

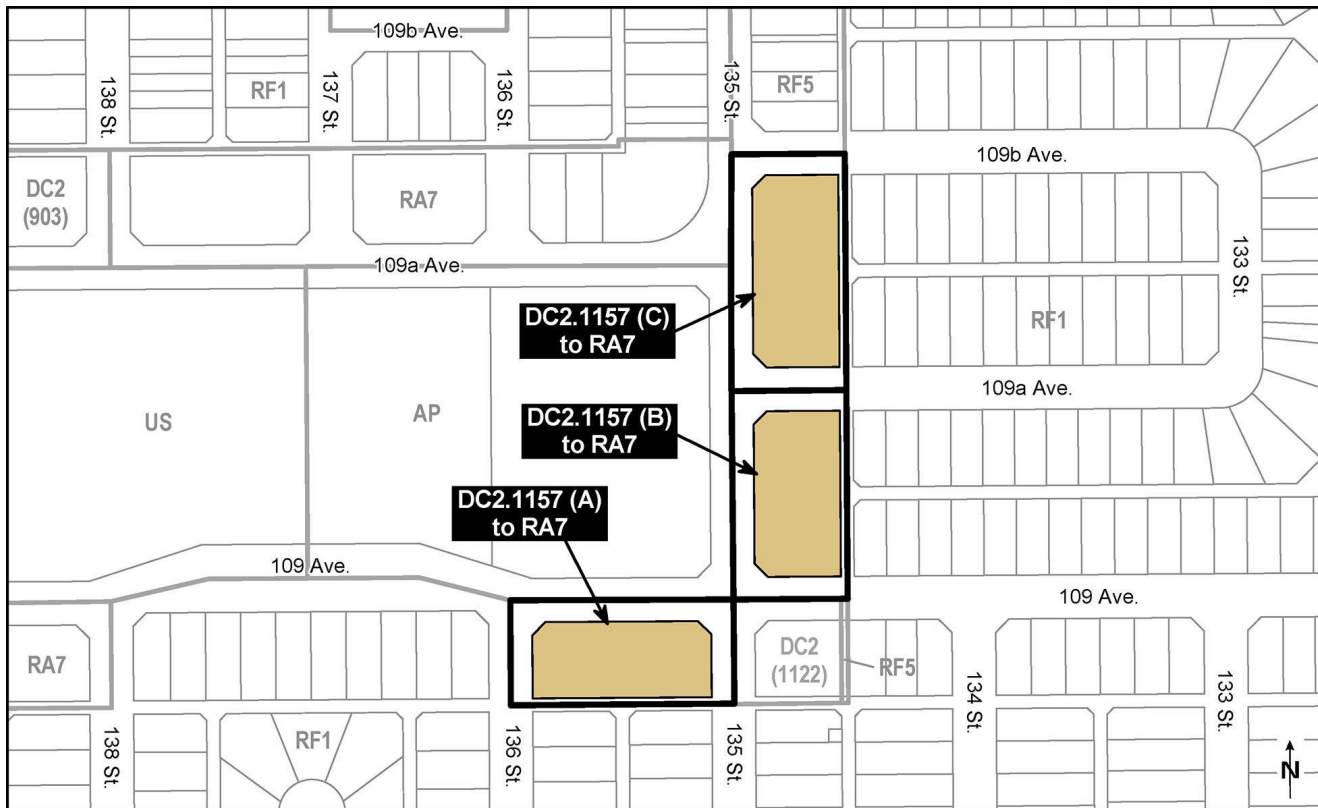
Administration Report North Glenora

Edmonton

10905 - 135 Street NW

13503 - 109 Avenue NW

To allow for low rise Multi-unit Housing



Recommendation: That Charter Bylaw 19831 to amend the Zoning Bylaw from a (DC2.1157) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone be **APPROVED**.

Administration **SUPPORTS** this application because:

- The sites are more appropriate for standard zoning than site specific zoning and the proposed RA7 Zone is the closest standard zone to the current DC2 Provision.
- The differences between the existing and proposed zones are minimal but the proposed RA7 Zone better reflects current practices for site layout and building design.
- The proposed RA7 Zone will facilitate development in line with the intent and objectives of the Residential Infill Guidelines and The City Plan.

Application Summary

This application was accepted on May 4, 2021, from Der & Associates Architecture Ltd. on behalf of Regency Developments.

CHARTER BYLAW 19831 will amend the Zoning Bylaw, as it applies to the subject site, from a (DC2.1157) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone. The current DC2 Provision applies to 3 sites:

- 13503 - 109 Avenue NW (Area A - Lot 41, Block 5, Plan 3624HW)
- 10905 - 135 Street NW (Area B - Lots 16 - 18, Block 1, Plan 3751HW)
- 10905 - 135 Street NW (Area C - Lots 47 - 49, Block 1, Plan 3751HW)

All 3 sites are currently under the same ownership and the developer intends to redevelop them over time. The proposed RA7 Zone would allow for a 16 metre high (approximately 4 storey) residential building on each site with limited commercial opportunities at ground level, such as child care services, general retail stores and specialty food services.

At the August 31, 2021 City Council Public Hearing, the following motion was passed:

"That Charter Bylaw 19831 be referred back to Administration to seek to work with the applicant to engage with the residents of the North Glenora community and community league to discuss the community's concerns, and return to a future City Council Public Hearing."

In response to this motion, the applicant hand-dropped letters sharing information about their redevelopment plans. City Administration created an Engaged Edmonton webpage to share information and receive feedback and also held an online, moderated question-and-answer session, where City Administration and the applicant shared information about the application and answered questions from participants.

These sites are already zoned to allow a low rise built form which is considered appropriate and compatible at this location. While the differences from the current DC2 Provision from 1993 and today's RA7 Zone are minimal, the proposed RA7 Zone better allows the developer to redevelop the sites and is also preferred from Administration's perspective to meet more contemporary expectations for street interface, parking and vehicle access. This application is compatible with the intent and objectives of the Residential Infill Guidelines and the infill goals of The City Plan.

Community Insights

In response to Council's motion, Administration carried out a broadened engagement approach that included an Engaged Edmonton website and an online, moderated question-and-answer session.

Advance Notice, June 8, 2021

- Number of recipients: 60
- Number of responses (all with concerns): 8

Engaged Edmonton Webpage, May 2 - 15, 2022

- Number of site visits: 216
- Aware: 190
- Informed: 47
- Engaged: 24

Question-and-answer session, May 12, 2022

- Number of participants: 31 (approximately)

A full What We Heard Report from the Engaged Edmonton Webpage and question-and-answer session is found in appendix 1.

Webpage

- www.edmonton.ca/northglenoraplanningapplications

Common comments heard throughout the various methods include:

- Traffic/Parking: The community firmly believes that the proposed development will result in an increase in street parking and contribute to too much traffic and parking congestion.
- Building Density, Design & Scale: Many respondents believe that 4 storey buildings are too large for this location and the density would have negative impacts such as shadows, less housing for families and an increase in crime.
- Developer: Some in the community believe that the developer has not made efforts to address their concerns and is not clear about his intentions.
- Replacing the buildings: Respondents who provided supportive comments believe that the buildings need to be replaced to revitalize the neighbourhood.
- Density: Respondents believe that the intended development will lead to an increase in density, which is seen as both positive and negative.

Administration ensured the planning analysis and technical review considered these areas of concern, particularly the traffic/parking impacts and the differences in the building density, design and scale between the current and proposed zones.

Site and Surrounding Area

The rezoning area, which comprises 3 sites, is located on the interior of the North Glenora community. The sites have good access to transit, with bus service on 135 Street NW and 109A Avenue NW and several bus stops directly adjacent to the sites. Westmount Transit Centre is also between 500 and 700 metres

from the rezoning area, and the future Glenora Stop on the Valley Line West LRT is approximately 1 kilometre to the southeast.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC2.1157) Site Specific Development Control Provision	Multi-unit Housing (row housing)
CONTEXT		
North	(RF5) Row Housing Zone (AP) Public Parks Zone	Single Detached Housing North Glenora Park
East	(RF1) Single Detached Residential Zone	Single Detached Housing
South	(RF1) Single Detached Residential Zone (DC2.1122) Site Specific Development Control Provision	Single Detached Housing 2.5 storey Multi-unit Housing (Development Permit in review for 4 storey Multi-unit Housing under recent DC2)
West	(RF1) Single Detached Residential Zone (AP) Public Parks Zone (RA7) Low Rise Apartment Zone	Single Detached Housing North Glenora Park Church



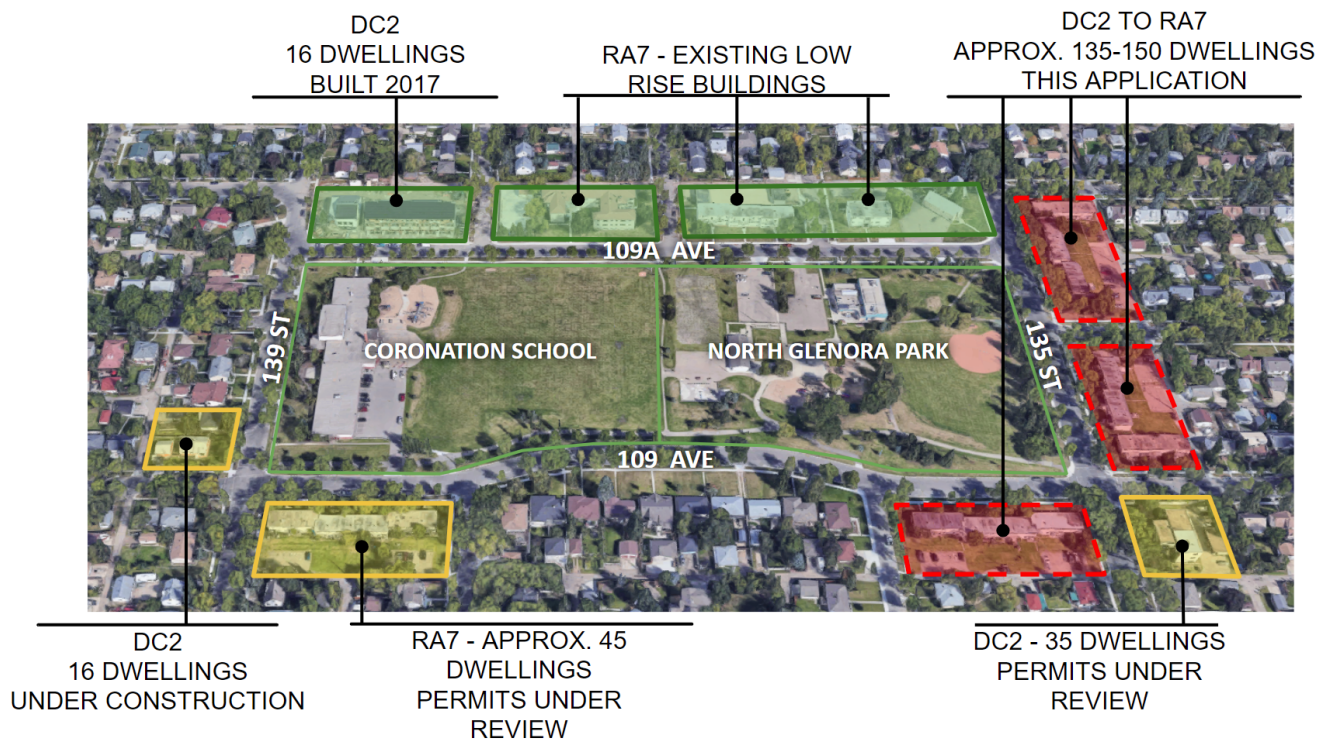
View of the site looking south from 109 Avenue NW



View of the site looking northeast from 135 Street NW

Planning Analysis

This site is part of a partial “ring” of existing multi-unit housing developments that exist at many locations around the central open space containing Coronation School and North Glenora Park. There have also been a few recent applications for new development at locations on the “ring” that have historically been lower density.



Recently there has been a number of redevelopment applications in the area, which is consistent with the age of the existing multi-unit housing. While each site is dealt with on a case by case basis, Administration recognizes the cumulative nature of these changes over time and always ensures the planning analysis each time factors in this broader context.

Standard vs. Site Specific Zoning

With regards to the criteria of today's Zoning Bylaw, Administration does not see these sites as having sufficient unique characteristics that require site specific regulations to ensure land use conflicts with neighbouring properties are minimized. They are of a regular shape, separated from any other property by a road or a lane and across from a school yard and park. As such, a standard zone is appropriate and the RA7 Zone is the most comparable standard zone to the existing DC2 Provision. By using the standard (RA7) Low Rise Apartment Zone, the future development will better conform with today's expectations for street interface, parking, vehicle access, landscaping, lighting and amenity areas and the requirements for these features will be consistent with any future Zoning Bylaw changes going forward.

DC2 & RA7 Comparison Summary

Both the current and proposed zones allow for a low rise built form of similar intensities and the degree of change in development rights proposed by this rezoning is considered relatively minor. Notable changes are:

- One extra storey of height
- No maximum number of dwellings in the RA7 Zone
 - Anticipated approximate increase of 36 dwellings spread out over the three sites
- Introduction of Open Option Parking through standard zoning
- Relocation of vehicle access from the main street to the rear lane
- Requirement for ground level dwellings to have individual ground level entrances
 - Functionally row housing for the first storey
- Introduction of limited commercial opportunities.

The table below shows a more complete comparison of the two zones.

	DC2.1157 Current	RA7 Proposed
Maximum Height	13 m (3 storeys) - sloped roof	14.5 m - flat roof 16.0 m - sloped roof (approximately 4 storeys)
Maximum Floor Area Ratio	1.5	2.3 - 2.5
Number of Buildings	2 (each site)	1 (each site)
Maximum Number of Dwellings	36 (Sites A&B) 42 (Site C) 114 (Total)	42 minimum (all sites combined) No maximum (total of 135-150 anticipated)

Maximum Site Coverage	50%	Not Regulated
Minimum Front Setback¹	6.0 m	4.5 m
Minimum Rear Setback (Lane)	6.0 m	7.5 m
Minimum Side Setbacks²	4.5 m	4.5 m
Parking	Approximately 142 spaces (all sites combined, all underground)	No spaces required (Open Option Parking)
Vehicle Access Locations	From roadways (either 109 Avenue NW or 135 Street NW)	Rear Lane

The graphics below show the general shape and size of the buildings for the existing and proposed zones to get a visual sense of the differences. There are many required design details of both zones that are not shown in the massing models.

¹ Front Setbacks: Site A = 109 Avenue NW, Sites B & C = 135 Street NW

² These sites are considered Double Fronting Sites in the Zoning Bylaw and the RA7 numbers assume the Development Officer deems additional Front Yards, which is likely, as per Section 43 of the Zoning Bylaw.



Massing model of current DC2 Provision looking southeast



Massing model of proposed RA7 Zone looking southeast

The City Plan

Within The City Plan, these sites are near the Westmount District Node with Westmount Mall and the Westmount Transit Centre between 500 and 700 metres from the rezoning area. The City Plan does not contain specific boundaries for District Nodes, but they are generally considered to be approximately 800 metres to 1 kilometre across, with the typical building scale anticipated to be mid-rise with some high-rise. While this site could be considered on the very edge of this District Node, its location on the interior of the neighbourhood and the surrounding context makes it more appropriate for a low rise built form. Given the location within the Central District, this rezoning, which would allow for a moderate increase in

density, supports the higher level targets of having 50% of net new dwellings being added through infill city-wide, and 600,000 additional residents being welcomed into the redeveloping area.

Residential Infill Guidelines

In terms of location, the Residential Infill Guidelines do not support low rise apartments at this location and suggest they should be directed to corner sites on the edges of the neighbourhood along arterial roads or integrated with existing commercial sites. However, this also means that these guidelines also wouldn't support the existing DC2 Provision which allows for a 3 storey apartment building. Administration believes that the locational criteria for low rise apartments in these guidelines is likely too restrictive in this instance.

These guidelines also have other criteria beyond location and the building design in the existing DC2 Provision is seen to better conform with these guidelines in terms of architecture and massing. For example, it includes regulations to break the development into 2 buildings on a long site. The RA7 Zone would allow one building with over 70 metres of frontage, more than the 48 metre maximum recommended by the guidelines.

The RA7 Zone is seen to better conform with these guidelines in terms of streetscape interface and site layout. For example, the RA7 Zone would require mostly individual ground oriented entrances for each dwelling facing the streets, similar to the townhouse style pattern of entrances that exist on the site now. The existing DC2 Provision would just have one main entrance. The RA7 Zone would also require all vehicle access to be from the lane whereas the existing DC2 Provision requires Area A vehicle access to be from 109 Avenue NW and Areas B and C from 135 Street NW, creating an interruption of the pedestrian sidewalk and treed boulevard which is something that is being actively discouraged today.

It is Administration's opinion that the proposed RA7 Zone better meets the intent of these guidelines. Several features of the DC2 Provision represent outdated infill practices that are seen as less compatible with the existing area, the 2009 guidelines, and progress on infill planning made over the last decade.

Heritage

One of the existing buildings (southeast corner of 135 Street NW and 109A Avenue NW) is listed on the Inventory of Historic Resources in Edmonton as the North Glenora Patio Homes. The patio homes are architecturally significant as an example of the Early Modern Style of domestic architecture. They are also significant for their association with female architects Mary Louise Imrie and Jean Wallbridge who designed the project. Imrie and Wallbridge were the first and third women, respectively, to be registered as architects in Alberta and were partners in Canada's first all-female architectural firm (Wallbridge & Imrie Architects, AKA "The Girls"). Being a couple in life as well as work, they are also considered pioneers in the LGBTQ community.

The North Glenora Patio Homes qualify for legal protection through Municipal Historic Resource designation under the provisions of the Historical Resources Act. The property owner has been informed of the financial incentives available to them should they choose to retain, restore and legally protect the North Glenora Patio Homes, but ultimately they have chosen not to proceed.

Technical Review

Transportation

The change from the existing DC2 Provision to the proposed RA7 Zone will move vehicle access to the site from 109 Avenue NW and 135 Street to the rear lanes, which is preferred from a multi-modal traffic perspective as it creates fewer conflict points between pedestrians and vehicles. Access will be reviewed in detail upon the submission of a site plan at the Development Permit stage.

The area roadways have capacity to accommodate the additional vehicular traffic generated by the proposed development.

On June 23, 2020, City Council approved Open Option Parking, which provides developers' flexibility to choose the amount of parking that they feel is appropriate for their projects. The parking supply for this project will accordingly be determined at the development permit stage. Unrestricted street parking is available on most area roadways which are not fully utilized.

Drainage

Permanent sanitary and storm sewer servicing is available to the proposed rezoning area off the existing sanitary and storm sewer mains in the area. Administration does not have concerns with the potential sanitary flows from development allowed under the proposed RA7 Zone at this location.

With respect to stormwater runoff, through redevelopments, Administration works to maintain or incrementally improve the level of service provided by the existing drainage system through redevelopment considerations such as on-site stormwater management. The proposed development will be required to provide on-site stormwater management with storage provisions within the property to accommodate excess rainfall from a 1 in 100 year rainfall event with an outflow rate of 35 litres per second per hectare to the existing storm sewer system. This will result in a reduction of stormwater flows entering the neighbourhood's drainage system during heavy rainfall events.

EPCOR Water

There is a deficiency in on-street hydrant spacing adjacent to the properties. City of Edmonton Standards require hydrant spacing of 90 metres for the proposed zoning. Hydrant spacing for the three sites ranges from 107 to 125 metres. To meet these standards, the applicant is required to construct three new hydrants (one per site with redevelopment) at their expense.

Edmonton Fire Rescue Services may be able to perform an Infill Fire Protection Assessment at the development permit stage to potentially alter or lessen on-street fire protection infrastructure upgrade requirements, assuming certain criteria are met.

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

Appendices

- 1 "What We Heard" Public Engagement Report
- 2 Application Summary

What We Heard Report

North Glenora

LDA21-0218

Edmonton

Public Engagement Feedback Summary

Project Address:	10905 - 135 Street NW and 13503 - 109 Avenue NW
Project Description:	Proposed rezoning from an existing Site Specific Development Control Provision (DC2.1157) to the Low Rise Apartment Zone (RA7) .
Project Website:	https://edmonton.ca/northglenoraplanningapplications
Engagement Format:	<p>Online Engagement Webpage - Engaged Edmonton: https://engaged.edmonton.ca/northglenorara7</p> <p>Online, moderated question-and-answer session</p>
Engagement Dates:	<p>May 2 - May 15, 2022 (Engaged Edmonton Webpage)</p> <p>May 12, 2022 (Online, moderated question-and-answer session)</p>
Number Of Visitors:	<p>Engaged Edmonton Webpage:</p> <ul style="list-style-type: none">• Engaged: 24• Informed: 47• Aware: 190 <p>See "Web Page Visitor Definitions" at the end of this report for explanations of the above categories.</p> <p>Online, moderated question-and-answer session:</p> <ul style="list-style-type: none">• Participants: ~31

About This Report

The information in this report includes summarized feedback received from the following:

- Online engagement via the Engaged Edmonton platform
- The online, moderated question-and-answer session
- Emails submitted directly to the file planner during or immediately after the above engagement activities

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible.

This report is shared with all web page visitors and question-and-answer session participants who provided their email address for updates on this application. This summary will also be shared with the applicant and the Ward Councillor, and will be attached to the Council Report should the application proceed to a Public Hearing.

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

Engagement Format

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. A survey tool was used where participants could provide comments online that were sent to the file planner. An opportunity was also given to submit questions ahead of the question-and-answer session to be answered at the session through the registration form for the Q&A session.

The online, moderated question-and-answer session included brief presentations from City Administration and the applicant followed by answers provided by City Administration and the applicant (as appropriate) to questions received ahead of time through the Engaged Edmonton page or raised during the session.

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. Due to the volume of questions received, not all questions were able to be answered during the Q&A session. The Questions & Answers section of this report includes answers to all questions received, including ones that were not answered during the session.

Feedback Summary

This section summarizes the main themes collected.

Number of Responses: 40

In Support: 5

In Opposition: 20

Mixed: 15

The most common **concerns** heard were:

Traffic/Parking: Many in the community believe that the proposed development will result in an increase in street parking and contribute to too much traffic and parking congestion.

Building Density, Design & Scale: Many respondents believe that 4 storey buildings are too large for this location and the density would have negative impacts such as shadows, less housing for families and crime.

Developer: Some in the community believe that the developer has not made efforts to address their concerns and is not clear about his intentions.

The most recurring comments of **support** heard were:

Replacing the buildings: Respondents who provided supportive comments believe that the buildings need to be replaced to revitalize the neighbourhood.

Density: Respondents believe that the intended development will facilitate an increase in density.

What We Heard

Reasons For Opposition

Traffic/Parking/Safety

- Proposed development will increase traffic congestion in the neighbourhood (10x)
- Ratio of 15 stalls per 45 units may not be adequate (7x)
- Increase in street parking will cause problems during snow removal parking bans and street cleaning (5x)
- Proposed street parking causes safety risks for pedestrians (2x)
- Increase in street parking can interfere with visibility of vehicles entering or leaving back alleys (1x)
- Parking stalls are not utilized by the residents of the patio homes because of their poor condition (1x)
- Proposed street parking can become a safety issue in winters with the roadways narrowed by windrows(1x)
- By removing parking ratio regulations, city made it easier for the developer to make profit (1x)
- Community activity will decrease in summers due to lack of parking access (1x)

Building Density, Design & Scale

- Proposed 4 storeys is too high (4x)
- Do not need commercial use in the building (2x)
- Adjacent property will lose their privacy and sunlight (2x)
- The proposed development will increase density in the area and more density isn't needed (2x)
- The proposed development will surround the community hall, park and school making the open space seem closed in (2x)
- Increasing density in a mature neighbourhood does not make sense (1x)
- The proposed development will not result in a Community of Communities because existing residence will be displaced (1x)
- Proposed development will not provide the same housing opportunities for families with children (1x)
- Higher population density leads to increase in crime (1x)
- Community does not need one bedroom apartments (1x)
- Proposed development site coverage fails to ensure how we will become a resilient city (1x)
- Increased size of the properties will decrease the green space (1x)
- Do not need more apartments in the neighbourhood (1x)
- There is no guarantee that there will be sufficient commercial space (1x)
- Proposed two bedrooms will not encourage renters with two or more children (1x)

Economics & Affordability

- Multi-unit/affordable housing decreases property values (4x)
- Lower rents/income housing causes more issues (1x)
- Proposed development will replace existing affordable housing units (1x)

- There is no information in the proposal which ensures that the units are permanently affordable to those who will be displaced by the development (1x)
- People don't need affordable housing, they can afford market value housing (1x)
- Affordable housing should not be built in high value property areas (1x)

Developer

- Developer has not worked with the community to address the concerns (5x)
- Developer, property manager and the City are not concerned (3x)
- Developer is not transparent with his intentions (1x)

Other

- Residents will lose the sense of a place that feels like home (1x)
- Apartments are not suitable for most people who want space and yards (1x)
- A smaller and compact unit would not provide the opportunity to enjoy the neighbourhood (1x)
- Proposed development is not diverse and inclusive (1x)
- North Glenora doesn't need more diversity (1x)
- Current zoning is appropriate for this neighbourhood (1x)
- Proposed rezoning is facilitating quick build boxes (1x)
- Public transport is not adequate for residents without at least one car in a household (1x)

Reasons For Support

- Existing buildings are well past end of life and need to be redeveloped to revitalize the neighbourhood (8x)
- Increased density (6x)
- Welcome improvement (2x)
- Multifamily housing will benefit the community (1x)
- RA7 is an appropriate zone (1x)
- Contemporary design (1x)
- Reduced number of parking stalls can work for the neighbourhood (1x)
- Proposal aligns with the City Plan (1x)
- Modern and sustainable development (1x)

Suggestions For Improvement

- Development should be energy efficient/net zero (4x)
- The development should include secure indoor bicycle parking and infrastructure (3x)
- Include affordable housing in the proposed development (3x)
- Include mixed housing options such as apartment or stacked townhomes (2x)
- Issue parking passes/permits for units without parking stalls and based on land ownership size (3x)
- Include more parking stalls per building (2x)
- EV charging should be mandatory in the parking area (2x)
- Neighbourhood focused commercial space should be considered on the main floor (2x)
- The height of the proposed development should be restricted to 3 storeys to avoid shadow casting (2x)
- The proposed development should be inclusive, compassionate and greener as we grow (1x)
- Developer should engage with the community (1x)
- Privacy of adjacent residents should be considered (1x)
- Provide additional pedestrian access and wide paths for bikes (1x)
- Roof should be designed and dedicated to solar (1x)
- Monitor the parking situation for a period of time after development is complete (1x)
- Developer should include car sharing options for tenants (1x)

- Adequate site coverage required for green infrastructure (1x)
 - Add 3 bedroom units (1x)
 - Design can be better (1x)
-

Questions & Answers

Transportation & Parking

What are they going to do about parking as the streets are already full of their tenants with about 1/3 of their planned units?

- From Applicant: At the height of Covid around April/May of 2020 (when our tenants in theory would have been working from home), we completed an internal parking analysis to understand the utilization rates of parking stalls. We did this because we currently do not charge for parking when we rent our suites, yet we still have countless stalls not being used. The results indicated that about 40% to 50% of our stalls were being utilized. This is the same ratio for parking that we will be looking to achieve in our redevelopment plans for all the buildings.

Can you provide that study with regards to the parking? Also, having the alley needing to be used as the access, how have you thought of how the people that are DIRECTLY affected?!!! Could you please clarify what year you did this said parking survey?

- From Applicant: The study was an internal one conducted by our management team. It was conducted around April 2020, when full lockdowns were in effect, and a follow-up was done around June 2020. The observations were documented at random times during a 7-day period each time and the underlying assumption was that our tenants should have been working from home given the mandates. The results align with what we expected, which was that very few tenants utilize the free parking we provide. We also believe that when the current DC2 calls for parkade access/egress off the front, it is very unsafe given all the pedestrian activity in the neighbourhood.

The developer had used the open option parking policy to provide approximately 30% parking, counting on tenants using street parking. What happens in the winter when 135 St and 109 Ave have windrows and the street is narrowed by one lane?

- It is not uncommon for the driving lane(s) of neighbourhood streets, particularly in core and mature neighbourhoods, to become narrow when vehicles are parked on both sides of the street. The effective width of the roadway may become narrower in winter because of snow accumulation and windrows. In those cases, a vehicle from one direction has to stop and pull over to make way for the vehicle driving in the opposite direction. While this is not an ideal situation, it is a common scenario on core and mature neighbourhood roadways where on-street parking is competitive. The widths of 109 Avenue NW and 135 Street NW are approximately 11.5m, which is wider than typical neighbourhood roadways. For instance, 125 Street in Westmount is about 8.0m wide with on-street parking on both sides. As such, traffic operations during winter time when vehicles are parked on both sides are expected to be similar to or better than other core and mature neighbourhood roadways.

What will Regency and/or the City of Edmonton do to ensure tenants will be able to park on both sides of the street in front of and near the new buildings during the winter? How will the amount of parking be maintained during the winter without causing safety issues?

- The widths of 109 Avenue NW and 135 Street NW are wider than typical neighbourhood roadways making them better suited to be unaffected by winter impacts on parking.
- Street parking is public parking and not reserved for any particular user, such as a nearby tenant.
- In June 2020, City Council approved [Open Option Parking](#) which allows developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.
- It's important to note that Open Option Parking doesn't necessarily mean no parking will be provided. In fact, it is more likely to result in the 'right' amount of parking as developers know their parking needs best and have an interest in ensuring they are properly met.
- The applicant conducted a parking analysis on the current site, which showed that only about 40 to 50% of the current on-site parking supply is being used. They have based their parking calculations for the new proposed development based on this analysis.
- Additionally, given the proximity of the development to public transit, it is anticipated the building will appeal to residents who do not have a car and choose not to drive.
- Should demand exceed the developer's parking calculations, they would have the option of approaching surrounding businesses and developments with surplus parking and entering into agreements with them to share or rent out spaces for their tenants.
- On-street parking in the area does have capacity to accommodate some spillover parking demand generated by the tenants and visitors of the proposed development.
- The City also has various parking management strategies that can be explored should evidence show that on-street parking has become too competitive and congested.

Would the city consider introducing an option for communities close to transit to opt in for restricted parking rather than require community capacity to get 80% approval per street. Mitigate excess parking demand by restricting parking passes for units that aren't provided parking stalls.

- The city currently has a residential parking program where residents can obtain permits for street parking. North Glenora doesn't qualify for the residential parking program under the [existing program requirements](#). The city is currently developing an action plan to help guide the management of curbside space and parking. The plan is targeted to go to Urban Planning Committee in August 2022

Will all access to parking be from the street and avenue and not from the lane?

- Under the proposed RA7 Zone, all vehicular access to parking will be from the rear lanes. Under the current DC2 Provision, parking access is required to be from the front streets.

135 Street is a bus route. Will the number of stops decrease if the amount of parking increases as the bus may find it difficult to park their bus at the stop?

- There would be no change in the number of bus stops in the community as a result of this rezoning. Bus stops are signed for no parking in order to give sufficient space for the bus to navigate.

Have you considered the increased parking when summer community events are happening? Currently, soccer games flood/fill the streets with vehicles, with street parking spots taken, where will community participants park? Worried teams and community activity will decrease due to a lack of access.

- It is usual for street parking to see increased demand during special events. Depending on the characteristics of the event, street-parking in the vicinity of event location may become very

competitive. In those circumstances, visitors or participants will likely find other locations to park or choose a different travel mode such as transit, bike and rideshare.

We have seen what happened at South Common and the Henday both built with too little room compared to the traffic and had to spend big money to try and fix. Has the city looked at what North Glenora will look like in a few years with all the major development?

- South Edmonton Common is one of the largest shopping districts in Canada and attracts traffic from across the region. Anthony Henday Drive is a primary provincial highway which is designed to move large volumes of traffic at a higher speed. The context of the proposed development - residential densification in a neighbourhood setting, is different from the above. The available traffic data for the local and collector roadways in the proximity of the development site shows traffic volumes are below the thresholds and thus illustrate that there is spare capacity to accommodate development generated traffic.

Do you take into consideration that there will be visitors to these suites parking in our community as well as the renters? This is a small neighbourhood.

- Parking is permitted on both sides of most streets in the proximity of the development site. City Parking Services indicated no concerns about street parking in North Glenora. The available street parking is expected to meet additional parking demand generated by the tenants and visitors of the proposed development.
- The City also has various parking management strategies that can be explored should evidence show that on-street parking has become too competitive and congested.

How will the parking impact the Community Hall and the school and the church? Will they need to monitor their parking lots by adding parking meters, security, etc. On 135 Street and the surrounding area, a number of people park here most of the day that are taking the bus to the university.

- The City is not responsible for managing parking on private properties and community league sites. It is the decision of the school, community league and church whether and how to manage or regulate parking on their facility.

Does the City take into consideration the change in safety for transit riders when they reduce the parking for these developments?

- The City does not see any correlation between safety for transit riders and the amount of parking that could be provided for these developments.

When there is snow clearing people are asked not to park on the street. Not having parking from their residence, what are these people to do? Similarly in the spring when the streets are cleaned we have issues.

- During the seasonal street cleaning and [snow clearing](#), people are encouraged to find alternative locations to park their cars, such as street parking on alternate residential streets, parking garages and public parking lots.

Car break-ins are on the rise. With cars being parked further away from the developer's building, will this not encourage a further increase in car break-ins since the owners will not be close at hand to watch for this type of offence?

- The city does not see a correlation between the proximity of a residence to the location of a car parked on the street as being a factor in car theft. Someone looking to break into a car is highly unlikely to know if the owner lives down the street or right by where the car is parked.

How many parking spaces will there be on a major intersection in our community? In the last week, I have had two friends who came to visit me in their vehicle complain about how narrow the actual road with vehicles parked on both sides of the street is. I have had a friend pay for a cab from the Westmount Shopping Centre to come to my place as the road is too narrow and it causes her anxiety--she parked her vehicle at the shopping centre. When dealing with mental health for both parties involved, I am wondering how the congestion on residential streets is contributing to the decrease in socialization--with or without Covid?

- No street parking is expected to be eliminated because of this development.
- It is not uncommon for neighbourhood streets, particularly in core and mature neighbourhoods, to become narrow when vehicles are parked on both sides of the street. In those cases, a vehicle from one direction has to stop and pull over on the side to make way for the vehicle from the opposite direction. While this is not an ideal situation, it is a common scenario on core and mature neighbourhood roadways where on-street parking is competitive. The width of 109 Avenue and 135 Street is about 11.5m, which is wider than typical neighbourhood roadways. For comparison, 125 Street in Westmount is about 8.0m wide with on-street parking on both sides.

Economics & Affordability

The average rent of the patio homes (2 bedroom) is \$900 per month. Will the new buildings have similar rental rates? I know this is an important factor for many of the current tenants of the patio homes as they are offered spots in the new development.

- From Applicant: The \$900 is not accurate, but regardless our goal is always to rent units at below average market rates. We believe there is a lot of false information in the community about the financial means of our residents and we know our tenants are very hardworking citizens. We can speak to the rent rates at our brand-new project, in the form of concrete buildings located in the brewery district right by downtown, that have units which can be rented for as low as \$1050 plus further incentives. Everything we hope to achieve with this RA7 rezoning aligns with our goal to keep rents affordable.
- From the City: Zoning does not regulate whether units in a building are rented or sold as condos or the rental rates or price of the units. As a result, these factors cannot be taken into consideration when reviewing the rezoning proposal.

What will happen if you can not rent out the units at the price you are planning to charge?

- From Applicant: Our projects always rent because of our focus on affordability, quality, and location, among many other factors.

Has the City and developer considered that lower income households who can't afford cars may also be in the market for these homes? Lower rent results in more issues. Or is the rent target market geared to the "yuppie" so higher rents are charged? Lower income housing causes more issues.

- From Applicant: Our proposed rezoning is not for subsidized housing, which is generally a government driven program. We anticipate our rental rates will be market rates, but affordable and not expensive, luxury units.
- From the City: Zoning does not regulate whether units in a building are rented or sold as condos or the rental rates or price of the units. As a result, these factors cannot be taken into consideration when reviewing the rezoning proposal.

North Glenora doesn't want or need more diversity. People buy here for property value and less congestion. Multi unit housing decreases property value. Will residents see decreases in property taxes?

- Zoning regulates how we use land and helps ensure what is built is compatible with the surrounding area. This includes what types of buildings are allowed on a site (eg. residential or commercial) and the basic size and shape of those buildings.

- Zoning does not regulate who can live or work in the buildings, how the buildings are operated once constructed, whether the property is rented or owned or the potential impact, positive or negative, on surrounding property values. As a result, these factors cannot be taken into consideration as part of the rezoning application review.

The city talks a big game about affordable housing. These current units allow families to enjoy a front door, back door, yard, having bikes and toys. Apartment living does not offer the same. Could there be mixed units that could offer these families affordable options and maintain quality of living in the neighbourhood they are rooted in?

- The proposed RA7 Zone would not require any specific design details or amenities specifically for families nor any formal “affordable housing”. However, the developer can be encouraged to consider these items as part of their detailed building design at the Development Permit stage, if the rezoning is approved.
- The proposed RA7 Zone requires individual front entrances and small yards in front of each ground oriented dwelling.

What does the city plan to do to increase similarly attainable housing?

- One of the best ways that zoning can help contribute to affordable housing options on a neighbourhood and city scale is to ensure that all neighbourhoods contain a variety of housing types, from houses to low rise apartments and taller buildings in certain contexts.
- Compared to the City average, North Glenora has a low percentage of housing in row housing or low rise apartment forms.
- These sites are not only already zoned for low rise apartments, but these are some of the most appropriate places for low rise apartments in the neighbourhood.
- There are more areas in the neighbourhood where row housing would be considered appropriate so it is hoped that those areas will shift over time, bringing back up the proportion of row housing for the neighbourhood.
- Additionally, the City has a [strategy in place](#) for increasing the supply of affordable and supportive housing across the city.

Policy Context

How does this development align with Inclusive & Compassionate Big Move or the value to Belong in a place that feels like home if permanently affordable housing units are not provided. Why is density the primary objective but not inclusionary zoning? Why is achieving density the only means to align with the city plan? This ignores the need for inclusionary zoning and regulations to ensure building and impervious site coverage do not exceed maximums needed to provide a dewy green infrastructure and climate reason every infill site. The city must not allow renoviction and work with communities to provide housing for those who already have affordable housing so they can Belong to a place that feels like home.

- The City Plan is a comprehensive plan that includes 4 Strategic Goals, 6 Guiding Values, 24 City Building Outcomes, 60 Intentions and 250 Directions along with 5 Big City Moves. Not all of these are going to be addressed by Zoning or the Zoning Bylaw. There are many other groups and projects working on various pieces of implementing The City Plan.
- Zoning, as a tool controlling the use of land but not the users of the land, is best suited to addressing the parts of The City Plan focused on uses, built form and density.

If the rezoning to RA7 is approved by Council will this be rezoned, possibly to the RM (Medium Density Residential) Zone proposed to consolidate RA6, RA7 & RA8 with a height range of 4 to 8 stories, perhaps allowing the developer to build 8 storeys?

- When the new Zoning Bylaw is implemented, all land in the City of Edmonton (other than those with Direct Control Zoning) will be rezoned to new zones as per the new Zoning Bylaw. While the

draft RM Zone could be used for a range of heights from 4-8 storeys (at least as it is currently drafted), it is designed with "context modifiers" that are intended to match existing zoning with initial implementation. So, if a site is RA7 when this mass rezoning comes through, it would become RM but with a specified Height and Floor Area Ratio (FAR) matching (or almost matching) the current RA7 Zone Height and FAR. If someone wanted to increase that height or FAR in the future, it would require a decision of City Council. It wouldn't really be a "rezoning" as the Zone would still be RM, but the height and FAR context modifiers would be proposed to change.

- For more information, please visit the [Zoning Bylaw Renewal Initiative Webpage](#).

Is there merit to creating an RM1 zone, (3-5 storeys, including 3 storey small apartments) to regulate medium density within communities and a RM2 zone to apply at higher density areas at nodes and along corridors?

- These kinds of questions are being explored through the [Zoning Bylaw Renewal Initiative](#).

Is there acknowledgement of embedded carbon in demolition materials, as well as in producing and transporting materials for a new project calculated and considered in achieving the COE Climate Resilience Adaptation Strategy & Action Plan. Are both embedded carbon and operational carbon considered?

- This is a rezoning application. Zoning regulates how we use land and helps ensure what is built is compatible with the surrounding area. This includes what types of buildings are allowed on a site (eg. residential or commercial) and the basic size and shape of those buildings.
- Zoning does not regulate demolition or construction practices, which are dealt with by the Alberta Building Code and verified through Building/Demolition Permit Applications.

Site & Building Details

What is your plan with energy efficiency and climate action? Other than saying that it's a "new build" which automatically makes it more efficient.

- From the City: The Zoning Bylaw does not typically regulate energy efficiency. Superior legislation implemented through the National Energy Code, and verified through Building Permits, regulates this.
- From Regency: The updates in recent years to the National Energy Code for Buildings have been strong improvements and now align with what Regency has been doing at our projects for many years, so the code finally caught up to us. Further, Regency Developments prime consultant follows the Built Green Program for Multi-family residential projects.

How will the removal of the asbestos be taken care of for DIRECTLY affected by this?

- Anyone demolishing a building shall first ensure that any asbestos-containing materials with the potential to release fibres have been dealt with as per [Alberta Occupational Health and Safety \(OHS\) regulations](#).
- OHS provides guidance and administers oversight of asbestos remediation.
- The City does issue Demolition Permits for buildings but before doing so, we require the submission of an [Asbestos Management and Utilities Disconnect form](#).

Will these four storey buildings have an elevator? If not, anyone with mobility issues will not want to rent one of these units? This will limit the diversity in the community.

- Yes, the Alberta Building Code would require an elevator to be in the building for a 4 storey residential building as proposed by the RA7 Zone.

Have you completed a radon test on these properties?

- From Applicant: That is a process that is now generally included in permits and/or code requirements.
- From The City: The Alberta Building Code requires a radon mitigation system to be installed in all new construction.

So how far from the homes that are on 109a Ave will this building be?

- A building built under the RA7 Zone on the sites along 135 Street NW would be approximately 13.5 m from properties that have houses to the east of the rezoning site along 109A Avenue NW. This includes a 7.5 m setback of the building from the east property line, plus the lane which is approximately 6 m wide.
- Houses within low density residential zones also usually have a setback of at least 1.2 m from their property lines, which would increase the distance to between 14 and 15 metres.

Why do both the city and developer feel apartments are suitable replacements for homes? I have a yard and personal space. An apartment doesn't provide me with an opportunity to enjoy the neighbourhood, or feel a part of the community.

- The current zoning is already for low rise apartments and this application is considering the change between the current zone and the proposed zone. The proposed RA7 Zone would require individual front entrances for ground level units and small amenity areas in front of them. This is not required by the current DC2 Provision.

The Units along 109th Ave are at ground level. The Units on 135 St are raised off street level, will that be brought down to street level?

- That is not a level of detail that is known at the rezoning stage. The zone limits the overall height of the building and [calculates it based on Grade](#). Development and Building Permit stages will also review lot grading.

Is the developer planning to put commercial units on the main floor in every building or just particular building within the Patio Homes complex?

- From Applicant: Regency does not believe that commercial units will be a viable option and at this time we expect there will be zero commercial units for the entire redevelopment.

Process/Engagement

Is the City looking at the development of North Glenora in totality?

- While each site for an application is dealt with on a case by case basis, Administration recognizes the cumulative nature of these changes over time and always ensures the planning analysis each time factors in this broader context.

What is the anticipated start and finish date of the project? Reason I'm asking is the complex that was approved almost a year ago on 109 Ave and 139 St is still sitting vacant (empty townhomes). If they obtain approval will they tear down and start building in 2022? Or is this years away from them building the apartment complexes.

- From Applicant: As you can likely appreciate, there are many moving parts that need to be sorted before a project can commence including permits, financing arrangements etc. and timelines are not always in our control. The complex that was previously approved will see demolition hopefully start in June, which aligns with approximately one year it takes to sort out all the moving parts of a project of this scale. For these lots being rezoned, they will be phased re-developments, but we anticipate that the next phase will start about one year after if the rezoning is successful.

What has changed from the last application?

- Nothing has changed about this application. It still proposes the RA7 Zone on the same properties.

This application is essentially the same as the last one that went before City Council. At that time Regency was told by Council that they needed to engage with the community and community league. What has changed between then and now?

- Nothing has changed about this application. The engagement undertaken since Council's motion has involved the City and the applicant coming to the community to share information, collect feedback, discuss concerns and answer questions.
- The opportunities for residents to engage on this project included:
 - The online Engaged Edmonton page (available from May 2 until May 15th)
 - This online Q&A session (May 12)

Why, when the applicant was asked to come back to the community by City Council and work with us did he refuse? Why is everything about money and NOT about the community and what we want in our Community?? Why do city planners have so much power and always align with developers rather than us, the taxpayers??

- There was no refusal to come back to the community. The engagement undertaken since Council's motion has involved the City and the applicant coming to the community to share information, collect feedback, discuss concerns and answer questions.
- Landowners have a right to apply to City Council for a rezoning based on what they want to do with their land.
- In determining our position on rezoning applications, City Administration factors in Council approved plans and policies that are approved by elected officials.
- We also provide a planning and technical review and analysis in coming up with our overall recommendation.
- One of the reasons we do engagement is to ensure that City Council is aware of the community's concerns prior to making a decision.

Why has there not been an open floor meeting for those directly affected, as in owners of homes within 50 metres of development

- Like most Canadian municipalities, we have not had any in-person engagements in the past two years due to pandemic restrictions yet we have received enormous input from diverse audiences on numerous projects.
- Through this experience, we have learned that we can reach more people in accessible, cost-effective and less time consuming ways using various online engagement approaches.
- In all engagement activities, we seek to mitigate barriers to access.
- Online engagement allows residents to participate at a time and location that is convenient for them; residents do not need to be available at a particular time or make their way to a specific location to share their perspectives.
- Access to the internet does not seem to be a significant barrier. According to Statistics Canada, 97% of Edmonton residents have internet access.
- For this application, City administration decided to provide an adapted approach from the typical rezoning engagement. The opportunities for residents to engage on this project included:
 - The online Engaged Edmonton page (available from May 2 until May 15th)
 - This online Q&A session (May 12)

Other

How do both the city and developer plan to address the issues that will certainly arise with sewage? Parking? Insufficient basic amenities in the area to support the never of new residents?

- The City has assessed the impact of a proposed development under the RA7 zone relative to the drainage infrastructure in the area.
- In order to ensure the drainage system continues to function well, the development will be required to provide onsite stormwater management. This means that rainwater will be stored on site and released into the sewer system at a controlled rate that ensures the system isn't overloaded.
- The Urban Parks Management Plan provides targets and standards for the amount of parkland per population in developing neighbourhoods. The standard provision levels of municipal park space is 2 ha per 1,000 people for developing neighbourhoods.
- The [Breathe Provision Mapping](#) illustrates the amount of accessible open space and municipal park space contained in each neighbourhood as well as future projections.
- In 2017, North Glenora had 10 ha of open space per 1,000 residents, which is well above the target for new neighbourhoods. Within the neighbourhood, there is the North Glenora Park site, which is a centralized open space that includes the community league hall, playground, baseball diamond, and Coronation School.
- Immediately north of the neighbourhood is [Coronation District Park](#), which is a site for the development of a [community recreation centre](#) close to Peter Hemingway Fitness and Leisure Centre.
- Westmount Shopping Centre is just to the north and provides a variety of commercial amenities to support North Glenora.

We continue to destroy buildings with interesting history and these are no exception. What will be done to honour the innovative women and acknowledge their contribution to our neighbourhood and queer history?

- One of the existing buildings (10913 to 10929 - 135 Street NW) is listed on the City's Inventory of Historic Resources as the North Glenora Patio Homes. The patio homes are architecturally significant as an example of the Early Modern Style of domestic architecture. They are also significant for their association with female architects Mary Louise Imrie and Jean Wallbridge who designed the project. Imrie and Wallbridge were the first and third women, respectively, to be registered as architects in Alberta and were partners in Canada's first all-female architectural firm (Wallbridge & Imrie Architects, AKA "The Girls"). Being a couple in life as well as work, they are also considered pioneers in the LGBTQ2S+ community, known for incorporating the "masking of the domestic partnership" (Mehmetoğlu, I, 2019) in the architecture of their house/office.
- The North Glenora Patio Homes qualify for legal protection through Municipal Historic Resource designation under the provisions of the Historical Resources Act. However, the Act also requires that the property owner be compensated for any decrease in the economic value of the property resulting from the designation. The City doesn't have adequate resources to designate Municipal Historic Resources without the property owner's consent. Rather, City policy is to encourage the voluntary designation of Municipal Historic Resources through the provision of incentives. The property owner has been informed of the financial incentives available to them should they choose to retain, restore and legally protect the North Glenora Patio Homes, but ultimately they have chosen not to proceed.
- The proposed rezoning would likely lead to the demolition of these buildings and would not require the developer to "honour" this significance in their future redevelopment.
- Source:
Mehmetoğlu, I. (2019). "Les Girls en voyage" Gender and Architecture in the Travels of Mary Imrie and Jean Wallbridge. *Journal of the Society for the Study of Architecture in Canada*, 44(1), 7-20.
<https://doi.org/10.7202/1066279ar>

Why does the city feel it is acceptable to tear down units with a lot of history and value?

- The City does not have the ability to prevent a landowner from demolishing buildings on their properties. The City issues permits for such to ensure it is done safely, but it is the landowners decision to demolish the buildings they own.
- This can happen anytime, regardless of the outcome of this rezoning.

How does the developer see adding hundreds of new residents benefiting the community?

- From Applicant: At Regency, we have completed well over 1500 new infill residential units in Edmonton over the past decade alone, in neighbourhoods just like North Glenora. Quite often when looking at long term trends and statistics, these infill neighbourhoods have seen major declines in residents living there which has direct impacts on reduced school enrollments, reduced community league involvement, reduced commercial businesses nearby, impacts on public transportation, reduced property values and rents, increased levels of crime and so on. By demolishing the buildings left in disrepair by the previous owners and adding brand new residential options, we know based on our successful past projects there will be a major positive uplift to North Glenora by creating new opportunities for individuals and families to come live where they feel safe and secure.

What will set these units apart from there numerous other new apartment builds in the area? Why should people choose to live there?

- From Applicant: In addition to above, potential residents at our developments focus on 2 key factors - price and location. North Glenora is an amazing mature neighbourhood with access to many amenities. With our experience of over 1500 new residential units built in Edmonton in recent years, we understand the price points and unit layouts that the current Edmontonian requires. By taking a look at the projects Regency has done in recent years, it will provide the perfect visual of what to expect here in North Glenora for units and the types of developments we do.

Web Page Visitor Definitions

Aware

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

Informed

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

Engaged

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

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

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's

proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three weeks prior to a scheduled public hearing for the application.

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

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

If you have questions about this application please contact:

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Application Summary

Information

Application Type:	Rezoning
Charter Bylaw:	19831
Location:	Southwest corner of 135 Street NW and 109 Avenue NW and the east side of 135 Street NW between 109 Avenue NW and 109B Avenue NW
Address(es):	10905 - 135 Street NW 13503 - 109 Avenue NW
Legal Description(s):	Lot 41, Block 5, Plan 3624HW, Lots 16-18 & 47-49, Block 1, Plan 3751HW
Site Area:	0.93 ha
Neighbourhood:	North Glenora
Ward:	Nakota Isga
Notified Community Organizations:	North Glenora Community League Edmonton Federation of Community Leagues
Applicant:	DER & Associates Architecture Ltd.

Planning Framework

Current Zone:	(DC2.1157) Site Specific Development Control Provision
Proposed Zone:	(RA7) Low Rise Apartment Zone
Plan in Effect:	None
Historic Status:	One of the existing buildings is listed on the City's Inventory of Historic Resources as the North Glenora Patio Homes

Written By:

Approved By:

Branch:

Section:

Andrew McLellan

Tim Ford

Development Services

Planning Coordination