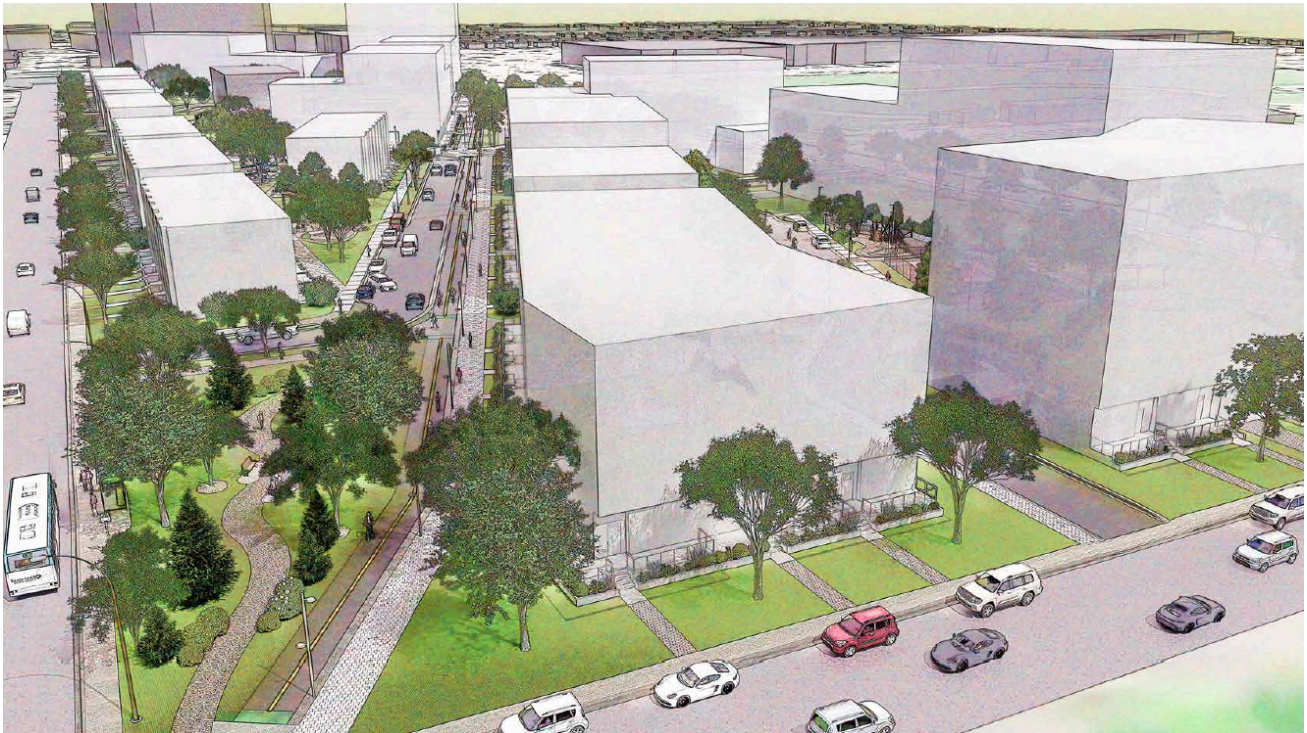


13503 and 13743 - 115 Avenue NW Position of Administration: Support



Summary

Charter Bylaw 20793 proposes a rezoning from the Small-Medium Scale Residential (RSM h12) Zone and the Medium Scale Residential Zone (RM h16) to a Direct Control Zone (DC) to allow for the comprehensive redevelopment of a large site into a primarily residential development supporting a variety of built forms.

Public engagement for this application included a pre-application notice (from the applicant), a mailed notice, site signage, information on the City's webpage, an Engaged Edmonton webpage and an in-person public engagement session. The City heard from approximately 22 people, with approximately 45% in support, 41% in opposition and 14% who were mixed or provided no clear position. Most comments were related to the site being an excellent location for additional density but that the proposal will increase traffic and parking congestion in the area.

Administration supports this application because it:

- Supports the intensification of the Westmount District Node, as directed by the City Plan.
- Provides additional density at a location with excellent access to a variety of amenities.
- Allows for a variety of building types that transition to their surroundings.

Application Details

This application was submitted by B&A on behalf of Brentwood Community Development Group.

Rezoning

The proposed Direct Control Zone (DC) would allow development with the following key characteristics:

- Multiple residential buildings with heights ranging from approximately 3 to 10 storeys.
- Up to 750 residential dwellings.
- A revised network of internal roads and amenity areas.
- Limited commercial opportunities.

Site and Surrounding Area



Aerial view of application area

	Existing Zoning	Current Development
Subject Site	<ul style="list-style-type: none"> • Small-Medium Scale Residential Zone (RSM h12.0) • Medium Scale Residential Zone (RM h16.0) 	<ul style="list-style-type: none"> • Townhouses
North	<ul style="list-style-type: none"> • Small Scale Residential Zone (RS) 	<ul style="list-style-type: none"> • Single family housing
East	<ul style="list-style-type: none"> • Large Scale Residential Zone (RL h65) 	<ul style="list-style-type: none"> • High rise residential • Low rise residential
South	<ul style="list-style-type: none"> • Urban Facilities Zone (UF) 	<ul style="list-style-type: none"> • Recreation space • Park space
West	<ul style="list-style-type: none"> • Urban Facilities Zone (UF) 	<ul style="list-style-type: none"> • Recreation space • Community league facility



View of the site looking southeast from the intersection of 115 Avenue and 139 Street



View of the site looking northwest from the intersection 114 Avenue and 135 Street

Community Insights

This application was brought forward to the public using an expanded approach. This approach was selected because the scale of the proposal will have a significant impact on the existing character of the area. The expanded approach included:

Pre-Application Notice (from applicant), June 13, 2023

In addition to the pre-application notices, the applicant held a meeting with current residents of the site, a meeting with the community league and an open house for the broader community.

- Notification radius: 120 metres
- Number of recipients: 147
- Number of responses (as reported by the applicant): 78
- Main comments received (as reported by the applicant):
 - A variety of opinions on the proposed height of the buildings and impacts this would have on surrounding residents.
 - A variety of opinions of how the additional traffic and parking should be managed.
 - Supportive comments for the walkability, amenity space, connectivity and active transportation links outlined in the proposal.

Mailed Notice, September 25, 2023

- Notification radius: 120 metres
- Recipients: 147
- Responses: 5
 - In support: 1
 - In opposition: 2
 - Mixed/Questions only: 2

In-Person Public Engagement Session, December 7, 2023

- Attendees: 8

Engaged Edmonton Webpage, December 4 to December 17, 2023

- Site visits: 306
- Aware: 228
- Informed: 98
- Engaged: 13
 - In support: 8
 - In opposition: 4
 - Mixed/Questions only: 1

Site Signage, October 30, 2023

- Two rezoning information signs were placed on the property so as to be visible from 115 Avenue, 139 Street, 114 Avenue and 135 Street.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Woodcroft Community League

Common comments heard:

- The location is suitable relative to its proximity to amenities such transit, schools, open space and commercial/retail services and will help further establish this area as a 15-minute community. (5x)

- The proposal will increase Edmonton's affordable housing supply (4x)
- The proposal will increase traffic and parking congestion in the neighbourhood (4x)
- The proposal will increase crime and social disorder in the area (4x)

A full "What We Heard" Public Engagement Report is found in appendix 1.

Application Analysis

The proposed rezoning aligns with The City Plan by promoting development within the nodes and corridors system which will allow more people to benefit from existing public spaces, commercial amenities and infrastructure.

The analysis of this application focuses on two main aspects: suitability of location and site design. From a location perspective, this scale of development is appropriate within a District Node where access to active travel options, a major shopping centre and a district park are within walking distance. To offset the scale of development, the DC Zone requires that buildings transition to their surrounding context and that an internal network of streets and outdoor amenity areas integrate with the surrounding public realm.

The City Plan

Combining both the Municipal Development Plan and the Transportation Master Plan, The City Plan is the City's strategic direction for planning and development. Recognizing the essential connection between land use and transportation, The City Plan identifies key areas within the city in a Nodes and Corridors system where population, business and employment growth are to be focused.

The subject site is identified as being within the Westmount District Node. District nodes are intended to support a diverse mix of housing, employment and amenities, with the built form of mid-rise and some high rise physically transitioning well with surrounding areas.

This application aligns The City Plan's vision for the Westmount District Node by providing a range of building heights, most of which fall within the mid-rise category and transition well towards the interior of the neighborhood. Moreover, at a maximum of 750 units, the proposed DC Zone will support The City Plan's goal of a minimum of 150 people per hectare within this node.

The City Plan also strives to provide residents with the ability to complete their daily needs by foot, bike or transit within a 15-minute travel time. As this site is situated amongst a variety of amenities including Coronation Park, the Westmount Transit Centre and Westmount Shopping centre, it is well positioned to contribute to this target.

Land Use Compatibility

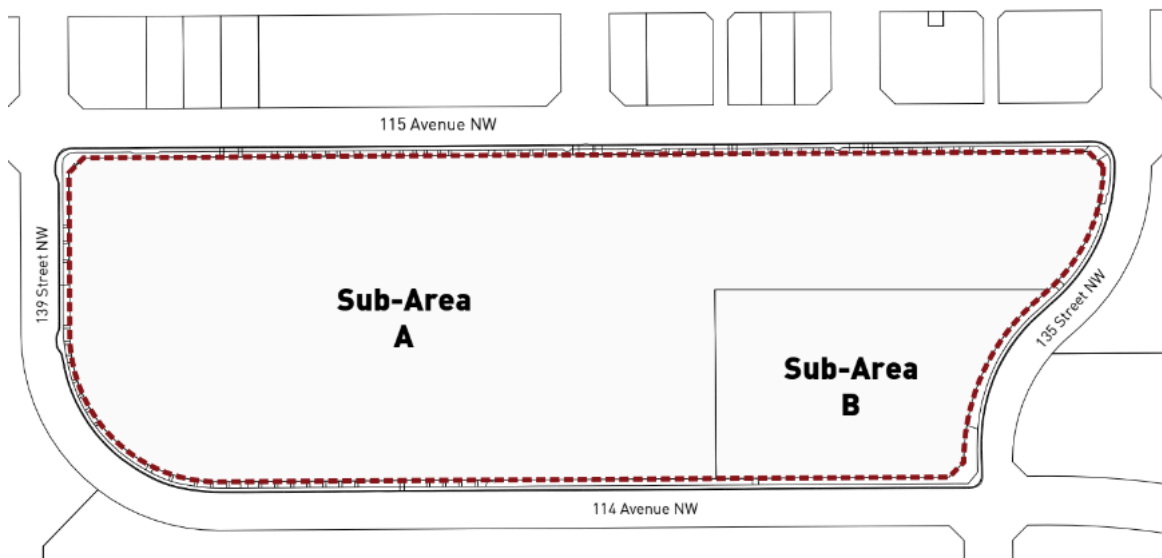
Located within the interior of the Woodcroft neighborhood, the site is approximately 5.2 hectares in size and is currently supporting a variety of small scale residential buildings which are reaching the end of their lifecycle. Spanning one block in depth and several blocks in length, the site is surrounded by a variety of land uses, including open space to the south and west, and residential uses to the north and east. The surrounding residential uses are notable as they transition significantly in scale, with small scale residential uses located north of the site in the form of single detached housing, and high rise and low rise residential uses located to the east of the site.



Site analysis context

The site benefits from being surrounded on all sides by roadways which act to buffer new development from surrounding land uses and the proposed DC zone puts forth a regulatory framework which keeps the more intense development to the southeast area of the site, away from the site's most sensitive area along 115 Avenue where smaller scale buildings are located.

The proposed DC zone establishes two sub-areas, as illustrated in the image below. Each sub-area has regulations that provide an appropriate transition to the site's surrounding context, both in terms of use and built form.



DC zone appendix illustrating the sub-areas

Permitted uses in sub-area A are residential and community-based in nature with buildings having a maximum height of 29 meters (or approximately 8 storeys). A height of 8 storeys is considered to be within the mid-rise built form range which, as highlighted in the previous section, conforms to The City Plan's direction for development in this area. However, in recognition of the smaller scale residential context along the north side of 115 Avenue, the DC zone requires that any development located within 20 metres of 115 Avenue have a maximum height of 14 meters (or approximately 3 storeys). This will ensure that development along 115 Avenue remains at a sensitive scale and will provide a transition from the mid-rise built form that will characterize most of the site.

Sub-area B is where the DC zone permits its highest maximum height and greatest mix of uses. Permitted uses are residential, community and commercial-based in nature, with buildings having a maximum height of 38 metres (or approximately 10 storeys). Allowing for additional height and a greater mix of uses in the southeast area of the site is contextually appropriate given the 135 Street is already supporting high rise, low-rise and significant commercial development. The uses permitted within sub-area B, either community or commercial-based, mirror those permitted under the existing RM h16 zone.



Model illustrating the applicant's built form intent and the height transition towards 115 Avenue

Though the DC Zone provides appropriate a transition in height to its surrounding context, the presence of buildings at 8 and 10 storeys respectively on this site will create shadow impacts primarily on lands located north of 115 Avenue. The full sun/shadow analysis can be found as Appendix 2 to this report. Shadow impacts like this are anticipated from larger-scale development that is anticipated within the Westmount District Node.

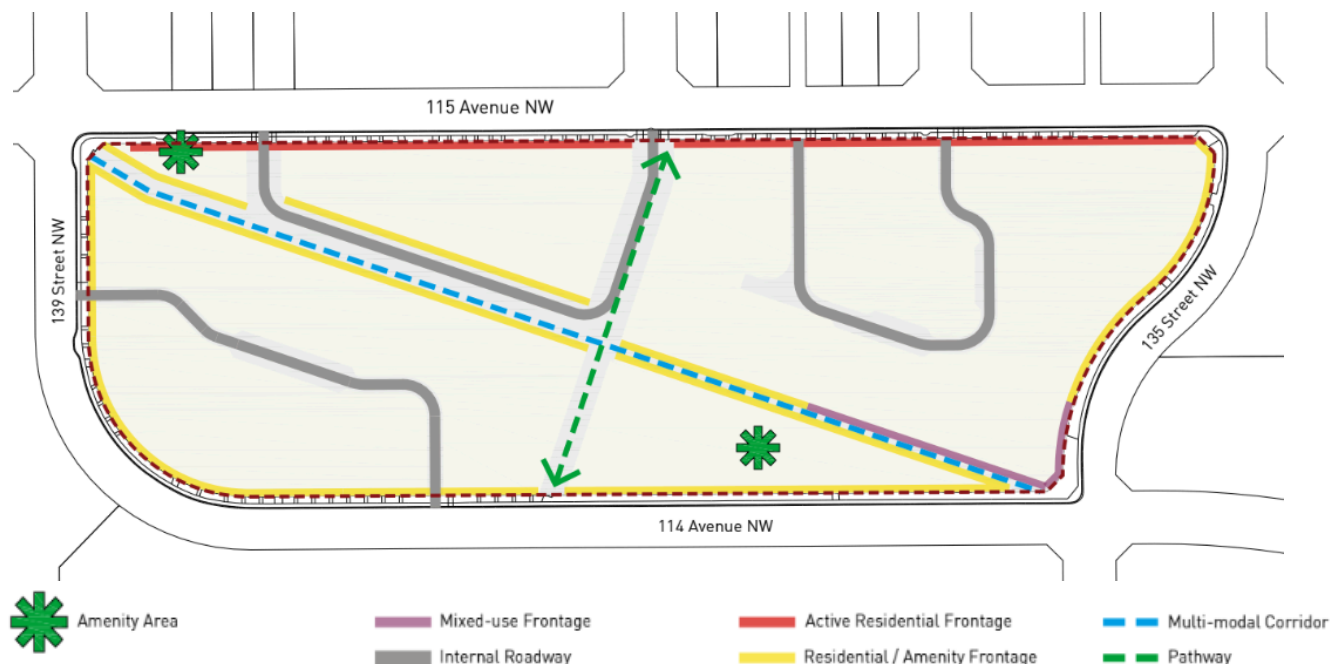
	RSM h12 Current	RM h16 Current	DC Proposed
Typical Uses	Residential Community	Residential Community Commercial	Residential Community Commercial
Maximum Height	12.0 m	16.0 m	14.0 - 38.0 m
Maximum Floor Area Ratio	n/a ¹	2.3 ¹	1.65
Minimum Front Setback	3.0 m	3.0 m	1.0 - 4.5 m

Minimum Flanking Side Setback	2.0 m	3.0 m	1.0 - 4.5 m
Number of Dwellings	n/a	Minimum of 64 (45 dwellings/ha)	Maximum of 750

¹Between the existing RSM h12 and RM h16 Zoning, the average FAR is 1.36

Urban Design

To provide an appropriate interface between new development and the surrounding public realm, the DC zone identifies a variety of ‘frontages’ around the perimeter and within the interior of the site, as shown on the image below.



DC zone appendix illustrating frontages, active connections, and outdoor common amenity areas

“Active Residential Frontage” applies to the interface along 115 Avenue and is intended to ensure development is adhering to the residential character of the street by requiring that ground floor entrances provide individual entrances with direct access to the avenue. Buildings must be setback a minimum of 3.0 metres, which is the same minimum setback requirement for the closest equivalent standard zone of the Zoning Bylaw (the RM Zone).

“Mixed-use Frontage” applies to the southeast area of the site, where commercial uses are permitted and is intended to ensure that, where commercial uses are provided on the ground

floor, an appropriate interface is provided through use of glazing and limitations to non-transparent materials. Buildings must be setback a minimum of 1.0 metre, to provide a more commercial character that is distinct from the rest of the site.

“Residential / Amenity frontage” applies to the remaining edges of the site. This type of frontage is intended to ensure that a variety of design elements are considered such as ground-oriented dwellings, amenity areas and facade articulation. Where ground-oriented units with individual entrances are not provided, a minimum setback of 4.5 metres is required from the public realm, which is considered an adequate setback to maintain pedestrian comfort.

The DC zone further regulates urban design to ensure appropriate transitions to the public realm and pedestrian comfort. For buildings that are above 24 metres in height, design techniques will need to be considered such as articulation, variations in colour and materiality and a minimum stepback of 2.0 metres along portions of the facade. In addition to mitigating perceived massing at the pedestrian level, the stepback will help mitigate adverse microclimatic effects at the pedestrian levels such as wind tunneling and snow drifting.

The DC zone also requires a notable amount of outdoor amenity area, over and above the standard expectations for amenity area required by the Zoning Bylaw. Two outdoor amenity areas, one at a minimum 500 m² and another at a minimum of 2000 m², are required and are intended to be utilized for play structures, seating areas and general gathering/socializing space. With both of these outdoor amenity areas located along the perimeter of the site, these areas will help soften the northern and southern edges of this site and create a more welcoming development.

This application was presented to the Edmonton Design Committee (EDC) on January 16, 2024. The EDC provided a letter of support which is attached as Appendix 3 to this report. The letter included two recommendations for the applicant to consider. One recommendation, which would have required ground-oriented units along 114 Avenue, was not accepted by the applicant. The DC zone allows ground-oriented units along 114 Avenue, among other design considerations, but does not require them. Requiring ground-oriented units along 114 Avenue would have aligned the proposed DC Zone more closely to the standards of the zoning bylaw for entrance design regulations when facing a public street.

Mobility

The DC zone proposes a network of private streets and active mode infrastructure to serve the development (see image above). The proposed active mode network will connect this development to the wider neighbourhood network of future district bike routes at 114 Avenue, 115 Avenue (west of this development) and 142 Street. The owner/applicant is required to register 24-hour public access easements for active connections that bisect the site.

Administration has reviewed the Transportation Impact Assessment (TIA) submitted with this application and it is determined that most traffic that will be generated from this development will be heading west, east or south towards the arterial roadways. Very little traffic is expected to head north towards the interior of the neighborhood (north of 115 Avenue). To improve safety of pedestrian/cyclist movement, the signalization of 114 Avenue/135 Street intersection will be required. However, timing for signalization will depend on the neighborhood growth, and will require future traffic monitoring. A proportionate cost sharing between the owner/applicant and the City for signalization will be determined at the development permit stage. The TIA also recommends a need for signalization at 115 Avenue/Groat Road NW and 115 Avenue/142 Street NW. It was determined through the analysis that the need for these improvements is mainly tied to city-wide growth. The owner is required to construct a mid-block pedestrian crossing on 114 Avenue which is intended to improve pedestrian connectivity from the proposed development to Coronation Park.

Future residents of this redevelopment will be approximately 300-700 metres walking distance of Westmount Transit Centre. Numerous bus routes are also available on 135 Street NW, 114 Avenue NW and 115 Avenue NW. In the future, several mass transit bus routes are anticipated to operate from nearby Westmount Transit Centre as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

Public Contributions

To comply with City Policy C599 - Community Amenity Contributions in Direct Control Provisions, this application is required to provide a total of \$620,960.00 of public amenity contributions. The applicant has chosen to satisfy this requirement by providing twenty 3-bedroom dwellings designed to be attractive to families by having access to a common amenity area specifically designed for children and higher levels of bicycle storage space, among other criteria (credit of \$35,000 per dwelling).

Urban Forestry

City trees are present within the boulevard space adjacent to the site. The proposed DC requires that, at the development permit stage, the applicant is required to submit an arborist report to determine the impact of the proposed development, including excavation and construction, on

the existing boulevard trees.. If the arborist report indicates that development will unduly compromise the health of a tree(s), the applicant will be responsible for replacing the removed tree(s) in an enhanced growing medium or compensating the City for the value of the removed tree(s).

Utilities

A Drainage Servicing Report (DSR) was submitted and reviewed with this application. The DSR indicates that the redevelopment of this site will be phased. Sanitary servicing for the first several phases is proposed to be provided through the installation of a new sanitary main along 139 Street NW, at the owner's/applicants's cost. The remaining phases will be connected through existing sanitary sewers.

The existing stormwater infrastructure is over capacity with the current development. The proposed development will rectify this by upgrading parts of the existing storm sewers along 114 Avenue NW, introducing onsite stormwater management, and reducing the discharge rate for the site, at the owner's/applicant's cost.

The owner/applicant will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Appendices

1. "What We Heard" Public Engagement Report
2. Sun/Shadow Analysis
3. EDC Letter

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



Public Engagement Feedback Summary

Project Address:	13503 and 13743 - 115 Avenue NW (Woodcroft neighborhood)
Project Description:	Rezoning from RSM h12.0 - Small-Medium Scale Residential Zone and RM h16.0 - Medium Scale Residential Zone to DC - Direct Control Zone
Engagement Format:	<p>Receiving emails in response to mailed Advance Notice</p> <p>Online Engagement Webpage - Engaged Edmonton: https://engaged.edmonton.ca/brentwoodhomesredevelopment</p> <p>In-person engagement event at the Institute for Innovation in Second Language Education</p>
Engagement Dates:	<p>Advance Notice mailed: September 25, 2023</p> <p>Engaged Edmonton page: December 4 - 17, 2023</p> <p>In-person engagement event: December 7, 2023</p>
Number of Responses to Advance Notice	<ul style="list-style-type: none">• Phone calls: 2• Emails: 3
Number of Online Engaged Edmonton Visitors:	<ul style="list-style-type: none">• Engaged: 13• Informed: 98• Aware: 228 <p>See "Web Page Visitor Definitions" at the end of this report for explanations of the above categories.</p>
Number of In-Person Attendees	8 members of the public

About This Report

The information in this report includes summarized feedback received between September 25 to December 17, 2023 through emails submitted directly to the file planner, online engagement via the Engaged Edmonton platform and feedback received through an in-person engagement event.

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 Councillor, and will be an Appendix 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 (3) weeks prior to a scheduled public hearing for the file.

Engagement Format

The Advance Notice included details of the application and contact information for providing feedback to the file planner.

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The in-person engagement event included information boards about the application and the review process. City staff and the applicant team were made available to answer any questions, and feedback was provided through general feedback sheets and sticky notes.

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

Feedback Summary

Number of Responses in response to mailed Advance Notice:

In Support: 1

In Opposition: 2

No clear position: 2

Number of Responses online through Engaged Edmonton:

In Support: 8

In Opposition: 4

Mixed: 0

Number of responses through the in-person engagement event:

In Support: 1

In Opposition: 3

Mixed: 1

The most common **concerns** heard were:

Density & Building Size: The proposed density is too much and the buildings are out of scale with the neighbourhood. Specifically, the height of the structures cannot sensitively transition to their surroundings and will cast shadows on the homes north of 115 Avenue.

Traffic/Parking: The proposal will create traffic and parking congestion on the surrounding road network and within the neighborhood.

Crime & Safety: The area is already experiencing higher rates of crime and this proposal could contribute further to this.

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

Location: The site's proximity to public transit, open space and commercial/retails services will allow additional people to easily complete their daily needs within walking distance.

Affordable Housing: With the site being owned and operated by an affordable housing provider, the proposal will increase Edmonton's affordable housing supply and help to address the housing shortage.

What We Heard

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets.

Reasons For Opposition

Built Form & Height

- The proposal is too dense (3x)
- The proposal will lead to the loss of townhome-style dwellings which are more conducive for families than the apartment-style buildings that are proposed (2x).
- The proposed heights are too tall and will produce shadow impacts on surrounding properties (2x)
- The proposed building heights do not conform to the draft Central District Plan (1x)
- The proposed buildings are too tall and bulky and cannot sensitively transition to their surroundings such as the houses to the north and spray park and playground to the west (1x)

Traffic/Parking/Safety

- Will increase traffic and parking congestion in the neighbourhood (4x)
- The introduction of traffic signals will lead to shortcutting through the neighborhood (1x)

Other

- The proposal will increase crime and social disorder in the area (4x)

- The proposal will increase noise levels in the area (2x)
- The DC zone, as proposed, allows for too much flexibility and deviates too much from the existing standard zoning (1x)
- Residents currently living on-site may choose not to speak up during the rezoning process and have their voices heard as it could damage their reputation with the landowner or because they believe the proposed rezoning is a 'done deal' (1x)

Reasons For Support

- The location is suitable relative to its proximity to amenities such transit, schools, open space and commercial/retail services and will help further establish this area as a 15-minute community. (5x)
- The proposal will increase Edmonton's affordable housing supply (4x)
- The site design promotes a diversity of building types that are of a human scale and transition appropriately to their surroundings (3x)
- Support for the commercial opportunities (2x)
- The proposal creates commercial, gathering space and multi-modal opportunities for residents that are connected to the rest of the neighborhood (2x)
- The proposal achieves modern planning/design principles, in the spirit of the new Zoning Bylaw 20001 and the draft Central District Plan (1x)
- The proposal balances additional density with providing additional green space (1x)

Suggestions For Improvement

- With its proximity to active and mass transit, the application should consider providing less parking. (2x)
- With how well positioned this site is for residents to complete their daily needs within 15 minutes, the application should consider more density. (1x)
- The bar use should be removed as it isn't appropriate for the site and surrounding area (1x)
- The proposal should provide a waste management plan to ensure pedestrian safety (1x)
- The proposal should consider lower heights in the southwest corner for a better transition to the playground and spray park (1x)
- Consider reversing the order of development phasing to begin in the southeast corner of the site (1x)
- Require a lighting design plan (1x)
- Secure bicycle parking facilities should be considered to mitigate bike theft (1x)
- Instead of signalized intersections, consider pedestrian operated crosswalks (1x)
- A Parking Impact Assessment should be conducted due to pre-existing parking problems at this site and the surrounding area (1x)

Questions & Answers

- 1. Are the Uses listed in the currently proposed DC2 document the same Uses (exact same definitions) from the old Zoning Bylaw 12800 or new ones from the new Zoning Bylaw that comes into effect Jan.1, 2024? If they are not identical in both bylaws, will you need to re-write this DC2 and re-do the Public Engagement process?**

With the new Zoning Bylaw coming into effect on January 1, 2024, old uses from Zoning Bylaw 12800 are being replaced with their new equivalent uses. Apart from that, the scope and purpose of the DC is not changing and the engagement conducted to-date remains valid.

- 2. Only 20 out 750 units to have 3 or more bedrooms? Why so few? What about larger families?**

Or is this to prevent having apartments where you have interchangeable room-mates all the time?

This requirement for these 3-bedroom units is meant to satisfy City Policy C599 Community Amenity Contributions in Direct Control Provisions where an applicant putting forth a DC zone is required to provide a community contribution based on the uplift of buildable floor area. There are a variety of contributions to choose from, and this applicant has chosen to put their contribution towards 'Dwelling units with three or more bedrooms'.

This regulation does not prevent the applicant from coming forward with additional 3-bedroom units in the future, if they wish to do so.

3. [Residential Infill Guidelines] and Land Use Bylaw information used in preparing this plan no longer valid as of Jan.1, 2024. So now what? Are TOD guidelines also expiring soon?

To confirm, both the Residential Infill Guidelines and Transit Oriented Development Guidelines are set for a decision to be repealed by City Council in May of this year. In the meantime, applicants can continue to reference their guidance.

The proposed DC will replace its old uses from Zoning Bylaw 18000 with the equivalent uses from the new Zoning Bylaw 20001.

4. What impact will the finished Coronation Park Sports and Recreation Centre building, its landscaping, and related replanting of trees in Coronation Park have on the wind assessment for the Brentwood Redevelopment Project?

These projects are separated by a distance of approximately 300 meters which is not considered a reasonable distance to include when assessing wind impacts for the subject site. The Wind Assessment that was completed for this application is only assessing pedestrian comfort within the general vicinity of the subject site.

5. Who will pay for upgrades to sewer line work? Brentwoods or taxpayers?

The applicant is responsible for costs associated with upgrades/repairs to surrounding infrastructure to service their development.

6. Who will pay for roadwork reconstruction and resurfacing after all the sewer work is done? Woodcroft already had its "Neighborhood Reconstruction" work done years ago.

The applicant is responsible for all costs associated with upgrades/repairs to surrounding infrastructure.

7. How many spaces of street side parking?

Parking must be accommodated on-site. Street-side parking spaces are for public use.

8. How will this type of onsite run-off storage be accommodated in the landscaping plan?

Storm water onsite storage is usually provided by a combination of rooftop storage, surface storage, underground storage and Low Impact Development. When Low Impact Development is chosen to accommodate the onsite storage, it will be included in the landscaping plan.

9. What are the risks to surrounding properties/areas [from anticipated sanitary flows and storm runoff] during the proposed construction phases and after full buildout?

All regular safety protocols will be maintained during the phased construction. For the full buildout the impact or risk to the surrounding properties/ areas will be minimum. Sanitary sewers have enough capacity to accommodate the proposed development. Post development storm discharge to the system will be controlled and will be significantly less than the pre-development storm discharge.

10. Is there a way to calculate trips generated by shiftwork and gig economy? – I'm curious whether there is such a planning tool and whether you could use it for making better use of 'on demand' transit services.

Shift workers and gig economy workers' trips generally fall outside of the peak hours and are not required for a separate analysis. Any improvements identified through the peak hour demand would also benefit the non-peak hour traffic.

Edmonton Transit operates numerous bus routes near the rezoning area on 135 Street, 114 Avenue and 115 Avenue and within the range of 300 m to 800m walking distance to the Westmount Transit center depending on the location of the residences. Buses run from 15-30 minute frequencies between early morning and late evening depending upon the bus routes within this area. Therefore on demand transit is not required for this area. Please visit City's ETS maps, routes and schedule website for more information. <https://www.edmonton.ca/ets/maps-routes-schedules-service>

11. Signalization will just add more shortcutting traffic. What are the predictions for impact on residents along both 135 St. and 139 St. north of 115 Ave?

The traffic study associated with this development identified traffic signals along 115 Avenue at 142 Street and Groat Road are mainly tied with City's overall traffic growth along these arterials. The City's Traffic Operation will monitor traffic growth along these arterials and assess the needs for upgrade signals at these two intersections. Traffic signals at these intersections, if required, will improve safe traffic movements inbound and outbound to and from the neighbourhood.

The traffic study indicates that most traffic that will be generated from this development will be heading west, east or south towards the arterial roadways. Very little traffic is expected to head north towards the interior of the neighborhood (north of 115 Avenue).

12. Do we know the exact dates [of traffic counts]? Were schools and universities in session? In person? Or online due to pandemic?

Traffic counts were completed in June 1 and 21, 2022, September 21, 2022; and September 12, 2023 at the adjacent intersections and along collector roads to capture the existing vehicular, pedestrian and cycling movements during a typical weekday while also accounting for in-person school traffic.

13. Will there be any thought to the existing residents? Will the developer allow for those displaced to have a first chance at the new places with affordable rent? While this project is

fantastic, it is going to displace a lot of people.

Response from Applicant:

As the current buildings are approaching the end of their lifecycle, we are proactively planning a better Brentwood. None of our valued tenants will have to lose their housing due to the Brentwood Land Renewal Project: our goal is to retain all our current residents. Residents will move from existing units to new units on a fair and equitable basis and rent for the same size and style of unit will be comparable between the old buildings and new building such that existing residents can continue to afford their rents. Future construction will happen in phases to minimize the disruption to existing buildings not yet under redevelopment that will remain open and operational at each stage of redevelopment. A Tenant Transition Coordinator is working with residents throughout this process.

14. Realistically, how many years will the phased construction take?

Response from Applicant:

10-15 years but overall dependent on market absorption and ongoing grant funding.

15. Do you build the parkade first and then housing sections? Or build all together, then stitch underground parkade together later, with some sections being unused until access points in later phases actually get built?

Response from Applicant:

The project is broken down into phases. Each phase is constructed by building footings and foundations first, then buildings on top of the foundations. If a phase includes a parkade below it, the parkade within the phase is constructed at the same time as the footings and foundations then the building is built on top. When the parkade wall abuts a future phased parkade structure, the parkade walls are constructed with "knock-out panels" so that the parkade can be connected in the future.

16. Where do you put the snow in winter?

Response from Applicant:

Snow clearing will be determined by the site operators but generally snow is stored in open space, boulevards, etc on site.

17. Details on ownership opportunities?

Response from Applicant:

The potential for ownership was considered early on, however, this is no longer being contemplated.

18. How many parking stalls underground?

Response from Applicant:

All parking is located below ground with a total of 851. There will be opportunities for ancillary short term parking on the internal roadways.

19. How many on-site at-grade stalls? Will they be controlled by meters?

Response from Applicant:

The final number has not been determined and will be determined at the time of Development permit. The internal roadways are private and therefore do not have meters.

20. How will you deal with feral cats, our resident jack rabbit population, and coyotes?

Response from Applicant:

There is no formal plan to manage urban wildlife.

21. Will the proposed Brentwood Project allow BBQs on balconies or anywhere else onsite? Would there be enough air circulation between buildings to prevent smoke from going into adjacent buildings/units and to disperse the smoke?

Response from Applicant:

Should balconies or natural gas barbeques be permitted, they will be managed within the City's requirements.

22. Will the proposed Brentwood Project allow firepits? What types – permanent or temporary/moveable? Would there be enough air circulation between buildings to prevent smoke from going into adjacent buildings/units and to disperse the smoke?

Response from Applicant:

Open spaces will be detailed at the Development Permit stage and will align with City requirements.

23. Will the proposed Brentwood Project have air conditioning in all units? Or will it rely on air circulation to keep units cool in summer?

Response from Applicant:

Air conditioning will be determined at the Development Permit.

24. Will the proposed Brentwood Project allow or encourage laundry to be dried on clothelines outdoors?

Response from Applicant:

Onsite activities will be determined at a later date by the site's operators.

25. Would there be any negative consequences if the phasing of the construction was to proceed in the opposite order (east to west) of what it is currently planned (west to east)?

Response from Applicant:

Construction phasing will only occur in a logical order as dictated by water and sewer servicing so that new buildings can be constructed and serviced and existing buildings can remain operational until they are redeveloped.

26. How do you deal with Brentwoods parking during approximately 15 to 20 years of construction phases? What are the impacts on Brentwoods residents, area residents, construction site vehicular access, construction materials staging, construction workers access and parking?

Response from Applicant:

Construction parking is managed on site and will be detailed through a construction management plan at the time of construction.

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

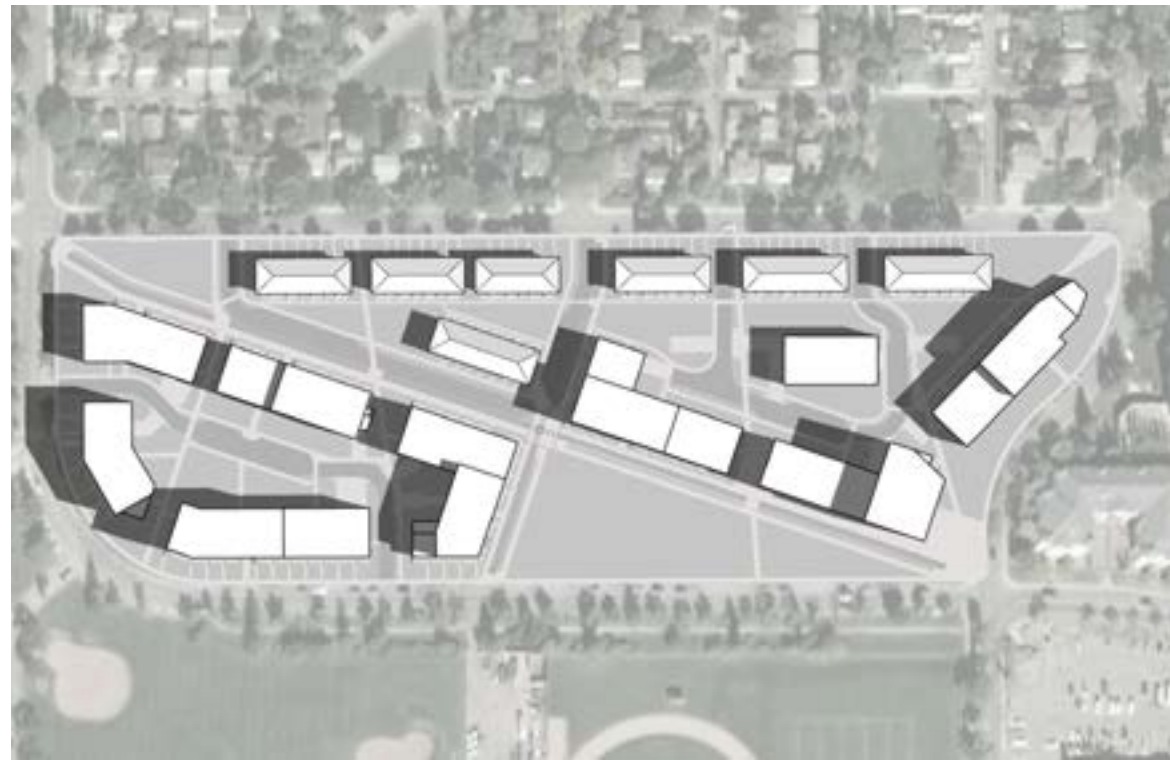
When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.

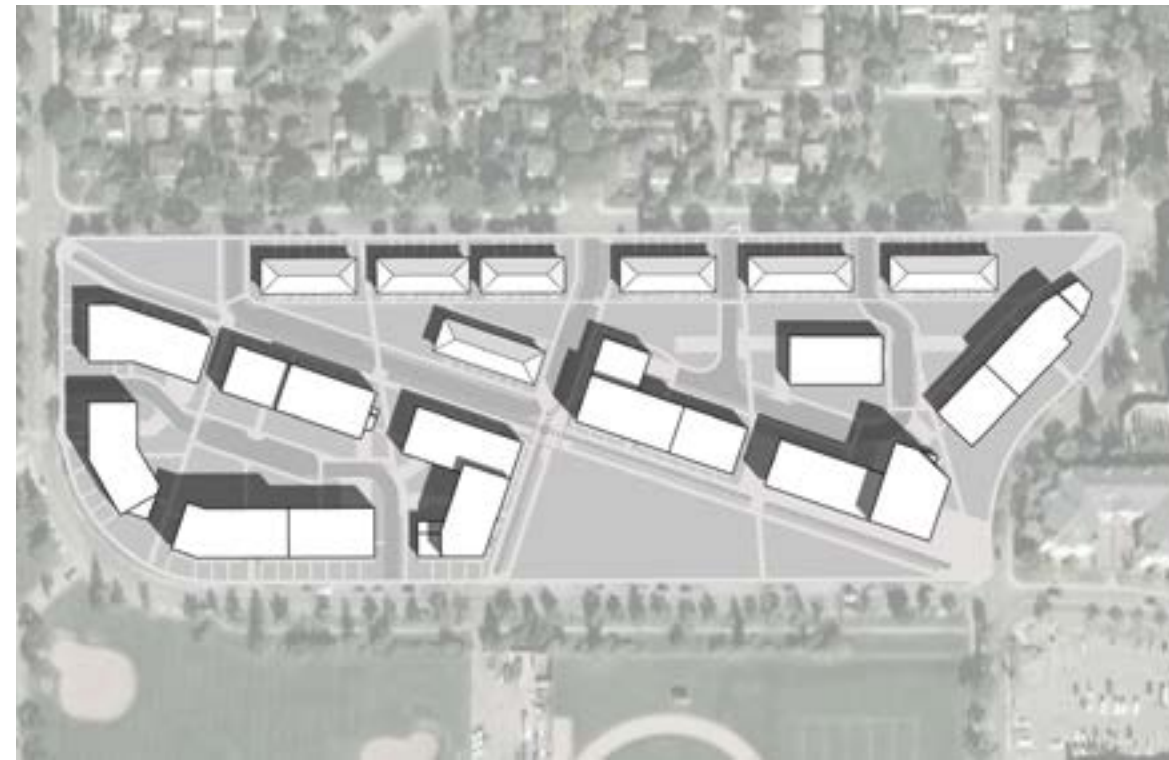
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
 - Members of the public may listen to the Public hearing on-line via edmonton.ca/meetings.
 - 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:

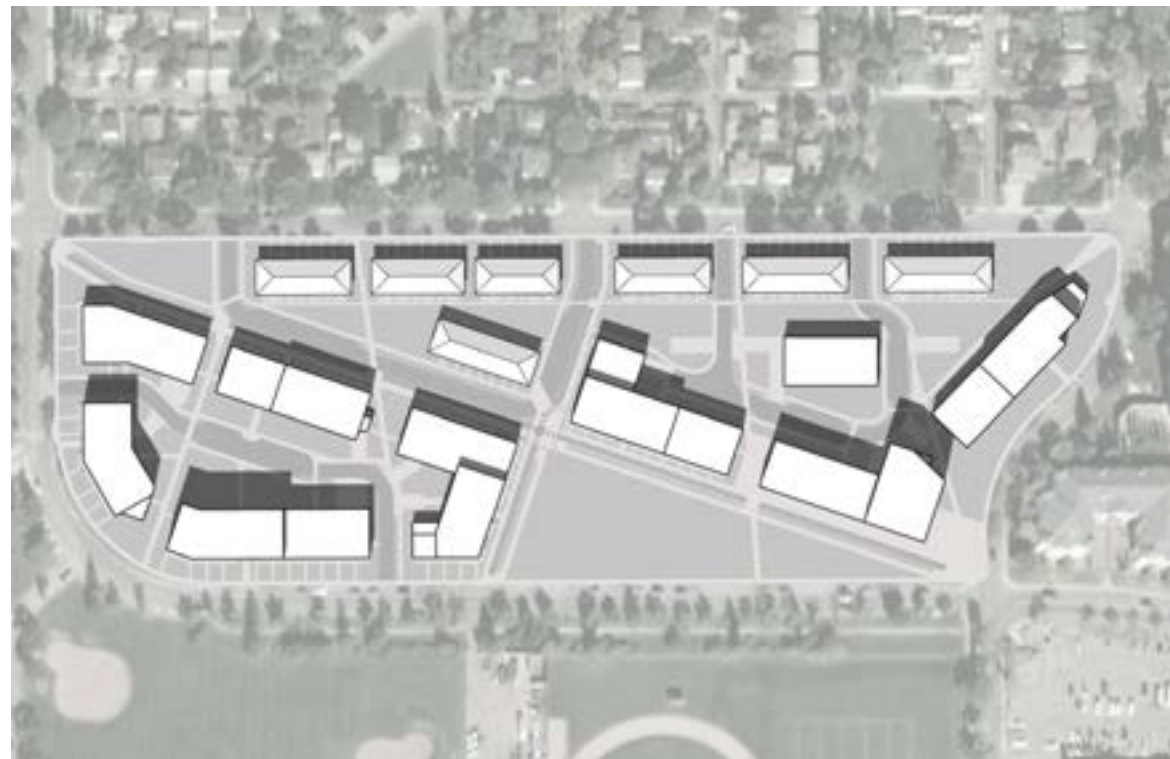
Stuart Carlyle, Planner
780-496-6068
stuart.carlyle@edmonton.ca



Summer Solstice 10 am



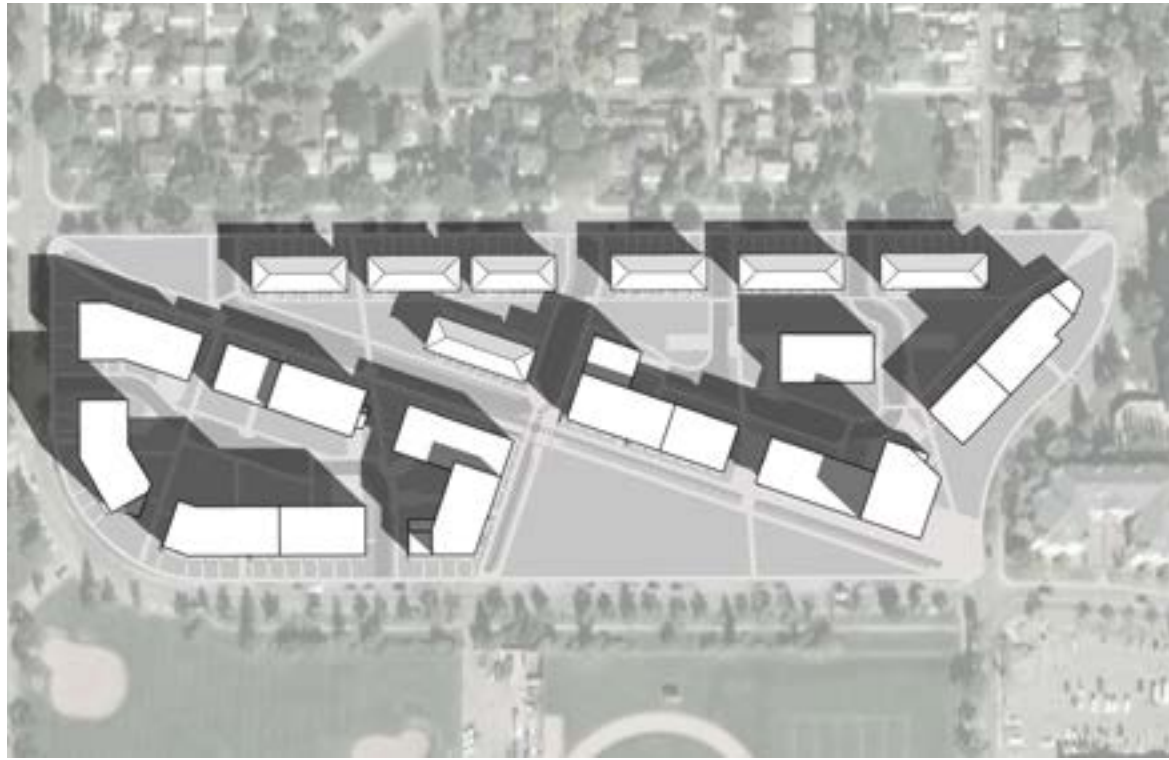
Summer Solstice 12 pm



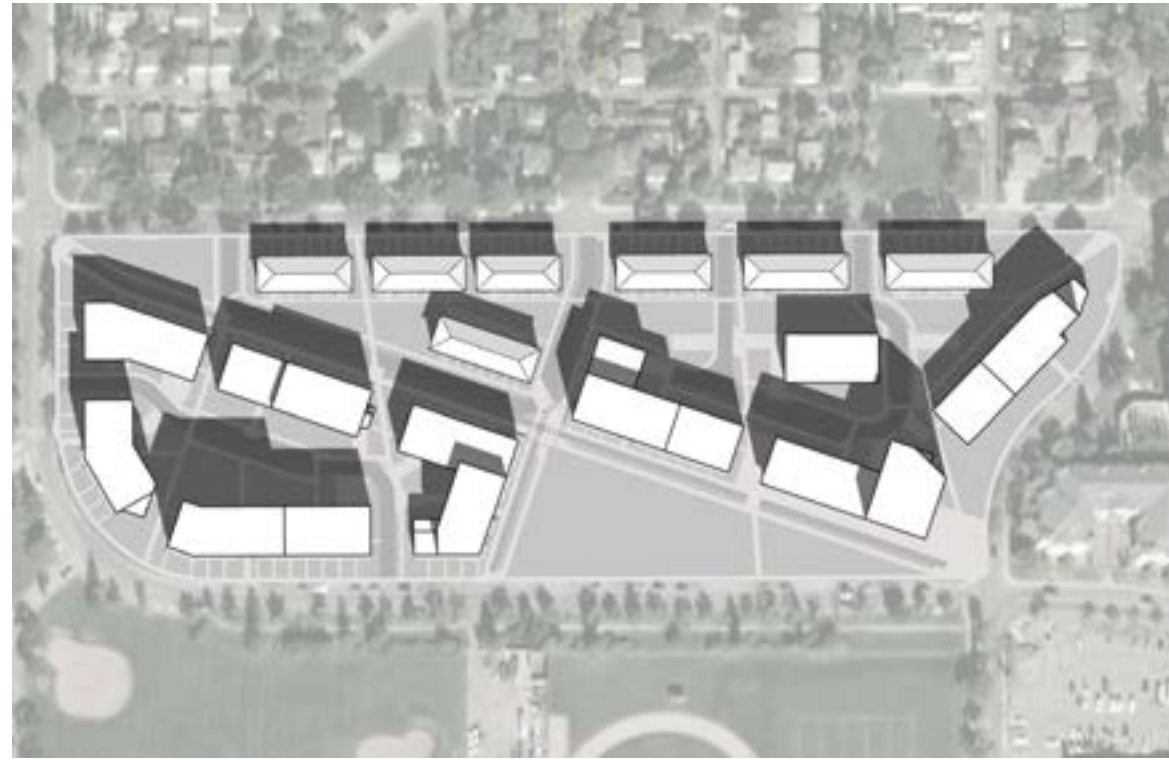
Summer Solstice 2 pm



Summer Solstice 4 pm



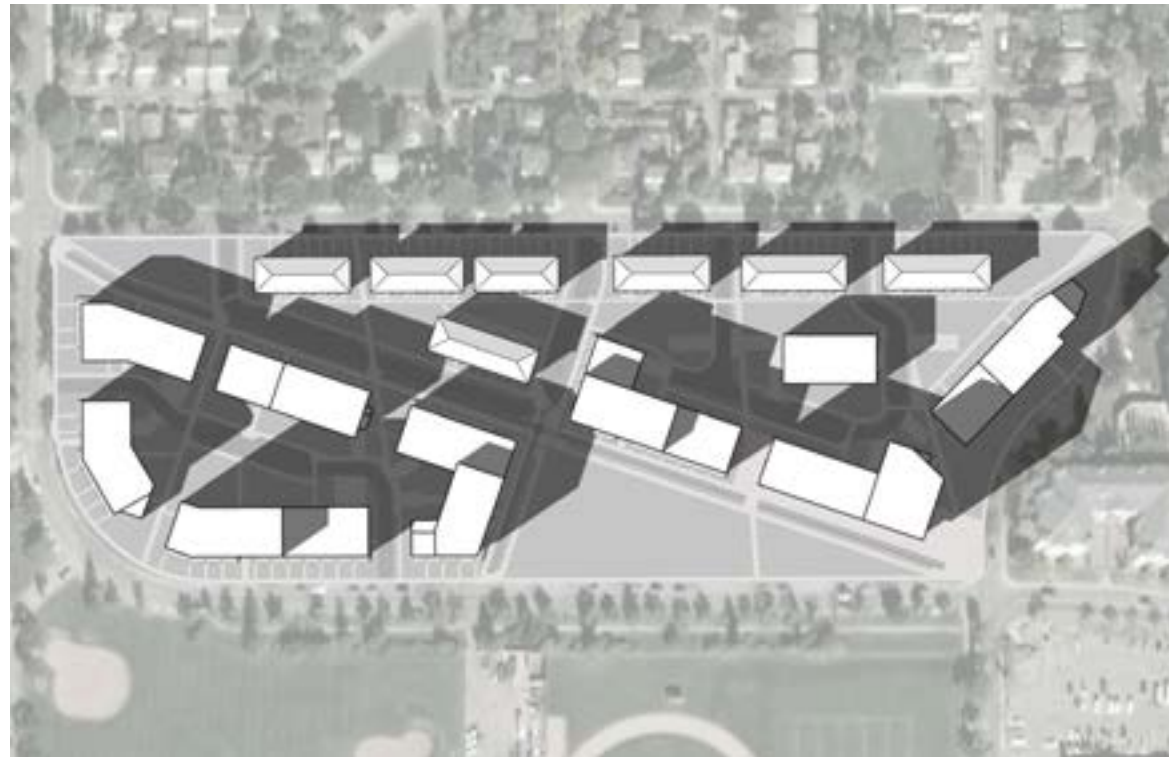
Spring / Fall Equinox 10 am



Spring / Fall Equinox 12 pm

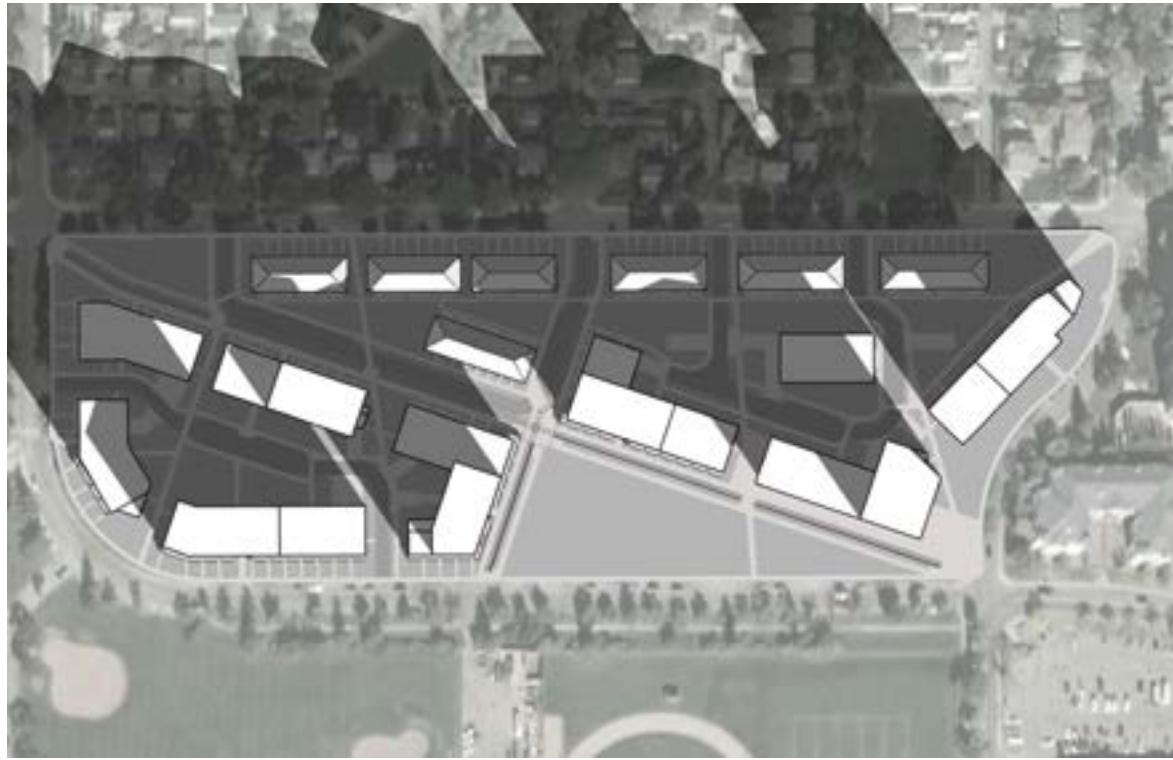


Spring / Fall Equinox 2 pm

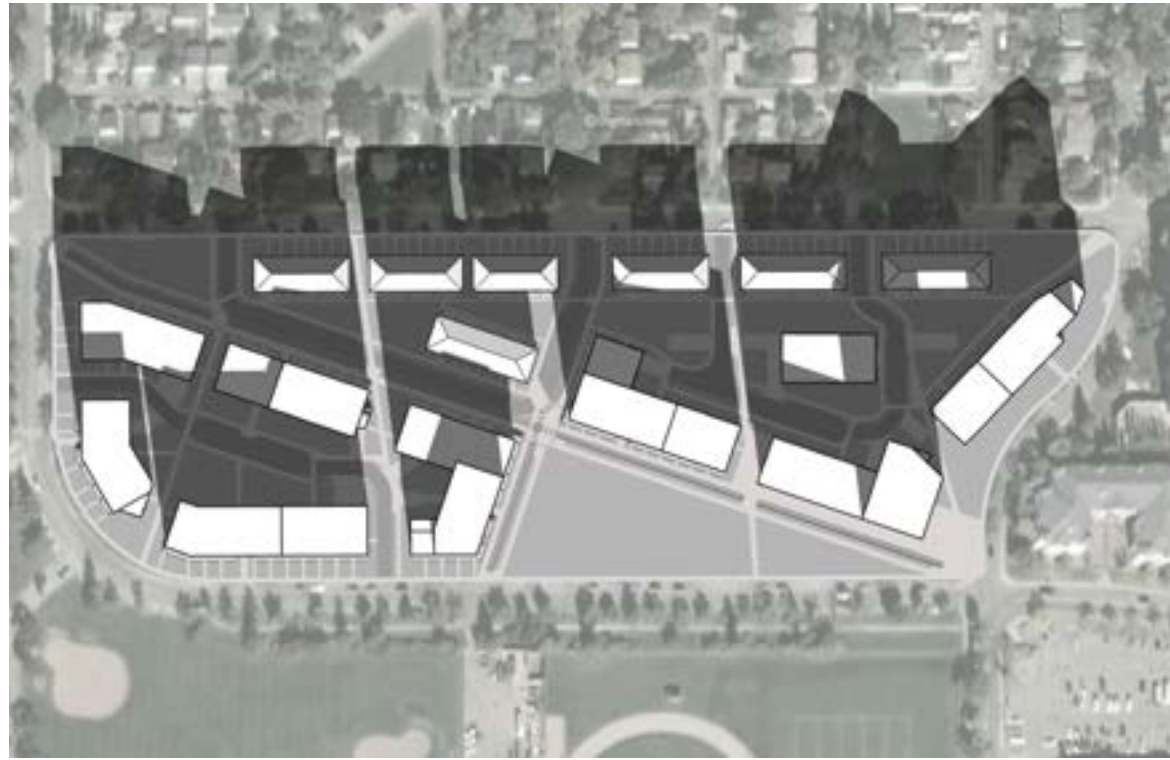


Spring / Fall Equinox 4 pm

SHADOW STUDY



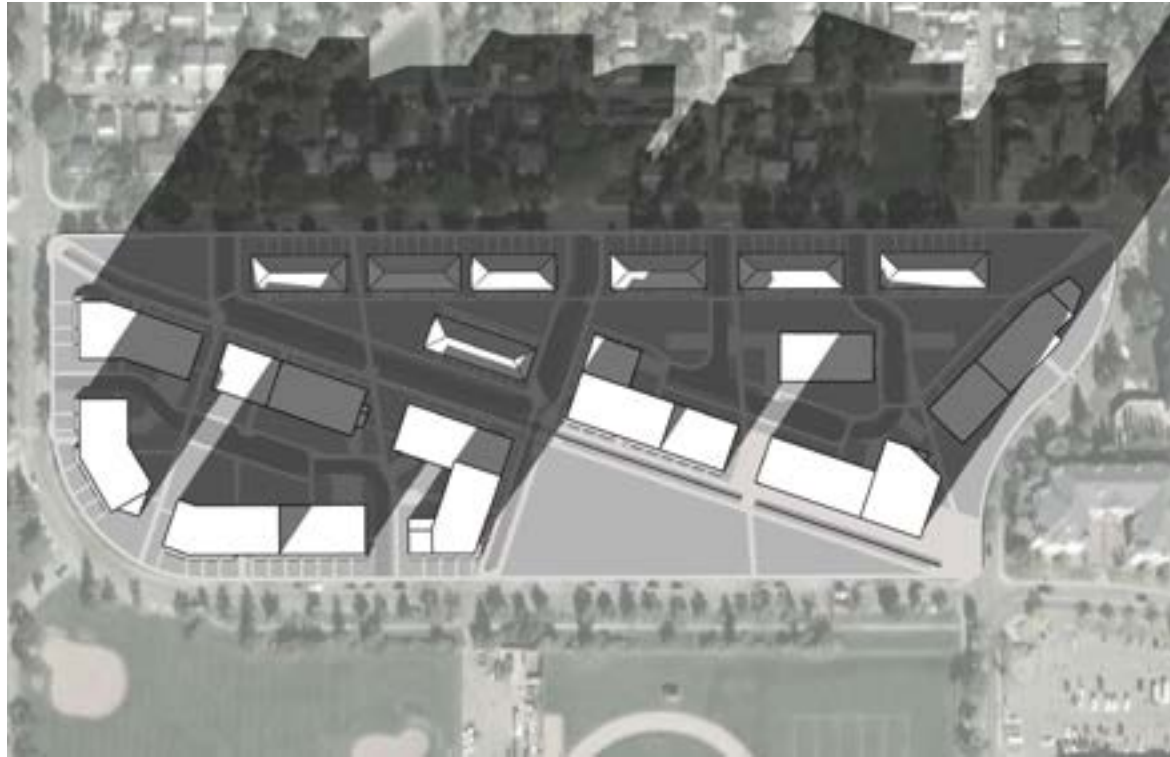
Winter Solstice 10 am



Spring Equinox 12 pm



Winter Solstice 2 pm



Winter Solstice 4 pm

SHADOW STUDY



EDMONTON ♦ DESIGN ♦ COMMITTEE

January 17, 2024

Travis Pawlyk, Branch Manager (A)
Development Services, Urban Planning and Economy
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Mr. Pawlyk:

Re: **Brentwood (RZ)**
Brian Murray- B&A

As determined by the Edmonton Design Committee at the meeting on January 16, 2024, I am pleased to pass on the Committee's recommendation of **support** for the **Brentwood** project, submitted by B&A.

The Committee welcomes this proposed development, and in the interest of achieving a high standard of urban design recommends the Applicant ensure that the Rezoning and Design Regulations provide adequate prescriptive written information to maintain the quality, richness, and arrangement of the proposed development built form and open space (e.g., diversity in scale and type of amenities; the fine grain quality of pedestrian network, etc.) as illustrated in the Applicants presentation package.

The Committee also recommends the Applicant consider:

- Referencing 114 Avenue in Design Regulations item 10.2 regarding ground oriented units.
- Removing the word "or" from Design Regulations item 10.4.2.

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

Yours truly,

Janice Mills,
EDC Chair

Edmonton Design Committee

JM/ps

- c. Brian Murray- B&A
Stuart Carlyle- City of Edmonton
Claire St Aubin- City of Edmonton
Edmonton Design Committee