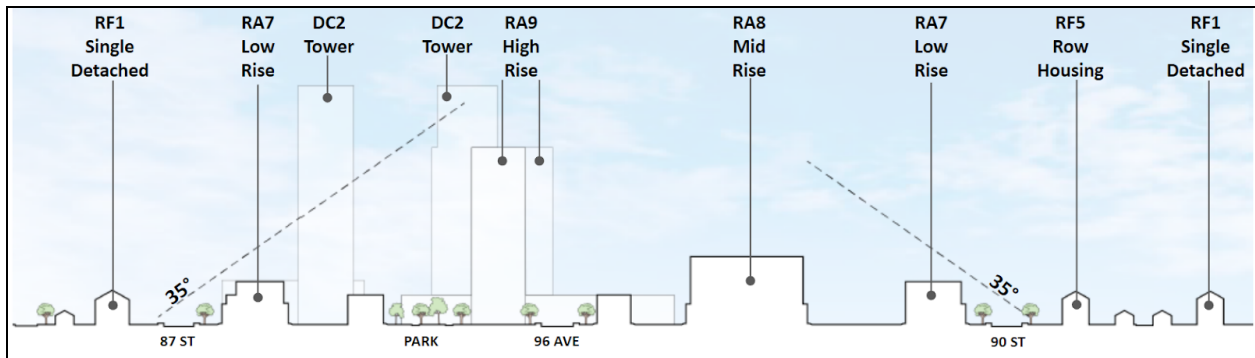
To the east and west, RA7 zoning is proposed to provide transitions from higher built forms within the interior portions of the site. Along those east and west periphery edges, the RA7 requires a minimum 6.0 m setbacks from the public roads and the building envelope falls within the 35 degree angular plane allowing for proper transitions for those portions of the site to the east and west.

Along the north edge of the site, row housing is proposed with the RF5 zoning creating a transition from the existing single detached homes from the proposed RA8 and RA9 built forms across 97 Avenue. The increased height along the southern portions of the site, within the DC2 area, do not meet the angular plans of the RIGs. Once again, this is mitigated through slim design and tower placement criteria under the DC2 provisions and the sun-shadow impact assessment indicates minimal impact to the surrounding areas.

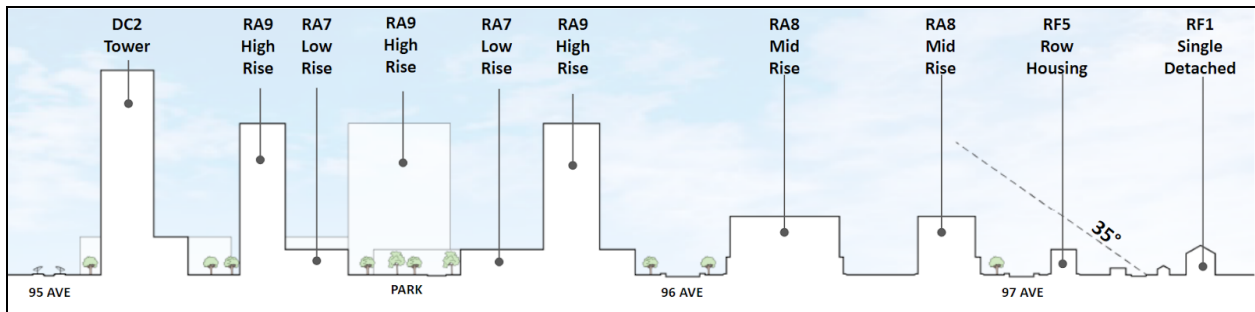
Overall the proposed DC2, RF5, RA7, RA8 and RA9 locations transition well to the neighbouring properties and generally align with the Large Infill Site guidelines.



LARGE STIE INFILL GUIDELINES - 5.0 HECTARE OR APPROXIMATELY THREE CITY BLOCKS



EAST-WEST SITE CROSS SECTION LOOKING SOUTH



SOUTH-NORTH SITE CROSS SECTION LOOKING WEST

EDMONTON DESIGN COMMITTEE

On October 21, 2020, this application was presented to the Edmonton Design Committee (EDC) during which the EDC supported the proposed DC2 application subject to conditions (See appendix 3). Comments provided by the EDC included topics related to the tower height and tower top treatments, consideration for smaller floor plates, refining urban design elements and a stronger commitment for public art.

Refinements to the design were further incorporated into the DC2 Provision, meeting the comments provided by the EDC except that the tower floor plates remain at 850 m² which have been argued to be acceptable based on the floor plate requirements in certain Downtown Special Area Zones and the RA9 zone which dictate floor plates no greater than 900 m² and 850 m² respectively.

It is relevant to note that future development Permit applications for any new buildings on the subject site including the DC2 area and areas zoned RA7, RA8 and RA9 will be reviewed by the EDC as required by the Edmonton Design Committee Bylaw 14054 for sites designated as a 'Significant Transit-Oriented Development' and a 'Large Infill site'.

PUBLIC CONTRIBUTIONS

C582 - Developer Sponsored Affordable Housing

This policy was repealed by City Council on July 5, 2021 and while the current DC2 Provision contains the associated clause to facilitate an affordable housing contribution, this has been removed in the proposed DC2 Provision.

C599 - Community Amenity Contributions

Community Amenity Contributions are required when rezoning land to a direct control zone. This policy was not in effect when the current and previous DC2 Provisions were approved.

The applicants propose the following contributions in addition to \$327,800.00 of cash contributions already provided through the previous applications for rezoning to meet the C599 policy for Community Amenity Contributions.

1. Publicly Accessible Open Space
 - 1,401 square metres in size (Transit Plaza and pedestrian mews):
 - Hard and soft landscaping, seating areas, bicycle facilities, and appropriate pedestrian-scaled lighting.
2. Provision for Public Art
 - Publicly View Art commission by artist
 - \$200,567.65 valued amount
 - This public art value may be reduced to a minimum amount of \$150,000 in the event additional dwellings suitable for families are provided and credited at a rate of \$35,000 per additional family-oriented dwelling.
3. Off-site public improvements along 97 Street and 87 Street
 - Boulevard tree plantings along 97 Street
 - New pedestrian lighting on west side of 87 Street

- 2.5 m wide concrete sidewalks
4. A minimum of 10 Dwellings with characteristics designed to be desirable to families:
- the dwelling shall have a minimum of three bedrooms
 - Located no higher than the seventh storey of a building or within the podium levels of the development.
 - dedicated bulk storage facilities
 - a minimum 12 m² of private amenity area per dwelling
 - enhanced bicycle storage with a minimum of two bicycle spaces per unit

It is also worth noting that the DC2 Provision requires that 25% of the dwellings be developed as two or more bedroom units.

TECHNICAL REVIEW

Transportation

A Transportation Impact Assessment (TIA) was completed in support of the rezoning and removal of the 88 Street vehicle connection between 95 Avenue and 97 Avenue. This assessment considers the City's 2050 regional travel model that includes the Holyrood mixed use/TOD site and redevelopment of Bonnie Doon Shopping Centre. As well, bus transit service is provided along 95 Avenue. This local route loops through the Strathearn neighbourhood to Bonnie Doon mall providing access to the future LRT stop at Bonnie Doon Mall.

Site access will be provided through 87 Street and 90 Street north of 95 Avenue, and 87 Street south of Strathearn Drive with proposed pedestrian pathways provided via a transit plaza north of the LRT stop and a new north-south linear park/greenways. The TIA accounted for the opening of Valley Line Southeast LRT and reviewed impacts on surrounding intersections due to constrained capacity and turning movement restrictions to limit vehicle crossings along LRT tracks.

The TIA found that as 85 Street and 95 Avenue transition to transit priority corridors with the LRT, levels of service for passenger vehicle traffic are expected to decrease, thus resulting in a number of intersections projected to be congested during peak hours (increased queuing and long delays). As this site is located within a mature area and adjacent to a Secondary Corridor with limited road right-of-way and high transit priority, physical roadway improvements are not contemplated. Mitigations included review of traffic signal timings and the following:

- Parking ban on the west side of 87 Street for a minimum of 50 m north of 95 Avenue - with limited site access.
- Parking restricted along the north side of Strathearn Drive between 85 Street and 87 Street.

The proposed open space network includes a transit plaza and pedestrian mews, shared lanes, multiple pedestrian crossings, and strong connection to Strathearn Park and LRT. A combination of linear greenways and shared streets (alleys converted to shared streets which significantly limit vehicular traffic and limit driver speeds, as per Complete Streets standards) further

enhances active mode connections in the northern portion of the development, as shown below in the Figure 1 - Open Space and Active Modes Connection.

Parks and Open Spaces

This application proposes revisions to the (AP) Public Parks zoned areas intended to be used for public parks under dedicated Municipal Reserves (MR). Since the enactment of the *Planning Act* of 1977, MR can be legally required to allow for the development of public parks and is normally dedicated through the subdivision process for lands at least 0.8 hectares in area. Today, the City's ability to require MR is found in the *Municipal Government Act*. The Strathearn Heights Apartment complex was developed on a number of subdivided individual lots in the 1950s prior to the adoption of the Planning Act. At that time, registered plans throughout Strathearn showed subdivided lots which were eventually converted to public parks such as Silver Heights Park located to the southwest of the subject rezoning site.

On November 20, 2000, a plan for consolidation for the 8.28 hectare Strathearn Heights Apartment complex was registered with Land Titles, thus creating the minimum 0.8 hectares which allows the City the option to require MR as a condition of subdivision. As part of the application to rezone the properties in 2008, a total of 1.25 hectares of public park was contemplated within three dispersed (AP) Public Park zoned sites for future municipal reserve dedication of 15% of the consolidated lands. In 2008, the City was permitted to request up to 15% in reserve dedications in certain circumstances. In 2020 that ability was removed from the *Municipal Government Act* and the current maximum dedication legally permitted is 10%. Based on this information, the applicant is seeking a reduction of municipal reserve dedications which translates into a reduction of AP zoned land. To do this, the applicant intends on replacing the 1.25 hectares of public parks with providing and maintaining up to 1.09 hectares, amounting to 13% of the lands previously subject to MR, as publicly accessible private parks and greenways, a transit plaza and pedestrian mews through the acquisition of future lane closures and registration of public access easements for the subject properties. These areas exceed the 10% Municipal Reserve through an acceptable equivalent and shall be designed in stages by the applicant throughout the redevelopment phases of the site.

As a condition of Administration's support, an executed agreement to register public access easements on the areas intended to be developed as publicly accessible private parks was required. The areas subject to the easement were negotiated and identified as part of the rezoning process. At the Development Permit stage for redevelopment, these publicly accessible areas shall be included with their adjacent phases and will be considered accessory activities to the residential developments.

A centralized public park will be retained as AP zoning fronting onto 96 Avenue and will be dedicated as a Municipal Reserve upon subdivision. From a legal perspective, the City's Law Branch advises that it is at the discretion of the City and the Subdivision Authority to consider Silver Heights Park and the proposed privately owned open spaces as having satisfied a portion, if not all, of the 10% reserve requirements. If the proposed rezoning application is approved with the registration of public easements, administration and the subdivision authority shall not require further Municipal Reserve dedication or cash in lieu upon future subdivision. Appendix 4 of this report provides a breakdown of the open space concept.

With this rezoning, Administration wanted to ensure the redevelopment site included a

well-designed open space network that is publicly accessible and functional for the residents of the Strathearn Heights Urban Village and the Strathearn community at large. A parkland needs assessment was conducted based on the Open Space Concept and Active Modes Connections (Figure 1, below).

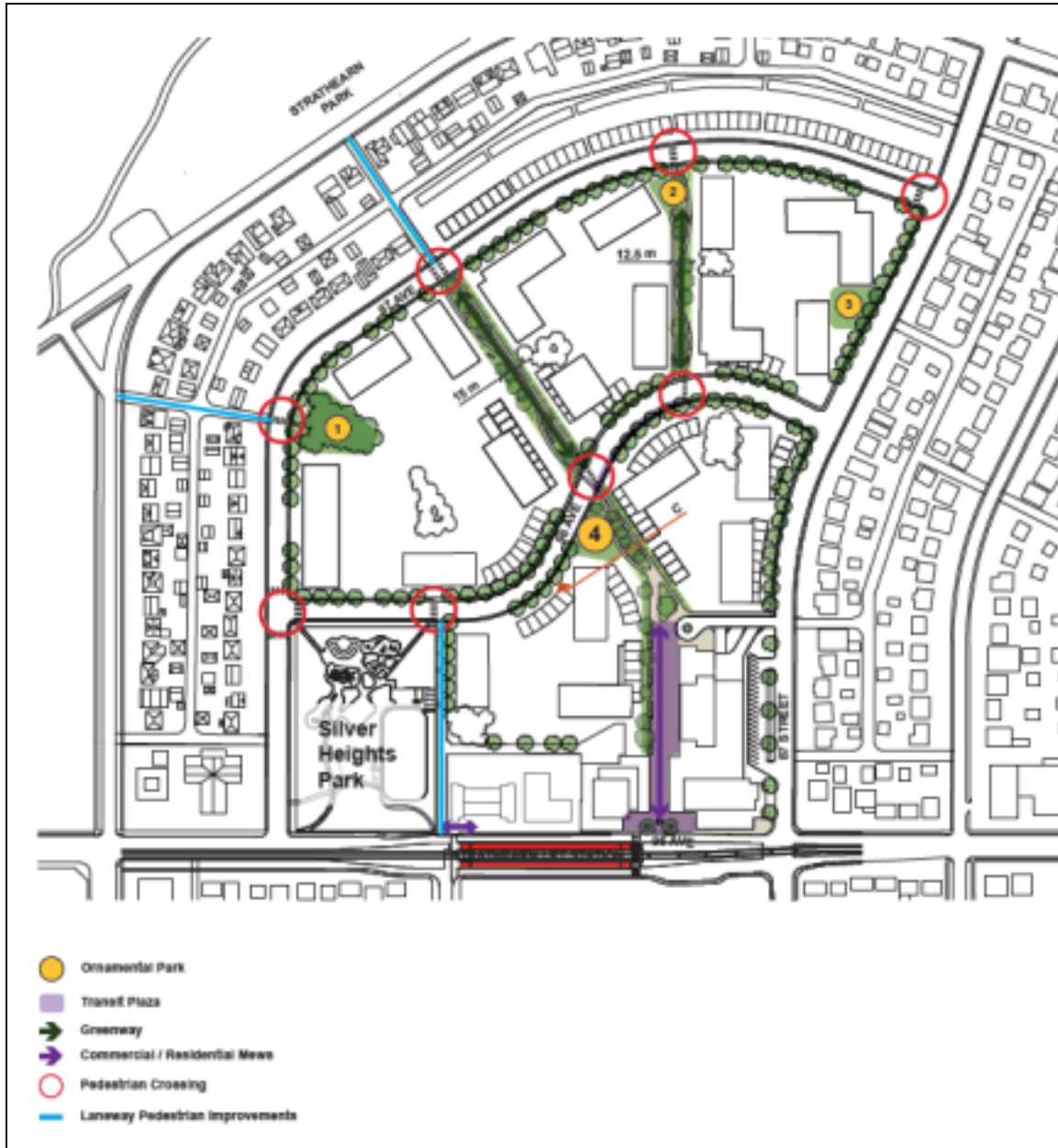


Figure 1 - Open Space Concept and Active Modes Connections

Per the standard approach used for calculating the neighbourhood open space, the park allocation of Silver Heights Park and École Gabrielle Roy school (City and School Board owned) along with the proposed 1.09 hectare open space network is 1.34 ha/1000 people, which includes the anticipated growth proposed with the redevelopment. The total available and proposed park and open space areas in Strathearn amounts to 8.8% of the 75.4 hectare area

of the Neighbourhood. This is below the typical 2.0 ha/1000 people standard for open space needs but exceeds the standard 7.5% area size for the neighbourhood.

To address the concerns for adequate park areas, other nearby open space is also taken into consideration when assessing the neighbourhood's open space needs. This includes Strathearn Park and Forest Heights Parks which are theoretically outside the Strathearn neighbourhood, but within 400 metres walking distance from the subject site and adjacent other parcels within Strathearn. When including those park sites, the open spaces available to Strathearn residents are anticipated to have 5.08 ha/1000 people. This is above the future city wide targets at 3.8 ha/1000 people but is slightly below the future targets for mature areas at 6.3 ha/1000 people as contemplated by Edmonton's Breathe Strategy. Overall, the administration finds the site's proposal to use a combination of MR and privately owned public accessible open spaces adequately meets the intent of the 10% MR requirements and when combined with other available open spaces, this proposal meets the needs of the proposed development and existing Strathearn residents.

Drainage

A Drainage Servicing Report was submitted and reviewed with this application. Sanitary sewer servicing is proposed to be provided from the existing combined sewer system in the Strathearn Neighbourhood. Storm sewer servicing is proposed to be provided through the installation of new storm sewer mains at the owner/developer's cost. The development will also be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure.

For stage 1 redevelopment, temporary storm sewer servicing is proposed to be provided from the existing combined sewer system in the Strathearn Neighbourhood. On-site stormwater management techniques utilizing a reduced outflow rate will be required to mitigate its impact on the existing drainage infrastructure on a temporary basis. The ultimate development will achieve complete sewer separation.

Environmental

Phase I Environmental Site Assessments (ESA) have been submitted for the proposed application and have identified potential contaminants related to former uses within the existing commercial building located within the DC2 area. The ESA has determined that additional Phase II assessments and/or remediation is warranted and may be deferred until the current structures are removed from the site. A regulation is included in the proposed DC2 Provision to ensure that additional testing and, if necessary, clean up of any contamination to a residential standard is completed as a condition of a Development Permit.

Epcor Water

Hydrant spacing is adjacent to the properties along 87 Street (south of 96 Avenue), 90 Street (north of 96 Avenue), 96 Avenue, and 97 Avenue by the City of Edmonton Standards for the proposed zoning. Based on this, EPCOR Water suggests installation of eight new hydrants throughout the site: one on 87 Street, one on 90 Street, two on 96 Avenue and four on 97 Avenue. A review of the required water servicing, including hydrant supply, shall be further examined at the Development Permit stages for this phased redevelopment.

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

PUBLIC ENGAGEMENT

<p>PRE-APPLICATION NOTIFICATION</p> <ul style="list-style-type: none"> February 9, 2020 - Canada Post Maildrop February 11, 2020 - Mailout to surrounding assessed owners 	<ul style="list-style-type: none"> Number of recipients: 1365 including 46 assessed landowner mailouts surrounding the DC2 area and a 1319 Canada Post Strathearn neighbourhood maildrop to 687 Houses, 609 Apartments, 23 businesses. <p>As reported by the applicant:</p> <ul style="list-style-type: none"> 3 emails and 2 telephone calls were received for additional information following the notification. See Appendix 5a for the "Applicant Community Consultation Summary Extract"
<p>APPLICANT HOSTED PUBLIC ENGAGEMENT SESSIONS February 19 and 22, 2020</p>	<p>As reported by the applicant:</p> <ul style="list-style-type: none"> Number of attendees: 85 attendees Number of responses in support: 31 Number of responses with concerns/neutral position: 4 Common comments included a mixture of support and some concerns regarding: <ul style="list-style-type: none"> General placement of DC2 and mixture of standard zones Connectivity between the River Valley and LRT Stop the Proposed DC2 and its location around the LRT Stop Commercial and Retail uses Replacement of 88 Street in relation to walkways and commercial pedestrian mews. Consultation process General Overall Comments and Questions. See Appendix 5a for the "Applicant Community Consultation Summary Extract"
<p>ADVANCE NOTICE August 28, 2020</p>	<ul style="list-style-type: none"> Number of recipients: 669 Number of responses in support: 0

	<ul style="list-style-type: none"> ● Number of responses with concerns: 4 ● Number of responses for information only: 1 ● Common comments included: <ul style="list-style-type: none"> ○ Massing, Building & Site Design ○ Shadow Impacts ○ Removal of AP Public Park Zones ○ Traffic and Parking Concerns due to increased density ○ Decreased property Values
<p>PUBLIC ENGAGEMENT SESSION June 7 - 25, 2021</p>	<p>engaged.edmonton.ca/streathearnheights</p> <ul style="list-style-type: none"> ● Aware: 234 ● Informed: 84 ● Engaged: 54 <p>(explanation of these categories are in the "What We Heard" Report)</p> <ul style="list-style-type: none"> ● Support: 11 ● Support with concerns: 5 ● Opposed: 39 <ul style="list-style-type: none"> ● Common topics included: <ul style="list-style-type: none"> ○ Location and relationship with surroundings ○ Density Concerns ○ Traffic and Parking Concerns ○ Change in Greenspaces and Parks ○ Impacts to Strathearn's Socio-Economic Characteristics ○ Massing, Building & Site Design ○ Developer Intent ○ Process/Consultation Integrity ○ Crime and Disorder ○ Broader Neighbourhood Impacts ● See Appendix 5b for a full "Online Public Engagement What We Heard" Report
<p>WEBPAGE</p>	<p>www.edmonton.ca/residential_neighbourhoods/neighbourhoods/strathearn-heights-rezoning</p>

CONCLUSION

Administration recommends that City Council **APPROVE** this application.

APPENDICES

- 1 Rezoning History Summary
- 2 Sun-Shadow Impact Assessment
- 3 Edmonton Design Committee Letter of Support
- 4 Open Space Network
- 5a Applicant Community Consultation Summary Extract
- 5b Online Public Engagement - What We Heard Report
- 6 Application Summary

STRATHEARN HEIGHTS REZONING HISTORY

	DC5 (DC2.29)	DC2.716 & (AP)Public Parks Zone	DC2.840 & (AP)Public Parks Zone	DC2.917 & (AP)Public Parks Zone <i>Current</i>	DC2 Provision, AP, RF5, RA7, RA8, & RA9 <i>Proposed</i>
Approval Date	March 13, 1984	March 3, 2008	July 2, 2013	January 25, 2016	N/A
Bylaw Number	7371	14808	16492	17501	N/A
Maximum Heights	<ul style="list-style-type: none"> • Row Housing: 12m • Stacked Row Housing: N/A • Mid-rise: 23m - 37m • High-rise: N/A 	<ul style="list-style-type: none"> • Row Housing: 10m • Stacked Row Housing: 12m • Mid-rise: 24m - 31m • High-rise: 62m - 74m 	<ul style="list-style-type: none"> • Row Housing: 10m • Stacked Row Housing: 12m • Low & Mid-Rise: 17m - 40m • High-rise: 71m - 81m 	<ul style="list-style-type: none"> • Row Housing: 12m • Stacked Row Housing: 12m • Low & Mid-Rise: 17m - 39m • High-rise: 64m - 81m 	<ul style="list-style-type: none"> • AP: 10m • RF5: 10m • RA7: 16m • RA8: 23m • RA9: 60m • DC2: 40m - 81m
Maximum Floor Area Ratio (FAR)	N/A	FAR 3.4	FAR 3.5	FAR 3.5	<ul style="list-style-type: none"> • AP: N/A • RF5: N/A • RA7: FAR 2.3 • RA8: FAR 3.0 • RA9: FAR 2.3-5.2 • DC2: FAR 5.0
Maximum Density	920 Dwellings	1,750 Dwellings	1,900 Dwellings	1,900 Dwellings	1,900 (Intent) <ul style="list-style-type: none"> • AP: N/A • RF5: 80 Dwellings/ha (~98 Dwellings) • RA7: N/A • RA8: N/A • RA9: N/A • DC2: 500 Dwellings
Commercial Square Footage	N/A	3,716 m ²	6,504 m ²	9,800 m ²	<ul style="list-style-type: none"> • RF5: N/A • AP, RA7, RA8, RA9: TBD • DC2: 6,505 m²

STRATHEARN HEIGHTS REZONING HISTORY

March 13, 1984 - Rezoning from RA7 to DC5

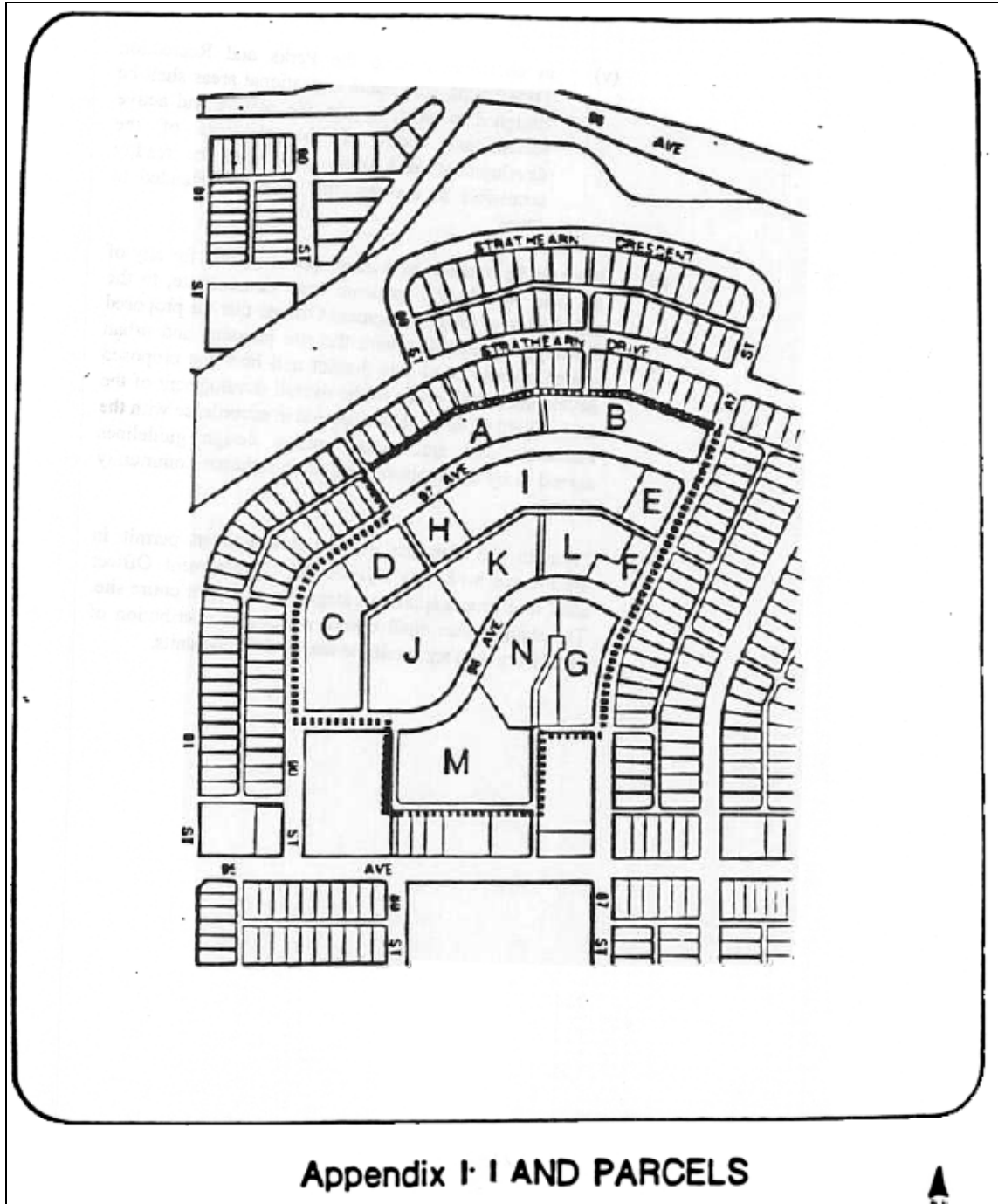
On March 13, 1984, Bylaw 7371 approved a rezoning from (RA7) Low Rise Apartment District to (DC5) Site Specific Development Control Provision to accommodate the development of 920 residential dwellings in the form row housing and low to high rise apartments that will be compatible with the surrounding low density residential neighborhood. This DC5 was later renumbered as (DC2.29) Site Specific Development Control Provision when the adoption of the Zoning Bylaw 12800 was approved on February 22, 2001.

Under the approved DC5 provisions, the site was divided into 14 'land parcels' (land parcels A through N) arranged in a manner where lower density forms of residential dwellings such as row housing and stacked-row housing built forms shall be located along the edges of the site within Parcels A through G as depict in Figure 1: DC2.29 Land Parcels. Key characteristics for land parcels A through G include the following:

- Maximum Density: 190 Dwellings
- Maximum Height: 12 metres (3.5 Storeys)

The development criteria for the remaining land parcels H through N allowed for higher-built forms of residential apartments clustered in the centre of the site. Key characteristics to the Apartment Housing parcels include the following:

- Maximum Density: 730 Dwellings
- Maximum Height:
 - 23 metres (6 Storeys) for land parcels H, I, K L
 - 29 m (8 Storeys) for land parcel J
 - 33 m (9 Storeys) for land parcel N; and
 - 37 m (10 Storeys) for land parcel M.



Appendix I: I AND PARCELS

FIGURE 1: DC2.29 'LAND PARCELS'

Redevelopment of the site did not materialize and from 1953 to 2000 when the present subdivision plan was registered in November of 2000 where Rockwell Investments LTD consolidated the lands into a single title. According to the applicant, this consolidation was created to facilitate mortgage financing of the property.

March 3, 2008 - Rezoning from CNC, RA7 and DC2 to DC2 and AP

On March 3rd, 2008, City Council approved Bylaw 14808, a rezoning application from RA7, (CNC) Neighborhood Convenience Commercial Zone, and DC2.29 to a new (DC2.716) Site Specific Development Control Provision and (AP) Public Parks Zone. The area of application included the Strathearn Heights Apartment complex, RA7 zoned portions along 95 Avenue and a portion of the commercial shopping strip mall facing 87 Street NW (See Figure 2, DC2.716 Rezoning map). The purpose of the rezoning is to accommodate the development of a mixed-use urban village and include three public parks areas throughout the site.

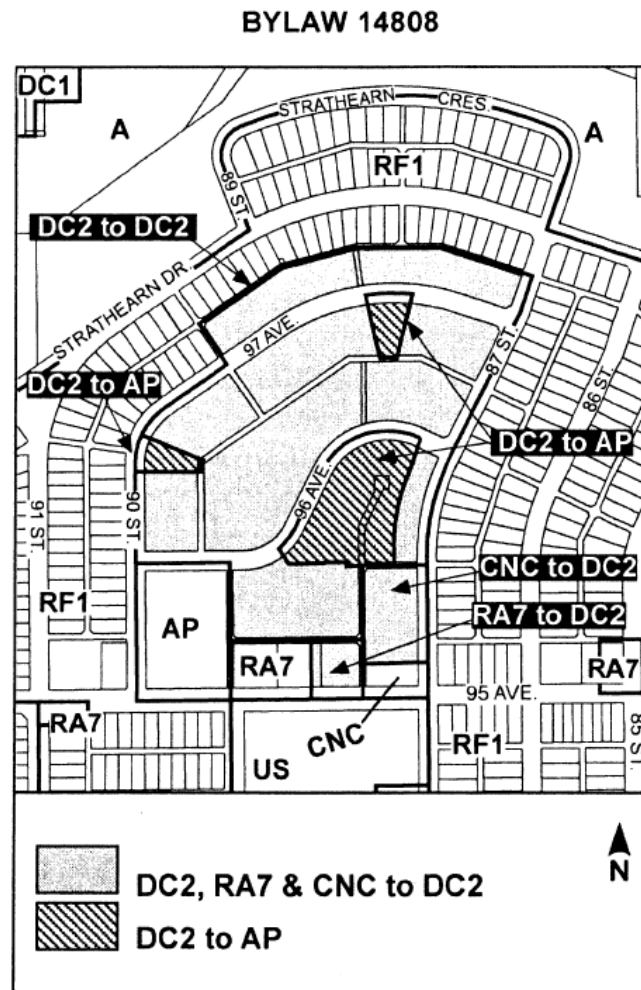


FIGURE 2: DC2.716 Rezoning Map

The overall proposal includes:

- a maximum of 1,750 dwellings
- a maximum 3,716 m² of commercial space

- Four high rise towers (T1, T2, T3, T4) with maximum heights ranging from 62-74 m (being 20, 21, 22, 23 storeys)
- Rows Housing, stacked row housing, and medium rise apartment housing (being 2.5, 3, and 6-8 storeys respectively);
- a total of 1.25 hectares of public parks dedicated to within three dispersed sites; and
- the closure of existing roadways and the dedication of new roadways.

The four residential towers were to be placed along the central portions of the site and fronting onto 96 Avenue with adjacent to mid-rise apartments as shown in following Figure 3: DC2.716 Site Plan. Integrated row housing and stacked row housing units were proposed throughout the site including the edge areas fronting 87 Street, 97 Avenue and 90 Street and commercial uses were intended on ground levels of mid rise buildings that front onto a proposed 88 Street roadway between 95 Avenue and 96 Street. Three AP zoned sites were proposed with this application with a centralized public park south of 96 Avenue and two smaller parks on the northern sector of the site abutting 97 Avenue and one at the corner of 97 Avenue and 90 Street along the western side of the site.

In November 2008, title history for this parcel shows Nearctic Development Corporation LTD acquired joint ownership of the Strathearn Heights Apartments alongside Rockwell Investments LTD.

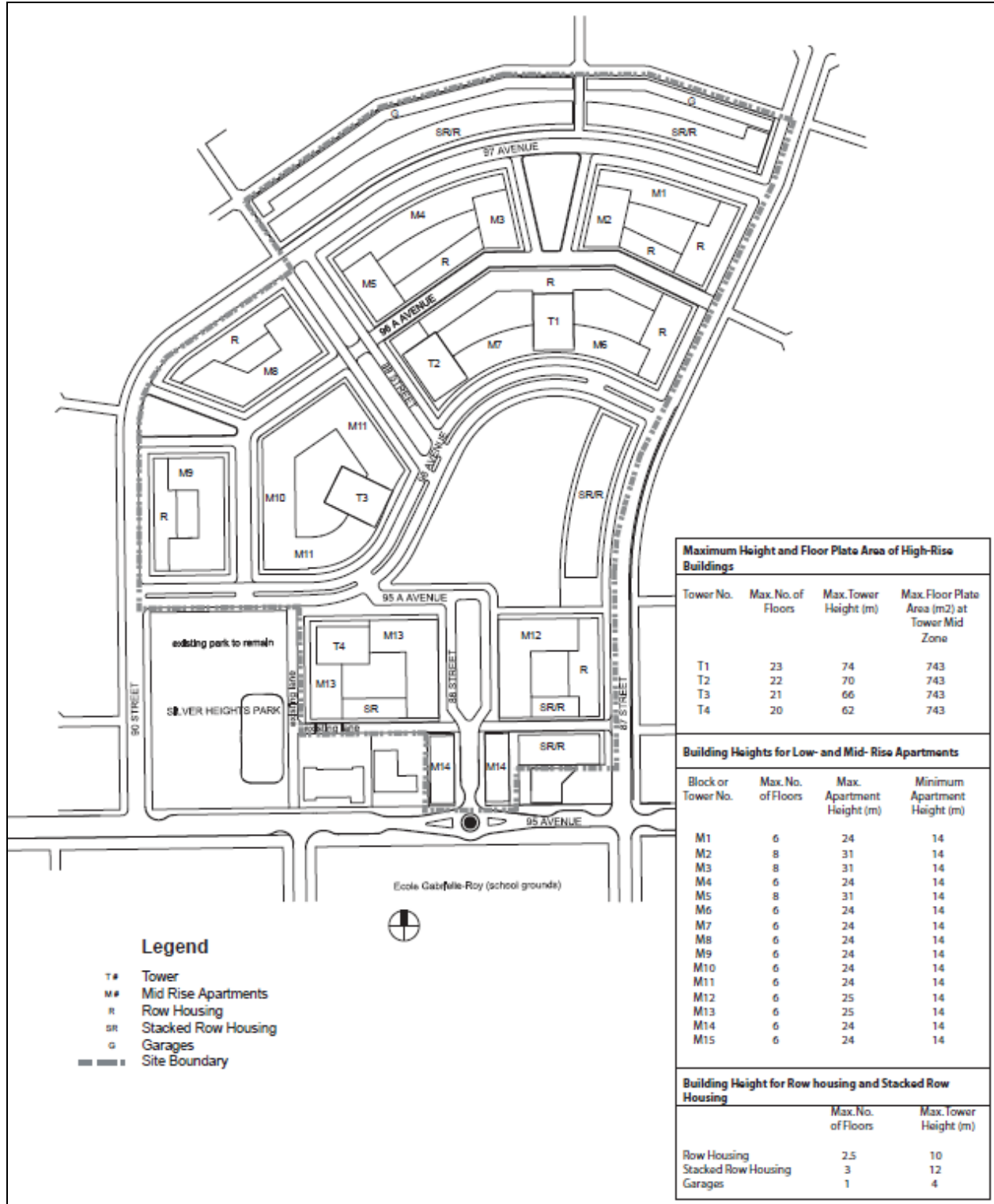


FIGURE 3: DC2.716 SITE PLAN

July 2, 2013 - Rezoning from DC2.716 to DC2.840

On July 2, 2013, City Council approved Bylaw 16492 to amend the site's zoning from DC2.716 to a new DC2.840. The proposed DC2 would allow for an additional 150 dwelling units, reconfigure buildings that include increasing or decreasing height of some of the buildings, adding 2,788 m² of commercial space, re-aligning the previously proposed 88 Street, and reconfiguring the centrally located public park spaces. During this time, the proposed redevelopment associated with DC2.716 did not commence due to the changing economic and housing market conditions in 2008. Furthermore, in January 2011, City Council approved the concept plan for the southeast Valley Line LRT which will run along 95 Avenue with an LRT stop between 87 Street and 90 Street. The proposed changes under this application proposed to improve the redevelopment's constructability and economics proforma while enhancing the site as a transit-oriented development. Key characteristics of the proposed DC2 include the following:

- a maximum of 1,900 dwellings (increased from 1,750 dwellings)
- a maximum 6,504 m² of commercial space (increased from 3,716 m²)
- Four high rise towers (T1, T2, T3, T4) with maximum heights ranging from 20-23 storeys (71-81m) (previously 20-23 storeys (62 m- 74 m))
- 19 low to mid rise apartments with maximum heights ranging from 14m-40m (previously 15 low and mid rise buildings 6-8 storeys (24m-31m))
- Rows Housing, and stacked row housing, (being 2.5, and 3 storeys respectively);
- a total of 1.25 hectares of public parks dedicated to within 4 dispersed sites - two garden squares, one neighbourhood park and one urban style park; and
- the contiguous reconfiguration of the proposed 88 Street between 95 Avenue and 97 Street.

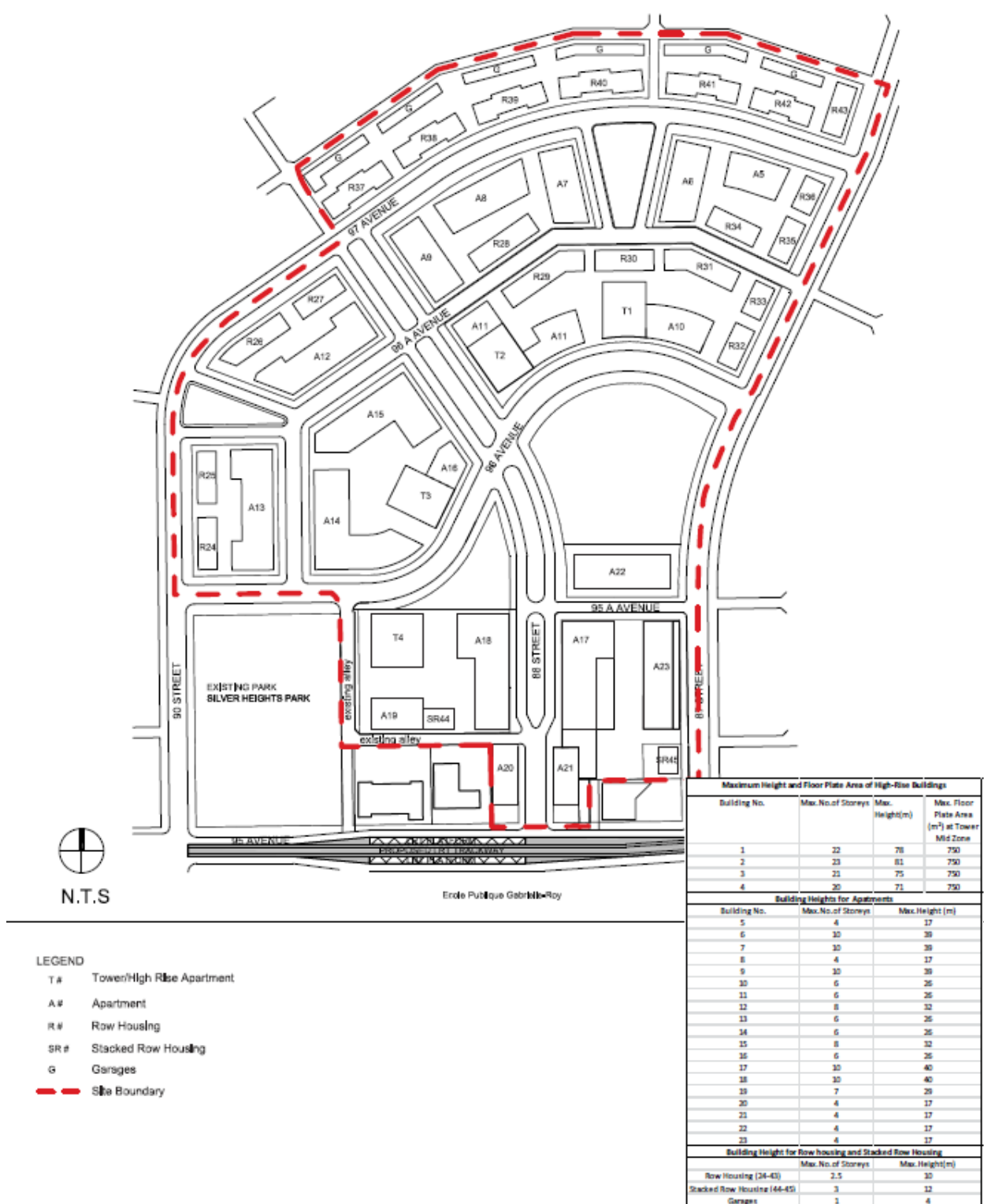


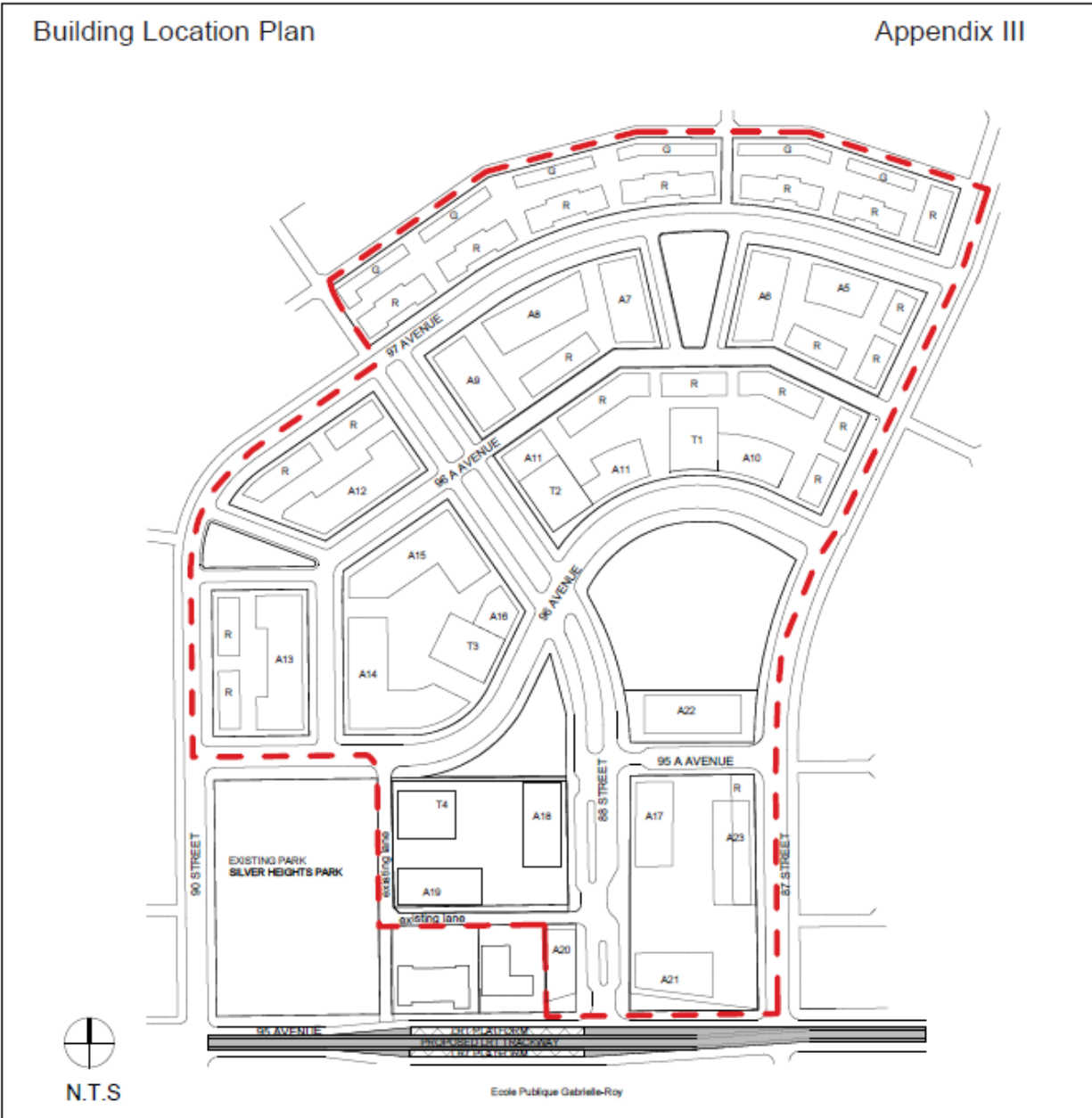
FIGURE 4: DC2.840 SITE PLAN

July 25, 2016 - DC2.840 to DC2.917

On July 25, 2016, City Council approved Bylaw 17501 to amend the site's zoning from DC2.840 to a new and current DC2.917. This application was made as a result of the owners acquiring the neighbourhood commercial property located in the southeast corner of the site (at the northwest corner of 95 Avenue and 87 Street). The proposed DC2 incorporated this new property, adds 3,296 m² of commercial space, and increased the maximum height of six buildings in the southern portion of the site for a total of six towers over 64 metres in height. Key features of the proposed DC2 include:

- a maximum of 1,900 dwellings (no change previous)
- a maximum 9,800 m² of commercial space (increased from 6,504 m²)
- Six high rise towers (T1, T2, T3, T4, A17, A18) with maximum heights ranging from (64 m - 81m) (previously four towers ranging in heights between 71 m- 81 m)
- 17 Low Rise and Mid Rise Buildings with maximum heights ranging from 17 m to 39 m) (previously 19 Low and Mid rise Buildings 17 m- 40 m)
- Rows Housing, and stacked row housing, (being 2.5, and 3 storeys respectively);

The proposed changes retain the maximum number of dwellings at 1,900 with row housing units along the north, east and west edges of the site and redistribute the building heights by allowing the opportunity for increased building heights in proximity to the future LRT stop on 95 Avenue. The application also incorporates the additional property by adding commercial space for a continuous street frontage along 95 Avenue and 87 Street. This application included adjustments to the public realm improvements along the proposed 88 Street roadway to allow for on-street parking between 95 Avenue and 96 Avenue. Redevelopment of the site has remained on hold with no substantive changes to the existing buildings currently on site.



- LEGEND**
- T# Tower
 - A# Low-rise / Mid-rise / High-rise Apartment Housing
 - R Row Housing / Stacked Row Housing
 - G Garages
 - Site Boundary

FIGURE 5: DC2.917 SITE PLAN

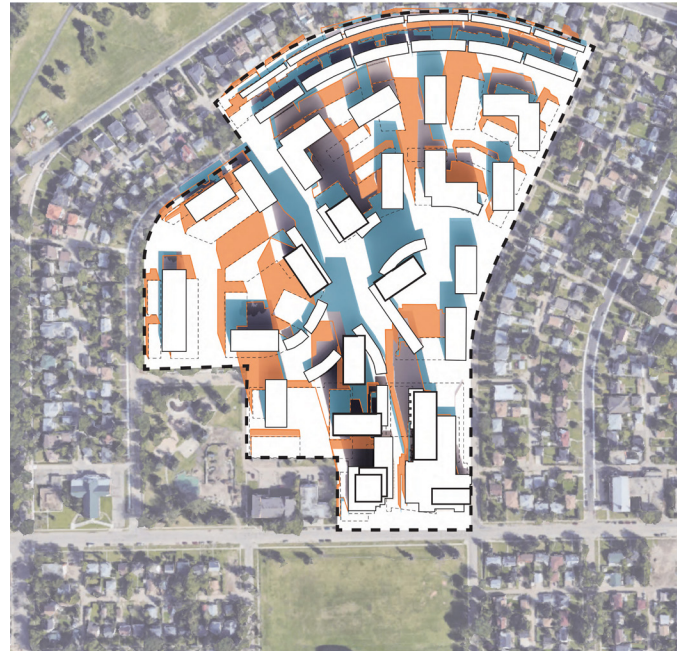
Sun-Shadow Impact Study

SHADOW STUDIES (FULL SITE)

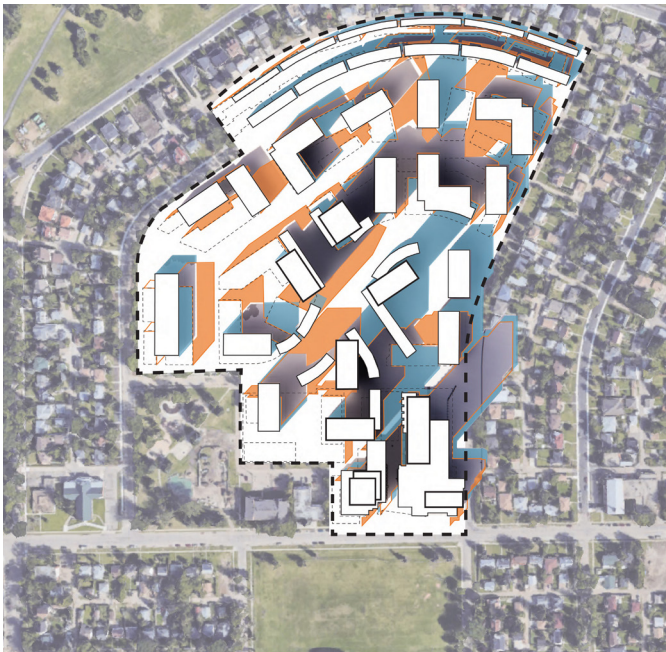
March 21






9 AM



12 PM

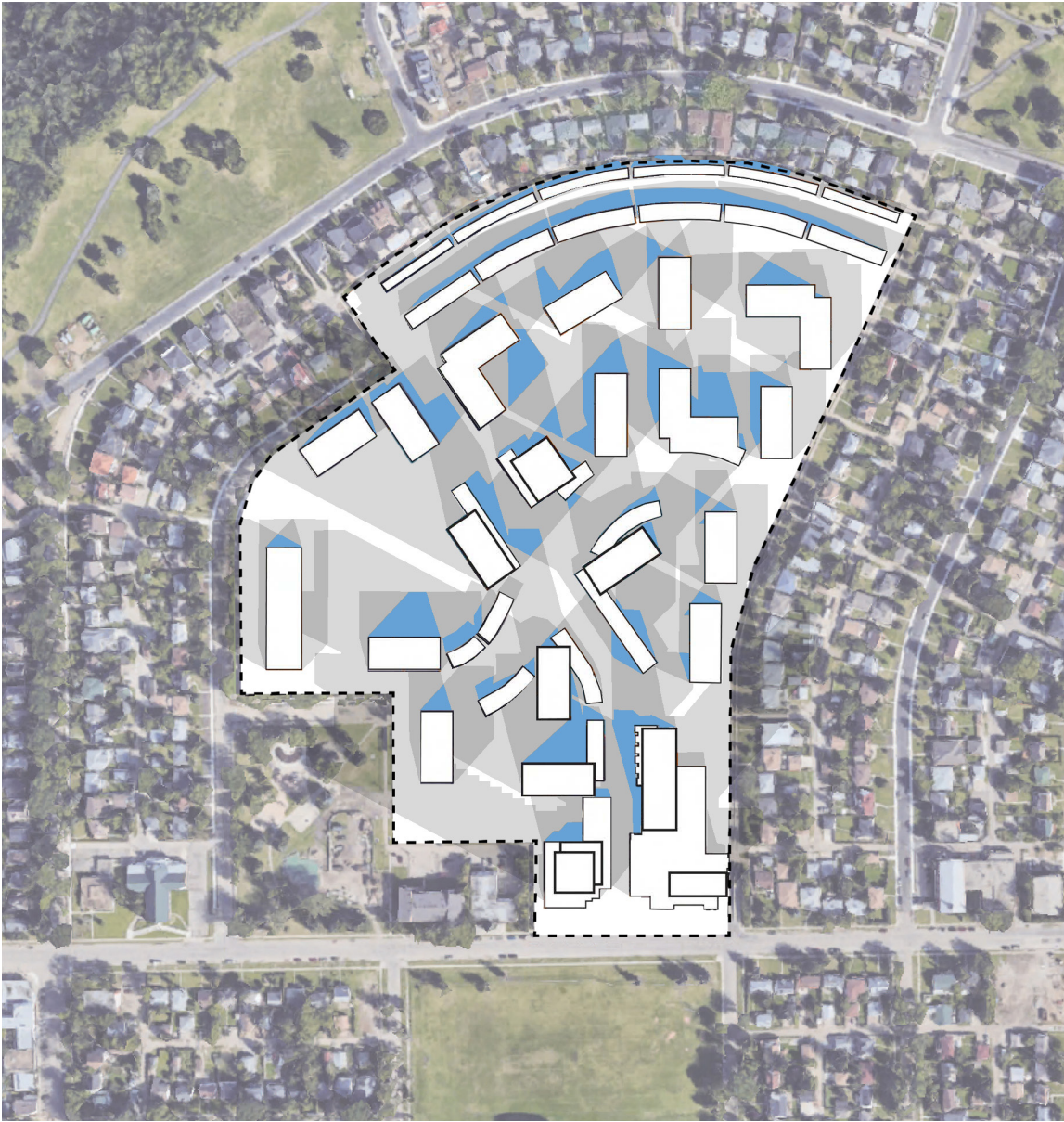


3 PM

-  Existing DC2 Shadow Removed
-  Potential shadows under proposed zoning to RF5/RA7/RA8/RA9/DC2*
-  Boundary of Strathearn Heights

*Shadows within RF5 through RA9 may be modified pending specific design proposals at the time of Development Permits

Shadows Studies (Full Site)



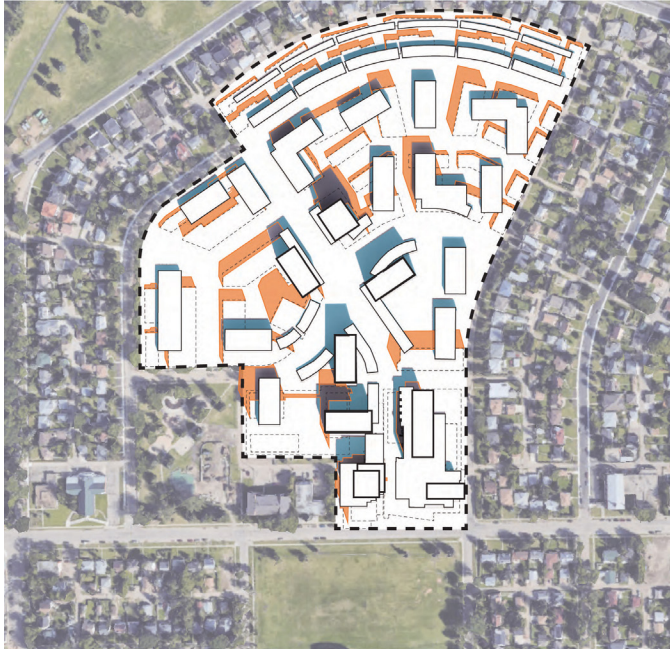
Areas in Shadows All Day

Shadows Studies (Full Site)

June 21



9 AM



12 PM

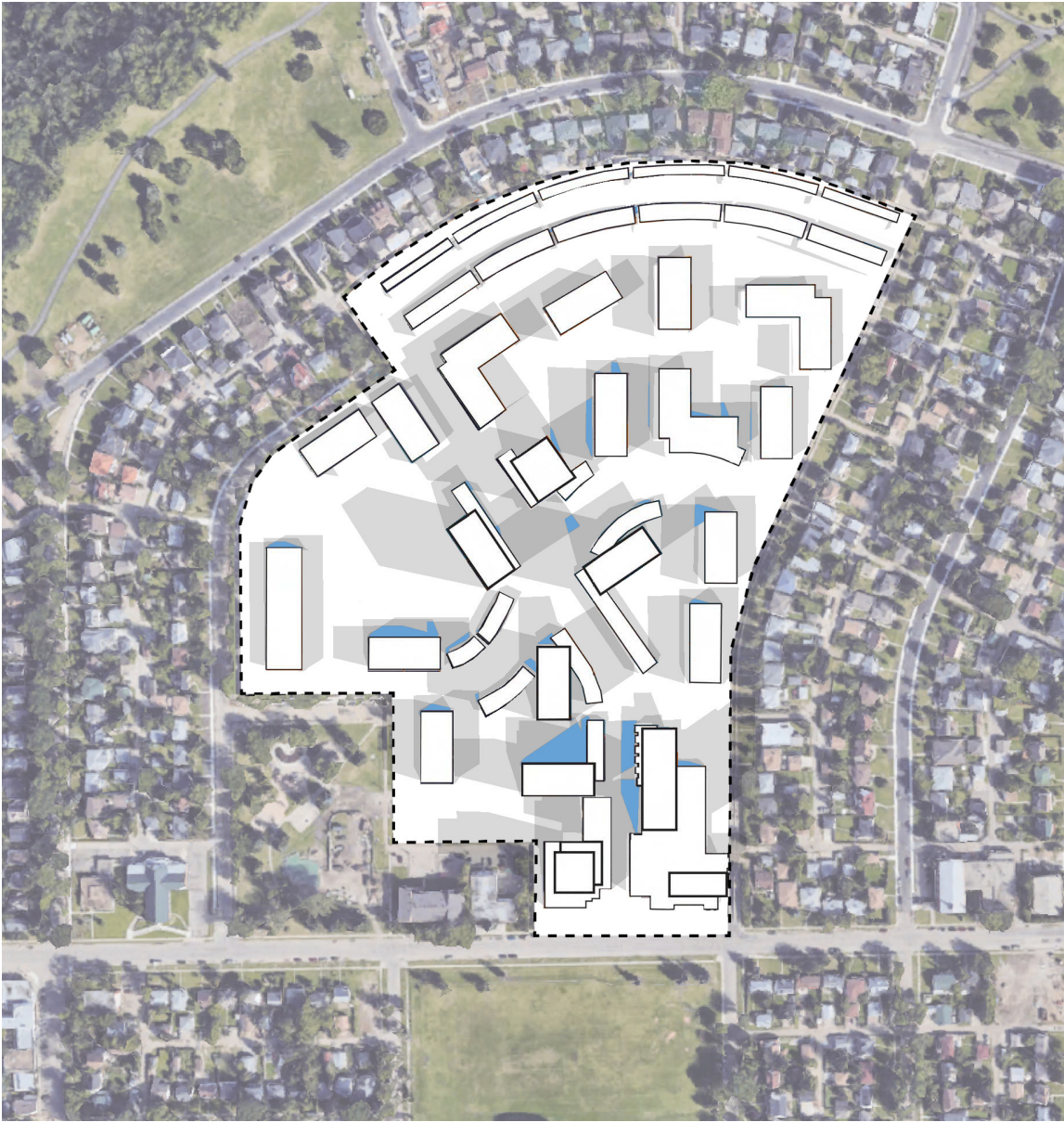


3 PM

- Existing DC2 Shadow Removed
- Potential shadows under proposed zoning to RF5/RA7/RA8/RA9/DC2*
- Boundary of Strathearn Heights

*Shadows within RF5 through RA9 may be modified pending specific design proposals at the time of Development Permits

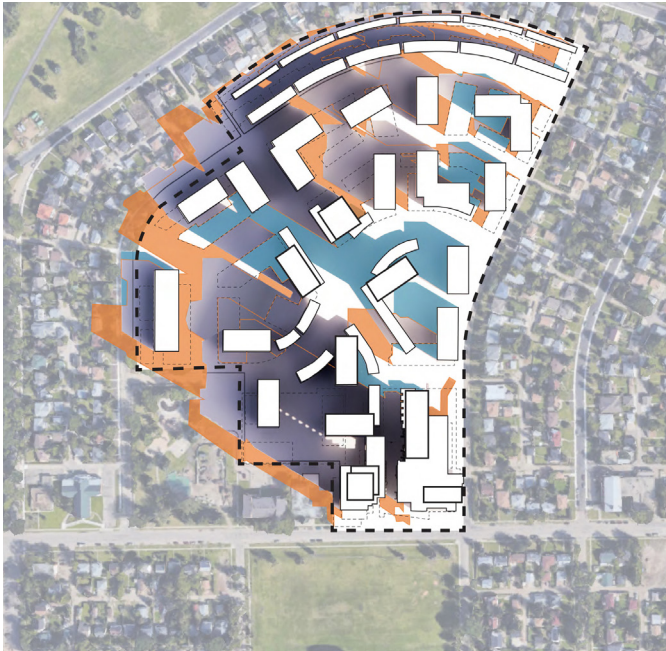
Shadows Studies (Full Site)



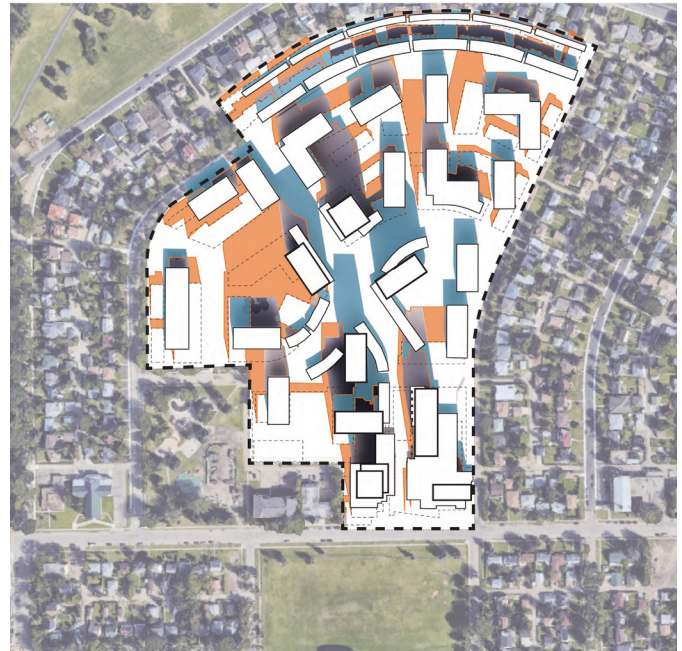
Areas in Shadows All Day

Shadows Studies (Full Site)

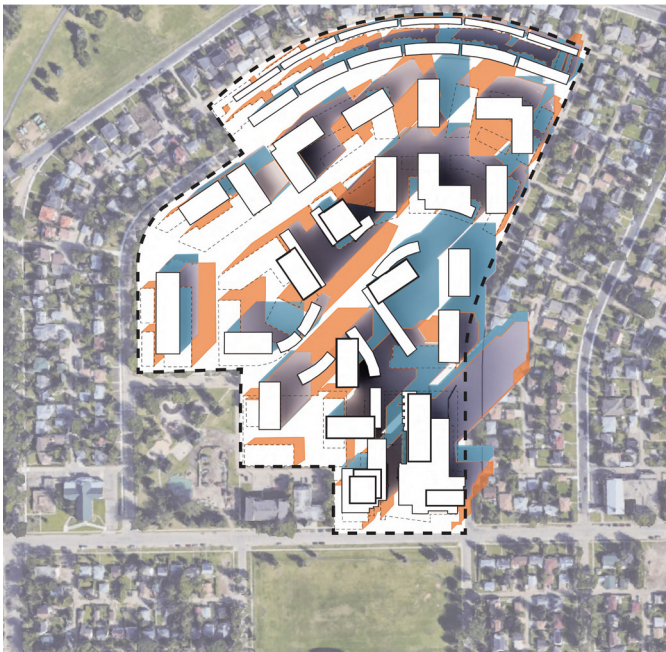
September 21



9 AM



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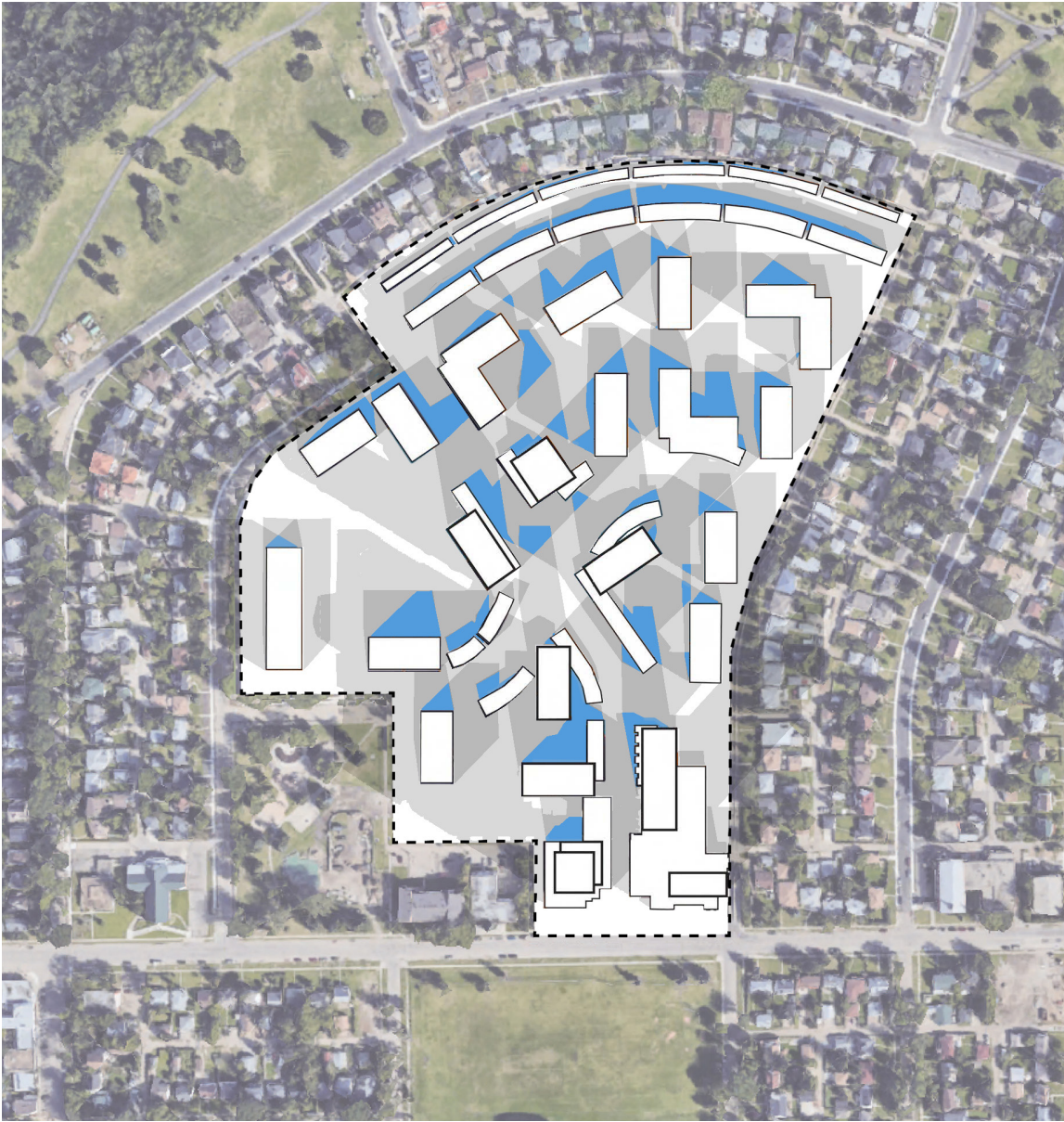


3 PM

- Existing DC2 Shadow Removed
- Potential shadows under proposed zoning to RF5/RA7/RA8/RA9/DC2*
- Boundary of Strathearn Heights

*Shadows within RF5 through RA9 may be modified pending specific design proposals at the time of Development Permits

Shadows Studies (Full Site)



Areas in Shadows All Day

Shadows Studies (Full Site)

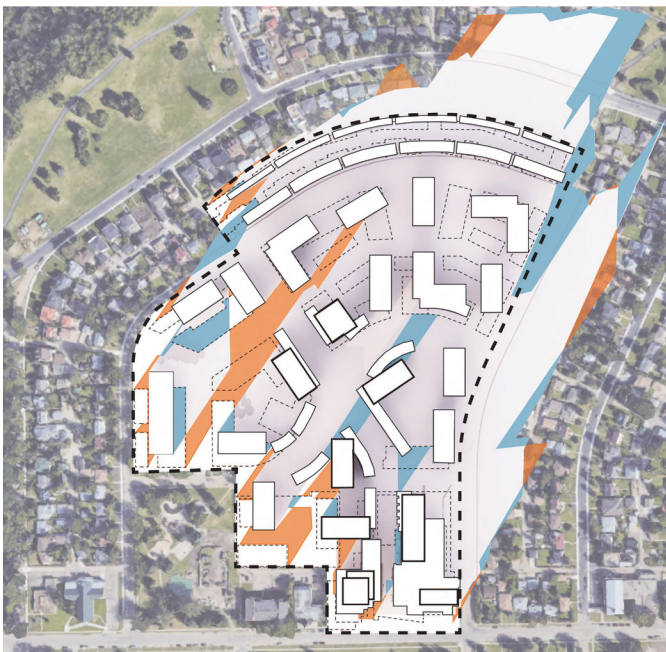
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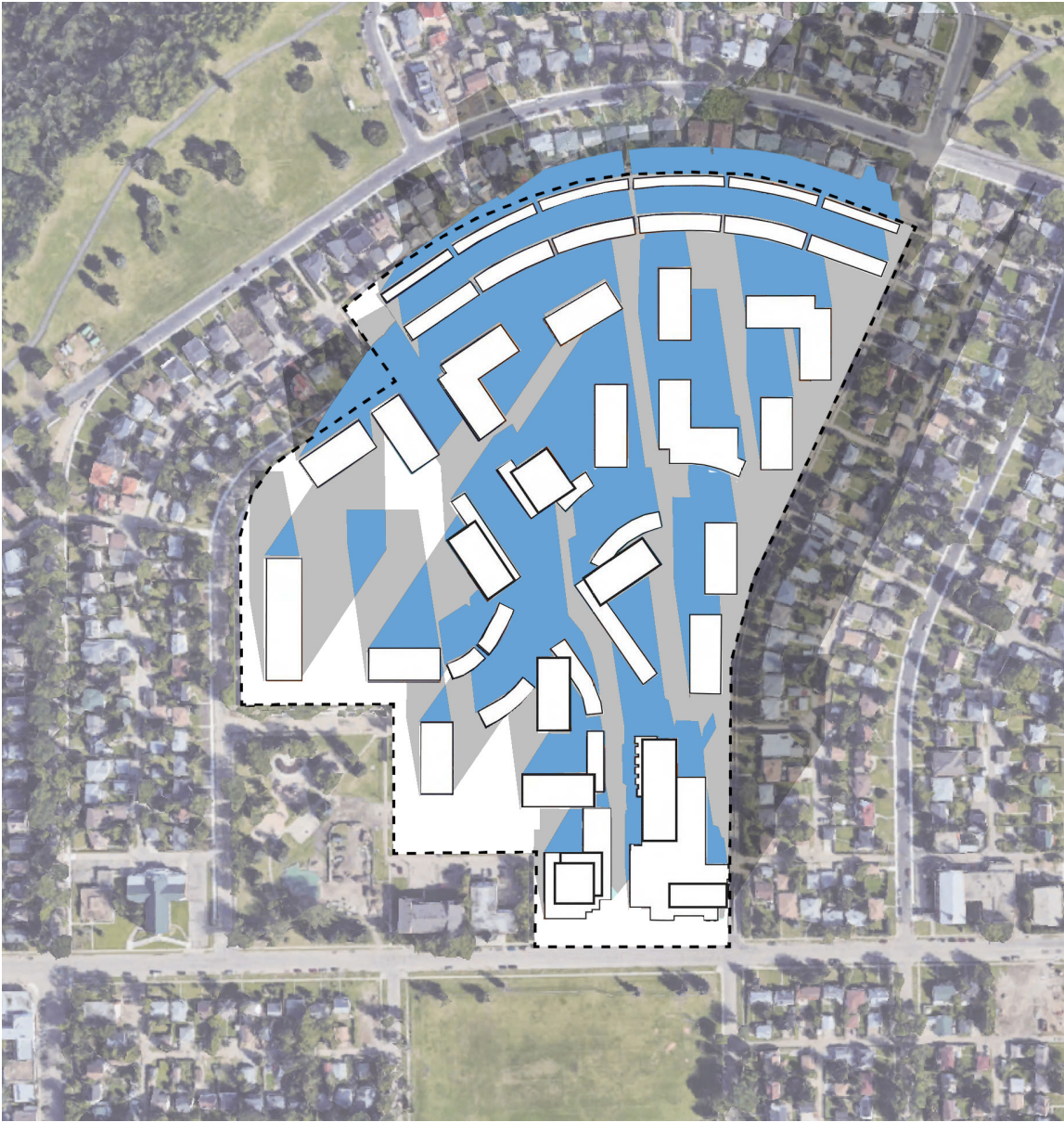


3 PM

- Existing DC2 Shadow Removed
- Potential shadows under proposed zoning to RF5/RA7/RA8/RA9/DC2*
- Boundary of Strathearn Heights

*Shadows within RF5 through RA9 may be modified pending specific design proposals at the time of Development Permits

Shadows Studies (Full Site)



Areas in Shadows All Day



EDMONTON ♦ DESIGN ♦ COMMITTEE

October 23, 2020

Kim Petrin, Branch Manager
Development Services, Urban Form and Corporate Strategic Development
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms Petrin:

Re: **Strathearn Heights (Rezoning)**
Adrian Benoit - GEC Architecture

As determined by the Edmonton Design Committee at the meeting on October 21, 2020, I am pleased to pass on the Committee's recommendation **of support with conditions for** the Strathearn Heights submitted by GEC Architecture.

The Committee notes the following:

- **The DC2 provision should include more specificity regarding the proposed heights of buildings, including podium, mid-rise and high-rise/tower forms.**
- **Consider reducing the proposed 850m2 floor plate for the north tower, and reconfiguring the west tower as a high-rise form.**
- **Further exploring and refining the tower top, tower massing, materiality and articulation to reinforce a base / tower / top configuration, contribute to a distinctive skyline profile, and reduce the visual mass of the buildings.**
- **The use of the townhouse is an appropriate typology for the mews context and should be extended further along the linear greenspace to better define this corridor.**
- **Urban design refinements are required to better define and support aspects of urban village and transit plaza, mews and supporting urban realm development (including short-term surface / convenience parking) – both private and public. These refinements should consider and include urban design components that define and nurture neighbourhood identity, support the neighbourhood and local economy, foster frequent and meaningful contact, create an accessible and sustainable urban realm; and promote a sense of comfort and inclusivity.**
- **Stronger commitment to public art is needed throughout the development, in an integrated and thoughtful manner.**

You will notice that a copy of this letter is also being sent to the applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

Edmonton Design Committee



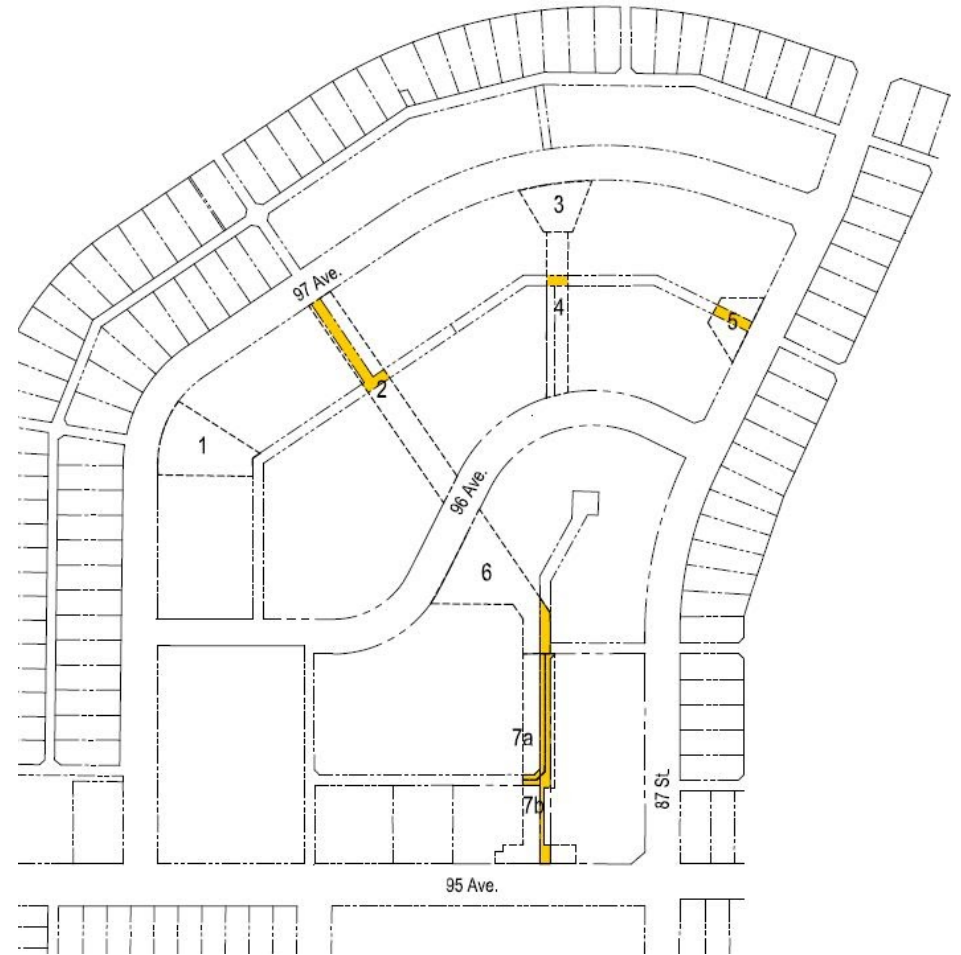
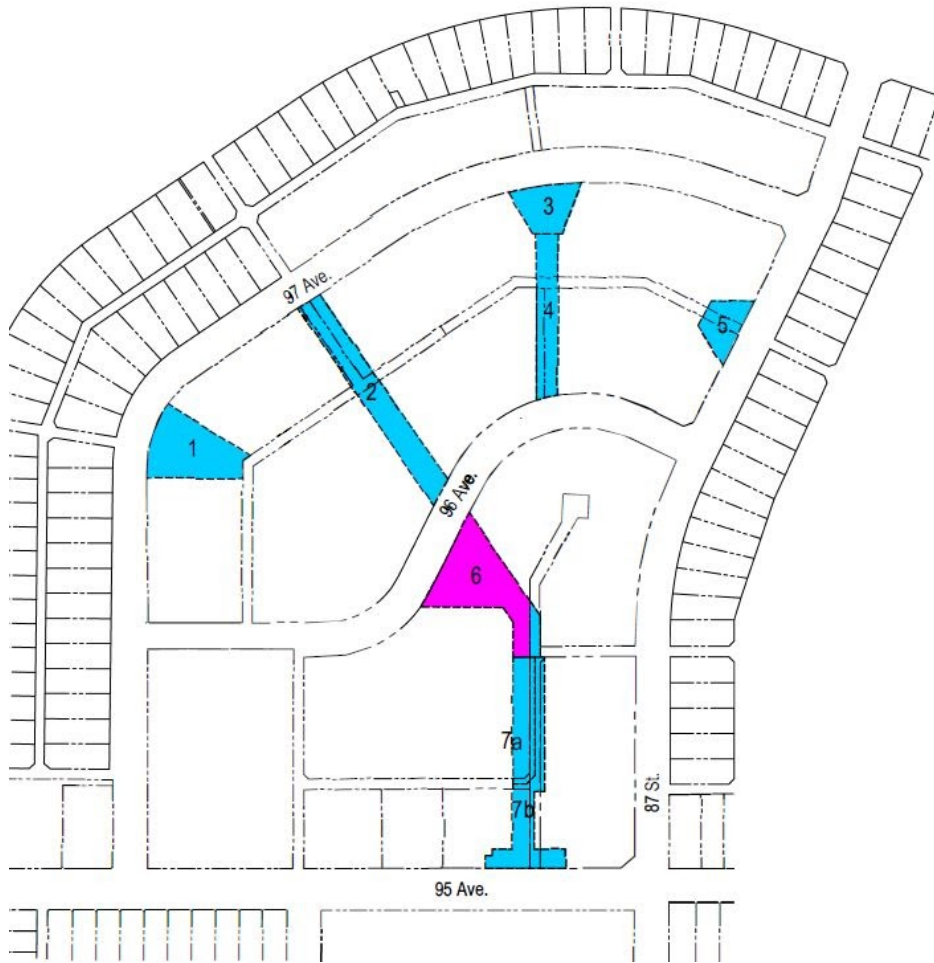
Janice Mills
PEng MEng LEED® AP
EDC Chair

JM/ps

- c. Adrian Benoit - GEC Architecture
- Marty Vasquez - City of Edmonton
- Holly Mikkelsen - City of Edmonton
- Edmonton Design Committee

Open Space Concept Area Breakdown

Open Space Area	Location	Type	Privately owned Land Areas for Public Access	Lanes Areas proposed for future closure	Total Size of Open Space Areas (m ²)
Area 1: Ornamental Park	97 Avenue/90 Street	Publicly accessible Private Park	1,650 m ²	-	1,650 m ²
Area 2: Central Greenway	Between 97 Avenue and 96 Street NW	Publicly accessible Private Park	1587 m ²	433 m ²	2,020 m ²
Area 3: Ornamental Park	South of 97 Street between Area 2 - Central Greenway and 87 Street	Publicly accessible Private Park	825 m ²	-	825 m ²
Area 4: Greenway	Between Area 3 - Ornamental Park and 96 Avenue	Publicly accessible Private Park	811 m ²	374 m ²	1,185 m ²
Area 5: Ornamental Park	87 Street between 97 Avenue and 96 Avenue	Publicly accessible Private Park	517 m ²	138 m ²	655 m ²
Area 6: Ornamental Park	Central park south of 96 Avenue	Public Park (Municipal Reserve)	2,093 m ²	170 m ² -	2,263 m ²
Area 7a: Greenway/Pedestrian Mews	Greenway/mews connection between Area 6 Central park and Transit Plaza	Publicly accessible Private Park	674 m ²	245 m ²	919 m ²
Area7b Transit: Plaza/Pedestrian Mews	DC2 Area: Adjacent to 95 Avenue and northbound between proposed DC2 Towers	Publicly accessible Private Park	959 m ²	442 m ²	1,401 m ²
Total Open Space including areas proposed under proposed DC2 Provision			9,116 m ²	1,504 m ²	10,918 m ² (1.09 hectares)
% of Site Subject to Municipal Reserves			11 %		13.2 %
Notes:					
<ul style="list-style-type: none"> ○ Site area subject to Municipal Reserves: 8.25 Ha ○ Total Site Area (includes areas subject to MR and DC2 portion): 9.2 Ha 					



- Area for Public Access Easement
- Area Dedicated for Municipal Reserve
- Existing Lane Areas for Public Access Easement

Applicant Community Consultation Summary Extract

1.0 INTRODUCTION

GEC Architecture has been engaged by Rockwell Investments and Nearctic Property Group to submit an application for rezoning of the Strathearn Heights Urban Village project located north of the Strathearn LRT stop in the Strathearn Community. The application involves rezoning Strathearn Heights Urban Village from a single Site Specific Direct Control (DC2) zone to a variety of standard residential multi-family zones and a smaller DC2 zone focused around the Strathearn LRT Station.

As per the requirements of the Edmonton Zoning Bylaw 12800, a (DC2) Site Specific Direct Control Provision application must:

720.4...

- c. "contact the affected parties, being each assessed owner of land wholly or partly located within a distance of 60.0 m of the Site of the proposed development and the President of each affected Community League and the President of each Business Revitalization Zone Association operating within the distance described above, at least 21 days prior to submission of a Rezoning Application;*
- d. outline to the affected parties, the details of the application and solicit their comments on the application;*
- e. document any opinions or concerns, expressed by the affected parties, and what modifications were made to address their concerns; and*
- f. submit the documentation as part of the Rezoning Application"*

2.0 CONSULTATION SUMMARY

A part of the pre-application phase for a rezoning application for Strathearn Heights, the following consultation / communications have occurred:

- **October 11, 2019** – Letter sent to City of Edmonton notifying of the ownership groups intention to pursue a rezoning application.
- **November 12, 2019** – Letter sent to Strathearn Community League updating them on the changes to the project, notifying them of a forthcoming rezoning application and pre-application engagement process.
- **December 5, 2019** – Strathearn Heights Ownership group meets with members of Strathearn Heights Community League @ Juniper Café and Bistro to provide update on application.
- **January 23, 2020** – Letter to Ben Henderson providing an update on the upcoming application and the pre-application consultation process. Letter also included draft rezoning map. (Appendix A)
- **January 29, 2020** – Letter to Community League updating on the upcoming application and the upcoming pre-application consultation process (Appendix A)
- **February 9, 2020** – Pre-Application Notification Letters sent via Canada Post to 1319 recipients (Appendix B)
- **February 11, 2020** – Pre-Application Notification Letters sent via City of Edmonton to 46 recipients targeted to the requirements of the Zoning Bylaw requirements (720.4.1.C). (Appendix B)
- **February 19, 2020** – Applicant hosted public information session (5:00pm – 8:00pm). (Appendix C, D & E)
- **February 22, 2020** – Applicant hosted public information session (1:00pm – 4:00pm) (Appendix C, D & E)
- **March 30, 2020** – Edmonton Design Committee Informal Presentation

3.0 CONSULTATION EVENTS

3.1 IN PERSON MEETING WITH COMMUNITY LEAGUE BOARD

The City of Edmonton has embraced redevelopment of the site and has approved two previous revisions to the original DC2 zoning with a prescriptive land use encompassing detailed massing and building forms. The two revisions were initiated by a response to the changing conditions on the ground, were the introduction of the LRT and the acquisition of the parcel on 87th Street and 95th Avenue.

The DC2 zoning document described objectives and regulations for a comprehensive redevelopment of the Strathearn Heights Apartments site resulting in a “transit-oriented, mixed-use urban village, with a range of housing types complemented by neighbourhood-serving commercial uses” (Bylaw 17501).

It established a site plan with a variety of residential and retail building types, and specified maximum heights and floor plate sizes for each building. The approved DC2 site plan is shown on the facing page.

3.2 PRE-APPLICATION NOTIFICATIONS LETTER MAILOUT

The pre-application notification letter was distributed to 1319 households by Canada Post and included 687 houses, 609 apartments and 23 businesses. Additional 46 landowners received a duplicate letter distributed by the City of Edmonton. This notice was also distributed to the Ward Councillor, and the Strathearn Community League to be promoted on their website and social media. Recipients were given twenty one (21) days to respond with their comments and questions about the project. A copy of this letter can be found in Appendix B.

Two phone calls and three email responses were received during the notification period. A summary of the content of the inquiries and the responses provided is listed below. In addition, copies of the email correspondence can be found in Appendix C. Subsequent to the conclusion of the 21 days, an additional email was received. The content of the email was primarily focused on the Valley Line LRT project rather than the content of the proposed rezoning application. A response acknowledging receipt of the feedback was provided and a copy of this correspondence is contained within Appendix C for reference.

3.0 Consultation Events

EMAIL #1

Inquiry: A recipient of the Pre-application Notice emailed GEC with a question regarding the height proposed in the DC2 zone. The recipient lives adjacent to the property

Response: GEC provided a response to the inquiry stating that the maximum building height will remain the same maximum within the current DC2 zone in place. GEC also encouraged the recipient to attend the information session to find out more about the proposed application.

EMAIL #2

Inquiry: A recipient of the Pre-application Notice emailed GEC stating that they were confused about what we are doing and that they are not familiar with the zoning terms contained within the notice. They mention that they will attend the information session.

Response: GEC provided a response thanking the recipient for reaching out and noted that GEC looks forward to making contact at the information session to provide added clarity.

PHONE CALL #1

Inquiry: A recipient of the Pre-application Notice phoned GEC seeking clarification regarding the location of the DC2 site. Notification letter has an error locating the site north of 85th avenue instead of 95th avenue. Also mentioned that they were confused about what we are doing and that they are not familiar with the zoning terms contained within the notice. They mentioned that they will attend the information session.

Response: GEC provided clarification of the DC2 location a response thanking the recipient for reaching out and noted that GEC looks forward to making contact at the information session to provide added clarity.

EMAIL #3

Inquiry: The same recipient from email # 1 sent a follow up email asking for more clarity. The recipient is interested in the height proposed for the DC2 zone.

Response: GEC provided a response to the inquiry stating that the maximum building height for the DC2 zone will be 81m.

PHONE CALL #2

Inquiry: A recipient of the Pre-application Notice phoned GEC seeking clarification regarding the anticipated timing of the development. The recipient lives in the existing Strathearn Heights apartments so is concerned about needing to find a new place to live. The recipient mentioned that they were planning on attending the information session for additional information.

Response: GEC provided clarification of the anticipated

3.0 Consultation Events

3.3 Applicant Hosted Public Information Session

Included within the pre-application notice that was sent to the Strathearn Community was communication of two scheduled public information sessions that would be hosted at the Strathearn Heights Information Centre which is located within the Strathearn Centre strip mall. The sessions were held on February 19, 2020 from 5:00pm to 8:00pm and on February 22, 2020 from 1:00pm to 3:00pm. The information session included a series of explanatory presentation boards mounted on the walls (see Appendix D) and was hosted by two members of the Strathearn Heights Ownership Group, two members of GEC Architecture, and one member of the project team’s communication consultant group. Attendance at each meeting was casually tracked and is summarised below:

- February 19: 50 attendees (22 feedback forms received)
 - 19 tenants of Strathearn Heights Apartments
 - 2 Local business representatives
 - 29 members of the community
- February 22: 35 attendees (13 feedback forms received)
 - 15 tenants of Strathearn Heights Apartments
 - 1 Local business representatives
 - 19 members of the community

In addition to the graphic material, members of the community were encouraged to fill out a feedback form that asked a number of questions regarding the proposal and allowed for their comments to be communicated. A summary of the questions asked and the general feedback that was received is listed below. The feedback forms are located in Appendix E for reference.

The table below averages each respondent’s ratings from all completed feedback forms.

	1	2	3	4 (Neutral)	5	6	7 (Strongly Support)
Tenant			1	1	2	2	
Community			1	1	3	20	4

3.0 Consultation Events

- 1 Rate your level of support for the proposed zoning changes. These include a smaller DC2 parcel in close proximity to the LRT and a mixture of standard zonings (RF6, RA7, RA8, RA9) for the balance of the property. The standard zonings define maximum heights and uses, which are similar to those within the current approved plan.**

Tenants:

- I am really pleased that the heights of the buildings are really being looked at and that residents are being contacted and our concerns are being taken seriously.
- Not keen on the high rises over 7 floors.
- It should save time in the long run. You could change a portion to commercial and residential and not have to have zoning reapproved.
- I feel this will bring more people to the area and provide more use of public transit. As a transit user who relies solely on public transit and access I would hope the development takes into consideration accessibility for the built environment and universal design.

Community:

- Combination DC2 and standard zoning acceptable. Would prefer additional RF6 on 90 Street as these are attractive to families.
- Predictable zoning is good, but the tradeoff is a loss of flexibility particularly around retail. I feel like there's still room for more down the road or offices for a true TOD.
- Less high rises if possible.
- Needs to be modernized.
- Makes sense to place the tallest buildings in the portion of the site nearest to the LRT – convenience of residents and less concern with shading of houses north of these buildings.
- Worry the views of city skyline and natural sunlight would be impaired.
- Happy to see reduced overall density.
- Would prefer to see 5, 10 or so on perimeter to integrate with community. (Resident lives on south side of 95 Avenue).
- I like that the project can start with one specific area to be first and can go from there.
- More flexible for the developer and for changing market.
- Variety is a better looking community and meets the needs of more people.
- The upgrades seem good for the neighbourhood without disruptions to everyone all at once.
- It seems logical given the existing commercial, the LRT station and the City's bungling.

3.0 Consultation Events

2 **Rate your level of support for the proposed distribution of the standard zonings, which as before maintains higher built forms located in the center of the site with lower built forms located toward the edges of the property.**

Tenants:

- Do not need high rises looking over into the bungalows' back yards.
- To me, this only makes sense. If the highest buildings are in the center of the project only, there will be less blockage of the view for a large group of home owners and renters.

Community:

- Still makes sense.
- Flanking the greenspace with towers risks being cavernous.
- If the large towers are being built (I'd prefer mid-rise at the tallest), the walkways seem well placed.
- The reduction of the "Grand Avenue" from road to pedestrian walkway is very good!
- This site is bordered by 1-2 storey bungalows, would not like to see a wall of towers rights across the street. (Resident lives on south side of 95 Avenue).
- I liked that this was what was proposed a few years ago.
- Hoping that concentrating the tall buildings will leave lots of sunlight and reduce wind tunneling.
- If the shorter buildings were in the middle, sunset would be at noon for them!
- I think it may present as a more attractive design.

3 **Do you feel there is an appropriate level of access and connectivity from the river valley and northern neighbours to the transit plaza with the two new linear parks?**

Tenants:

- Currently not enough access to river valley.
- Yes, but being connected to the river valley will also bring people up from the river valley. I have no intention of this neighbourhood becoming like the north side or lower downtown.
- I think even though the LRT will be available having continued use of bus service to the surrounding neighbourhoods and downtown would be important. I feel this will bring more people to the area and provide more use of public transit. As a transit user who relies solely on public transit and access I would hope the development takes into consideration accessibility for the built environment and universal design.

3.0 Consultation Events

Community:

- Like the linear park design.
- I guess it's OK. Without seeing exact building and road placement, it is hard to really judge.
- Love the pedestrian-friendly passageway from the northern end through to the LRT stop.
- The Grand Avenue will still focus down to a small/narrow alleyway.
- Currently not great connectivity. New plan appears to create straight lines.
- Yes, I like the park-like thoroughfare for non-vehicle use. Please try to keep as many of the mature trees as possible! We lost so many during the LRT construction. Each mature elm has a value of \$80,000 – so they say!
- Cars can get there anyway, I think. As long as there are good paths for foot, strollers, bikes, etc.!
- Don't know.
- Linking it to the southern open space would improve the whole neighbourhood and be consistent with current City planning.

4 Regarding the DC2 parcel around the LRT station, please rate your level of support for the proposal with its mixture of building heights and combination of retail/commercial and residential.

Tenants:

- Too high. It will be too busy.
- This seems to be the way of the future. I have no problem with it.
- I think it's beneficial to the neighbourhood and to support local business owners.

Community:

- Nice concept. Phasing plan makes sense.
- The surface parking off 87 Street creates more conflict points with pedestrians, bikes, etc. and breaks the urban feel of the building. Please reconsider. It looks like you made 87 Street the "back" of the building. It should be the front, or treated like it.
- Makes sense to concentrate height there.
- Prefer fewer towers.
- I live right behind it so I have to hate it.
- Don't want to block views or reduce wildlife in area.

3.0 Consultation Events

- Still too many high rises.
- Heights: would like to see no more than 10. Mixed use: love the mixed use.
- No opinion on height but support the retail/commercial.
- Not sure whether the proximity of commercial buildings to LRT stop will/won't create traffic congestion (both people and cars).
- Link surface parking (east side) through the development.

5 The commercial/retail mix continues to be envisioned as being neighbourhood services. Please rate your level of support for this concept.

Tenants:

- Specific services:
 - Grocery - x2
 - Bakery / café / deli / coffee shop - x4
 - Restaurant - x2
 - Convenience store - x4
 - Pub - x2
 - Laundry
 - Children's centre
 - Pharmacy - x2
 - Tailor
 - Doctor's office / medical specialties - x2
 - Pro bono lawyer
 - Shoemaker / shoe repair
 - Book store
 - Art
 - Live music/entertainment
 - Specialty stores (meditation centre, Ukrainian Group, etc.)
- The services available now are almost ideal.
- I personally am glad there will be one less road for car traffic.

Community:

- Specific services:
 - Grocery - x7
 - Liquor
 - Café / bakery - x4

3.0 Consultation Events

- Restaurant
 - Bike shop
 - Juniper, Ralphps and other current strip mall tenants - x4
 - Gym/yoga studio - x2
 - Home décor
 - Medical/dental
 - Professional
 - Hair salon
 - Boutique
 - Niche stores
 - Small repair shop
- Cost may be prohibitive to existing businesses and with economic conditions may not be viable.
 - For true TOD, offices and more retail opportunities could be considered.
 - Less in favour of chains like Starbucks but could copy with that, too.
 - More services are needed now that walking to Bonnie Doon is atrocious (limited visibility / sidewalks)
 - Very good save for the river valley access is still focused on one alleyway.
 - We lack services here in Strathearn. Would be great.
 - Preferably all services would be local.
 - Grocery store would be amazing if there's enough business.
 - Enable existing tenants to move into new area.
 - You want it good enough to support residents but not so good that people are driving from other neighbourhoods to use frequently.
 - Wider variety.

6 Please rate the pedestrian mall and walkway proposed to replace 88 Street?

Tenants:

- (Rated the question at 6.) But 0 parking? Even if I live here there is no parking. I am a home care nurse. I drive all day every day.
- I feel this will bring more people to the area and provide more use of public transit.

Community:

- I like it.
- Just have lots of bike racks.

3.0 Consultation Events

- The lane would have been better overall as new buildings could be built to face this new street. New walkway is cheaper.
- A road would be better.
- More accessible. (Participant rated this question a 7.)
- More walkable the better.
- Hard to envision at the moment.
- Upgrades are nice.
- Caused by the City bungling the first plan you had.

7 We would appreciate your comments on this Open House:

Tenants:

- There should be clear indications if any staff be it City or contractor is at an open house. Name tags or ID as well as clear info on who is running the event.
- You're doing it all wrong. You should be buying land and making Strathearn Apartments everywhere. Be the future – the Strathearn Heights concept and design from 1952 is how people want to live.

Community:

- There just isn't enough info yet.
- Well presented. The architect was informed of history/names of development going back years. Displays were clear.

8 Do you have any specific questions about the project or process that you would like answered?

Tenants:

- I hope that low speed levels will be in place or speed bumps especially in residential areas.
- Parking: will there be enough?
- Will noise levels be addressed?
- Since this is a mature area with lots of beautiful trees, will an effort be made to keep as many trees as possible?
- Lighting: how many light posts or appropriate lighting to reduce crime will there be?
- Who will maintain all the walkways, gardens, lawns? Snow removal? Will there be extra fees for this?
- Will there be day/night security in place?

3.0 Consultation Events

- I prefer green street lighting instead of orange. Zero LED lighting - too bright. It's not a party place.
- Strathearn is over 50 years old. It is a historical site. I feel healthy living here. It is good for my bones, peace and quiet. The calcium in the water is good for my bones. To walk down the avenue and street in the evening is like walking in a Hollywood movie. The apartments are perfectly situated back from the road. The parked cars along the street give safety to the pedestrians on the sidewalk. The apartments with their radiated heat (boilers) keep me warm. My food cooks and tastes better on the gas stoves. Everyone in the community looks out for each other. This is a little treasure. Keep it that way. Why destroy it for greed? The wildlife of birds and hares is flourishing.
- My questions are regarding accessibility for the outdoor and indoor environment that is being developed in the neighbourhood.
- Community:
 - Are any community amenity contributions being considered?
 - Are any previous contributions being lost in this rezoning?
 - Please no surface parking off the "main" street, including 87 Street. It looks like 87 Street is the back of the building. Please consider reduced parking to keep traffic down and manageable.
 - Overall, I support it. Just wish it would get gone.
 - Will the new residential complexes be rentals or condos?
 - As for 9538 87 Street, will Geodetic Surveys get first choice to pick a main floor store at the new location?
 - Schedule for construction traffic and concerns about noise, dust and inconvenience for local homeowners.
 - Would like to see diversity/income levels (mixed) of the neighbourhood continue with the development.
 - I would like to see the small open space (99 Street) linked to both existing open space and the north-south walkway.

GENERAL OVERALL COMMENTS

Tenants:

- If I could take a bet that the cost of living will stay the same and not increase displacements, I would take that bet. Revitalization needs to happen. It's unfortunate it will come at the cost of affordable rent.
- We need more green areas and playgrounds and lots of light sources being put in for security.

3.0 Consultation Events

- Sad to see such a lovely, old neighbourhood not kept as an historic property site. Please keep the gas stoves and radiated heat/boilers.
- I want to save Strathearn Heights Apartments.
- I have lived here on and off since 1969 in these very apartments. Don't destroy our beautiful hidden gem. Don't kick out the clientele that live here. This is pure greed. Make the Apartments a historical site instead, keeping people living here and happy.
- As a resident and tenant of Strathearn who relies solely on public transit as a person with vision loss I travel with a guide dog and/or long mobility cane. I do hope that the accessibility of the development is considered not just for people with physical disabilities [but developed] with universal design for all disabilities inside and outside of buildings within the new development.

Community:

- DC2 concept is fantastic. Would like to see different zoning for other areas.
- Please relax zoning for wine store.
- Love that you're taking care of current tenants!
- Love the mixed retail and commercial.
- Thank you for this opportunity.
- Only do a grocery store if it will work – no big vacant spaces.
- I won't believe anything until I see shovels in the ground. Have lived in Strathearn since 1984 and there's been nothing but hot air regarding this development.
- The time that the developer is taking is very long. Just building something to get this started.
- Tentatively optimistic. Hopefully the neighbourhood staples and lower income families will actually have a place here.
- Sad to see the big change. I love the old layouts and buildings. But since change will happen whether we are ready or not, the proposed plan seems good. Would love to see the local businesses and communities stay and not be edged out by gentrification or higher rents.
- A more realistic plan – it will certainly take time.

Online Public Engagement What We Hear Report



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA20-0192 - Strathearn Heights

PROJECT ADDRESS: The northwest corner of 95 Avenue NW and 87 Street NW, currently known as the Strathearn Heights Apartment Complex. The application includes the following properties: 9518 and 9560 87 Street NW, 8720, 8722 and 8724 95 Avenue NW, 8728U 97 Avenue NW, and 8712U 96 Avenue NW.

PROJECT DESCRIPTION: Rezoning:

The application proposes to rezone the properties from a [Site-Specific Development Control Provision \(DC2.917\)](#) and the [Public Parks Zone \(AP\)](#) to a new [Site-Specific Development Control Provision \(DC2\)](#) and the following conventional residential zones:

- [Medium Density Multiple Family Zone \(RF6\)](#)
- [Low-Rise Apartment Zone \(RA7\)](#)
- [Medium-Rise Apartment Zone \(RA8\)](#),
- [High-Rise Apartment Zone \(RA9\)](#)

The proposed rezonings would allow for the development of a primarily residential transit oriented urban village with a range of housing types complemented by local, small scale commercial uses within the proposed DC2.

The intent of the application remains similar to the current DC2.917, with a full project build-out of approximately 2,000 dwellings, but proposes the use of conventional residential zoning (RF6, RA7, RA8, and RA9) throughout the majority of the site while establishing a new and smaller DC2 Provision on the southern site adjacent to the future Strathearn LRT station.

The new (DC2) Site Specific Development Control Provision seeks to develop mid and high-rise apartment buildings with the following characteristics:

- Maximum building heights ranging from 40 m to 81m (approximately 10 to 20 storeys)
- Up to 500 total residential units ;
- Up to a total of 6,505 square metres of gross floor area for commercial uses;
- A maximum Floor Area Ratio of 5.0; and
- Surface and underground parking .

A map of the rezoning proposal could be found [here](#).

Road (lane) Closure

The application also includes a proposed closure of portions of the laneway between 95 Avenue NW and 96 Avenue NW and west of 87 Street NW.

Southeast Area Plan Amendment

The application generally conforms with the intent of the [Southeast Area Plan](#), which supports the redevelopment of the Strathearn Heights Apartments site into a mixed-use urban village. Updates to the Southeast Area Plan were proposed to reflect the proposed rezoning.

Note: On June 8, 2021 City Council repealed 74 Plans including the Southeast Area Plan to reduce policy conflict and redundancy and allow for the future transition towards the establishment and use of District Plans as per the recently adopted [City Plan](#). This means that the City Plan will take precedence and alignment to the repealed Southeast Area Plan will no longer be considered in the City's review of this application and recommendation to City Council.

PROJECT WEBSITE: https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/strathearn-heights-rezoning

ENGAGEMENT Online Engagement Webpage - Engaged Edmonton:
FORMAT: <https://engaged.edmonton.ca/strathearnheights>

ENGAGEMENT DATES: June 7 - 25, 2021

NUMBER OF VISITORS:

- Engaged: 54
- Informed: 84
- Aware: 234

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 feedback gathered through online engagement via the Engaged Edmonton platform from June 7 - June 25, 2021.

Input from Edmontonians will be used 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. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included an overview of the proposed development, 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.

WHAT WE HEARD

Opposed: 39

Support: 11

Some support with concerns: 5

Comments

Location and relationship with surroundings

- Concerns with development not integrating well with the neighbourhood (x18). Including:
 - This development will destroy the area (x3).
 - Towers are not appropriate for this neighbourhood (x3).
 - More thought and consideration is needed when attempting to integrate a redevelopment with surrounding homes and greenspaces (x2).
 - Design should fit into the community and be developed to enhance the current neighbourhood.
 - Towers appear to be out of place in this location and a preference to see more 'missing-middle' type developments.
 - Heights are overscaled and denser than existing detached single family houses.
 - This proposal increases the number of possible towers including additional towers added to the southern portions of the site.
 - There are only large apartment building blocks, with 4 storeys facing homes on all residential streets.
 - This was pitched as a walkable development that is Integrated into the existing community with affordable housing, large amounts of greenspace and a new boulevard access through the center mitigating traffic snarls. This is no longer included with the proposal.
- The proposal deviates from the original proposal where smaller buildings are to be located in the perimeter (x5). Including:
 - Row housing has been removed from 97 Avenue for RF6 zoning.
 - The original proposal provided a good mix gradually moving inside from neighboring homes (row house along roads facing homes), plenty of green space, and won awards for LEEDS for its design.
 - Integration with the rest of the community is particularly concerning with a jump from singles, to low-rise, then towers.
- Ideal location next to the LRT Stop (x4). Including:

- Revised DC2 component is nicely refreshed and seems reasonable for the scale of the development for the area.
- The standard zones proposed are reasonable in terms of height and intensity based on the proximity to transit.
- This transit oriented development makes the Valley Line LRT viable.
- The redevelopment proposal will fit nicely along the new LRT line and create terrific vibrancy in an already desirable area of the city.
- The development supports infill initiatives, attracts young families and discourages sprawl (x3).
- The green, safe and quiet family community in this block is being subjected to an LRT line that no one in this area even needed.
- Deviates from the Southeast Area Plan seeking to maintain the single family character of the community and to ensure future redevelopment of large multi-unit family development that is compatible with community characteristics.

Density

- There is too much density proposed with this development (x5).
- Additional people in Strathearn are welcomed/supported (x4).
- Unclear how much more density will be added to this development (x3).
- Housing supply is already saturated in Edmonton (x2).
- Increased population density in the form of additional mid-rises and high-rises conflicts with Strathearn's typical setting as a quiet, tight knit community of single detached housing.
- Inappropriate way to attempt to upzone potentially thousands of new units to a neighborhood.

Traffic and parking

- Increased traffic congestion including limited access points to the development (x15).
- The lack of on-street parking in the community is already an issue (x4).
- Alleyways have seen an increase of dangerous speeding and in usage (x2).
- The congestion from the LRT construction has already increased the traffic on Strathearn Drive and increased road hazards for our community and our children. Additional concerns on safety are anticipated with the scale of construction of this development (x2).

- The removal of previously proposed 88 Street changes character and imposes new traffic impacts from the previously approved proposal which was supported to help resolve traffic congestion to the neighbourhood (x2).
- The streets are rather narrow, and the addition of so many new housing units will exasperate this issue exponentially.
- We've already been railroaded into having an LRT stop which has divided the community in half.
- Subsidized transit passes should be provided to the residents.

Greenspaces and parks

- Concerns for the loss of parks (x13). Including:
 - The green spaces now proposed are a fraction of what was originally planned (x3).
 - This development has removed all AP sites relying solely on the current community league and the River Valley to pick up the needs of approximately 5,000 more people.
 - This site should be equipped to provide recreation and green space for its own residents.
 - Concerns that this beautiful green nature area of Edmonton will just be another "downtown" cement pad.
 - Any zone that is parkland should remain so the new residents that live in these big developments have some park space and current residents can still enjoy parkland.
 - There is an insufficient amount of green spaces which is already problematic for Strathearn.
 - Greenways provide insufficient space for congregating or participating in activities.
- Concerns for the loss of mature trees (x7). Including:
 - Concerns that many of these beautiful old trees will be cut down in order to accomplish this development.
 - Destruction of nature to accommodate development
 - Strong desire to retain the beautiful trees with lots of green space
 - A significant number of trees were already removed to allow for the unneeded LRT construction.
 - Old elm trees are at risk of being removed.
- The greenways/linear parks are supported (x4).

- Strathearn's beautiful tree lined streets were/are one of the most amazing characteristics of this area.
- Insufficient park programming for children or seniors.

Socio-economics

- Concerns related to affordability and/or the relocation of existing Strathearn Heights Apartments' residences (x10). Including:
 - Redevelopment replaces the site with expensive housing that is unaffordable for these current residents (x4).
 - Fear of losing families seeking more affordable choices in the suburbs (x2).
 - The redevelopment does not help the community's concerns for people who require lower rent options.
 - This will only benefit high income individuals.
 - Strathearn Heights Apartments are ideal for small families with limited income.
 - Strathearn Heights is the last affordable and safe area to live that is close to the downtown core and Whyte Avenue.
- Previous proposals included family oriented and affordable housing which have been minimized (x2).
- The development should include a higher mix of unit types to accommodate varied demographics and income levels.
- Fear of losing a quiet, family/multicultural oriented setting.
- This development promotes a transient population.
- Most cannot afford a single family home in this area.
- Unclear about supportive housing supply with this development.
- Concerns for local small businesses and the ability to afford the rents in these new buildings.

Design/Massing

- Concerns on scale and shadow impacts to surrounding properties (x7).
- The mix use development is supported as part of transit-oriented design (x 5).
- The proposal deviates too much from the original design proposals (x4).
- The preference to renovate or replace aging buildings with something similar(x3).
- There are Insufficient details or concept drawings provided (x2).
- The comprehensive vision of the development has been removed with a phase by phase approach without details on what is expected. A comprehensive redesign should be conducted (x2).

- Additional commercial units are welcomed and will support local businesses.
- Artist renderings do not include LRT lines, conceptualized parking, and narrow roads.
- The proposal supports larger blocks which are not pedestrian friendly.
- This development will allow for replacement of dated apartments.

Engagement:

- Additional engagement in the form of in-person consultation is required for this application (x9).
- This engagement has not been adequate (x7). Including:
 - It seems like this is being quietly pushed through and many residents are not aware of this proposal.
 - This engagement appears more about communicating what is going to happen rather than actually consulting the residents.
 - Development has already been approved based on actual community feedback and discussion, not this underhanded attempt to push something through under the radar while in a pandemic.
 - Tenants were not notified about this rezoning.
- Strathearn heights has previously been an excellent example of meaningful community consultation and has been supportive of integrated development. I hope this can continue to be the case.

Opinions on the developers

- This only benefits the owner with added flexibility, lowering their expenses, increasing their profits and does nothing for the homeowners surrounding the site (x8).
- Concern with the non-activity for this development site (x3). Including:
 - Would like to see some commitment from the owner on building on the site before going through yet another rezoning as this development is falling flat of the original concept for this community.
 - It is entirely reasonable for the City to apply time-sensitive approvals here and impose an actual development timeline for the DC2 component (at a minimum), if not the entire development area.
 - We need (a lot of) shovel-ready development to hit our infill goals, not endless up-zoning and land speculation.
- The developers are asking more than what was previously granted (x2). Including:

- A significant number of developments in the area have been approved previously and are coming back with changes. This completely undermines any community input they previously had taken into consideration. Examples include Holyrood Gardens, Strathearn Apartments, and the apartment on the corner of 86 Street and 95 Avenue.

Crime and disorder

- Concerns for bar/neighbourhood pub use. The current one attracts unsightly activities (x2).
- The development will likely include the migration of our homeless population as the height of the new buildings will darken the streets, which in turn provides more places to hide.

Other

- The project will decrease surrounding property values in the area (x2).
- Concerns over impact to the drainage system (x2).
- Strathearn needs more sustainable, eco-friendly and community-oriented projects
- All changes should be appropriately modeled and a visual comparison to the previous proposal should be done.
- Eager to see more developments like this rather than additional skinny houses.
- Eager to have the construction start ASAP.
- The proposed development will bring a lot to the area and bring more private investments in the future.
- This development will complement Holyrood and Bonny Doon redevelopments also in progress.
- Strathearn is a vibrant community that embraces tranquility with effervescence.

Questions & Answers

What is the total number of units being proposed in the latest plan? Is it still 1900? or More?

According to the applicant, the intended total number of units proposed for the entire site is approximately 1900 dwellings. The absolute total number of units have yet to be determined until the permitting stage as no maximum number of residential dwellings are mandated by the RA7, RA8 and RA9 Zones. In contrast, the RF6 area proposed along the northern edge is limited to 80 dwellings/hectare which translates to approximately 98 units within this area, while 500 units are sought within the DC2 portions near the future Strathearn LRT Stop.

A summary of the maximum residential density per zone is as follows:

- RF6: 98 Dwelling Units
- RA7: No maximum number of dwellings
- RA8: No maximum number of dwellings
- RA9: No maximum number of dwellings
- DC2: 500 Dwelling Units

It's also unclear how much greenspace is provided in the plan. There are the greenways, which I'm very happy to see remain, but there seems like there is also greenspace between buildings that is not highlighted here as such. Is that just because it's not 'public' greenspace? Clarity on this would be helpful.

The currently zoned (AP) Public Parks areas are proposed for rezoning to either RA7, RA8 and RA9 Zones. Within these areas, the applicants' intent is to introduce 'publicly accessible privately owned parks spaces' scattered throughout their site so that design and maintenance are the responsibility of the developers. These greenspaces include the linear parks/greenways, pocket parks and a proposed transit plaza and mews connections as shown on the attached [open space concept](#). Implementation methods such as registration of public access easement and/or subdivision processes will ensure the public have access to these spaces. This proposal does not include the rezoning of Silver Heights Park which is to remain AP zoning.

Finally, is there more detail on the transition of buildings from the houses outside the proposal, to the buildings along the perimeter of the project?

The [proposed zones are configured](#) so that the taller buildings will be located in the central (RA8, RA9 zones) and southern (DC2 zone) portions of the site and then transition to shorter buildings along the eastern and western (RA7 zone) and northern edges (RF6 zone) of the site.

A summary maximum heights per zone is as follows:

- RF6: 16m (approximately 4 storeys)
- RA7: 16m (approximately 4 storeys)
- RA8: 23m (approximately 6 storeys)
- RA9: 60m (approximately 15 storeys)

- DC2: 81m (approximately 20 storeys)

The shadow study considered 3 cases: summer solstice, spring and autumn equinox. Why wasn't the winter solstice included? It's suspiciously absent since that is the critical case for property owners north of the proposed development. Studies of previous proposed site massing, with 27-story towers, indicated that several properties along Strathearn Drive would receive no direct sun for a dozen days around the solstice.

Thank you for your question and for identifying the incomplete sun-shadow impact assessment. A request of the applicant to include the shadow impacts during the winter solstice has been made, and an updated Urban Design Brief will be posted on this webpage upon receipt. Update (June 29, 2021): The updated urban design brief and sun shadows study has now been posted on the [Strathearn Heights TOD Engaged Edmonton Webpage](#).

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

When the applicant is ready to take the application to Council:

- 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, you 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.
- You may listen to the Public hearing on-line via edmonton.ca/meetings.
- You can submit written comments to the City Clerk (city.clerk@edmonton.ca) or contact the Ward Councillor, Ben Henderson directly (ben.henderson@edmonton.ca).

If you have questions about this application please contact:

Marty Vasquez, Planner

780-495-1948

marty.vasquez@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19865
Location:	North/south of 100 Avenue NW and east/west of 100 Street NW
Addresses:	9518 - 87 Street NW; 9508- 87 Street NW; 8720 - 95 Avenue NW; 8722 - 95 Avenue NW; 8724 - 95 Avenue NW; 9560 - 87 Street NW; 8728U 97 Avenue NW; and 8712U 96 Avenue NW
Legal Descriptions:	Lot 1, Block 5, Plan 2528HW; Lot 1A, Block 5 Plan 1663MC; Lot 8, Block 5, Plan 2528HW; Portion of Lot 7, Block 5, Plan 2528HW; Portion of Block A, Plan 0024690; Lot 29, Block 8, Plan 2528HW; and Lot 6, Block 6, Plan 2528HW
Site Area:	9.2 ha
Neighbourhood:	Strathearn
Notified Community Organizations:	Strathearn Community League and Cloverdale Community League
Applicant:	GEC Architecture

PLANNING FRAMEWORK

Current Zones:	(DC2) Site Specific Development Control Provision; and (AP) Public Parks Zone
Proposed Zones:	(RF5) Row Housing Zone; (RA7) Low Rise Apartment Zone; (RA8) Medium Rise Apartment Zone; (RA9) High Rise Apartment Zone; (AP) Public Parks Zone; and (DC2) Site Specific Development Control Provision
Plan in Effect:	None
Historic Status:	None

Written By:	Marty Vasquez
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination