



## **REZONING APPLICATION**

### **Belgravia**

**11503 - 76 Avenue NW**

**11511 - 76 Avenue NW**

**11517 - 76 Avenue NW**

To allow for a low rise, high density residential development



## **RECOMMENDATION AND JUSTIFICATION**

City Planning is in SUPPORT of this application because:

- it contributes towards increasing residential density along 76 Avenue NW in accordance with the McKernan-Belgravia Station Area Redevelopment Plan; and
- it allows for a high quality, architecturally sensitive built form compatible with the surrounding neighbourhood.



## THE APPLICATION

BYLAW 18306 to amend the Zoning Bylaw from the (RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay to a (DC2) Site Specific Development Control Provision.

The proposed (DC2) Site Specific Development Control Provision would allow for development of a 14.5 m (4 storey) apartment building. The proposal includes:

- an entirely Residential building;
- 70 Residential units;
- a Floor Area Ratio of 2.2; and
- resident parking provided underground and accessed from the Lane.

## SITE AND SURROUNDING AREA



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay	Apartment Housing
<b>CONTEXT</b>		
North	(RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay	Apartment Housing
East	(RF3) Small Scale Infill Development Zone and Mature Neighbourhood Overlay	Single Detached House
South	(RF1) Single Detached Residential Zone and Mature Neighbourhood Overlay	Single Detached House
West	(RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay	Apartment Housing





VIEW OF SITE LOOKING SOUTH FROM 76 AVENUE NW



VIEW OF SITE LOOKING NORTH FROM REAR LANE

## PLANNING ANALYSIS

### LAND USE COMPATIBILITY

Apartment Housing is an appropriate use for this location. The area currently contains a mixture of housing types including Single Detached Housing, Semi-Detached Housing and Apartment Housing. There is a new four Storey Apartment building across 76 Avenue NW to the north, built in 2012. While the Medium Scale Residential Infill Overlay would no longer apply to the proposed DC2 Provision, there are regulations within the DC2 Provision designed to ensure compatibility with the other built forms near the site, achieving the same intent as the overlay. The table below shows a comparison of key regulations between the current and proposed zones.

<b>Subject Site</b> 11503,11511 and 11517 76 Avenue NW <b>(Area: 0.24 hectares)</b>	<b>Current (RA7) Low Rise Apartment Zone</b> (with Medium Scale Residential Infill Overlay)	<b>Proposed DC2 Provision</b>	<b>FOR REFERENCE (RA8) Medium Rise Apartment Zone</b>
<b>Maximum Density</b>	125 dwellings/ha	288 dwellings/ha	224 dwellings/ha
<b>Maximum Units</b>	30	70	53
<b>Floor Area Ratio</b>	1.4	2.2	2.5
<b>Maximum Height</b>	14.5 to 16.0 metres (depends on roof type)	14.5 metres	23 metres
<b>Minimum Setback along 76 Avenue</b>	5.4 metres (Block average setback is 6.4 metres)	3.0 metres	6 metres
<b>Minimum South Setback</b>	7.5 metres	6 metres	7.5 metres
<b>Minimum Setback along 115 Street</b>	4.5 metres	3 metres	4.5 metres
<b>Minimum West Setback</b>	3 metres	4.5 metres	4 metres
<b>Stepbacks</b>	Not required	2 m at fourth storey	Not required



## **PLAN IN EFFECT AND DENSITY**

The site is within the 76 Avenue Corridor Precinct of the McKernan-Belgravia Station Area Redevelopment Plan which encourages low rise apartment forms (See Appendix 1). While the plan suggests the (RA7) Low Rise Apartment Zone as an appropriate zone for the site, it also supports the application of a (DC2) Site Specific Development Control Provision where the density or floor area ratio of a proposed development cannot be achieved through conventional zoning.

The 76 Avenue Corridor Precinct envisions an overall density of 125 dwellings per hectare, resulting in approximately 454 possible new units over the course of the 25 year timeframe for plan implementation. However, there have been many low density residential developments built along the corridor between 2000 and 2016 which are not anticipated to be redeveloped within the 25 period. As such, this application, providing 70 units at 288 dwellings per hectare, helps to compensate for this recent underdevelopment of sites, and increases the likelihood of achieving the plan's intended density for the corridor.

Appendix 2 shows an analysis of the age of buildings along the 76 Avenue corridor and the potential number of units to be development on sites containing older buildings. Looking just at the west side of 114 Street, if this DC2 Provision is implemented at the proposed higher density and all other potential redevelopment sites are built out at 125 dwellings per hectare, the overall density would still be below the vision for the corridor at 119 dwellings per hectare. As well, if looking at the recently developed sites, they are a combined 33 dwellings less than what they could have been at 125 dwellings per hectare. The proposed DC2 Provision is 39 dwellings above what it would be at 125 dwellings per hectare. These are very comparable offsets and this is why, although the density of the proposed DC2 Provision is quite high, it is considered to be in conformance with the objectives and intent of the ARP. Similarly, this is also why the impact of this proposal on traffic and parking are not anticipated to vary significantly from what the plan has always envisioned.

## **PUBLIC CONTRIBUTIONS**

The proposed DC2 Provision includes the following public contribution elements:

1. A minimum of eight Family Oriented Dwellings located on any storey in the building with rooftop amenity area designed for children and a commitment to provide 12 m<sup>2</sup> of private outdoor amenity space for five of the Family Oriented Units;
2. Sustainable building design features to reduce energy consumption for heating and cooling to 70% of the National Energy Code of Canada 2015 standard for a comparable building;
3. Provision of funds for the acquisition of onsite Public Art; and
4. Opportunity for the City to purchase between 5% and 7% of the total number of units at 85% of the market value for affordable housing in accordance with City Policy C582.



## TECHNICAL REVIEW

### BOULEVARD TREES

An Arborist Report and Tree Preservation Plan was reviewed to determine the potential impact of the proposed development on the existing boulevard trees along 76 Avenue NW and 115 Street NW. The proposed DC2 Provision requires the trees to be retained and includes regulations to ensure that the location and construction of the building and underground parkade will not compromise the ongoing health and viability of the trees.

### PARKING, LOADING AND VEHICULAR ACCESS

Vehicular resident parking is proposed to be provided in accordance with the requirements of the Zoning Bylaw. Five vehicular visitor parking spaces are proposed which is half the number that the Zoning Bylaw would normally require. Given the low on-street parking activity observed, accessibility to the surrounding alternate modes network, including bike lanes and LRT, and existing parking availability in the area, any excess visitor parking demand can be accommodated on-street.

Bicycle resident parking is proposed to be provided at one space per unit which is three times the amount that the Zoning Bylaw would normally require. Ten bicycle visitor parking spaces are also being provided which should also encourage visitors to use the cycle network as an alternate mode when travelling to and from the site further decreasing the demand for vehicular visitor parking.

A Transportation Impact Assessment was reviewed which concluded that the existing geometry and traffic control at the key study intersections nearby can accommodate the additional site generated traffic at acceptable levels of service. While significant delays are noted at the 76 Avenue NW/114 Street NW intersection, the additional traffic anticipated to be generated by the proposed development is not anticipated to significantly increase the current level of delay.

## PUBLIC ENGAGEMENT

<b>PRE-APPLICATION LETTER and MEETINGS</b> May 24, 2017 and June 13, 2017	As reported by the applicant: <ul style="list-style-type: none"> <li>• Number of letter recipients: 81</li> <li>• Concerns were received related to <ul style="list-style-type: none"> <li>○ Density</li> <li>○ Mature Trees</li> <li>○ Family Oriented Housing</li> <li>○ Architecture</li> <li>○ Traffic and Parking</li> <li>○ Setbacks</li> </ul> </li> </ul>
<b>ADVANCE NOTICES</b> July 10, 2017 and August 23, 2017	Number of recipients: 83 <ul style="list-style-type: none"> <li>• Number of feedback responses: 20</li> <li>• Common comments included: <ul style="list-style-type: none"> <li>○ Positive Comments sustainable/environmental design</li> <li>○ Support of redevelopment and densification in this</li> </ul> </li> </ul>



	<p>TOD area</p> <ul style="list-style-type: none"> <li>○ Concerns about conformance to the McKernan-Belgravia Station ARP</li> <li>○ Need for Family Oriented Housing</li> <li>○ Protection and retention of Mature Boulevard Trees</li> <li>○ Insufficient on-site parking</li> <li>○ Traffic congestion would be worsened on 76 Avenue</li> <li>○ Building is too expansive (not in conformance with Overlay)</li> <li>○ Proposed density of 70 units on the 0.24 ha site is too high.</li> <li>○ Building design does not incorporate enough articulation</li> </ul> <ul style="list-style-type: none"> <li>• Unsatisfactory public consultation practices</li> </ul>
<p><b>OPEN HOUSE</b> November 8, 2017</p>	<p>Number of attendees: 95</p> <ul style="list-style-type: none"> <li>• Number of feedback forms: 46</li> <li>• Common comments included: <ul style="list-style-type: none"> <li>○ Positive comments and support of redevelopment under current RA7 Zone</li> <li>○ Support of sustainable building features</li> <li>○ Concerns that application does not conform to the ARP and far exceeds the densities contemplated by the ARP</li> <li>○ Community input when creating ARP is ignored</li> <li>○ Proposal does not follow the Medium Scale Residential Infill Overlay</li> <li>○ Building is massive and does not fit with the character of the neighbourhood</li> <li>○ Will put too much strain on existing infrastructure</li> <li>○ Neighbourhood needs more amenities, mixed use buildings</li> <li>○ Development is not family oriented with high density, lack of ground floor amenities</li> <li>○ Extremely concerned about the impact on the mature boulevard trees do to 3 metre building setback and underground parkade construction</li> <li>○ Not enough onsite resident and visitor parking stalls</li> <li>○ Congestion along 76 Avenue is already a problem and this high density development will add too much traffic making problems even worse</li> <li>○ Building is too big to conform to Medium Scale Residential Infill Overlay</li> <li>○ Density is too high</li> <li>○ Building setbacks are too small</li> <li>○ Need genuine community consultation with the developer and City</li> </ul> </li> </ul>
<p><b>WEBPAGE</b></p>	<p><a href="http://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/sw-corner-115-st-and-76-ave-nw.aspx">www.edmonton.ca/residential_neighbourhoods/neighbourhoods/sw-corner-115-st-and-76-ave-nw.aspx</a></p>



The “What We Heard” Public Engagement Report (Appendix 3) provides further detailed comments from the Belgravia Community.

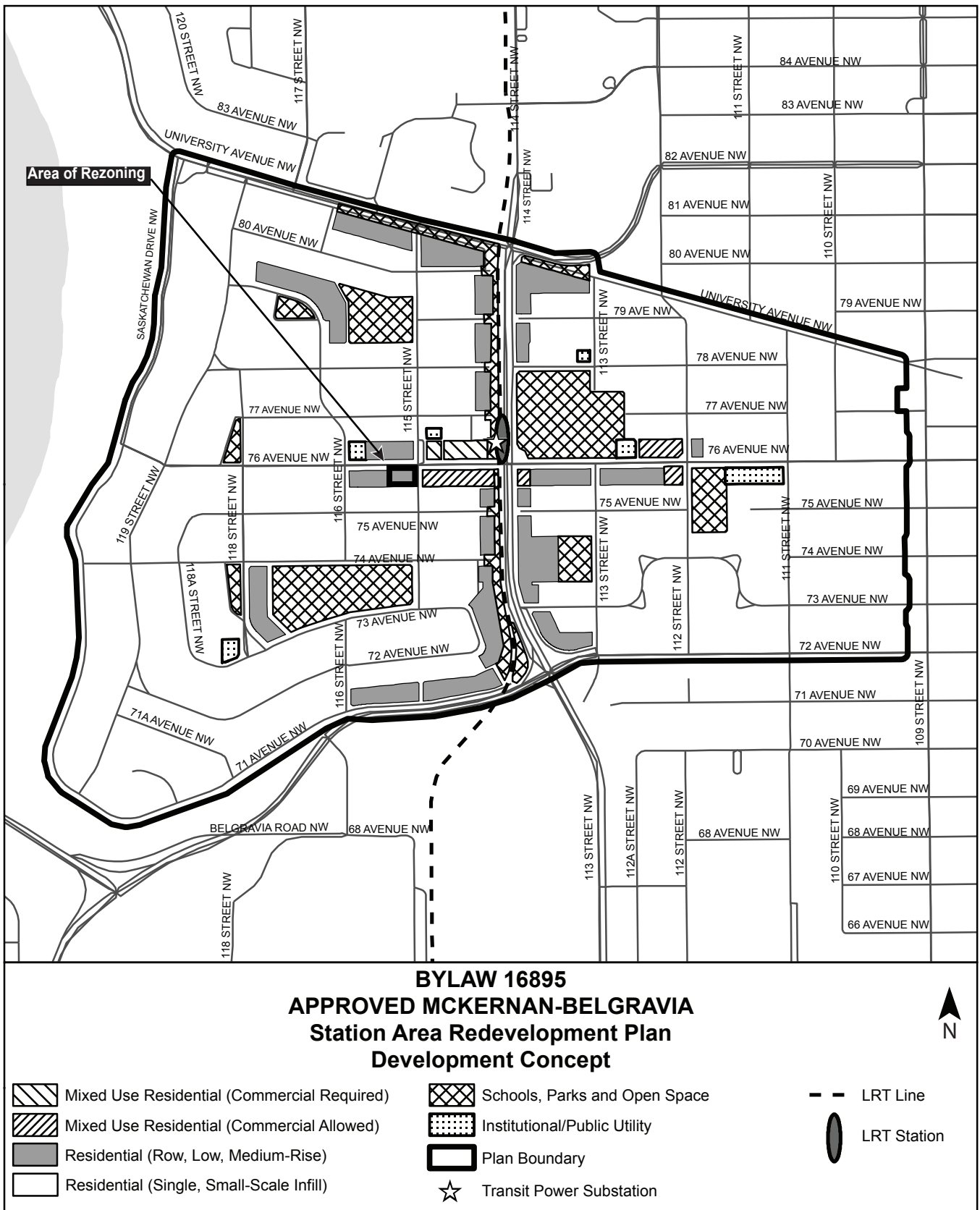
## **CONCLUSION**

City Planning recommends that City Council APPROVE this application.

## **APPENDICES**

- 1 Context Plan Map
- 2 Plan Density Analysis
- 3 “What We Heard” Public Engagement Report
- 4 Application Summary















## WHAT WE HEARD REPORT

### Rezoning Application in Belgravia (LDA17-0384)

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**PROJECT ADDRESS:** 11503, 11511, and 11517 – 76 Avenue NW

**PROJECT DESCRIPTION:** Rezoning from (RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay to (DC2) Site Specific Development Control Provision to allow for the development of a low-rise, high density Apartment building.

TYPE OF ENGAGEMENT	DATE	COMMENTS / RESPONSES / ATTENDEES
DC2 pre-application notification	Mailed June 13, 2017	81 letters sent
Notification	Mailed July 10, 2017	8 responses
Updated Notification	Mailed August 23, 2017	12 responses
Open House	November 8, 2017	95 attendees, 46 responses

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#### ABOUT THIS REPORT

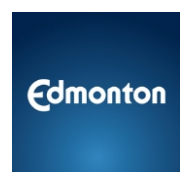
The information in this report includes responses to the application notifications and feedback gathered during and after the November 8, 2017 open house. The meeting format was an open house where attendees were able to view display boards with project information and ask questions of City Staff, the Applicants, and their Consultants (Stantec and Bunt Engineering). Participants were invited to share their general feedback on comment forms and respond to the following question:

- **What do you want Council and City Staff to know about this application?**

This report is shared with everyone who has emailed the file planner directly, and all attendees who provided their email address during the open house. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning advances to Public Hearing this report will be included in the information provided to City Council.

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Planning Coordination  
CITY PLANNING





## **FEEDBACK SUMMARY**

This section is a summary of the most common comments received. The next section has more details on each category.

### **Positive Comments:**

- Support for redevelopment of the site under current zoning
- Support of sustainable building features (solar panels and geothermal heating)

### **McKernan Belgravia Station Area Redevelopment Plan**

- Proposal does not conform with the Plan which supports RA7 on the site
- The plan contemplates DC2 for higher density, but this far exceeds the intent of the plan
- Extensive community input when ARP was being created is now being ignored

### **Sensitive Infill**

- Proposal does not follow the Medium Scale Residential Infill Overlay
- Building scale does not fit with the character of the neighbourhood
- Will put too much strain on existing infrastructure
- Neighbourhood needs more amenities, mixed use buildings

### **Family-oriented Development**

- Development is not family oriented
- High density building with small units not suitable for families
- Need ground floor amenities, green space for pets and kids
- Rooftop as amenity space is not suitable in winter

### **Mature Tree Retention**

- Extremely concerned about the impact on the mature boulevard trees do to 3 metre building setback and underground parkade construction
- Mature trees are an important part of the neighbourhood character
- Root damage is a concern for longevity of the trees

### **Parking**

- Not enough onsite parking stalls
- Deficient onsite visitor stalls will lead to more parking problems in the neighbourhood

### **Traffic**

- 76 Avenue and 115 Street is the major access point to/from neighbourhood
- Congestion is already a problem and this high density development will add too much traffic making problems even worse
- More traffic will also affect emergency vehicle access to neighbourhood



### **Building Massing**

- Proposed building is too big, and with too much site coverage
- No stepbacks and the big roof overhang is too imposing
- Building is too big, does not conform to Medium Scale Residential Infill Overlay

### **Density**

- The RA7 site can accommodate approximately 30 units (125 dwellings/hectare) the proposed density is more than double at 71 units (290 dwellings/hectare)
- The site should be redeveloped at no more than 10 % beyond the RA7 density

### **Building Design**

- The building design is too boxy
- Needs bigger building setbacks
- Needs stepbacks to better fit with the neighbourhood
- The development across the street, Grand Scala was references many times as an example of preferred design

### **Community Consultation**

- Developer engaged the community but did not address key concerns
  - Developers approach was uncooperative and confrontational
  - Need genuine community consultation process by City
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## **WHAT WE HEARD**

### **Positive Comments**

- The developers are to be lauded for the sustainable design
- Understanding the need to have high density living spaces close to LRT stations
- The development benefits the city to ease the pressures of urban sprawl.
- The development adds to an invigorated and healthy community.
- Support for redevelopment of the site as anticipated in the ARP
- The site should be redeveloped under the current RA7 zone
- In favour of condo development on 76 Avenue that is family oriented
- Replacement of existing buildings is supported
- Support for infill in Belgravia
- Environmental and sustainable building features
- Solar panels and geothermal heat are great ideas
- Residents expressed a need for amenities to be accessible to the community



- Resident expressed appreciation that the City wants to increase density and reduce parking requirements and supports the rationale for these to better utilize nearby public transit infrastructure
- Residents expressed support of redeveloping the site as anticipated in the neighbourhood plan
- The proposed development has many attractive features. There was expectation of goodwill on all sides for a final design that satisfies the developer and most Belgravia residents.

### **McKernan Belgravia Station Area Redevelopment Plan**

- The proposed project does not meet the principles and intents of the McKernan-Belgravia ARP which designates the site for low rise, medium density apartment housing consistent with RA7 (Low Rise apartment Zone).
- The proposed density of 290+ units/hectare greatly exceeds the anticipated density of 125 units/hectare.
- Development does not follow the ARP that calls for RA7.
- Questioning the purpose of the ARP when a developer can just “throw it out the window” with a DC2. It makes the City Planning look useless.
- This is a “big slap in the face” to all residents who put considerable time and effort into developing the ARP.
- The proposal is not just a “tweak” of the RA7. It is a blatant dismissal of the plan.
- We expect the ARP to be upheld. To not do so is to undermine the City’s consultation process and will create distrust, disengagement and disrespect at a time when the City needs people to support reasonable densification in mature communities.
- A great deal of time went into developing the ARP and this development ignores it.
- We have a Plan for this community. The proposal is way off the Plan.

### **Sensitive Infill**

- The proposal does not fit with the [Medium Scale Residential Infill] Overlay. It’s important to adhere to [Zoning Bylaw] Overlays.
- This proposal should be sent back to the “drawing board” to allow a proposal of a more appropriate scale to be developed.
- Units have already been pre-sold despite much opposition from residents. “Kill this Project”.
- Development not suitable for our neighbourhood
- The proposed building does not fit with the character of the neighbourhood. For instance, the apartment building across the street is in keeping with the neighbourhood and is a much better model of good infill.
- There should be more setback to allow for green space behind the building
- Too much strain on existing water, sewer and road infrastructure
- The development is not “worth it”, would rather see a responsible proposal that balances the needs of the developer with the needs of the neighbourhood.



- We need more commercial space in the neighbourhood.
- A mixed use building would be good to bring more amenities to the community.
- The developer is just maximizing profit instead of enhancing the neighbourhood
- The “feeling” of the neighbourhood should be preserved.
- Existing road infrastructure is designed for RA7, not beyond it.
- Keep RA7 Zoning
- The developer is proposing geothermal but is this a suitable location for it?

### **Family-oriented Development**

- The rooftop would be an amenity space for children, but what about the winter?
- The developer does not support family housing and the current character of the community.
- Need distinct and inviting entries to ground floor units, similar to the Grand Scala.
- Belgravia is a family oriented community, the packing density of 70 units would seem to not be oriented to families. Moreover, 70 suites on such a small footprint makes this more of a dormitory building which it is likely to become.
- proposed units will be very small compared to the original proposal, and will not be conducive to supporting families joining our community
- The smaller units will encourage greater transiency in our neighbourhood
- The site cries out for an affordable, sensitive, family oriented development. The DC2 as presented does not satisfy those needs. We cannot support the application in its present form.
- Would prefer green space for pets and kids.
- Concerned about the target demographic of this project - many of these units will likely be bought for students (either by families for their kids going to university or by investors renting to students).

### **Mature Tree Retention**

- The elms must be protected. The building is too close.
- SAVE THE TREES – the added dimensions of the parking garage will kill the trees. The current trees are an outstanding feature of Belgravia. They are important to us.
- Preserve the elm tree corridor.
- The trees on 76 Avenue will be impacted by the minimal building and parkade setbacks.
- How long will the mature trees survive with such dramatic trimming of the roots?
- It will result in the sacrifice of all trees on these 3 lots.
- The 3 metre building setback will hurt the trees
- The proposed proximity of the building to the street, endangering the elm boulevard that the area is famous for, as well as the current park-like front yards of these lots. Great care must be taken in any new development to prevent damage to the boulevard trees during construction but also providing sufficient root space and drainage for their ongoing health.
- The design has the building massing protruding into the tree canopy. We love the trees in Edmonton especially the mature trees lining roadways. Besides being attractive trees



contribute to the reduction of greenhouse gasses. The design has one city owned mature tree being removed to accommodate a building entrance. The developers say they are environmentally sensitive however, removing trees and compromising the health of trees appears to be a contradiction.

- The front wall of the building will crowd the City's mature elm trees along 76 Avenue, infringing on their canopies and posing a long-term threat to their health. 76 Avenue is crowned by the City's mature elm trees, and it would be a shame to have some of them unnecessarily killed.
- A priority is to ensure that the tree canopy is not compromised. It is a significant asset and piece of identity for our community.

### **Parking**

- There is not enough onsite parking proposed
- There is not enough visitor parking.
- The proposed development more than doubles the number of vehicles, despite providing 1 parking space per unit.
- There won't be enough parking space for residents and their visitors along 76 Avenue, if we have 71 new residential units built where currently there are 16. 76 Avenue will not offer enough space for people to park their cars, because you can't assume there's only going to be one car per apartment in Belgravia Square.
- Adding vehicles to the surrounding area – the developer indicates that on street parking is a preferred option - "currently there is ample visitor parking on 76 avenue...Leaving our visitor parking to the on street restrictions is appropriate given the area."
- The suggestion that significant on-site guest parking (as well as sufficient resident parking) is not necessary is simply laughable. Even people who use transit and bikes will own cars (possibly multiple cars), particularly in a pricey district, and only a small proportion guests would travel without automobiles. The surrounding streets cannot handle additional parking volume.
- There are no provisions for visitor parking in the building, which is unrealistic, especially given the re-design of 76 Avenue under the Engage 106-76 process.

### **Traffic**

- The additional 71 residential units in such a small area, will greatly increase traffic at rush hours
- This is a key access road in and out of the neighbourhood. How will emergency vehicle access be affected?
- 76 Avenue and 115 Street is such a traffic bottleneck, this development will potentially double the number of vehicles
- 76 Avenue is already extremely congested in the afternoon
- Neighbourhood wants to work to reduce traffic problems, the extra density goes against these efforts



- Not everyone bikes and uses LRT, the development will result in greater traffic and parking problems
- Traffic congestion will be worsened
- Our neighborhood is dealing with so much right now: horrendous traffic short cutting, End of the World trespassers, increasing theft, infills, neighborhood renewal construction
- cut through traffic in this neighbourhood is unspeakable and has been getting worse
- Adding this many more units with the inherent cars is ludicrous.
- If each of these units has access to either an underground stall, or a permit from the city to park on the street, this could add another 71 cars to our primary, already congested, frustrating and quality of life depreciating access point.
- Belgravia neighborhood is plagued by a serious traffic problem, due mainly to bottlenecked neighbourhood traffic as well as large volume of cut-through commuters. Not only will the proposed development increase traffic volume at this already-congested node, but it is difficult to see a way that access to the proposed development could be arranged in a way that doesn't add more confusion to the traffic flow in the area, for example as the many new residents attempt to enter/exit from the alley of the building.
- The high number of units in the proposed building will have congestion impacts on traffic at the intersections of 76 Avenue and 115 Street, and 76 Avenue and 114 Street.

### **Building Massing**

- The building is too big.
- The building will feel too imposing. Development can be better integrated with the neighbourhood. The Grand Scala across the street is an excellent example.
- Decrease the massing
- The proposed development could be less looming and massive, should also cover less of the site.
- The roofline defeats any stepbacks. The building across the street has better frontage.
- The building needs articulation – it is boxy and creates an ugly massing effect on the street.
- Objection to the scale and size of the building – too large, too many units, too high, covers too much area on the property when considering the rest of the neighbourhood
- The building will be very close to the laneway and to 76 Avenue.
- The building fronting 76 Avenue is too high. [no step backs]
- The building will be huge, imposing and cut sunlight to the heritage elms on the street.
- The development will be overly imposing on the current residences nearby
- The current design has relatively large massing especially if there is a short setback.
- Such a large building with straight up exterior wall design along 76 avenue, will not only interfere with the elm tree canopy, but will irrevocably alter the character of 76 avenue, changing it from a peaceful, tranquil street with single family homes and a few apartment buildings, to one that looks much more like a downtown street with apartment blocks.
- The building itself should not take away from the welcoming nature of this main access to our community. This building will be a monolith, and its appearance and setback on the



sidewalk should seek to enhance our main entry for community members and for all those who come to Belgravia.

### Density

- There is no need for the rezoning; RA7 is supported by the ARP
- The proposed density has never been rationalized
- 71 units don't belong on this site
- The site can have 30 units, the proposal has way too many units
- The proposed density is more than double of the max under RA7
- The proposed DC2 should not vary density by any more than 10%
- Opposed to the size and number of units proposed
- The impact on this community will be just too overwhelming and far beyond the population projections in the neighbourhood plan.
- This rezone more than doubles the maximum occupancy of the current zoning
- The proposed development attempts to squeeze too many people in spaces that are tiny and not family-friendly - thereby not supporting Belgravia school or BCL.
- The density of population that will result from the proposed living arrangements inside Belgravia Square [the proposed development] is too great for this neighbourhood
- Each of the units planned in Belgravia Square have a Flex room. These rooms have no window, and as such, the Building Code doesn't allow them to be called a bedroom. However, once these homes are sold there is a high likelihood that the flex room will become a 2nd bedroom. This results in this project having an actual density that is higher than the officially sanctioned density.
- The proposed development is too large and dense for those particular lots in this particular area to handle.
- The building has a very high density of units, far higher than the relatively new condominium across the street. It achieves this by sacrificing building amenities, yard and green space, and family-friendly units. It is essentially a box jammed mostly with small units that offers few amenities to residents and very little yard space. This is not an appropriate design for a building set in the interior of a residential neighborhood, on a collector road that is being rebuilt to increase its community orientation.

### Building Design

- Add some additional articulation and architectural detail at street level.
- The design does not respect Belgravia's streetscape. The façade of the building along 76 Avenue appears to rise straight up. This may endanger the valuable elm trees along the north side of the building. This façade will also create a looming, monolithic appearance incompatible with the character of Belgravia. The north side should instead have a stepped-back façade.
- Belgravia Square has some interesting energy saving features (geothermal, net zero....). However, the economics of many of them are tenuous. The long pay back time will require many of them to be subsidized by someone - probably the condominium owners.



- The built form of this structure poses serious but solvable challenges. The proposed design is in the form of a single rectangular box, with four almost unbroken vertical walls and a flat roof. Visually it is uninteresting, and it is insensitive to the surrounding properties, which do not match this form. The placement of the box on the lot pushes the limits of site coverage and setbacks and will cause the building to encroach in all directions, especially to the front of the building. The box's vertical walls will loom over adjacent properties, streets, and sidewalks, especially on 76 Avenue, disrupting the coherence of the streetscape and violating the design principles for 76 Avenue established during the Engage 106-76 process.
- I welcome the developer's interest in building an energy efficient structure, though the features described for this project are not leading edge. Concrete, which the developer says it will use for the structure, is extraordinarily energy intensive to produce, and the number of solar panels proposed, while a good gesture, are very unlikely to offset the electrical requirements of the building. I would be much more supportive if the developer was proposing a near-net-zero energy project.
- There are some straightforward design changes that would help address a number of concerns. The building must be setback further from 76 Avenue. In addition, above the first storey the building should be stepped back. This would provide space for the canopies of the City's elm trees and would reduce the looming over the City sidewalk and 76 Avenue. It would also complement the design of the condominium building directly across the street, creating an attractive and coherent streetscape.
- This project is on a highly visible and important residential intersection and should be undertaken with the highest regard to good process and effective design.

### Community Consultation

- Residents expressed the following about how they felt about their interactions with the developer:
  - The developer is not willing to work with the community
  - The developer has not responded to feedback
  - The developer's approach/tone was rude, sarcastic, aggressive and unwilling to consider input from the community.
  - Residents felt accused of being elitist when expressing their concerns about the appropriateness of the building design.
  - The developer's interpretations of the [pre-application] group discussion held on May 24, 2017 were deceiving in claiming an agreement was reached between the developer and the Belgravia residents in attendance.
  - Developer's behaviour was seen to erode trust of the residents and raises concerns that the developer will not operate in good faith, placing the onus on the neighbourhood to ensure that the developer will follow through on the stated obligations regarding the ultimate design of the building, construction practices, etc.



- Feedback of non-support of the developer's initial proposal by the community included statements that changes to the project that address these concerns could earn resident support.
  - Need genuine community consultation process to explore options for increasing family-friendly units and providing retail/commercial space on the ground floor.
  - The original design has not changed and the communities concerns have not been addressed.
  - Lack of consultation – the developer has chosen to proceed with the original building design which indicates a lack of any meaningful consultation with the community. Correspondence from the developer also indicated a lack of interest in discussing changes to the application to address ongoing concerns. As far as the residents are aware, no substantial changes to the initial design were made.
  - If City administration and City councilors support developer's proposal without requiring significant improvements, it will signal to developers that the City has no serious expectation of meaningful community consultation, which will undoubtedly fuel many future development conflicts.
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If you have questions about this application please contact:

Ania Schoof, Planner

780-508-9210

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## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Bylaw(s):	18306
Location:	Southwest corner of 76 Avenue NW and 115 Street NW
Address(es):	11503, 11511 and 11517 - 76 Avenue NW
Legal Description(s):	Lot 15, Block 3, Plan 1275HW
Site Area:	2438 m <sup>2</sup>
Neighbourhood:	Belgravia
Ward - Councillor:	8 - Henderson
Notified Community Organization(s):	Belgravia Community League, McKernan District Community League, Central Area Council of Community Area Council
Applicant:	MoDA Architecture

### PLANNING FRAMEWORK

Current Zone(s) and Overlay(s):	(RA7) Low Rise Apartment Zone and Medium Scale Residential Infill Overlay
Proposed Zone(s) and Overlay(s):	(DC2) Site Specific Development Control Provision
Plan(s) in Effect:	McKernan-Belgravia Station Area Redevelopment Plan
Historic Status:	None

Written By:  
Approved By:  
Branch:  
Section:

Ania Schoof  
Tim Ford  
City Planning  
Planning Coordination