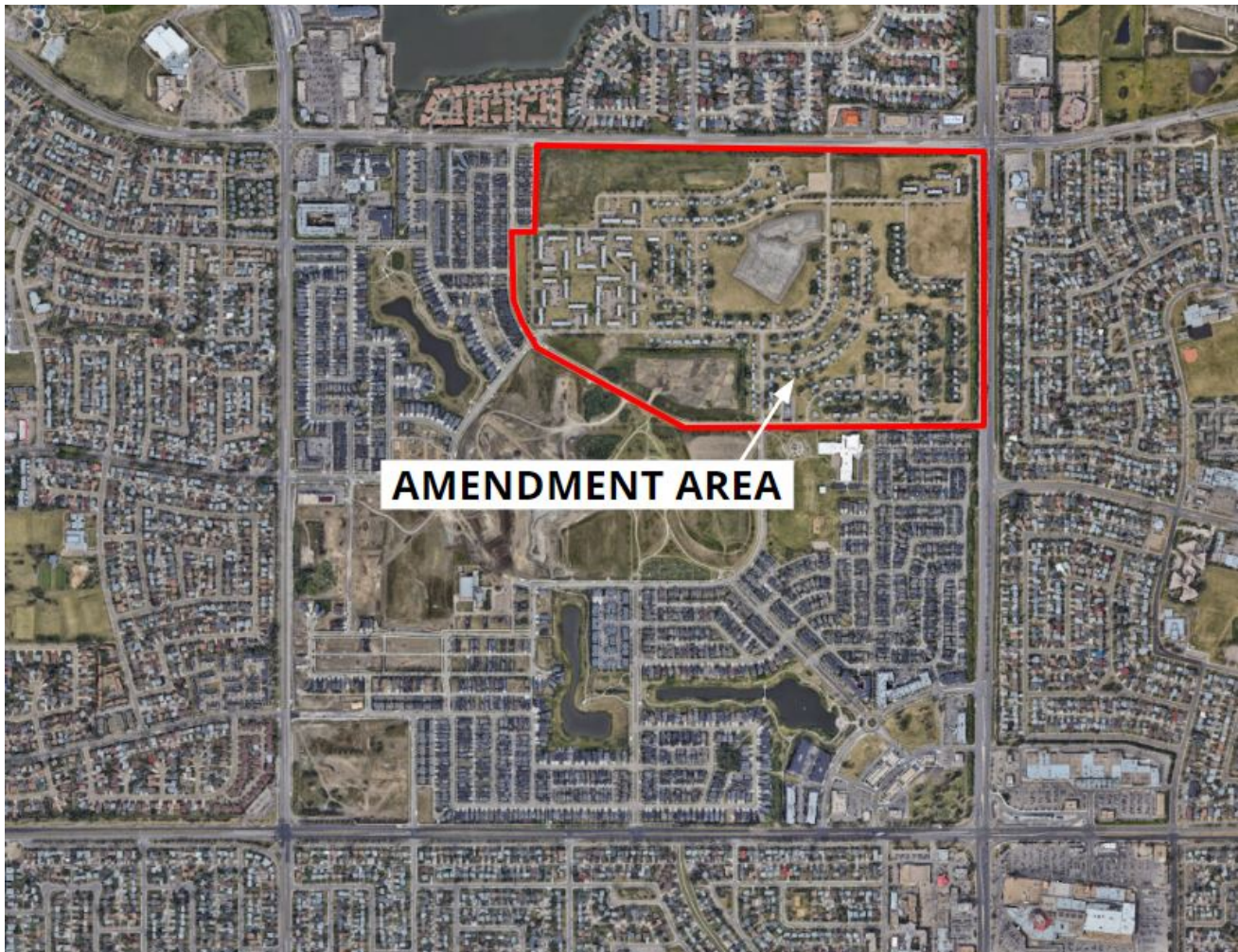


14604 - 97 Street NW & 10555 - 153 Avenue NW

Position of Administration: Support



Summary

Charter Bylaw 20755 proposes to amend the Griesbach Neighbourhood Area Structure Plan (NASP) to reconfigure land uses within the northeast corner of the neighbourhood.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, an Engaged Edmonton webpage, and an in-person public engagement session.

Approximately 50 people were heard from, with 15% in support, 25% in opposition, and 60% with mixed feedback or questions. Most concerns were related to traffic, parking, and density.

Administration supports this application because it:

- Facilitates redevelopment of a 65 hectare site, supporting The City Plan goal to build 50% of new units through infill.
- Includes two pedestrian villages, active modes infrastructure, and increased density close to mass transit, supporting The City Plan goal to achieve 50% of trips made by transit and active transportation.
- Supports The City Plan big city move, Greener As We Grow, by preserving existing Maple trees along 97 Street, and other natural features throughout the neighbourhood.

Application Details

This application was submitted by B&A Studios on behalf of Canada Lands Company Ltd.

Griesbach NASP Amendment

The proposed amendment to the Griesbach NASP includes new policies and conceptual maps that will guide redevelopment of the neighbourhood's northeast corner. This redevelopment is intended to integrate the following land use and transportation systems:

- Mid-rise apartments, single detached, semi-detached, row housing, and mid-rise apartments
- Local commercial areas
- Pocket parks and open space
- Pedestrian villages, shared use path network, and shared streets
- Additional transit connectivity across future bus, BRT, and LRT networks
- Modified grid road network, accessible to all users

Site and Surrounding Area

	Existing Development
Subject Site	Military housing stock
North	Commercial and low density residential (Beaumaris Neighbourhood)
East	Commercial and low density residential (Evansdale Neighbourhood)

South	Low density residential, Major General Griesbach School, Griesbach Central Park (Griesbach Neighbourhood)
West	Low density residential (Griesbach Neighbourhood)



Aerial view of the site looking southwest from the intersection of 97 Street NW and 153 Avenue NW. Military housing stock is currently located throughout the site.



Internal view of the site looking west from 107 Street NW, showing 1950's era military housing.



View from the south edge of the site, looking north from Griesbach Road NW. The proposed NASP amendment will preserve and protect the 97 Street Maple trees along the right side of the image.

Community Insights

This application was brought forward to the public using an expanded approach. This approach was selected because of the scale of the application and the significant changes it introduces to the landscape. The expanded approach included:

Mailed Notice, June 15, 2023

- Notification radius: Griesbach neighbourhood boundary plus 200 metres
- Recipients: 3539
- Responses: 15
 - In support: 4 (25%)
 - In opposition: 9 (60%)
 - Mixed/Questions only: 2 (15%)

Public Engagement Session, September 21, 2023

- Attendees: 28

Engaged Edmonton Webpage, September 18, 2023 to October 2, 2023

- Site visits: 169
- Aware: 139
- Informed: 69
- Engaged: 4

- In support: 1 (25%)
- In opposition: 1 (25%)
- Mixed/Questions only: 2 (50%)

Site Signage, June 20, 2023

- Two notification signs were placed on the property, facing Griesbach Road NW at the intersections of 153 Avenue NW and 97 Street NW respectively.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Griesbach Community League
- Evansdale Community League
- Lorelei Beaumaris Community League
- Area Council No. 17
- Castle Downs Recreation Society

Comments heard

- Questions about the plan amendment process and intent for the site.
- Concerns regarding traffic increase and parking volume, particularly for connections along Griesbach Road NW.
- Comments on both the positive and negative impacts of increased density were heard.
- The locations of the proposed commercial sites at 153 Avenue and 97 Street were raised as concerns.
- Supportive comments were received regarding the increase in transportation options, connectivity, and access to public greenspace.

A full “What We Heard” Public Engagement Report is found in Appendix 1.

Application Analysis



Aerial image looking north at the 65 hectare site and its surrounding context.

The City Plan

This proposal supports The City Plan goals of building 50% of new units city-wide through infill, and 50% of trips made by transit and active transportation. The amendment accommodates infill densification of the site with a wide range of uses, and will support improved transit and active mode connections throughout, including shared pathways and shared streets. Treed areas on the site will be protected and brought under City ownership, including the Maple tree stand along 97 Street NW. These protections support The City Plan's big city move, Greener As We Grow.

Griesbach Neighbourhood Area Structure Plan (NASP)

The proposed amendment to the Griesbach NASP is a result of close collaboration between City Administration, the applicant, and members of the public. A wide range of considerations were analyzed including urban design, land use, affordability, mobility, open space, and utilities.

Urban Design

The proposed NASP amendment supports a complete streets road network, arranged in a grid pattern throughout the northeast corner of Griesbach. The intent of this network is to provide well connected streets that are safe, welcoming and accessible to all users in all seasons.

Portions of 153 Avenue NW will include "community windows", with many of the north-south

streets providing vistas into the neighbourhood from 153 Avenue NW, in lieu of fenced back yards.



The NASP amendment will accommodate “community windows” along 153 Avenue NW.



Two pedestrian villages, such as the one shown here in Marmalade Lane, UK, are proposed.

Two pedestrian villages are proposed near the center of the amendment area to accommodate mid-rise buildings and other flexible housing types. The villages will be located adjacent to public open space, parks, and neighbourhood amenities and connected with pedestrian pathways to a mixed use commercial cluster on 153 Avenue NW.

Land Use

A mixed use commercial cluster with active street frontage is proposed adjacent to 153 Avenue, and is surrounded by medium density residential and programmable open space to encourage walkability and community gathering.

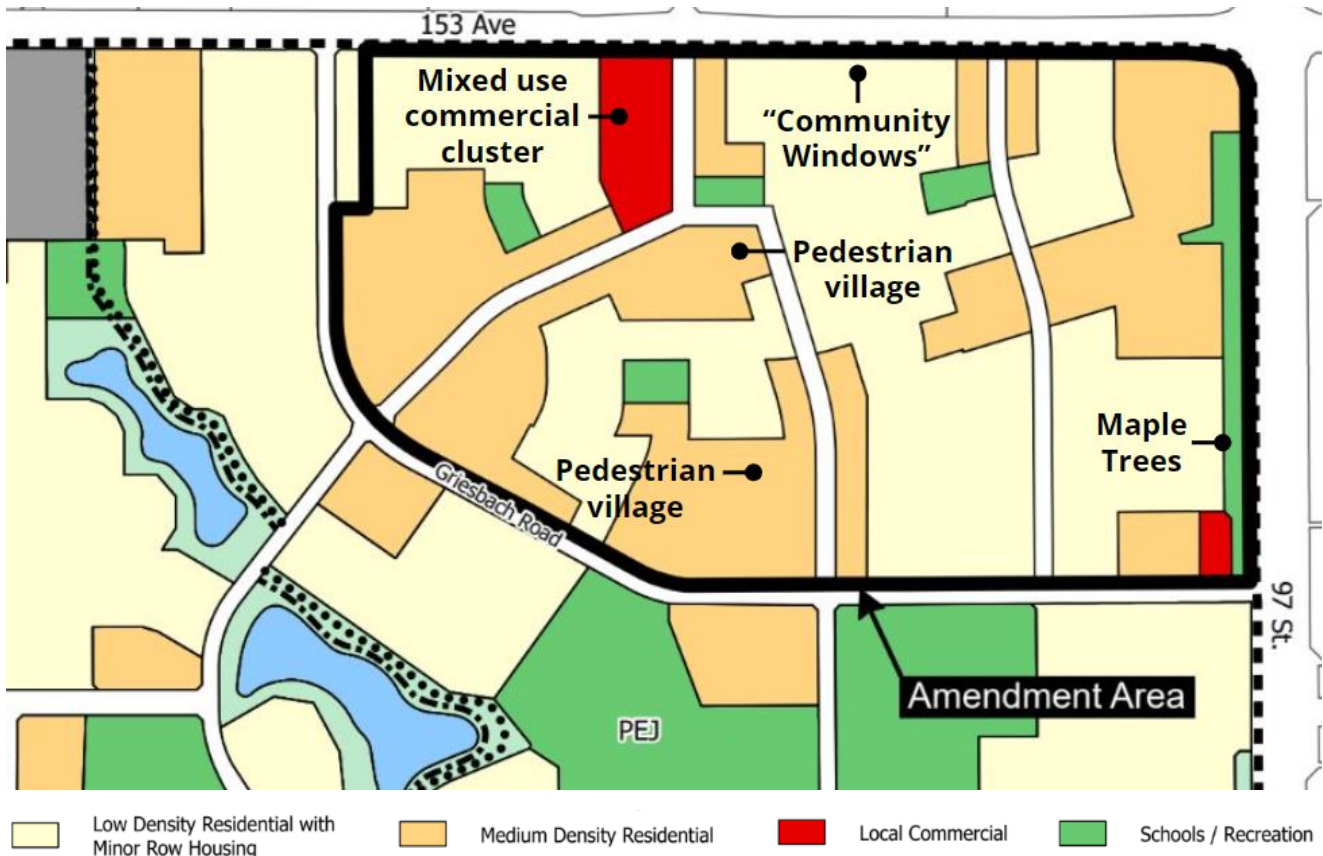


A mixed use commercial cluster adjacent to open space, similar to the above, is included in the Griesbach NASP amendment.



Densification in the amendment area will include a range of housing, such as the row houses shown here in Garrison Green, Calgary.

Residential densification is supported by the proposed amendment, with the low density land use designation aligning with the flexibility of Zoning Bylaw 20001. Redevelopment within the low density land use designation will include a mix of single detached housing, semi-detached housing, and row housing. The medium density designation requires row housing as a minimum, and accommodates missing middle densities up to mid-rise apartments.



The NASP amendment area in the northeast corner of Griesbach, showing proposed urban design and land use elements.

Affordability

As the northeast corner of Griesbach redevelops, an equivalent number of affordable housing units are intended to be provided as phased demolition of the military housing stock occurs. In keeping with The City Plan, the northeast corner is an inclusive and integrated development, and will provide affordable housing units in a way that avoids concentration within a single set of blocks or stages.

Mobility

An active mode network is proposed throughout the amendment area that consists of shared pathways along collector roads, a district bike route parallel to 97 Street NW, and a shared street connecting the pedestrian villages. This street is intended to be a common space shared by

pedestrians, cyclists, and low speed vehicles that is activated by surrounding density and amenities. Safety for active mode users moving between the northeast corner and the rest of the neighbourhood will be enhanced with raised crossings at Griesbach Road.



Raised crosswalks such as this one provide traffic calming and uninterrupted grade levels for active mode users, and will be located at crossings along Griesbach Road NW.



The future connection between Griesbach's pedestrian villages will be via a shared street, similar to the rendering shown here.

A Traffic Impact Analysis (TIA) was reviewed in support of the proposed amendment, and traffic signal requirements include upgrades at both ends of Griesbach road, where it meets 97 Street NW and 153 Avenue respectively, as well as signalization upgrades near the mixed use commercial cluster, at Beaumaris Road and 153 Avenue NW. The TIA provides guidance on the active mode network within the subject lands, including shared pathways along collector roadway, enhancing safety at active mode crossings such as raised crossing at Griesbach Road NW and continuous crossings throughout this plan amendment area. A shared “Woonerf” street is proposed north of Griesbach Road NW which is anticipated to be located within an area that is activated through density and amenities along this shared street.

The Bike Plan identifies 97 Street NW as a future district bike connector; however, in order to protect the heritage maple grove parallel to 97 Street NW, the TIA provides some guidance on the potential incorporation of the district bike connector route within the eastern edge of the subject lands. The details of these improvements will be future reviewed at the development permit stage. Additionally, the Active Transportation Implementation Acceleration project plans to include the addition of a shared pathway along 153 Avenue NW, adjacent to the subject site, in efforts to complete missing links in the active transportation network in key areas throughout the City.

Public transit, which is not currently available within the site, will be provided via bus routes through the northeast corner as development occurs, and will connect to existing routes in the neighbourhood, along 97 Street NW, and along 153 Avenue NW. LRT and BRT transit options are

both planned around Griesbach. Metro Line LRT stations are envisioned along the western edge of the neighbourhood, and the BRT B1 route is anticipated along the east and north boundaries. In the future, transit service is anticipated to improve near the subject area. The Metro Line LRT is envisioned to be extended north to Castle Downs Road NW and 153 Avenue NW as part of the 1.25 million population scenario of The City Plan.

Open Space

The landowner is intending to provide an additional 0.73 hectares of parkland along 97 Street NW to protect a stand of Amur Maple trees, and an additional 0.26 hectares to complete the network of neighbourhood parks. These areas have been designated as non-credit Municipal Reserve. The maple trees are a destination point for local and regional visitors and a natural asset feature for the community.



The historic Amur Maple trees along 97 Street NW will be preserved and protected through the proposed NASP amendment.



Pocket parks will be located throughout the site, providing open space within a 2 minute walk to any residence in the northeast corner.

A Parkland Impact Assessment (PIA) was included with the application to assess the proposed park distribution and sizes. The proposed pocket parks are below the minimum size recommended in the Urban Parks Management Plan (UPMP), however through public engagement with the Griesbach Community, pocket parks are strategically sized and located to be accessible within a 2 minute walk, or approximately 200 metres, from any residential location on the site. The pocket parks have enhanced sidewalks and extended boulevards that provide additional open space adjacent to the pocket parks to functionally increase their size. It is the developers intention to program the parks at their own cost at the time of redevelopment.

Utilities

As part of the application, amendments to the Griesbach Neighbourhood Design Report (NDR) and Hydraulic Network Analysis (HNA) were reviewed and accepted by Administration. The

amendments examined the impacts of the proposed land uses on water supply and sewer systems in the neighbourhood. Through this review, it was identified that sufficient capacity is available in the surrounding systems, and the site will require new infrastructure, as engineered in the NDR and HNA, when redevelopment occurs.

The applicant/owner will be responsible for all costs associated with infrastructure improvements required by the proposed amendment.

Appendices

1. Public Engagement Feedback Summary (What We Heard Report)
2. Griesbach NASP Land Use Concept Map Comparison
3. Current NASP Land Use and Population Statistics - Bylaw 20437
4. Proposed NASP Land Use and Population Statistics - Bylaw 20755
5. Proposed Text Amendments to the Griesbach NASP - Bylaw 20755

Written By: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

Public Engagement Feedback Summary (What We Heard Report)

Project Addresses:	14604 - 97 Street NW & 10555 - 153 Avenue NW
Project Description:	<p>Proposed amendment to reconfigure land uses in the northeast corner of the Griesbach Neighbourhood Area Structure Plan (NASP). The amendment will facilitate the redevelopment of approximately 65 hectares (160 acres) of land.</p> <p>The proposed amendment will allow for a mix of new residential development and two commercial areas, with one facing 153 Avenue and one facing 97 Street. It also includes preservation of the maple trees along 97 Street, and new park space throughout the northeast corner. There is no proposed rezoning associated with the plan amendment at this time.</p>
Project Website:	https://www.edmonton.ca/rezoningapplications
Engagement Formats:	<p>Online Engagement Webpage - Engaged Edmonton: https://engaged.edmonton.ca/Griesbach160acres</p> <p>In-person open house: <i>Fairfield Inn & Suites Conference Room, Griesbach</i></p> <p>Postcard notices sent to 3539 residents <i>Phone and email engagement</i></p>
Engagement Dates:	<p>September 18, 2023 - October 2, 2023 (online)</p> <p>September 21, 2023 (in-person)</p>
Number Of People:	<ul style="list-style-type: none">• Engaged: 4 online, 28 in person, 15 by phone/email (47 total)• Informed: 69 online• Aware: 139 online

About This Report

The information in this report includes summarized feedback received between September 18, 2023 and October 2, 2023, through online engagement via Engaged Edmonton, in-person engagement via an open house on September 21, 2023, and emails and phone calls received by the file planner.

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. It will also be used to

inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councilor and will be an appendix to the administration report when the file proceeds 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 (3) weeks prior to a scheduled public hearing for the file.

Engagement Formats

An Engaged Edmonton web page was hosted on the City of Edmonton website that included an overview of the application, information on the development and plan amendment process, and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

In addition to the online engagement, an in-person open house was hosted at the Fairfield Inn & Suites in the Griesbach neighbourhood on September 21, 2023. The open house included information similar to the Engaged Edmonton website, with display board presentations and representatives from City Administration and the applicant speaking with attendees.

The comments received are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

Feedback Summary

This section summarizes the main themes collected.

Number of Responses:

- In Support: 1 online, 1 in person, 4 by phone/email **(6 total)**
- In Opposition: 1 online, 2 in person, 9 by phone/email **(12 total)**
- Mixed: 2 online, 25 in person, 2 by phone/email **(29 total)**

The most common **concerns** heard were:

Traffic & Parking: Griesbach Road connects south from 153 Avenue, turns east, and connects to 97 Street. Concerns were heard regarding traffic increase and parking volume in these areas.

Commercial Development: New commercial developments are proposed where Griesbach road intersects 153 Avenue and 97 Street respectively. The locations of the proposed commercial sites were raised as concerns.

Density: The proposed amendment includes a mix of housing that will result in an overall increase in density compared to existing development. The negative impacts of this relative increase in density were a common theme.

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

Density: The positive impacts of increased density were commonly raised during public engagement.

Accessibility & Amenities: The proposed development will increase transportation options, connectivity, and access to public greenspace.

What We Heard

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

Reasons For Opposition

Traffic & Parking

- Increased traffic congestion in the surrounding neighbourhood, especially along Griesbach Road
- Exacerbated safety issues at the intersection of Griesbach Road and 97 Street
- Traffic pressures on the Beaumaris neighbourhood to the north from proposed commercial development
- Parking associated with multi-unit buildings and along Griesbach road

Commercial Development

- Proposed locations will impact adjacent residential
- Feasibility of the proposed scale

Density

- Increased crime rates
- Loss of undeveloped land

Reasons For Support

Density

- Increased local population promotes the feasibility of existing and future public transit
- Increases housing options throughout the neighbourhood

Accessibility

- Greater access to different modes of transportation
- Greenspace available within walking distance throughout the northeast corner of Griesbach
- Dog walking amenities
- More effective transportation network, including new road and pathway connections to the Beaumaris neighbourhood across 153 Avenue.

Suggestions For Improvement

- Traffic calming measures, including roundabouts and signalised pedestrian crossings
 - Increase density and include affordable housing options
 - Usable community lake
 - Keep building height consistent on both sides of Griesbach Road.
-

Web Page Visitor Definitions

Aware (139)

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 (69)

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 (4)

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 (3) weeks prior to a scheduled public hearing for the file.

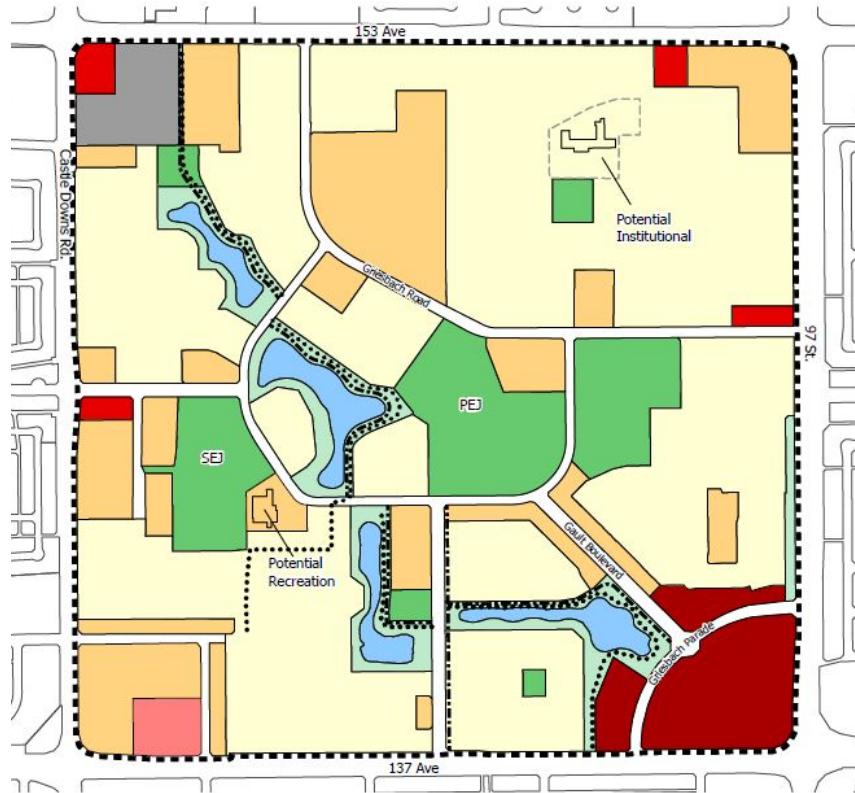
When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- 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:

Thomas Lippiatt, Planner I
780-442-5393
thomas.lippiatt@edmonton.ca

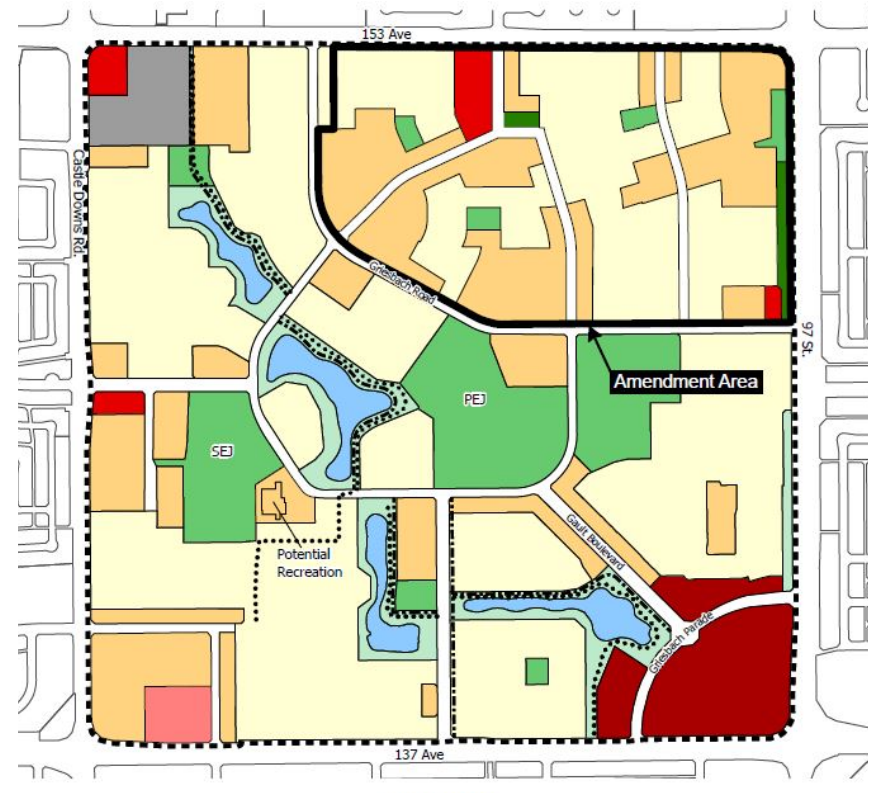
Griesbach NASP Land Use Concept Map Comparison



BYLAW 20437
APPROVED
GRIESBACH
Neighbourhood Area Structure Plan
(as amended)

- | | |
|--|----------------------------|
| Low Density Residential with Minor Row Housing | Aging-in-Place Campus |
| Medium Density Residential | Schools / Recreation |
| Local Commercial | Waterway / Open Space |
| Village Centre | Multi-use Route |
| Mixed Use | Pedestrian Route |
| | Boundary of Griesbach NASP |

Current Land Use Concept Map



BYLAW 20755
AMENDMENT TO
GRIESBACH
Neighbourhood Area Structure Plan
(as amended)

- | | |
|--|----------------------------|
| Low Density Residential with Minor Row Housing | Recreation (Non-credit MR) |
| Medium Density Residential | Schools / Recreation |
| Local Commercial | Waterway / Open Space |
| Village Centre | Multi-use Route |
| Mixed Use | Pedestrian Route |
| Aging-in-Place Campus | Boundary of Griesbach NASP |
| | Amendment Area |

Proposed Land Use Concept Map

Current NASP Land Use and Population Statistics – Bylaw 20437

		Low Density	Row Housing	Low-rise Apartments	Mid-rise Apartments	Veterans Centre	Commercial	Storm Pond	Storm/ Ope Space	Parks	School/Park	Major Road	Totals
Major Roads												13.1	13.1
Central Park	ha	9.8		3				3.9	1.9	9.5			28.1
	Dwellings	16.7		240									407.0
Village Centre	ha			2.7	1.7		6.9						11.3
	Dwellings			400	245								645.0
South East	ha	31.4	2.6	0.5				1.8	3.7	1.2	6.1		47.3
	Dwellings	534	91	40									665.0
South West	ha	24.5	7	2.7			0.9	2.8	1.4	0.6	6		45.9
	Dwellings	417	245	216									878.0
SW Mixed Use	ha		0	0	4.3		2.3						6.6
	Dwellings		0	0	619								619
North West	ha	22.1	3.8	2.9			1	2.2	1.4	0.8			36.1
	Dwellings	376	133	232									861.0
North East	ha	46.5	14.1	0.8			1.4			0.8			63.6
	Dwellings	791	492	64									1347.0
Totals	ha	134.3	27.5	12.6	6	1.9	12.5	10.7	8.4	12.9	12.1	13.1	252
		53%	11%	5%	2%	1%	5%	4%	3%	5%	5%	5%	
										10%			
	Dwellings	2285	961	1192	864	120		5422					
		42%	18%	22%	16%	2%		100%					
	People	7877	3075	2265	1296	120		14633					
		54%	21%	15%	9%	1%		100%					

Griesbach: Student Generation

	Dwelling Units	Public Elementary	Public Junior	Public Senior	Catholic Elementary	Catholic Junior	Catholic Senior	Totals
Lower Density	2285	745	292	288	388	160	160	2034
Row Housing	961	301	105	92	144	48	38	728
Apartment	2056	580	185	158	125	41	41	1131
Totals	5302	1625	582	538	658	249	240	3893

Proposed NASP Land Use and Population Statistics – Bylaw 20755

GRIESBACH NEIGHBOURHOOD AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS

	Area (ha)	% of GA	Central Park	Village Centre	South East	South West	SW Mixed Use	North West	North East
GROSS AREA	251.4	100.0%	28.1	11.3	47.3	45.9	6.6	36.1	63.0
Major Roads	13.1	5%							
GROSS DEVELOPABLE AREA	238.3	100.0%	28.1	11.3	47.3	45.9	6.6	36.1	63.0
Existing Land Uses	1.9	0.8%						1.9	
Commercial	10.98	4.6%		5.2		0.9	3.6	1.0	0.3
Parks	13.46	5.6%	9.5		1.2	0.6		0.8	1.4
Schools/Parks	12.1	5.1%			6.1	6.0			
Storm Ponds	10.7	4.5%	3.9		1.8	2.8		2.2	
Storm/Open Space	9.9	4.2%	1.9		3.7	1.4		1.4	1.5
Major Roads	18.9	7.9%							18.9
TOTAL Non-Residential Area	77.94	32.7%	15.3	5.2	12.8	11.7	3.6	7.3	22.1
Net Residential Area (NRA)	160.36	67.3%	12.8	6.1	34.5	34.2	3.0	28.8	41.0

RESIDENTIAL LAND USE AREA, UNIT & POPULATION COUNT**

Land Use		ASP	Central Park	Village Centre	South East	South West	SW Mixed Use	North West	North East	
Single/Semi Detached	Area (ha)	108.66	9.8		31.4	24.5		22.1	20.9	
	25 upnrha	Units	2716.5	245	0	785	612.5	0	552.5	521.5
	2.8 ppu	Population	7606.2	686	0	2198	1715	0	1547	1460.2
Row Housing	Area (ha)	24.65			2.6	7	2	3.8	9.25	
	45 upnrha	Units	1109.25	0	0	117	315	90	171	416.25
	2.8 ppu	Population	3105.9	0	0	327.6	882	252	478.8	1165.5
Low to Medium Density Housing	Area (ha)	27.04	3	6.1	0.5	2.7	1	2.9	10.8	
	90 upnrha	Units	2433.6	270	549	45	243	90	261	975.6
	1.8 ppu	Population	4380.48	486	988.2	81	437.4	162	469.8	1756.08
Total Residential	Area (ha)	160.4	12.8	6.1	34.5	34.2	3.0	28.8	41.0	
	Units	6259	515	549	947	1171	180	985	1913	
	Population	15093	1172	988	2607	3034	414	2496	4382	

	ASP	Central Park	Village Centre	South East	South West	SW Mixed Use	North West	North East
SUSTAINABILITY MEASURES								
Population Per Net Residential Hectare (ppnrha)	94	92	162	76	89	138	87	107
Units Per Net Residential Hectare (upnrha)	39	40	90	27	34	60	34	47
STUDENT GENERATION COUNT								
Public School Board	1283	102	49	276	274	24	230	328
Elementary School	641	51	24	138	137	12	115	164
Junior High School	321	26	12	69	68	6	58	82
Senior High School	321	26	12	69	68	6	58	82
Separate School Board	641	51	24	138	137	12	115	164
Elementary School	321	26	12	69	68	6	58	82
Junior High School	160	13	6	35	34	3	29	41
Senior High School	160	13	6	35	34	3	29	41
Francophone School Board	42	3	2	9	9	1	8	11
Elementary School	20	2	1	4	4	0	4	5
Junior High School	11	1	0	2	2	0	2	3
Senior High School	11	1	0	2	2	0	2	3
Total Student Population	1966	157	75	423	419	37	353	502

Proposed Text Amendments to the Griesbach NASP – Bylaw 20755

Red text represents Text proposed to be removed.

Red text represents Text proposed to be added.

Current	Proposed
Table of Contents	
<p>Cover Photos clockwise from top</p> <ul style="list-style-type: none"> • Trooper Griesbach (South African War) • Artist’s concept of village centre • Office building, SW corner, CFB Griesbach • Haas Family at Griesbach, 1960 • Refurbished PMQ, Garrison Woods, Calgary 	<p>Cover Photos clockwise from top</p> <ul style="list-style-type: none"> • Trooper Griesbach (South African War) • Artist’s concept of village centre • Office building, SW corner, CFB Griesbach • Haas Family at Griesbach, 1960 • Refurbished RHU, Garrison Woods, Calgary
3. Site Features - Site History	
<p>The decision to locate a huge multi-million dollar ordinance plant in Edmonton to supply armed forces in Western Canada was announced in 1949. The site was purchased for \$233,000. After site location and planning approvals, construction started on the Griesbach site in late 1950. The first PMQs (family housing) were built for \$7200 each. Construction of the site, including armed forces facilities and the supporting residential community, was completed by the late 1950s.</p>	<p>The decision to locate a huge multi-million dollar ordinance plant in Edmonton to supply armed forces in Western Canada was announced in 1949. The site was purchased for \$233,000. After site location and planning approvals, construction started on the Griesbach site in late 1950. The first RHUs (family housing) were built for \$7200 each. Construction of the site, including armed forces facilities and the supporting residential community, was completed by the late 1950s.</p>
3. Site Features - Existing Uses	
<p>Site features are shown on Figure 3.0: Air Photo and on Figure 11: Existing Buildings in the Appendix. The site has two areas developed as PMQs, most of which are still occupied by armed forces personnel and</p>	<p>Site features as of March 2002 are shown on Figure 3.0: Air Photo and on Figure 11: Existing Buildings in the Appendix. The site has two areas developed as RHUs, most of which are still occupied by armed forces</p>

<p>some other federal civilian personnel.</p>	<p>personnel and some other federal civilian personnel.</p>
<p>3. Site Features - Road System</p>	
<p>Griesbach Road, <u>the transit route from 153 Avenue to 97 Street now serving the community</u>, was realigned a number of years ago to a somewhat curvilinear alignment through the north portion of the community. Moving the intersection north reduced the potential for shortcutting.</p>	<p>Griesbach Road was realigned a number of years ago to a somewhat curvilinear alignment through the north portion of the community. Moving the intersection north reduced the potential for shortcutting.</p>
<p>5. The Plan - Residential</p>	
<p>Residential development is the major thrust of the plan. <u>The developer want</u> to provide a wide variety of housing in the area suitable for a wide variety of households. This will include:</p> <p>...</p> <p>Relocation and refurbishment of existing <u>Permanent Married Quarters (PMQs)</u> will be phased in conjunction with military requirements. Some newly developing areas will absorb relocated housing in the early stages. The low-density residential areas further to the west will be developed with new single and semi-detached dwellings.</p> <p><u>The developer wishes to stress variety of low density housing opportunities so as to contribute to a lively and eclectic community.</u> This will meet consumer preference for a variety of lot and house sizes, price ranges, and styles.</p> <p>...</p> <p>In all cases, design provisions will recognize the importance of preserving the tree line</p>	<p>Residential development is the major thrust of the plan. <u>The intent is</u> to provide a wide variety of housing in the area suitable for a wide variety of households. This will include:</p> <p>...</p> <p>Relocation and refurbishment of existing <u>Residential Housing Units (RHUs)</u> will be phased in conjunction with military requirements. Some newly developing areas will absorb relocated housing in the early stages. The low-density residential areas further to the west will be developed with new single and semi-detached dwellings.</p> <p><u>The plan provides for a variety of low density housing opportunities that will contribute to a lively and eclectic community.</u> This will also meet consumer preference for a variety of lot and house sizes, price ranges, and styles.</p> <p>...</p> <p>In all cases, design provisions will recognize the importance of preserving the tree line</p>

<p>along 97 Street.</p> <p><u>The low density areas will allow for a minor degree of row housing, primarily in the form of street oriented units with lane access. This will allow for a greater mix of unit types consistent with project objectives. Locations will be determined at the subdivision stage and will be established on the basis that there will not be extended continuous areas of row housing and that no structure will contain more than four units. Row housing may be interspersed within an area being rezoned, but it will not be located on the edge of any individual stage of development where it would abut single detached housing. Row housing shall not exceed 5% of the proposed low density areas.</u></p> <p><u>No less than 50% of the lots in the low density residential areas shall meet a minimum of RF1 dimensions. Further, no more than 20% of the lots in the low density residential areas shall be zoned RPL (zero lot line).</u></p>	<p>along 97 Street.</p>
---	-------------------------

5. The Plan - Medium density residential / High density residential

<p>It is anticipated that seniors housing will be included – there are obvious locations at key amenities and where access to services and public transit is greatest, <u>especially at the village centre.</u></p> <p><u>The residential land area, the n</u></p> <p>The residential land area...</p> <p>...</p> <p>This mix of housing will support the village centre - <u>approximately 45% of all multiple housing is located adjacent to the village centre.</u> As well, an aging population is expected to foster more market demand for multiple-unit housing.</p>	<p>It is anticipated that seniors housing will be included – there are obvious locations at key amenities and where access to services and public transit is greatest.</p> <p>The residential land area...</p> <p>...</p> <p>This mix of housing will support the village centre. As well, an aging population is expected to foster more market demand for multiple-unit housing.</p>
---	--

5. The Plan - Recreation	
<p>...especially in the southwest corner.</p> <p><u>Other recreation space is located in conjunction with schools and the existing Griesbach recreation centre (Building H-2 on Figure 11: Existing Buildings on the Appendix) that will be maintained for community recreation activities. This will be subject to a future agreement between the developer and Community Services.</u></p> <p>There are four smaller local parks...</p> <p>...</p> <p>Retention of the remaining trees along 97 Street in accordance with the provisions of the current Neighbourhood Area Structure Plan and the Master Agreement will require alternative measures other than municipal reserve designation. Similarly, if trees along 137 Avenue, 113 Street/Castle Downs Road and/or 153 Avenue are to be retained, this must be achieved by means other than municipal reserve.</p>	<p>...especially in the southwest corner.</p> <p>There are four smaller local parks...</p> <p>...</p> <p>Retention of the remaining trees along 97 Street in accordance with the provisions of the current Neighbourhood Area Structure Plan and the Master Agreement will require alternative measures other than credit municipal reserve designation. Similarly, if trees along 137 Avenue, 113 Street/Castle Downs Road and/or 153 Avenue are to be retained, this must be achieved by means other than municipal reserve. In the Northeast Corner, several tree stands will be retained through dedication of enhanced Right-of-Ways and non-credit municipal reserve.</p>
5. The Plan - Waterway	
<p>The waterway plays an important aesthetic and functional role in the plan. <u>While its primary role is to handle stormwater, it will also provide some recreational opportunities, perhaps skating.</u> The functional aspects of the waterway are described in more detail in Section 7: Services.</p>	<p>The waterway plays an important aesthetic and functional role in the plan. The functional aspects of the waterway are described in more detail in Section 7: Services.</p>

5. The Plan - Circulation	
<p>In conjunction with the waterway path, some other pedestrian connections (<u>including some parts of the 'Radburn concept' paths in the northeast corner that may be retained by infill subdivision planning</u>) complete the linkages through the neighbourhood and to key off-site destinations. The transportation system is described in more detail in Section 6: Transportation.</p>	<p>In conjunction with the waterway path, some other pedestrian connections complete the linkages through the neighbourhood and to key off-site destinations. The transportation system is described in more detail in Section 6: Transportation.</p>
5. The Plan - Village Centre	
<p>Tree Preservation: there are many fine tree specimens that will fall within the village centre. Wherever feasible, they will be incorporated into yards and retained in parking areas to provide visual amenity. In particular, the amur maple planting along 97 Street is to be retained <u>wherever possible</u>.</p>	<p>Tree Preservation: there are many fine tree specimens that will fall within the village centre. Wherever feasible, they will be incorporated into yards and retained in parking areas to provide visual amenity. In particular, the amur maple planting along 97 Street is to be retained <u>through the dedication of open space</u>.</p>
5. The Plan - Local Commercial	
<p>The commercial site located at the intersection of Ad Astra Boulevard and Castle Down Road will have a greater focus on providing services to the broader community and traveling public in addition to the local community, as it is located at a primary shared entrance into the Griesbach, Carlisle, and Caenarvon communities and will be accessible via the future extension of the Metro LRT Line and <u>an anticipated LRT stop</u>.</p>	<p>The commercial site located at the intersection of Ad Astra Boulevard and Castle Down Road will have a greater focus on providing services to the broader community and traveling public in addition to the local community, as it is located at a primary shared entrance into the Griesbach, Carlisle, and Caenarvon communities and will be accessible via the future extension of the Metro LRT Line and <u>adjacent LRT Station</u>.</p>
5. The Plan - Northeast Corner	
	<p><u>Location: The Northeast Corner is located adjacent to secondary corridors along 153 Avenue and 97 Street, which cross through</u></p>

	<p>Edmonton's Northwest City District. These corridors accommodate all modes of travel, including transit to district nodes at Castle Downs and Northgate-Norhtown, making the Northeast Corner ideal to support the adjacent mid-rise housing, commercial centres, walkable community amenities, and future Metro Line Northwest corridor.</p> <p>Access: The streets and lanes of the Northeast Corner are laid out as a modified grid pattern. Using the Complete Streets Design and Construction Standards, the intent of the mobility network is to provide safe, attractive, comfortable, and welcoming streets, accessible to all users in all seasons whilst considering operations and minimizing maintenance challenges.</p> <p>As shown in Figure 5, the primary vehicular access to the Northeast Corner are three collector roads which complement and connect with the existing network within Griesbach and to 153 Avenue which forms the northern boundary of the neighbourhood.</p> <p>At the southern extent of the Northeast Corner, a collector road completes the easterly intersection of Sir Arthur Currie Way and Griesbach Road, bisecting the site, to the north it completes the intersection of 153 Avenue and Beaumaris Road.</p> <p>In the southwest corner a collector road completes the westerly intersection of Sir Arthur Currie Way and Griesbach Road, while another collector runs north-south between 153 Avenue and the intersection of Griesbach School Road and Griesbach Road.</p> <p>Mobility: Equitable access opportunities, safety and user choices are foundational principles of the mobility network design of the Northeast Corner. Following the guidance of the City's Complete Streets, the plan provides pedestrian-scale streets which encourage active lifestyles, walkability,</p>
--	--

	<p>cycling, multi-user access. Integrated with open space and built form, active streets (and public ROWs) are designed to facilitate walkability and choice for pedestrians, cyclists, public transit riders and vehicles. In addition to the many green streets, enhanced sidewalks and extended boulevards create community amenity spaces for picnics, planting, and public art.</p> <p>Uses: The Northeast Corner is primarily residential in character - made up a mix of multi-family, mixed-type residential blocks, and clusters of predominantly single family blocks. The Northeast Corner also includes municipal reserve dedication and provisions for mixed-use and free-standing commercial clusters.</p> <p>Residential Built Form: Residential form and character in the Northeast Corner is long-term sustainable, pedestrian-scale and timeless. A variety of building form influences ensure consistency with the wider Griesbach neighbourhood. For active, walkable streets, there are opportunities to vary the architectural style and form of buildings, supporting interesting and diverse streetscapes.</p> <p>The plan accommodates opportunities for a range of housing types, including 'missing middle' and affordable housing products identified by The City Plan. The residential variety provides choice and accessibility for all present and future residents.</p> <p>Pedestrian Village Form: The Northeast Corner features two pedestrian villages located near the geographic centre of the Northeast Corner. The villages are connected by the pedestrian-oriented route made up of the north-south shared street and non-vehicular pathways that runs from Griesbach Road NW toward the Commercial / Multi-Family Mixed Use cluster located near the intersection of 153 Avenue NW and</p>
--	--

	<p>Beaumaris Road NW.</p> <p>Pedestrian villages are innovative, showcase districts which feature walkable, mid-rise and flexible housing types. Oriented around walkable streets, these medium-density blocks include housing which fronts on to or is adjacent to public open spaces, parks, and neighbourhood amenities.</p> <p>Commercial and Mixed-Use Built Form: The Northeast Corner offers a variety of local commercial and mixed-use amenities, within walkable reach of all residential units. A variety of neighbourhood amenities create active street frontage, encourage walkability and community gathering throughout the site. Commercial/mixed use building forms create identifiable landmarks within the residential neighbourhood, which are essential for good navigation and placemaking. Commercial development feature active street fronts which encourage active, walkable streets and build upon the existing walkable connections through the wider Griesbach community.</p> <p>Flexible commercial/residential space, demonstrated in live-work and mixed-use blocks, conserve active street fronts, and create long-term resiliency of the neighbourhood. Signage, lighting and outdoor commercial areas are appropriate to the neighbourhood, consistent with the unique nature of Griesbach.</p> <p>Tree Preservation: The Northeast Corner includes preservation of several significant tree plantings, including the maple trees along 97 Street NW.</p> <p>Open Space: The Northeast Corner provides for year-round accessible open space across a network of pocket parks and walkable, green streets which are oriented toward a central neighbourhood square which serves as a village centre.</p>
--	---

	<p>The open space incorporates a variety of design elements that bring the community together and allow for passive and active use of the space. Maintenance agreements between the Developer and the City may be necessary to accommodate the unique design features of the various park spaces distributed throughout the Northeast Corner.</p> <p>Located adjacent to the commercial/mixed-use block and a pedestrian village, the neighbourhood square is a gathering place and landmark feature of the community. The Northeast Corner provides for municipal reserve over and above the remaining contribution of municipal reserve required of the Griesbach lands development.</p> <p>Affordable Housing: Affordable Housing: Existing residents of the Northeast Corner are intended to be rehoused in a dignified and respectful way leading up to the eventual redevelopment of the area. It is the intention to provide housing which is both affordable and accessible to a variety of lifestyles. As such, an equivalent number of affordable housing units are proposed as will be lost through the phased demolition and removal of the existing military housing stock. In keeping with the direction of The City Plan, the Northeast Corner is an inclusive and integrated development, providing affordable housing units in a way that avoids concentration within a single set of blocks or stages.</p>
--	---

6. Transportation - External Network

<p>97 Street, on the east boundary, carries about 40,000 vehicles per day, and also serves as provincial Highway 28 leading to Namao and northern Alberta. 97 Street connects Griesbach south to Yellowhead Trail and points south, including the downtown.</p>	<p>97 Street, on the east boundary, carries about 40,000 vehicles per day, and also serves as provincial Highway 28 leading to Namao and northern Alberta. 97 Street connects Griesbach south to Yellowhead Trail and points south, including the downtown.</p>
--	--

<p>The City of Edmonton is widening 97 Street (137 Avenue to 167 Avenue) from four lanes to six lanes in 2001.</p> <p>...</p> <p>Castle Downs Road (113A Street), on the west boundary, carries about 20,000 vehicles per day. It connects the Castle Downs area north of Griesbach to 127 Avenue south of the plan area.</p> <p>...</p> <p>153 Avenue, on the north boundary, carries about 20,000 vehicles per day, and runs across north Edmonton between residential communities in the east and others west of 127 Street.</p> <p><u>Castle Downs Road from 137 Avenue to 153 Avenue is currently under consideration as a High Speed Transit corridor. If this corridor is approved by City Council, acquisition of additional right of way will be required. The cross-section and right of way requirements may affect future development in Griesbach adjacent to Castle Downs Road.</u></p>	<p>The City of Edmonton is widening 97 Street (137 Avenue to 167 Avenue) from four lanes to six lanes in 2001. As part of the City of Edmonton's City Plan, 97 Street NW is identified as a mass transit corridor. Work is underway to reimagine this corridor for high-frequency, bus mass transit adjacent to Griesbach. In the future, this mass transit bus corridor will connect transit riders from north Edmonton to central Edmonton.</p> <p>...</p> <p>Castle Downs Road (113A Street), on the west boundary, carries about 20,000 vehicles per day. It connects the Castle Downs area north of Griesbach to 127 Avenue south of the plan area. In the future, the Metro Line LRT is planned to be extended north along Caste Downs Road (113A Street) and west along 153 Avenue NW. The cross-section and right of way requirements for this future LRT line bay affect future development in Griesbach adjacent to Caste Downs Road.</p> <p>...</p> <p>153 Avenue, on the north boundary, carries about 20,000 vehicles per day, and runs across north Edmonton between residential communities in the east and others west of 127 Street. As part of the City of Edmonton's City Plan, 153 Avenue NW is identified as a mass transit corridor. Work is underway to reimagine this corridor for high-frequency bus mass transit adjacent to Griesbach. In the future, this mass transit bus corridor will connect transit riders from north Edmonton to central Edmonton.</p>
---	---

6. Transportation - Internal Roadways	
<p>...cognizant of existing accesses, safety, and neighbourhood requirements.</p>	<p>...cognizant of existing accesses, safety, and neighbourhood requirements.</p> <p>As shown in Figure 5, the Northeast Corner of the plan area features a shared street that prioritizes pedestrian mobility. The shared street will connect the large central park in the middle of the community with the mixed-use portion of the Northeast Corner.</p>
6. Transportation - Public Transit	
<p>...consistent with the requirements of Transportation & Streets as well as the objectives of the NASP.</p> <p><u>The City of Edmonton Transportation Department has retained a consultant to complete an LRT Planning Study from NAIT Station to the northwest City Limits. The study is evaluating all possible alignments that best serve the communities of Northwest Edmonton and will identify a recommended route as well as general station locations. The recommended Northwest LRT route, including general station locations, is expected to be completed by May 2010.</u></p> <p><u>The Griesbach neighbourhood is located immediately adjacent to 113A Street north of 137 Avenue, which is one of the potential LRT corridors currently being considered as part of the planning study. Should the recommended LRT route be along the 113A Street corridor and should it be approved by Council as the preferred route, there may be a requirement for an LRT station and a bus interchange point within or adjacent to the Griesbach neighbourhood, east of 113A Street and north of 137 Avenue. Should an LRT station be located adjacent to or within the Griesbach neighbourhood, the landowner</u></p>	<p>...consistent with the requirements of Transportation & Streets as well as the objectives of the NASP.</p> <p>The Griesbach neighbourhood is located immediately adjacent to Castle Downs Road (113A Street) north of 137 Avenue, which is along the planned future Metro Line LRT extension from NAIT/Blatchford Market to Campbell Road/153 Avenue. Within walking distance from Griesbach, the Metro Line extension is planned to feature stations along Castle Downs Road near the intersections of 137 Avenue, 145 Avenue and 153 Avenue. Griesbach is also located immediately adjacent to a forthcoming mass transit bus route, which will operate along 153 Avenue and 97 Street. Together, conventional public transit and planned mass transit near Griesbach supports and aligns with the mode-shift enabled by the ongoing development of the neighbourhood and particularly the highly-walkable and active transportation oriented Northeast Corner.</p>

<p><u>will work with the City to establish a transit oriented planning framework for the Griesbach neighbourhood that is in line with the principles outlined in the City's Integrated Transit Land Use Policy Framework.</u></p>	
<p>6. Transportation - Impact Assessment</p>	
<p>...to accommodate development in west Griesbach.</p>	<p>...to accommodate development in west Griesbach.</p> <p>The Griesbach Northeast Corner TIA (2024) and any subsequent updates and studies will inform the roadway and active infrastructure design for the Northeast Corner of Griesbach. The conceptual network and design provided within the TIA may be refined through Subdivision and Development Permitting stages.</p>
<p>7. Services - Sanitary Sewage</p>	
<p>...will discharge into the Capital Region Sewage Treatment Plant near Fort Saskatchewan.</p> <p><u>It is anticipated that some of the existing sewers will be incorporated into the refurbished areas, primarily in the northeast corner and wherever else practical on the remainder of the site. The existing lift station will be utilized until the ultimate sanitary system is constructed.</u></p>	<p>...will discharge into the Capital Region Sewage Treatment Plant near Fort Saskatchewan.</p>
<p>8. Implementation - Staging</p>	
<p><u>Is it the developer's intent to emphasize the diversity of land uses and housing types-from new single attached and refurbished housing to multiple-unit housing as well as commercial and employment as early in the process as possible.</u></p>	<p>It is the intention that the development emphasize the diversity of land uses and housing types-from new single attached and refurbished housing to multiple-unit housing as well as commercial and employment as early in the process as possible.</p>

<p><u>Like any other development area, primarily the marketplace will drive the pace of development. It is anticipated that the development will begin in 2002 and proceed over the next 20 years.</u></p> <p>...</p> <p>Area D: This stage sees continued expansion to previous stages in the southeast (subdivision approvals are in place, lands are rezoned, and the stormwater lake has been constructed for areas east of Pegasus Boulevard). <u>Additional redevelopment and new development in an area in the northeast could proceed.</u></p> <p>...</p> <p>Area G: <u>The bulk of military housing in this area. it will be rejuvenated and infilled independent of the other development phases as determined by agreements with the military and market conditions. It is anticipated that Brigadier Gault School will be vacated by the military in the next few years and this site will become available for interim or permanent use. The southwest mixed uses area will likely proceed independently at some time in the future depending on market conditions. it will be serviced by extensions of services from previous stages.</u></p>	<p>Like any other development area, primarily the marketplace will drive the pace of development. It is anticipated that the development will begin in 2002 and proceed over the next 30 years.</p> <p>...</p> <p>Area D: This stage sees continued expansion to previous stages in the southeast (subdivision approvals are in place, lands are rezoned, and the stormwater lake has been constructed for areas east of Pegasus Boulevard).</p> <p>...</p> <p>Area G: Making up the Northeast Corner of the plan, this is the final stage of Griesbach redevelopment, with the former school being demolished and the military housing stock vacated. Area G will be redeveloped in 3 substages over time depending on market-conditions.</p> <p>Area H: The southwest mixed uses area will likely proceed independently at some time in the future depending on market conditions, and will be serviced by extensions from previous stages.</p>
--	---

8. Implementation - Interim Uses

<p>...when the leasing program progresses.</p> <p><u>It is also anticipated that the developer will enter into various agreements with Community Services and community groups to provide for the interim use of the recreation facilities on the site. As the development is staged, vehicle, pedestrian, and cycling access will be provided to these sites.</u></p>	<p>...when the leasing program progresses.</p>
--	--