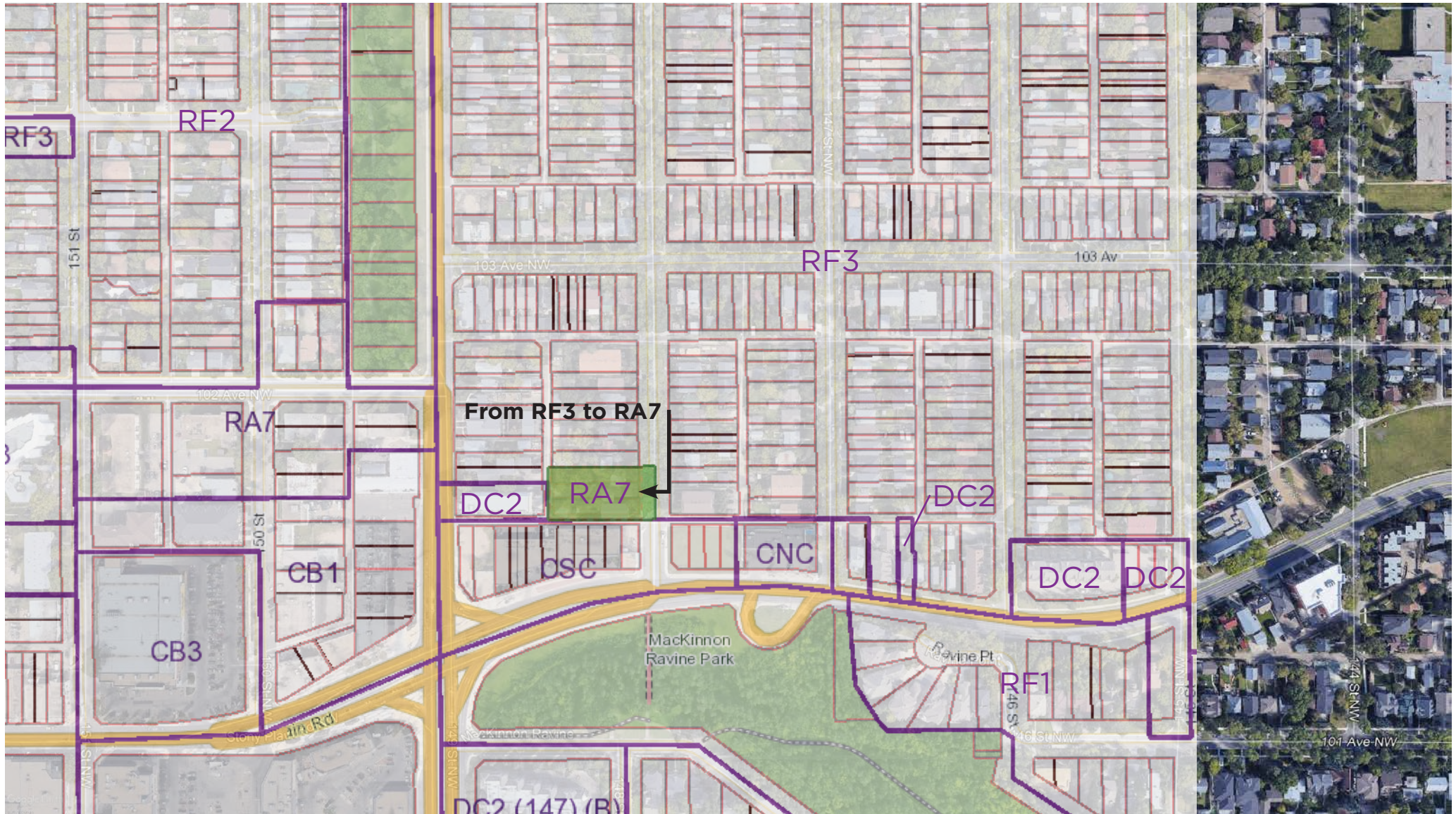




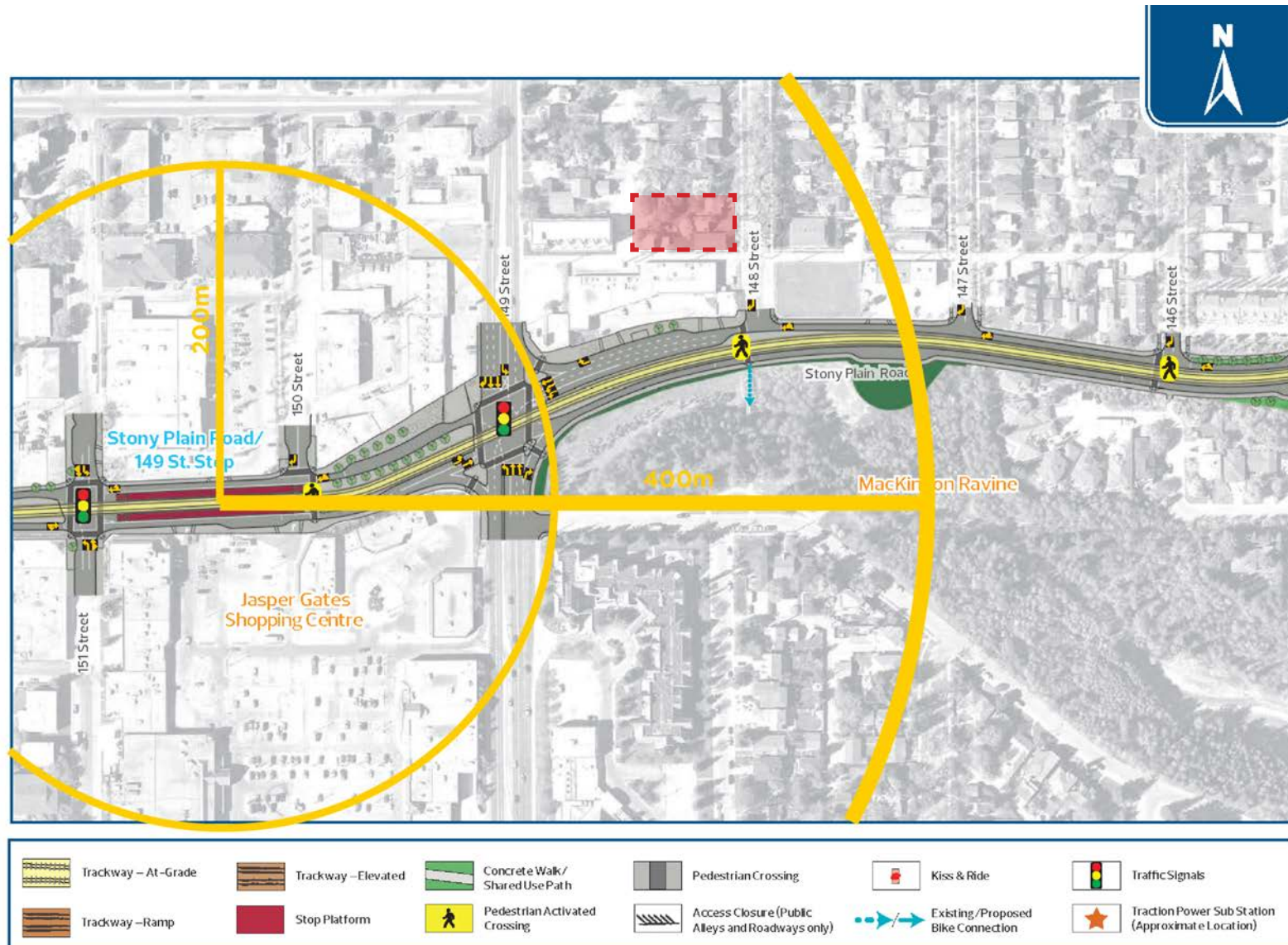
GROVENOR REZONING

PUBLIC HEARING APRIL 05, 2022

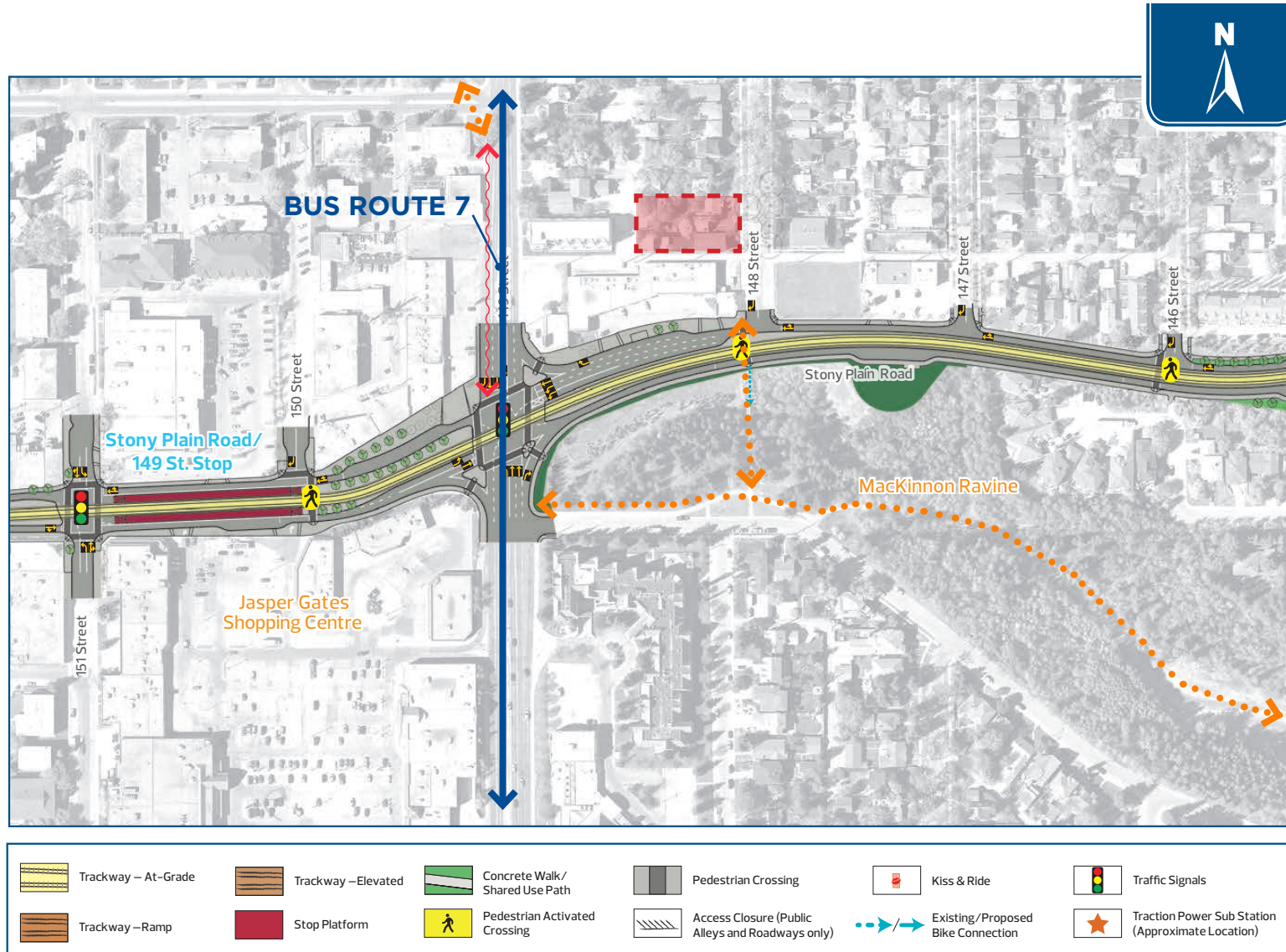
LOCATION + ZONING



LOCATION + ZONING

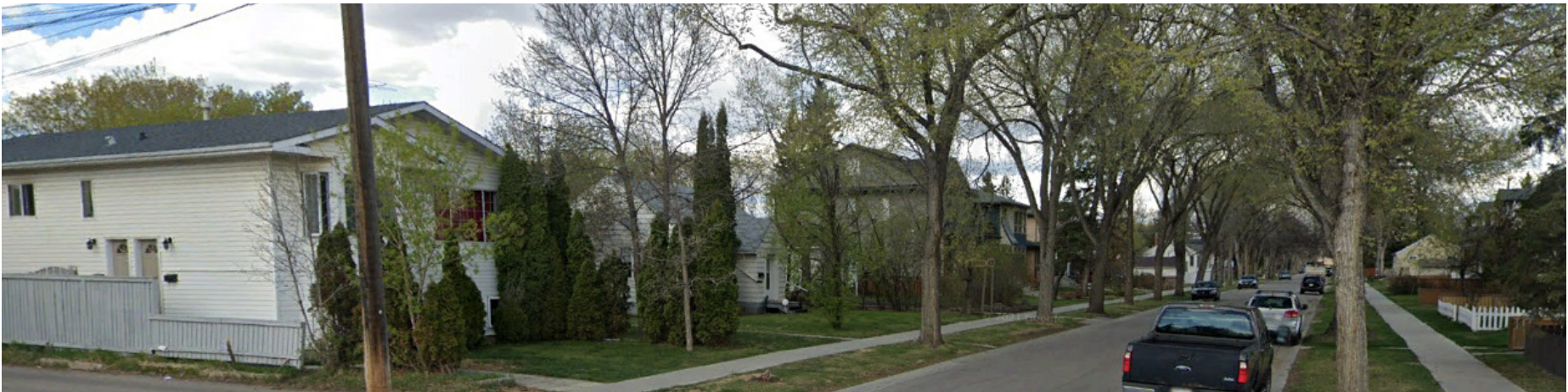


LOCATION + ZONING



History of Application

- Door Knocking (March 18, 2021)
- Formal Application (March 31, 2021)
- City Pre-Notification (May 20, 2021)
- Engaged Edmonton Forum (May 25 - June 8, 2021)
- Community Engagement (June 13, 2021)
- City What We Heard Report (June 29, 2021)
- Public Hearing (August 31, 2021)
- Community Engagement (December 13, 2021)
- Information Package (January 07 & 21 2022)
- Community Engagement (January 24, 2022)
- Landowner Response Letter to Community League (February 23, 2022)
- Public Hearing (April 5, 2022)




HISTORY



History of Application

- *Door Knocking (March 18, 2021)*
 - *Prior to application*
 - *2 Email Responses*
- Formal Application (March 31, 2021)
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Background

Invistec Consulting has been retained by a landowner to rezone three parcels of land from the Small Scale Infill Development Zone (RF3) to the Low Rise Apartment Zone (RA7).

Application Overview

The intent behind this rezoning is to allow for the future development of a low rise apartment building (maximum height of 16.0m). The Edmonton City Plan designates this area as future infill residential, which includes low rise apartments.

Next Steps

Invistec Consulting has already been in contact with the Grovenor Community League regarding this application and intends to work closely with them throughout the duration of this application.

For more information and or if you have questions regarding this application please email planning@invistec.ca

Planning Process



*Designates where we are in the planning process

March 2021

Invistec Consulting Ltd
4th Floor
10235 - 101 Street NW
Edmonton, AB
T5J 3G1



History of Application

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- Formal Application (March 31, 2021)
- City Pre-Notification (May 20, 2021)
- Engaged Edmonton Forum (May 25 - June 8, 2021)
- *Community Engagement (June 13, 2021)*
 - *Concerns:*
 - *Shadowing, Parking + traffic, access from 148 Street, and loading / service vehicles*
- City What We Heard Report (June 29, 2021)
 - *Engaged 11, Informed 16, Aware 24*
 - *Opposed 8, Support 2*
 - *Concerns:*
 - *Building height, parking / traffic, location not suitable for 4-storeys*
- Public Hearing (August 31, 2021)
- Community Engagement (December 13, 2021)
- Information Package (January 07 & 21 2022)
- Community Engagement (January 24, 2022)
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ABOUT THIS REPORT

The information in this report includes feedback gathered through online engagement via the Engaged Edmonton platform from May 25 - June 8, 2021. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have.

Input from Edmontonians will 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: 8
Mixed: 0
Support: 2

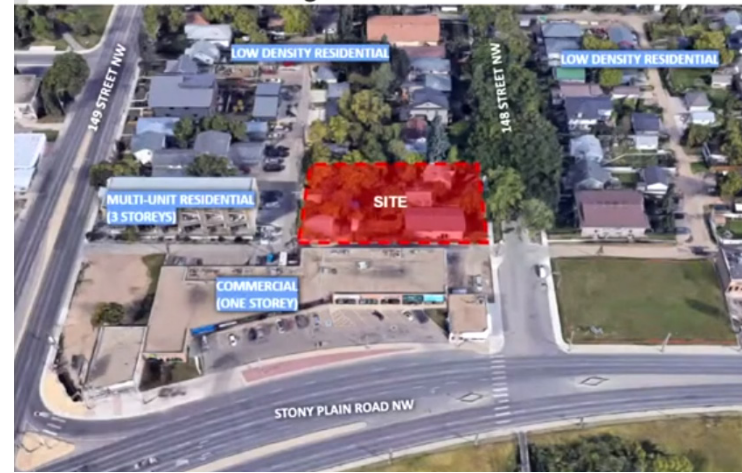
HISTORY



History of Application

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- Community Engagement (June 13, 2021)
- City What We Heard Report (June 29, 2021)
- *Public Hearing (August 31, 2021)*
 - *Referral Motion for further engagement*
- Community Engagement (December 13, 2021)
- Information Package (January 07 & 21, 2022)
- Community Engagement (January 24, 2022)
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Site and Surrounding Area



HISTORY



History of Application

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Concept Design ****SUBJECT TO CHANGE****



- Design Features
 - Four storey apartment
 - No commercial uses at ground floor
 - Landscaping (not depicted)
 - Trees and shrubs are required along the perimeter of site
 - There are existing trees on adjacent properties not shown
 - Street trees not shown



December 13, 2021 Meeting

January 24, 2022 Information Package

What We Heard (from 2021-12-13 City Notes)



- Residents identified concerns that not enough information has been provided
- Additional Information Requested
 - Traffic / Parking Impacts
 - *Lack of information on plan for parking*
 - Shadow Study
- Request to receive information in advance of meetings
- Additional items can be found in summary by the City
 - See attached PDF that was previously provided by City

HISTORY



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What We Did



*Also provided as PDF

January 24, 2022 Meeting

January 24, 2022 Information Package

What We Didn't Do

Building Design

- Terracing along north side of Building to mitigate shadows
 - Higher construction cost with less dwelling units
 - Shadow impacts are not mitigated
 - *Alternative: overall building footprint reduced*

Winter 12 PM (RA7)



Winter 12 PM (RA7 Terraced)



SHADOW STUDY



Spring
/ Fall



9 AM

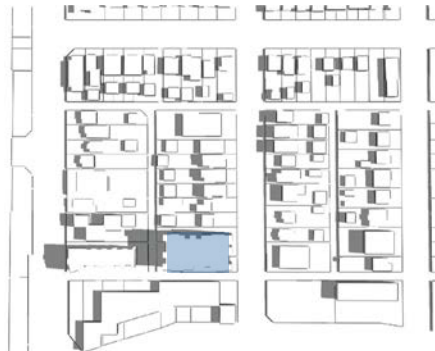


12 PM



3 PM

Summer



9 AM



12 PM



3 PM

Winter



10 AM



12 PM



3 PM

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- Public Hearing (April 5, 2022)

Landowner Response Letter to CL

Dear Grovenor Residents,

This letter is a response to the letter we received from you on February 4, 2022.

1. Building Size.

Your letter states that you would like to see the building to be redesigned to be 75% of the current size and reducing the height from 4 stories to 3 stories. Through engagement and listening to what we heard, the City has increased the side setback for the RA7 Zone in order to increase privacy and create sensitive transitions between existing and adjacent properties. Furthermore, we have re-designed and shared with you further iterations of what the proposal may look like if built. Providing façade and footprint articulations will help in further mitigating some of the sizing and creativity concerns. Your letter states that you are in support of an underground parkade. Our intention is to provide underground parking at this site.

2. Ownership Model

Your letter states that you would prefer a condominium ownership model instead of a purpose-built rental property. We have noted this point and will take it into consideration, subject to market condition forecasting.

3. Unit Distribution

You have stated that you feel it is critical for us to maintain a commitment to a mix of unit sizes. We will provide a variety of unit sizes and layouts to accommodate a wide range of residents to suite their economic and lifestyle needs.

4. Green Design

You have stated your support for our goal to build a green building that is energy efficient and will have a lower carbon footprint for the residents. We have noted this and plan to build with high quality, energy efficient materials to achieve this goal.

5. Bicycle and Pedestrian safety

We have heard your concerns with potential impact on the community's pedestrian and bicycle safety. We believe this proposal is appropriate due to its proximity to the future LRT Station, 149 St and Stony Plain Rd. As previously stated, this site will aid in pedestrian safety on the street and in the alleys as we will be providing "eyes on the street". Also, lighting along the alleyway will help to improve safety in the evening.

6. Building and landscape design

We plan to build an aesthetically pleasing building with landscaping design for privacy and to aid in the building fitting in the community. It is in our best interest as well as the community's to build a quality building that fits well in the community.

7. Community Implementation

Your letter states that you are in support for our objective to help local area seniors and/or residents with mobility concerns to be able to access their suite. We plan to have ground level units and a fully serviced elevator from the underground parkade to all levels of the building to meet this goal. We have noted that you would like to see ample outdoor living and green space for residents. The RA7 Zone provides direction on providing amenity space which will be further explored if the proposal is approved.

We look forward to working with you and want to be a good neighbor for the community.

Jeff Lewis

MJL Developments LTD

THE CITY PLAN



Primary Corridors (Stony Plain Road)

- Desired overall density: minimum 150 people and/or jobs per hectare (higher at intersections or connections with nodes)
- Typical massing/form: mostly mid-rise and high-rise

Secondary Corridors (149 St)

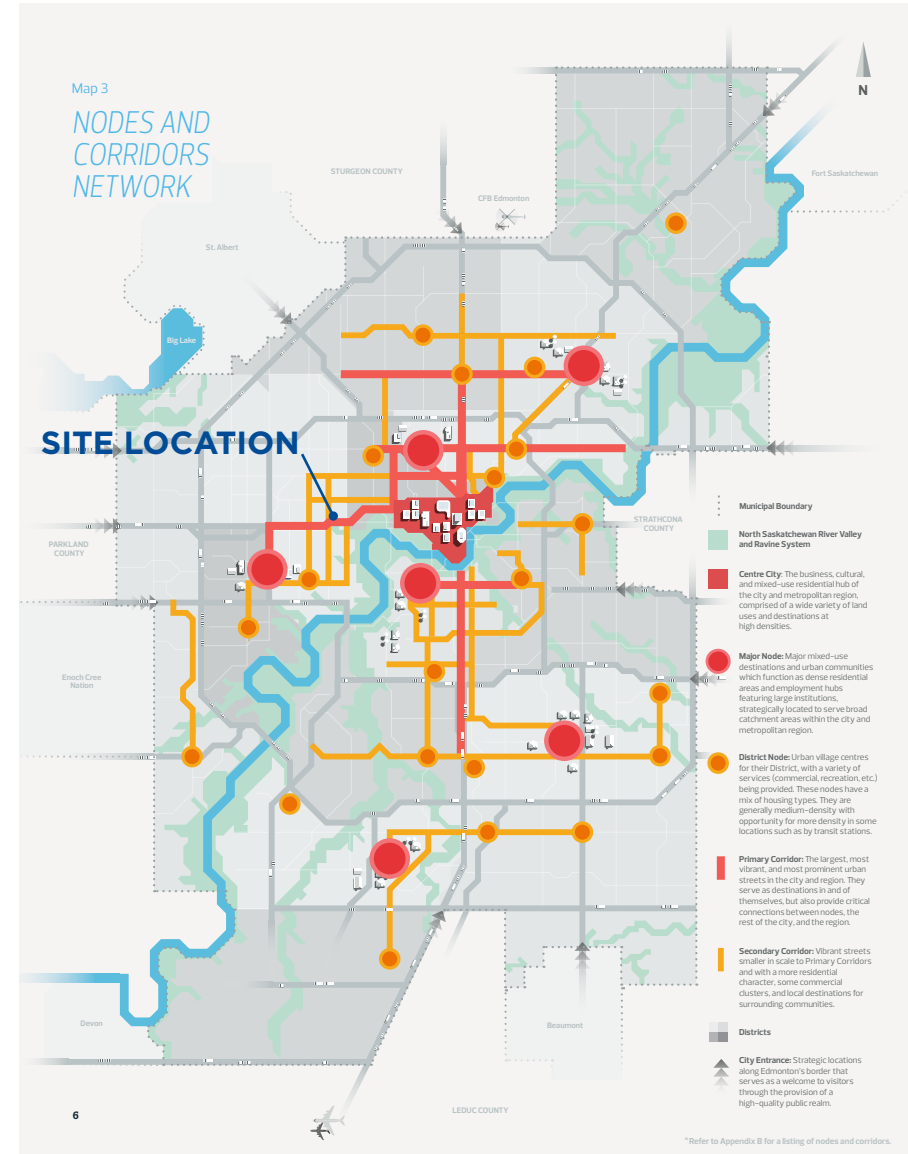
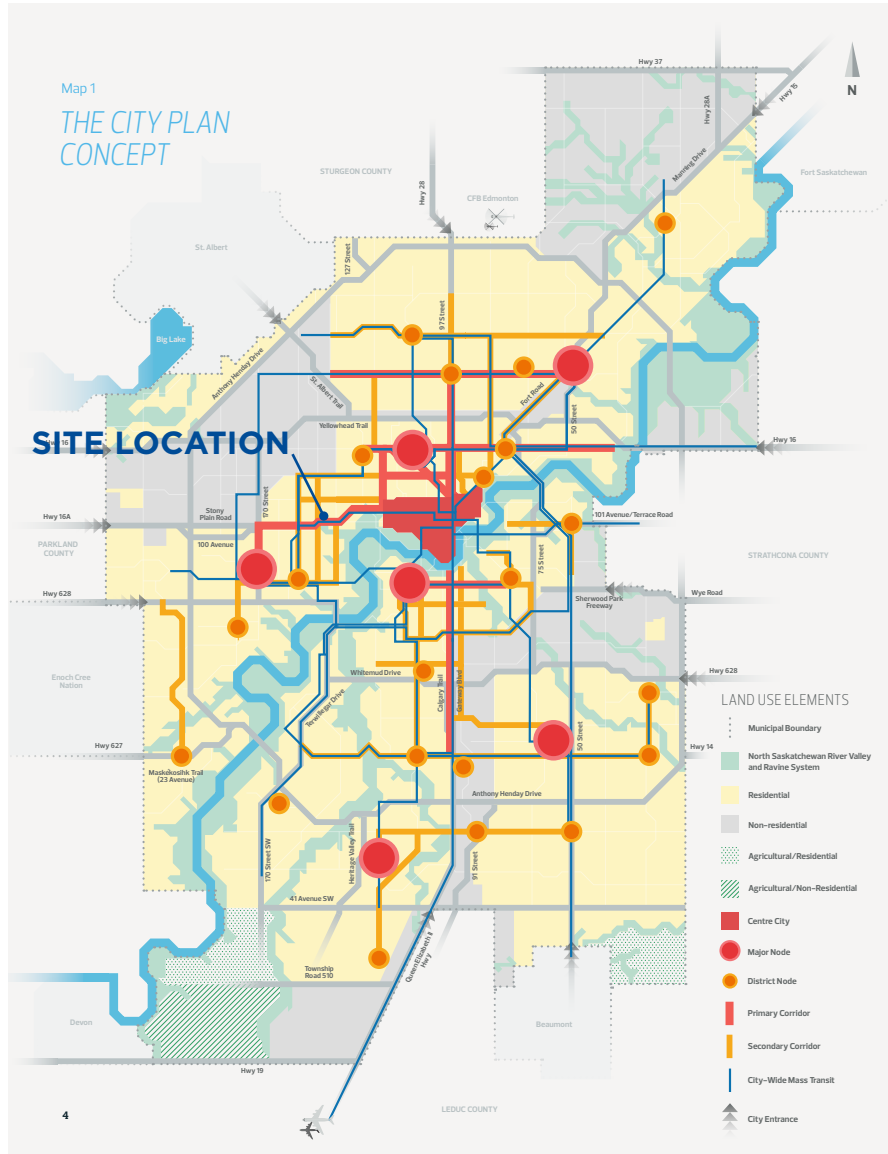
- Desired overall density: minimum 75 people and/or jobs per hectare (higher at intersections or connections with nodes)
- Typical massing/form: low-rise and mid-rise

The Application

- Located within 1-2 blocks of a primary corridor (Stony Plain Road).
- Low Rise Apartment being proposed, which represents a concession to what the City Plan directs for this site location.
- Commercial shopping located south of the site, which includes a 1-storey strip mall and Jasper Gates Shopping Centre.
- Site has strong connectivity and multi-modal transportation options, with future 149 Street LRT Station located +/- 300m away.



THE CITY PLAN



TOD POLICY



CITY POLICY

Attachment 1
Report 2012SPE103

POLICY NUMBER: C565

REFERENCE:

The Way Ahead
The Way We Grow
The Way We Move
The Way We Green
The Way We Live

ADOPTED BY:

City Council

SUPERSEDES:

New

PREPARED BY: Sustainable Development Department

DATE: 8 February 2012

TITLE: Transit Oriented Development

Policy Statement:

The City of Edmonton, through its planning, decision making processes and leadership, supports transit and land use integration. This optimizes the use of public transportation, increases mobility choices of Edmontonians and creates vibrant and diverse neighbourhoods to support a sustainable transit system and concentrate Edmonton's future urban form.

The City supports Transit Oriented Development that:

1. Establishes land uses around LRT stations and transit centres to reflect the characteristics of surrounding areas and each station or centre's role in the network.
2. Focuses medium and higher density residential, retail and employment growth around LRT stations and transit centres to support City investment in transportation infrastructure.
3. Creates a safe, direct and convenient circulation system for all modes of transportation, with an emphasis on public transit, pedestrians and bicycles that connects people and places.
4. Grows through collaboration, cooperation, partnerships, public information and education programs.
5. Increases transit ridership and reduces the number of automobile kilometers driven.

To encourage Transit Oriented Development, the City of Edmonton will:

1. Enact bylaws, procedures, directives, processes, programs and guidelines.
2. Promote, collaborate, cooperate and partner.
3. Communicate land use and infrastructure expectations.
4. Prepare Station Area Plans.

The purpose of this policy is to:

Establish the application of the Transit Oriented Development Guidelines to provide certainty to citizens, business and administration.

This policy is subject to any specific provisions of the Municipal Government Act or other relevant legislation or Union Agreement.



Image Source: Marigold Infrastructure Partners, June 18, 2021 as retrieved from <https://marigoldinfra.ca/project/section-four/>

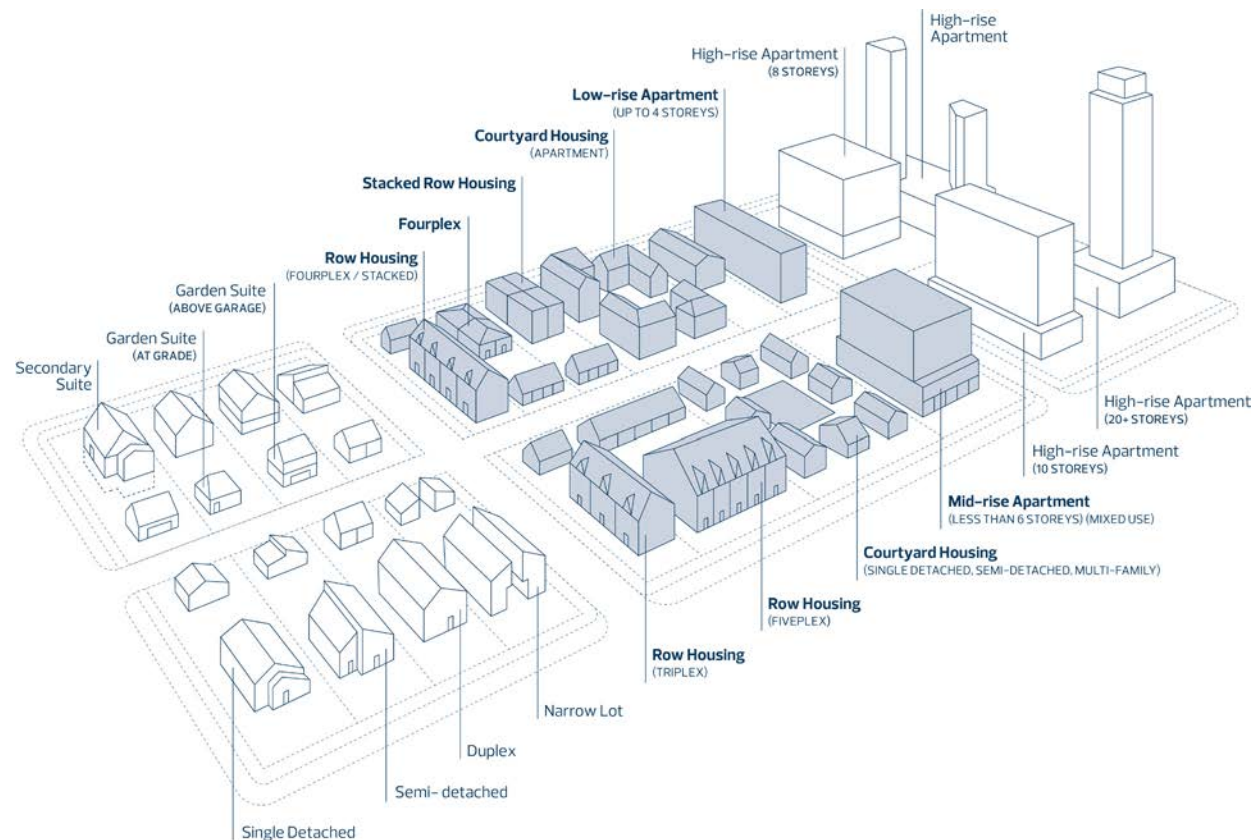


MISSING MIDDLE HOUSING



Missing Middle Zoning Review, Zoning Changes Approved by City Council August 26, 2019

- Changes to increase housing flexibility within 5 Zones: RF3, RF5, UCRH, **RA7**, RA8.
- Missing Middle Housing welcomes new people into older communities.
- Provides housing options for people at varying life stages.
- This housing continuum has largely been absent from Edmonton's housing portfolio. Through City Plan implementation, these varying forms of housing type will help Edmonton reach many of its targets.



CHARTER BYLAW 19909



Amendment to Section 210 (RA7) Low Rise Apartment Zone and Section 220 (RA8) Medium Rise Apartment Zone

- Revision to the side setback, increasing to 3.0m for buildings greater than 10.0m in height.
- Provides more sensitive interface with abutting properties.
- Creates more space for additional landscaping and screening measures.

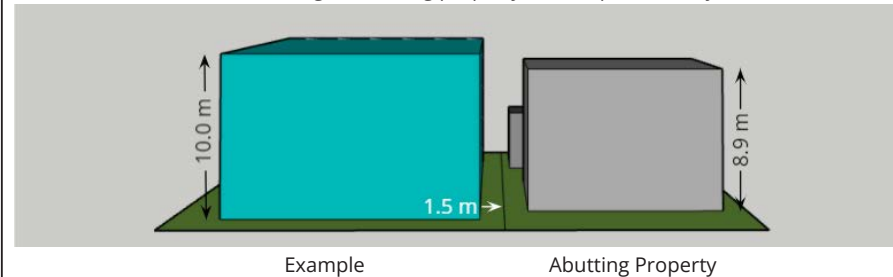
3D Modelling by Development Scenario

(RA7) Low Rise Apartment Zone - Proposed Regulation:

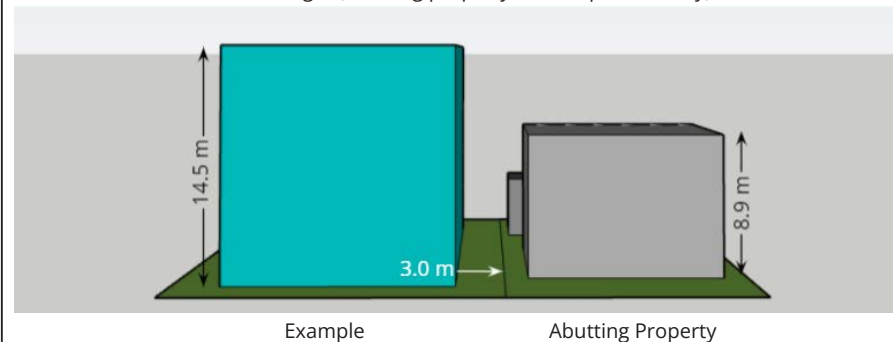
The minimum Side Setback shall be 1.5 m, except:

- for buildings over 10.0 m in Height, the minimum Side Setback shall be 3.0 m; and
- for all buildings, the minimum Side Setback shall be 3.0 m Abutting a flanking public roadway other than a Lane.

Scenario 1: 10.0 m or less in height (abutting property for comparison only)



Scenario 2: Over 10.0 m in height (abutting property for comparison only)



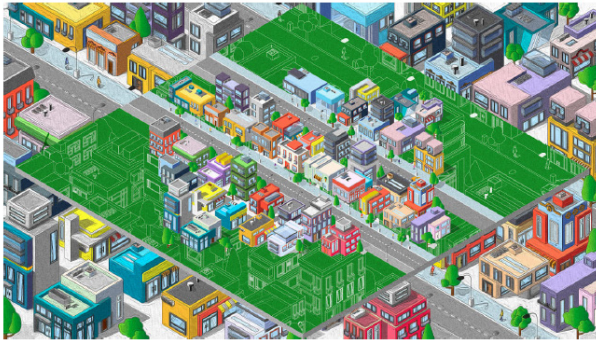
HOUSING SUPPLY + CLIMATE



11-11-21 | WORLD CHANGING IDEAS

The 15-minute city can make urban living more sustainable—and inspire the suburbs

The simplest way to reduce transportation emissions is making it easier to not drive. And even in places where you have to drive, small changes can make a large difference.



EDMONTON JOURNAL

Sports Opinion Business Arts Life Remembering Driving Healthing The GrowthOp Podcasts

Local News / Groundwork / Columnists

Groundwork: Edmontonians definitely feeling the sting of affordability, but some more than others

Keith Gerein
Mar 15, 2022 • 3 days ago • 4 minute read • 6 Comments

EDMONTON JOURNAL

Real Estate / First-Time Homebuyers

Edmonton market heating up, but affordability still a key selling point

Lauren Boothby
Mar 22, 2022 • 1 day ago • 3 minute read • Join the conversation

Priced Out

Housing affordability challenges facing young Canadians

MONEY

Some Canadians struggle to enter housing market as costs rise: 'Nothing we can do'



By **Craig Lord** • Global News

Posted March 18, 2022 1:04 pm

MORE FROM



SUMMARY



In conclusion:

- This Application is to rezone from RF3 to RA7
- The site is located within walking distance to a future LRT Station and located within a Primary Corridor and in proximity to a Secondary Corridor intersection as per The City Plan
 - Compatible with the policies in The City Plan, TOD Policy, Missing Middle Initiative;
 - Will contribute to greater environmental initiatives.
- Additional engagement was completed to reach out to adjacent residents and the Community League including two additional online meetings, and sharing of a comprehensive information package.
- The Proposal would allow for the opportunity to provide much needed missing middle housing within the inner city, while simultaneously meeting greater City targets and initiatives.