

**ATTACHMENT 2  
BYLAW 17558  
FILE: LDA15-0370  
GLENORA**

**DESCRIPTION:** ZONING BYLAW AMENDMENT from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision; GLENORA

**LOCATION:** 10213 - 142 Street NW, 14006 to 14018 - 102A Avenue NW, 14111 - 103 Avenue NW, 10213 - 142 Street NW, 14004 & 14010 – Stony Plain Road NW

**LEGAL DESCRIPTION:** Units 1 to 3, Plan 1323051; Lots 14 to 17, Block 101, Plan 758HW; Units 1 – 36, Condominium Plan 902 3085

**APPLICANT:** Stantec Consulting Ltd.  
10160 – 112 Street NW  
Edmonton, AB T5K 2L6

**OWNER:** InHouse Glenora Group Ltd.  
17515 – 108 Avenue NW  
Edmonton, AB T5S 1G2

**ACCEPTANCE OF APPLICATION:** August 11, 2015

**EXISTING DEVELOPMENT:** Commercial complex, low rise apartment, single detached housing, and a partially built apartment foundation.

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**SUSTAINABLE DEVELOPMENT'S RECOMMENDATION:** That Bylaw 17558 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision be APPROVED.

## **DISCUSSION**

### **1. The Application**

This application proposes to rezone the subject site from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision. Bylaw 17558 would replace approved DC2.833 (Bylaw 16419, approved by Council on May 6, 2013), which accommodates a mixed-use redevelopment at the corner of Stony Plain Road and 142 Street NW, adjacent to a proposed LRT Station. The currently approved DC2.833 provides the opportunity for the development of a maximum of 270 dwelling units, 3 towers, and a publically accessible park.

This application is being made as a result of a change in ownership. The previous owner began development on the southwest corner but abandoned the project. The new owner intends to complete the existing foundation in the southwest corner, but has proposed a new DC2 zone that better fits their vision for a mixed-use, transit-oriented, urban village. The proposed DC2 provides for a maximum of 500 dwelling units (550 if it includes a senior's complex) resulting in a maximum density of 312 – 343 du/ha, 3 towers, and a publically accessible plaza. An overview of the two developments is provided below:

Table 1: Approved DC2.833 compared to proposed DC2

	<b>Approved DC2.833</b>	<b>Proposed DC2</b>
LRT Interface	0 -2 m setback	2.5 m
Public Space	Public Park	Urban Square
Amenity Contribution	\$500,000 art	\$600,000 public realm improvements
Access	Internal Road	Internal Road with interim neighbourhood connection
Parking - Residential	2 stalls/2-bed unit 1.5 stalls/1-bed unit	1 stalls/2-bed unit 0.8 stalls/1-bed unit (TOD standard in ZB)
Parking - Commercial	Accordance with Zoning Bylaw	Accordance with Zoning Bylaw
Units	270	500 (550 if seniors)
Family-oriented	20 “family-oriented” units + 80 units with 2+ beds	Row housing component in Area 4
Landscaping	Accordance with Zoning Bylaw	Accordance with Zoning Bylaw, prepared by a Landscape Architect
FAR	3.14	4.75
Towers	3	3

**BYLAW 17558**  
**FILE: LDA15-0370**  
**GLENORA**

Site Design	Towers along Stony Plain Road	Towers at the northwest, southwest, and southeast corners
Podium Height	12 m	15 to 18 m (18 m if seniors)
Total Height	213 m	225 m
SW corner	Height: 54 m Floorplate: 500 m <sup>2</sup>	Height: 60 m Floorplate: 750 m <sup>2</sup>
NW corner (142 Street & 103 Avenue)	Height: 21 m, stepped back Floorplate: n/a 103 Ave: 3 m Lane: 7 m Tower: n/a	Height: 45 m, 15 - 18 m podium Floorplate: 900 m <sup>2</sup> 103 Ave: 4.5 m Lane: 2.5 m Tower (step + set): 7.5 m
SE corner	Height: 69 m Floorplate: 750 m <sup>2</sup> 140 Street: 3 m 102a Ave: 3 m Tower (step+ set): 7 m	Height: 90 m Floorplate: 900 m <sup>2</sup> 140 Street: 0 m 102a Ave: 0 m Tower (step + set): 4-5 m
Uses	Residential/Commercial	Additional Uses include: Group Homes, Lodging Houses, Child Care Services, Government Services, Libraries, Indoor Participant Recreation, Community Recreation, Secondhand Stores, Veterinary Services, Bars /Pubs, Liquor Sales, Minor Digital Signs

## 2. Site and Surrounding Area

The site (approximately 1.6 ha) is located at the northeast corner of Stony Plain Road and 142 Street NW in the Glenora neighbourhood. The site includes a commercial complex that fronts onto Stony Plain Road, a three storey apartment building on 142 Street NW (La Roma), and single-detached housing. A partially constructed apartment foundation, associated with DC2.833, is located on the southwest corner. A station along the Valley Line LRT route has been confirmed for the southwest edge of the site along Stony Plain Road.

Land directly south and west of the site is zoned (CSC) Shopping Centre Zone and developed with commercial uses. Land to the east is zoned (DC2.617) Site Specific Development Control Provision and (RA9) High Rise Apartment Zone, and developed

**BYLAW 17558**  
**FILE: LDA15-0370**  
**GLENORA**

with a 4-unit Row House and an 18-storey, 297 unit residential apartment building (Crescent Place). Land to the north is zoned (RF1) Single Detached Residential and developed with single detached housing. The surrounding neighbourhood is generally zoned (RF1) Single Detached Residential Zone and primarily developed with single-detached houses. A school/park site is located approximately 150 m northwest in the Grovenor Neighbourhood.



*View of site looking northwest on Stony Plain Road at 140 Street NW*



*View of site looking southeast on 103 Avenue NW from 142 Street NW*



*View of site looking east towards 140 Street NW (partially built foundation, Crescent Place is behind)*

## **ANALYSIS**

### **1. Compliance with Approved Plans and Land Use Compatibility**

#### *The Way We Grow*

The site is within the Glenora Neighbourhood, which is identified in *The Way We Grow*, Edmonton's Municipal Development Plan, as an Established Neighbourhood. The proposed rezoning supports the following policies of *The Way We Grow*:

- Policy 3.3.1.1 – Promote medium and higher density residential and employment growth around LRT stations and transit centres to support and ensure the viability of transit service.
- Policy 3.3.1.4 – Encourage commercial, entertainment, institutional and employment uses to locate at LRT stations.
- Policy 3.3.1.8 – Create place making elements such as streetscape, urban parks and public art in TOD at LRT stations, in cooperation with the public and private sectors.

**BYLAW 17558**  
**FILE: LDA15-0370**  
**GLENORA**

- Policy 4.2.1.1 – Support redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods.
- Policy 4.2.1.3 – Accompany residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities, if required.
- Policy 4.2.1.7 – Enhance City infrastructure in association with increased density where required.
- Policy 6.2.1.1 - Include retail development as a key component of planned mixed use centres that focus on LRT stations and transit centres.

There is no neighbourhood-specific plan that applies to the subject site.

*Transit Oriented Development (TOD) Guidelines & Residential Infill Guidelines (RIGs)*

The site is located adjacent to the future Valley Line 142 Street LRT stop, and is designated as a Neighbourhood Station Type within the TOD Guidelines. As the site is larger than 1 ha, the Large Site section of the RIGs also apply. The proposal supports many of the principles of these guiding documents:

- *Land Use & Intensity:* The proposed DC2 has an approximate density of 312 to 343 du/ha. This aligns with the RIGs, which recommend a minimum density of 125 du/ha.
- *Integration with Existing Neighbourhoods:* The proposed layout extends 102A Avenue NW through the site as a private roadway, while the Urban Plaza provides a mid-block connection to further increase the site's permeability. Buildings are sited to front onto the roadways and integrate with the surrounding community.
- *Planning a Livable, New Neighbourhood:* A sun-shadow study was provided with this application, and a wind assessment will be required at the Development Permit stage. Although the towers have increased in height, most of the shadow remains on the site itself. Relocating the public amenity space from the rear of the site to the front reduces shadowing to create a more welcoming community feature, and shifting the towers to the corners of the site allows for better sunlight penetration. The separation distance between the towers is less than the recommended 30-35 m; however, the towers are spaced as far apart as possible, and additional design measures can be used to ensure privacy for the new residents.
- *The Transportation System:* Since the existing zoning was approved, the 142 Street Valley Line LRT alignment has been confirmed for this location. As a result, further consideration of the station integration is provided in the proposed zoning. The proposed site design allows for mid-block pedestrian access via the

Urban Square, as well as a primary vehicle access to reduce the impact of traffic on the surrounding community. Administration requested that the applicant provide further details with respect to the pedestrian network and integration with the private road. However, the applicant was hesitant to provide further details without a complete engineering proposal for the ultimate road. The landscaping plan is required at the Development Permit stage to illustrate and provide landscaping to enhance major circulation patterns and pedestrian routes. Bike route connections were reviewed, and Transportation Services advised that these will be finalized in conjunction with LRT planning. Although the TOD Guidelines generally support smaller building setbacks, in this case, Administration suggested larger setbacks to better integrate with the surrounding neighbourhood on the north edge and to functionally expand the 1.5 m sidewalk on the south edge. This sidewalk is adjacent to the LRT platform, and a wider area will promote pedestrian flow and access to the station. Residential parking is located underground in the final design, but interim surface parking is provided for in Area 4 which is counter to the TOD guidelines and a pedestrian-oriented development. The applicant contends that this necessary to mitigate the immediate parking impacts on the surrounding neighbourhood prior to LRT construction, and reflects the public feedback that has been received. The impact of the surface parking is minimized through screening and by locating parking to the rear of buildings.

- *Creating Parks and Amenity Space:* The proposed Urban Square provides a new public open space, and creates a mid-block access point that directly connects to the LRT Station. Replacing the proposed park with the Square aligns with the TOD Guidelines, which encourages plazas for sites within 200 m of a station platform, and it is anticipated that the paved surface may better withstand the LRT-associated foot traffic. The \$600,000 contribution to public realm improvements will further enhance the Square and surrounding site, and is an increase from the original contribution to reflect the increased development opportunities in this proposal. As well, the applicant has privately committed to supporting the Grovenor Community League's fundraising for a new playground, and the Glenora Community League's fundraising to build a new community league hall.
- *Building Community:* The development will accommodate commercial activity at a neighbourhood scale. Family-oriented housing opportunities are provided in the form of row housing, but this is less than the 25% minimum suggested by the Large Site guidelines. However, as the surrounding communities primarily consist of single-detached housing, the proposed towers will increase the variety of available housing options in the area and potentially attract other types of buyers such as first-time buyers or older buyers looking to downsize and age-in-place. Providing for a variety of lifestyles promotes a balanced demographic profile and stable neighbourhood life cycle which builds a sustainable community. Opportunities to provide non-market housing were reviewed, but are

not being provided with this application, as the applicant has chosen instead to provide a financial contribution to improve the public areas.

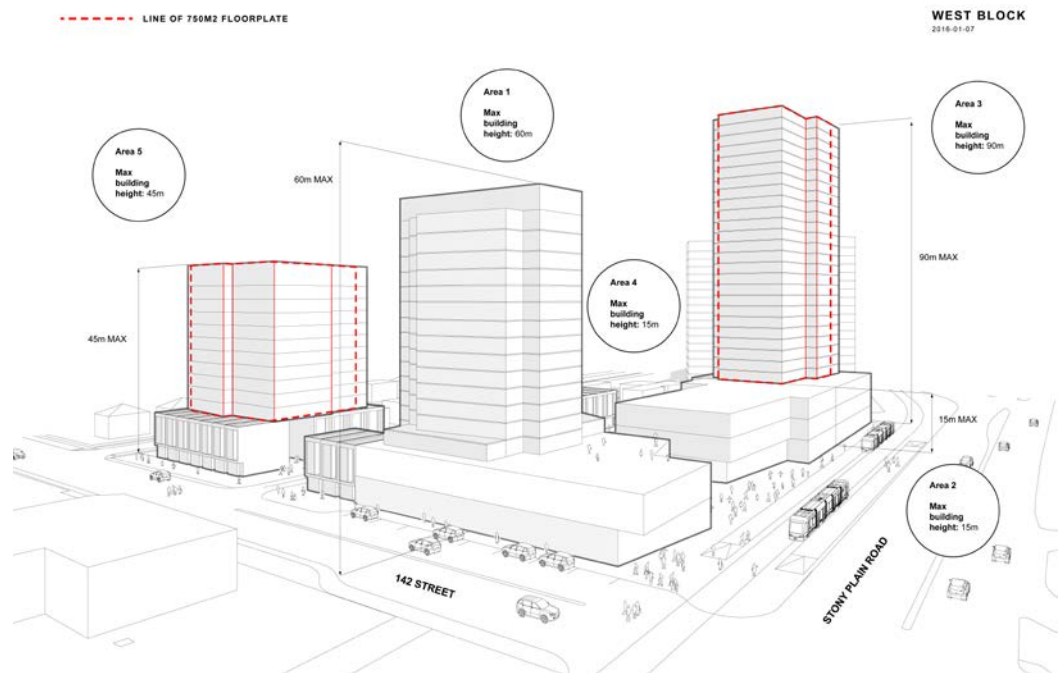
- *Landscape and Street Design:* Site landscaping will be prepared by a registered landscape architect, in accordance with the Zoning Bylaw standards. Enhanced landscaping provisions were suggested as a way to improve the proposal and the transition to the surrounding neighbourhood. However, the applicant is concerned that there may be limitations to landscaping because of the underground parkade, so enhanced requirements have not been included. The applicant is required to include tree plantings along 142 street and 140 Street to soften the transition, as the existing landscaping in these areas is limited. As well, decorative features will be added to the Urban Plaza, and internal road, as part of the public amenity contribution.
- *Phasing of Development:* The project will develop in five stages, which will allow existing residents and businesses to remain on the site in the interim. The applicant's stated intent is to begin by developing Areas 1 and 2, and the Urban Square, and pursue the other three Areas at a later date. As a result, the applicant has been able to provide a relatively detailed design concept for the southwest portion of the site, but has not completed this for other areas. Sustainable Development suggested splitting the proposal into different applications based on the proposed development timeline, but the applicant did not want to pursue this approach as they would like certainty on their development opportunities for the entire site and have stated that they do not want to go through another rezoning process.
- *Transition Between Existing Neighbourhoods and Large Infill Sites:* The total height of the existing and proposed DC2s are similar but the distribution of the height has changed, so that the proposed DC2 allocates more height to the northwest (Area 5) and southeast (Area 3) corners and less height to the middle of the Site. As well, the proposed floorplates for the Area 3 and 5 towers have increased from 750 m<sup>2</sup> to 900 m<sup>2</sup>. Administration has expressed concerns about these changes to the applicant, and their potential effect on shadowing as well as the visual impact on the community and potential loss of sky views. A sun-shadow study and an angular plane assessment were required with this application to review these impacts, and Administration also created a massing model to further explore how changes to the building massing impacted the neighbourhood.

A 750 m<sup>2</sup> floorplate is considered a "slim" tower, and is the recommended size for towers in the Residential Infill Guidelines. The applicant has contended that a 900 m<sup>2</sup> floorplate is appropriate for areas outside the downtown core, does not create a negative visual or shadow impact, and is necessary to maintain the financial viability of the project. To support this case, the applicant has provided



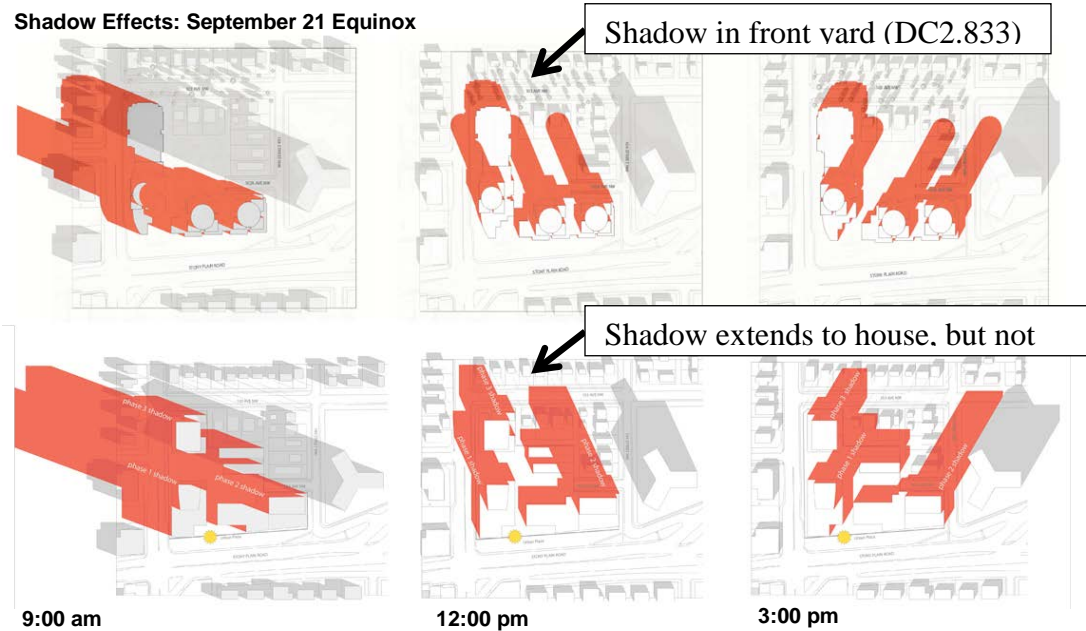
**BYLAW 17558**  
**FILE: LDA15-0370**  
**GLENORA**

the following renderings which illustrate the visual difference between a 750 m<sup>2</sup> and 900 m<sup>2</sup> floorplate. Administration used a massing model to explore the shadow impacts of a reduced floorplate and found that the difference in a 750 m<sup>2</sup> and 900 m<sup>2</sup> floorplate had a minimal impact on the amount of shadowing in the neighbourhood. However, the towers do not appear “slim,” and providing for a larger floorplate in this area may set an inappropriate model for future TOD developments outside the downtown.



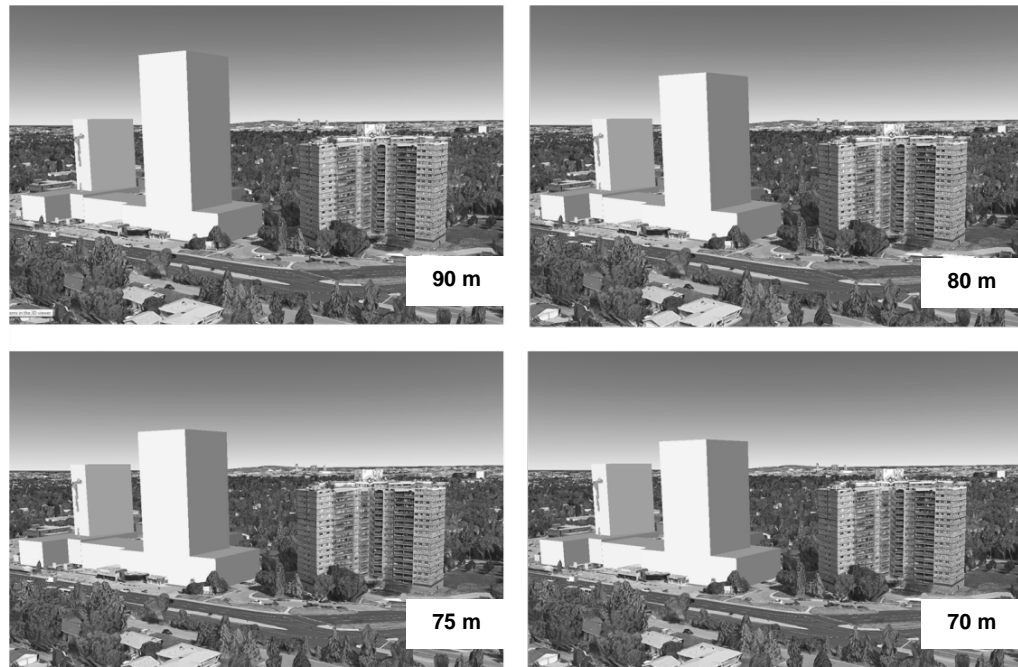
*Figure 1: Comparative tower floorplates, 900 m<sup>2</sup> versus 750 m<sup>2</sup> (red outline)*

Administration also discussed the potential of reducing the proposed heights in Area 5 and Area 3 with the applicant, and used the massing model to explore the impact of different heights on shadowing. In Area 5, the height was initially proposed at 50 m, compared to the 21 m approved in DC2.833. The approved 21 m height resulted in shadows along the front lawns of the adjacent housing during the warmer months, while the proposed 50 m height created shadows that extended over the houses and into the backyards. Reducing the height to limit the shadow impact to the front yards was suggested to the applicant. The applicant reduced the height to 45 m, but contended that any height below 45 m was not financially viable and that when the shadows from the houses themselves were accounted for, a 45 m height was not functionally different than a lower height as the additional tower shadow would overlap with the house shadow. To support this proposal, the applicant provided a detailed sun-shadow study, which accounts for the existing building shadows. An illustration of the impact, compared to the approved tower shadowing, is provided below.



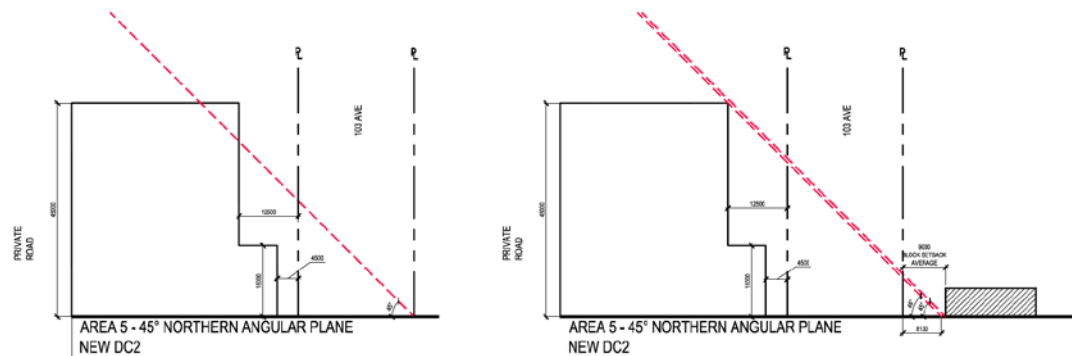
*Figure 2: Comparative shadow impacts, approved DC2.833 (above) and proposed DC2 (below)*

In Area 3, the proposed height increased from a 69 m maximum to a 90 m maximum. The sun-shadow study illustrated that the houses along 140 Street NW are impacted at both heights, but that the proposed increase in height did not result in shadows that extended past 103 Avenue in the warmer months. Although there were no physical shadow impacts because of the increased height, lower heights of 80 m, 75 m, and 70 m were modelled by Administration to review the visual impact of the tower. Based on these models, as illustrated below, it appeared that the tower height only began to appear reduced when the height was dropped to 70 m or lower. The applicant felt that this scale of a change, a potential 20 m decrease, was not financially viable, given the constraints of the site and the inability to place this height in a different location.



*Figure 3: Comparative 90 m, 80 m, 75 m, and 70 m heights for Area 3*

Providing additional setbacks and stepbacks were also explored with the applicant, particularly in Area 5 which is directly opposite single-detached housing. These features can reduce the perceived impact of a taller building by placing the tower portion within a 45 degree angular plane, as measured from the property line. The applicant contends that additional stepbacks are not possible, as there are significant cost restraints to this style of building. To support their proposal, the applicant provided additional modelling demonstrating how the proposed building fits within the angular plane when measured from the average front yard setback, as illustrated below. Based on the applicant's modelling, the proposed DC2 would result in a building that appears large to people travelling along 103 Avenue NW or the adjacent sidewalks, but provides enough separation through front yard setbacks to minimize this effect on residents.



*Figure 4: Angular Plane Assessment from property line and front yard setback, proposed DC2*

The Setbacks in Area 4 were also explored with the applicant. Although the proposed height of 15 m could be appropriate for this Area, and provide a transition from the higher towers to the lower single-detached housing, Administration requested a larger rear setback. A larger rear setback aligns better with standard Zoning Bylaw regulations for row housing and stacked row housing, and would reduce potential overlook and privacy issues that could occur. The rear setback was first proposed at 0 m, and then increased to 2.5 m. As well, a regulation was added so that any part of the building above 3.0 m will be setback a minimum of 4.0 m from the property line to reduce overlook.

*Land Use Compatibility*

Both the existing and proposed zoning provide for a transit-oriented, mixed-use development with three towers. Although this type of project would not be appropriate for most locations, this site is considered suitable for the following reasons:

- *Transportation options:* The site is located at the intersection of two arterial roadways, and is well serviced by existing bus routes, and by the future LRT line. Promoting density in this location supports transit system ridership and potential mode shifts as the City grows. This potential is further enhanced by the “mixed use” nature of the proposal which could provide employment opportunities and convenience commercial services and amenities, in addition to housing, in a compact and walkable form.
- *Buffers:* Major roadways and existing commercial land uses separate and buffer the site from surrounding residential areas to the west and south (across 142 Street NW and Stony Plain Road), and the site is located at the edge of both the Grovenor and Glenora neighbourhoods. As a result, the impact on the overall function and character of either neighbourhood is limited.
- *Increased housing opportunities:* The surrounding communities are primarily single-detached housing. Providing for the proposed development will increase the density of these neighbourhoods, and increase the variety of available housing options. This, in turn, may attract younger buyers, or older buyers looking to downsize and age-in-place.
- *Supportive infrastructure.* The infrastructure needed to support a higher density population is largely in place, and includes existing commercial uses, school/park sites (Grovenor Elementary, Westminster Junior High School, and Glenora Elementary School are all within 500 m), and the advantage of River Valley access (via McKinnon Ravine).

In general, the proposed type of development is strongly supported by the City’s policies, and the proposed DC2 regulations generally provide for a high quality building, increased density, and improved public amenities around a confirmed LRT station. Administration fully supports the proposed regulations for Areas 1 and 2, and the Urban Square. However, Administration has noted concerns about the proposed floorplates, height and setbacks of the Area 3 and 5 towers, the transition to the surrounding neighbourhood, and the lack of detail about pedestrian circulation. The applicant has worked to address the technical concerns raised with respect to shadowing, and states that they are unable to

make further design modifications because of financial restraints, and the need to preserve flexibility with a staged development. As a result, Administration's concerns should be weighed against the overall interest in providing for an otherwise strong TOD-development, and ensuring the viability of the proposal.

## **2. Commenting Agencies**

Civic Departments and utility agencies have reviewed the proposed rezoning and all comments have been addressed.

An additional Drainage Study was provided which confirms the local sewer capacity. EPCOR Water advised that there will be additional requirements for upgrading and fire hydrant protection at the development stage.

Transportation Services has reviewed a Transportation Impact Assessment for the proposed rezoning application, considering both the first stage short-term development as well as full build-out.

The proposed development is well-served by transit, and the analyses projected vehicular traffic assuming that the frequency of routes, walking distance to bus stops and level of accessibility to downtown and other parts of the city will encourage commuters to use transit as a preferred mode of transportation. In the longer term, the future LRT station at Stony Plain Road NW and 142 Street NW is anticipated to further increase the use of alternative modes of transportation.

With the full build-out of this development, access will be provided directly to 142 Street NW, which will accommodate the majority of traffic generated by the development. Traffic volumes on neighbourhood roads are expected to experience only modest increases in traffic volumes, with total traffic volumes expected to be well within typical residential volume thresholds. The intersection of 142 Street NW and Stony Plain Road NW currently operates under congested conditions during peak hours, which is expected to deteriorate with anticipated traffic growth.

For the first stage of development, the primary access to the site will be through the north/south alley to 103 Avenue NW. Given that the alley is anticipated to carry relatively high traffic volumes, approximately three times larger than normal volumes, the owner will be required to upgrade the alley to a commercial standard and widen it to a 7 m carriageway. Should concerns be raised by residents regarding winter maintenance of the alley, the City will investigate the concerns and consider roadway maintenance options to improve alley operations. The first stage of development is expected to generate a noticeable increase in traffic volumes on neighbourhood roads. Although the increase in traffic volumes is significant when compared to the existing traffic, the total traffic volumes are expected to remain within typical residential volume thresholds with the exception of 103 Avenue NW.

The traffic analysis identifies congested traffic operations at the 103 Avenue NW and 142 Street NW intersection during the PM peak. A temporary traffic signal at the 103 Avenue NW and 142 Street NW intersection is expected to improve overall traffic operations, and the existing parking ban on the south side of 103 Avenue NW provides additional capacity to accommodate the increase in traffic. In addition, the City will prioritize snow clearing on 103 Avenue NW similar to collector roadways.

Parking will be provided as per the minimum Zoning Bylaw standards, and any variance to parking will require a review and approval of a Parking Impact Assessment.

The Parks and Biodiversity Section of Sustainable Development and the Edmonton School Boards have reviewed the proposed rezoning and all comments have been addressed. The Edmonton School Boards have confirmed that the local schools are under capacity, and could accommodate a student increase.

### **3. Environmental Review**

Prior to the approval of the existing DC2.833, Phase I and Phase II Environmental Site Assessments were reviewed for the site and contamination was identified in Area 1 and in Area 3. As remediation would require the demolition of the buildings in these areas, remediation was deferred to the Development Permit stage. Area 1 was subsequently remediated as part of the approval process for the partial foundation. Area 3 still requires remediation, and a regulation is included in the proposed DC2 to ensure that additional testing and, if necessary, clean up of any contamination is completed in conjunction with future parkade excavations.

### **4. Public Consultation**

#### *Pre-notification (June 3, 2015)*

The applicant sent out 373 pre-notification letters on June 3, 2015 to property owners in the Glenora and Grovenor neighbourhoods, the Glenora and Grovenor Community Leagues, and the Stony Plain Road and Area Business Revitalization Zone. The letter advised of the upcoming rezoning application, requested feedback, and invited people to attend an Open House on June 15 25, 2015 if they wanted more information. No direct feedback was received in response to the letter, but approximately forty people attended the Open House. Comments received at the Open House included requests for specific businesses, inside bike storage, and a range of housing types. There were positive comments about the proposed community square and pedestrian oriented-design, as well as the clean-up of the site and continuation of the stalled development. Concerns were raised about traffic and parking spill-over. In response to these concerns the applicant advised that they were preparing a transportation study as part of the application process, reviewing possibilities for additional interim parking, and creating underground parkades.

Prior to the Open House, the applicant met individually with the Glenora and Grovenor Community Leagues, on June 10 and 11 respectively. Comments received from the

Community Leagues included concerns about the proposed height, parking spillover, and the interface with the community. In response to these concerns, the applicant advised that additional enhancements would be made to the public realm, an internal road would be created to connect to the surrounding communities, and that they were reviewing additional possibilities for interim surface parking.

Throughout the application process the applicant has held additional briefing meetings with the Community Leagues, on October 1 and 14, and on November 24 and 26, 2015. Administration has received a letter from the Grovenor Community League indicating their satisfaction with the consultation process, and opinion that the applicant has provided reasonable opportunities to provide input. The Grovenor Community League did not provide a formal position on the application.

*Advance Notice and Public Meeting Mail Out (October 5 and October 7, 2015)*

A combined advance notification and public meeting invitation was sent on October 5 and October 7, 2015 to property owners in the Glenora and Grovenor neighbourhoods, the Glenora and Grovenor Community Leagues, and the Stony Plain Road and Area Business Revitalization Zone. Approximately 943 letters were sent. In response to the notification, Sustainable Development received five responses. Feedback included concerns about parking, congestion, traffic safety, building height, and shadowing, as well as positive comments about the overall design, proposed community plaza, and how the owners have cleaned up the site.

*Public Meeting – Open House (October 27, 2015)*

Sustainable Development hosted a public meeting on October 27, 2015 that was attended by approximately 186 people. The meeting was held in an Open House format. Representatives from Sustainable Development and Transportation Services were present to answer questions, as well as representatives from the applicant and ownership group. Sixty comment sheets and emailed comments were received after the meeting. Of the comments, 7 were fully positive, 7 expressed both positive and negative comments, and 46 expressed negative comments or concerns. Feedback voiced at the public meeting included:

*Parking, traffic and safety concerns*

- Increase in traffic and congestion on surrounding roadways, especially in conjunction with the future LRT changes and along 142 Street NW.
- Increase in shortcutting through the neighbourhood, especially by travelers avoiding 142 Street NW when going to 107 Avenue NW.
- Potential for overspill parking from residents, visitors, and businesses.
- Traffic safety issues, particularly around intersections, and after the LRT is built.
- Access issues for residents on 102A Avenue NW.
- Increase in traffic will change the quiet character of the neighbourhood.
- Lack of bike route connections.

*Density concerns*

- Increased number of units, 500 + is too many and almost twice the density of first proposal.
- Tower height, particularly in Areas 3 and 5.
- Potential for shadowing and privacy concerns. Additional times should be modelled (6 pm, 8/9pm).
- Original design proposed slimmer towers.
- There have been further increases from the last proposal; this was the negotiated outcome not a starting point.
- Concern about the cumulative impacts from adjacent corners and infill.

*Other comments and concerns*

- Lack of green space/play space, too urban.
- Concerns about the mix of proposed uses.
- Not pedestrian-friendly enough.
- Would like to see 3D renderings to illustrate the project.
- Concerns about the type of units – not family-oriented, not affordable.
- Potential for renters, crime, and noise issues.
- Concerns about interim construction damage and impacts.
- Concerns about capacity – schools, infrastructure.

*Positive Feedback*

- Infill is right for this location - supports LRT, prevents sprawl.
- Project looks better than the last one.
- Site is an eyesore, hopes it is completed quickly.
- Good accommodation of different age ranges, like the senior's component.
- Original proposal wasn't practical.
- Developer has cleaned the site well.

As well, Sustainable Development also received multiple concerns about the process as a whole, and the frustration about another rezoning.

Transportation Services was present at the meeting and used the feedback provided to help analyze the TIA. This TIA, unlike the previous TIA, provided a deeper analysis of neighbourhood roads, and was the basis for the proposed mitigation measures. These mitigation measures should improve site access and local congestion. Based on the TIA, Transportation Services agrees with the residents that the anticipated traffic volumes will result in additional traffic and create a noticeable impact. However, these changes are within operational standards, and are similar to volumes experienced in other neighbourhoods.

Following the meeting, bike route connections were reviewed further by Transportation Services, and no additional connections were needed as part of this rezoning application.



Design for the 102 Avenue NW bike route is proceeding, and the route will connect at 136 Street NW to an on-street, shared-use route that is being implemented through the Glenora neighbourhood renewal program. Additional connections may be explored when the LRT is constructed.

In response to the parking concerns, Sustainable Development clarified that the minimum parking requirements align with the Zoning Bylaw standards for sites located within 400 m of an LRT stop. The parking situation will be reviewed further once the Valley Line is in operation, and if parking becomes an issue prior to the opening of the LRT, then the community can work with Administration to determine if a parking program is appropriate. Some residents commented that they did not want to have to initiate a parking program.

With regard to density, Sustainable Development clarified that the increase in units does not necessarily result in a doubled density, as some of this increase is the result of a shift in dwelling unit sizes. While the original DC2 proposed larger, multi-bedroom units, the revised development proposes smaller, 1-bedroom units. As well, a senior's component is also proposed, which has smaller unit sizes. As a result of these changes, fewer people are expected to live in each unit, but more units are expected to fit within a similar building envelope. Sustainable Development generally agrees with the concerns about the height in Area 5 and 3, and following the meeting, the applicant decreased the proposed height in Area 5. According to the applicant, further decreases are not possible and risk the viability of the proposal. The proposed heights have been explored thoroughly, and the overall shadow impacts are comparable to those proposed in the approved development. Based on the feedback, an additional 5:30 pm time period was also modelled as part of this review to better assess the proposed impacts.

Sustainable Development agrees that there has been a decrease in green space with respect to the proposed development. However, with the confirmation of the proposed LRT Station, it is anticipated that a paved plaza will better withstand the expected foot traffic. As well, there are three local parks located within 500 m of the proposed development. The proposed design is less-family oriented than the approved design, but as much of the surrounding neighbourhood is single-detached housing, the proposed apartment housing is expected to generally diversify the available options and provide options to age-in-place. The capacity of schools, sewers, and water infrastructure were examined by reviewing agencies, and the infrastructure could accommodate the proposed development.

The positive feedback generally noted the integration with the LRT and design features, which aligns with many of the City's policies and guidelines around LRT development and large site infill. As well, respondents seemed pleased with the efforts the owners have made to clean-up the site, and eager to have construction re-started and the existing foundation completed. This has been accounted for in discussions with the applicant, and all efforts have been made to try to ensure a 2016 construction season is possible, if the application is approved.

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**FILE: LDA15-0370**  
**GLENORA**

Sustainable Development reviewed the possibility of holding a second Open House to request further feedback on the application. However, although the application has been refined, significant changes have not been made, and it was anticipated that many of the primary concerns with respect to traffic and density would remain. As the applicant has contended that further changes in this regard are not possible, it was decided that requesting additional feedback would not be an appropriate use of residents' time. As well, booking and advertising an Open House would likely add an additional one to two months to the application timeline, which could jeopardize a 2016 construction season, something that was seen as a positive aspect of the project by community members.

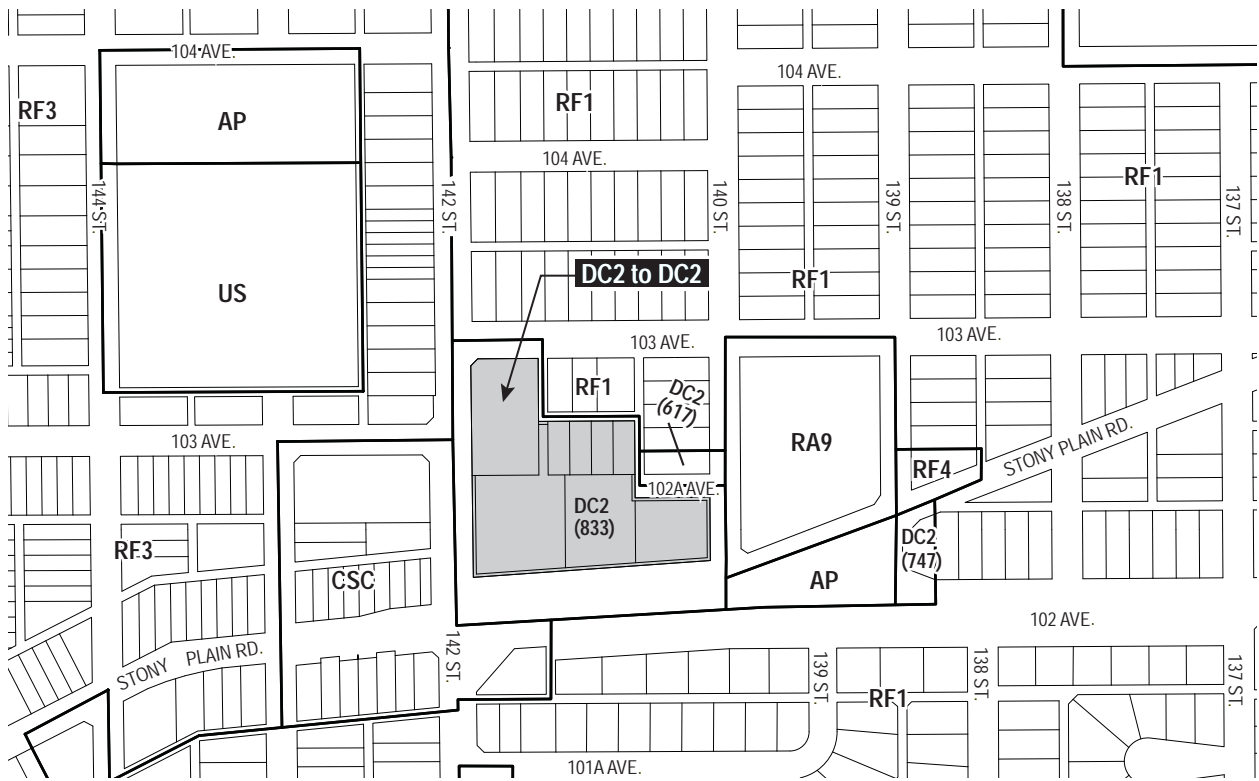
**JUSTIFICATION**

Sustainable Development recommends that Bylaw 17558 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision be APPROVED. The proposed rezoning meets the intent of *The Way We Grow*, the Transit Oriented Development Guidelines, and the Residential Infill Guidelines; satisfies the technical and servicing requirements of the affected Civic Departments and utility agencies; provides for additional public space adjacent to a planned LRT Station, contributes to transit-supportive densities, and diversifies the housing choices in the area.

**ATTACHMENTS**

- 2a Maps
- 2b Report Figures (large version)

Written by: Sarah Ramey  
Approved By: Tim Ford  
Sustainable Development  
March 14, 2016



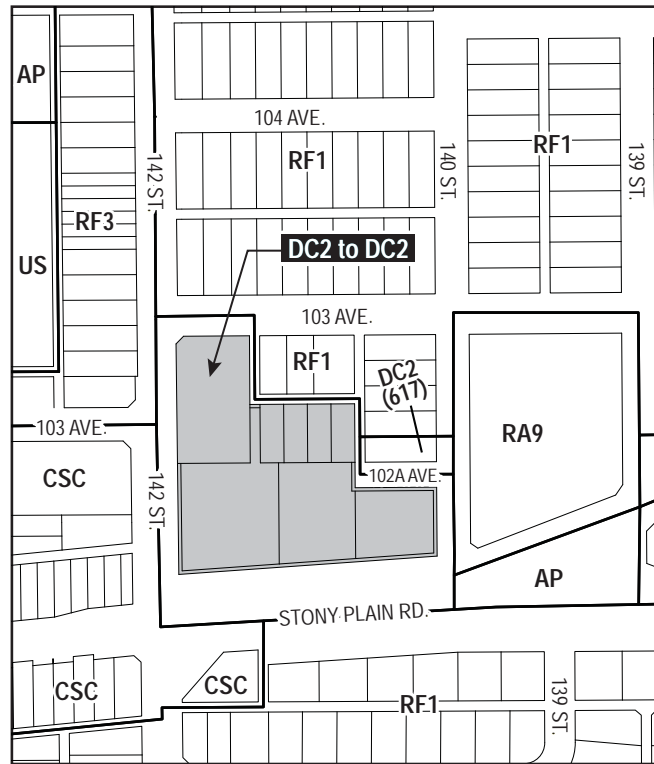
## SURROUNDING LAND USE ZONES



FILE: LDA15-0370  
DATE: March 14, 2016  
BYLAW 17558

### GLENORA, BYLAW 17558

Location: 10213 - 142 Street NW,  
14006 to 14018 - 102A Avenue NW,  
14111 - 103 Avenue NW, 10213 - 142 Street NW,  
14004 and 14010 - Stony Plain Road NW



Proposed Rezoning from



**DC2 to DC2**



The purpose of proposed Bylaw 17558 is to change the Zoning Bylaw from (DC2) site specific development control provision to (DC2) site specific development control provision, Units 1 to 3, Plan 1323051; Lots 14 to 17, Block 101, Plan 758HW; Units 1 – 36, Condominium Plan 9023085, as shown on the attached sketch. The proposed DC2 provision provides the opportunity for a mixed-use development with a public square and three residential towers. Sustainable Development supports this proposed bylaw.

## PROPOSED REZONING

FILE: LDA15-0370

DATE: March 14, 2016

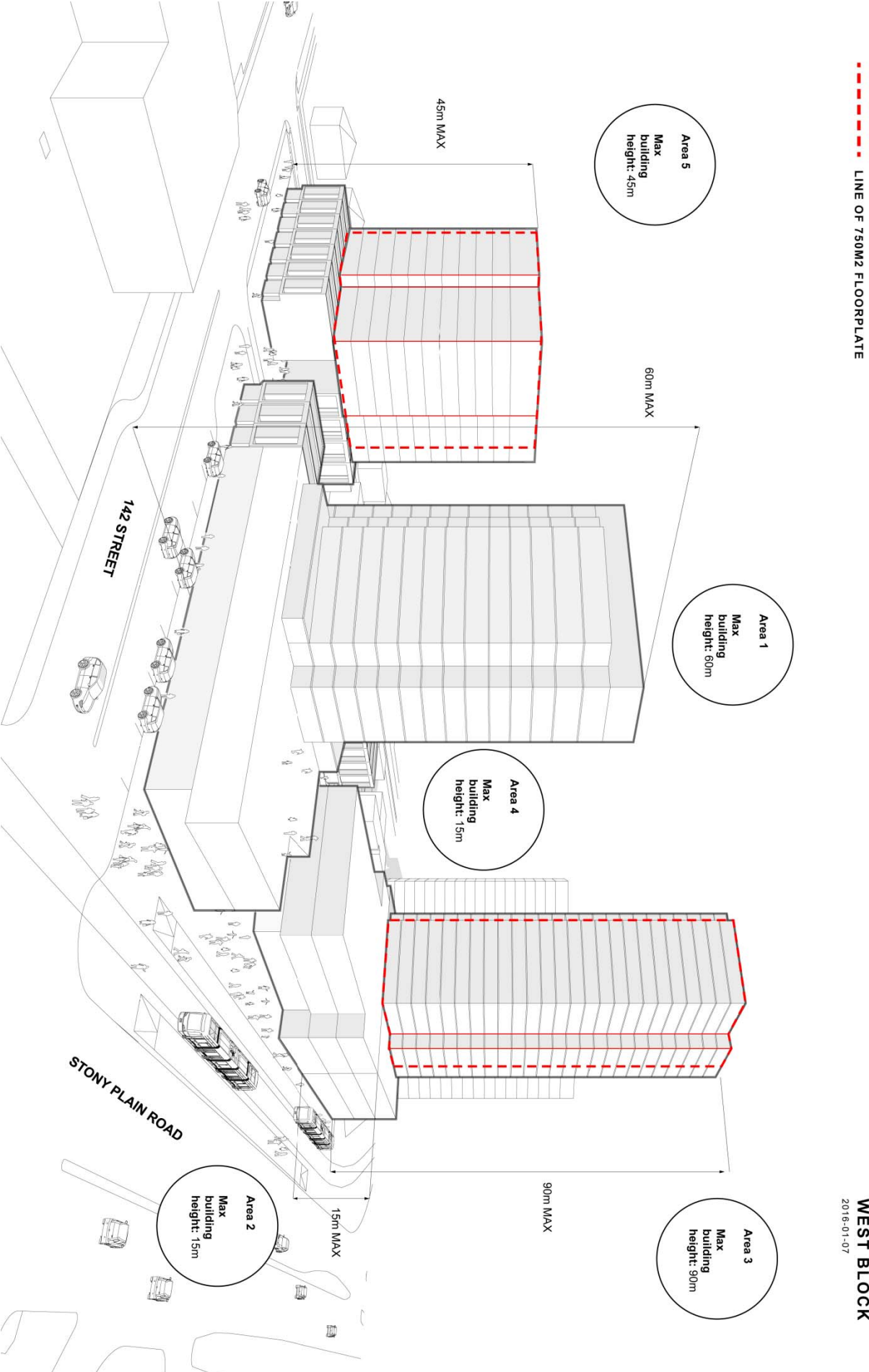


Figure 1: Comparative tower floorplates, 900 m2 versus 750 m2 (red outline)



## September 21<sup>st</sup> Equinox

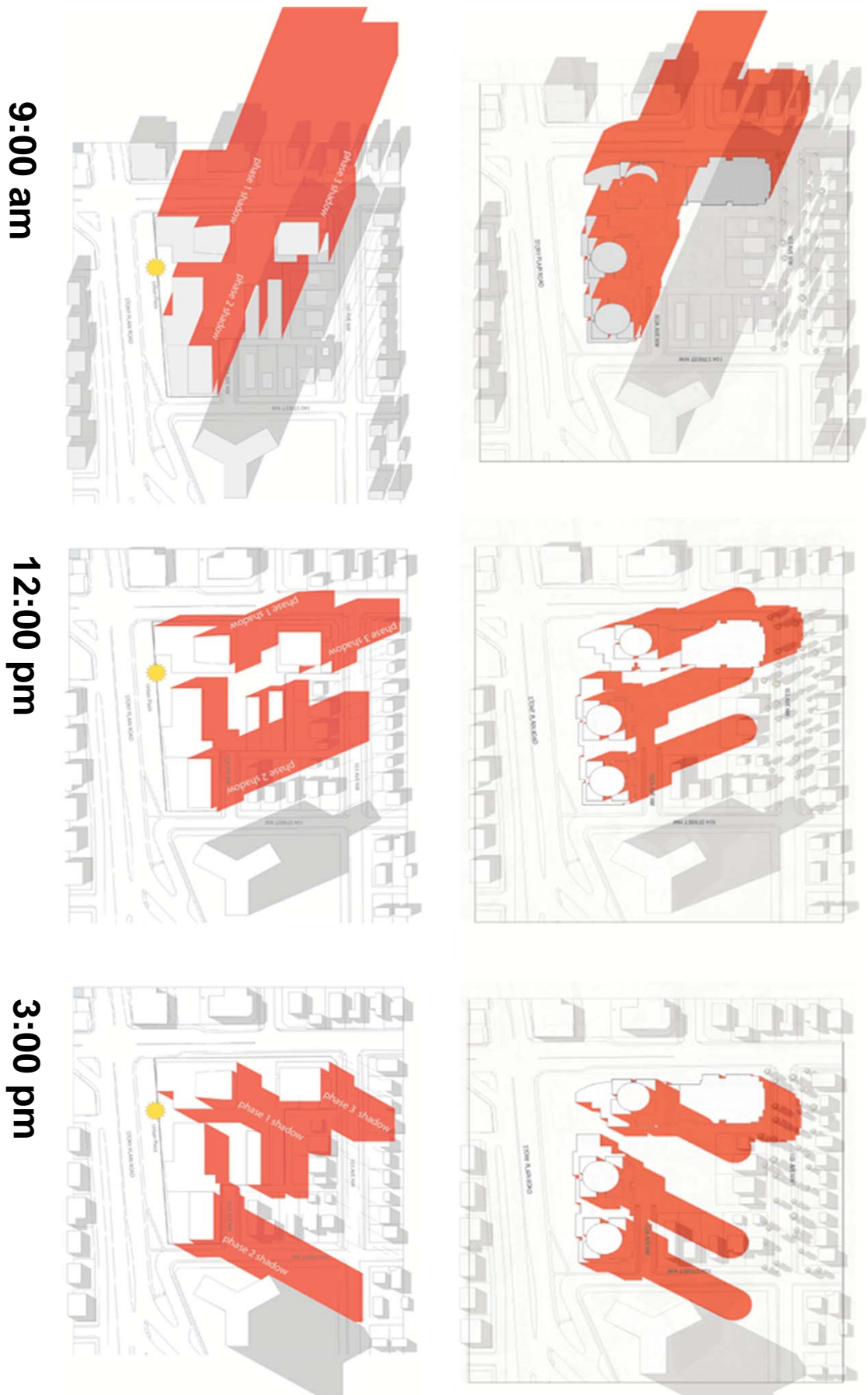


Figure 2: Comparative shadow impacts, approved DC2.833 (above) and proposed DC2 (below)

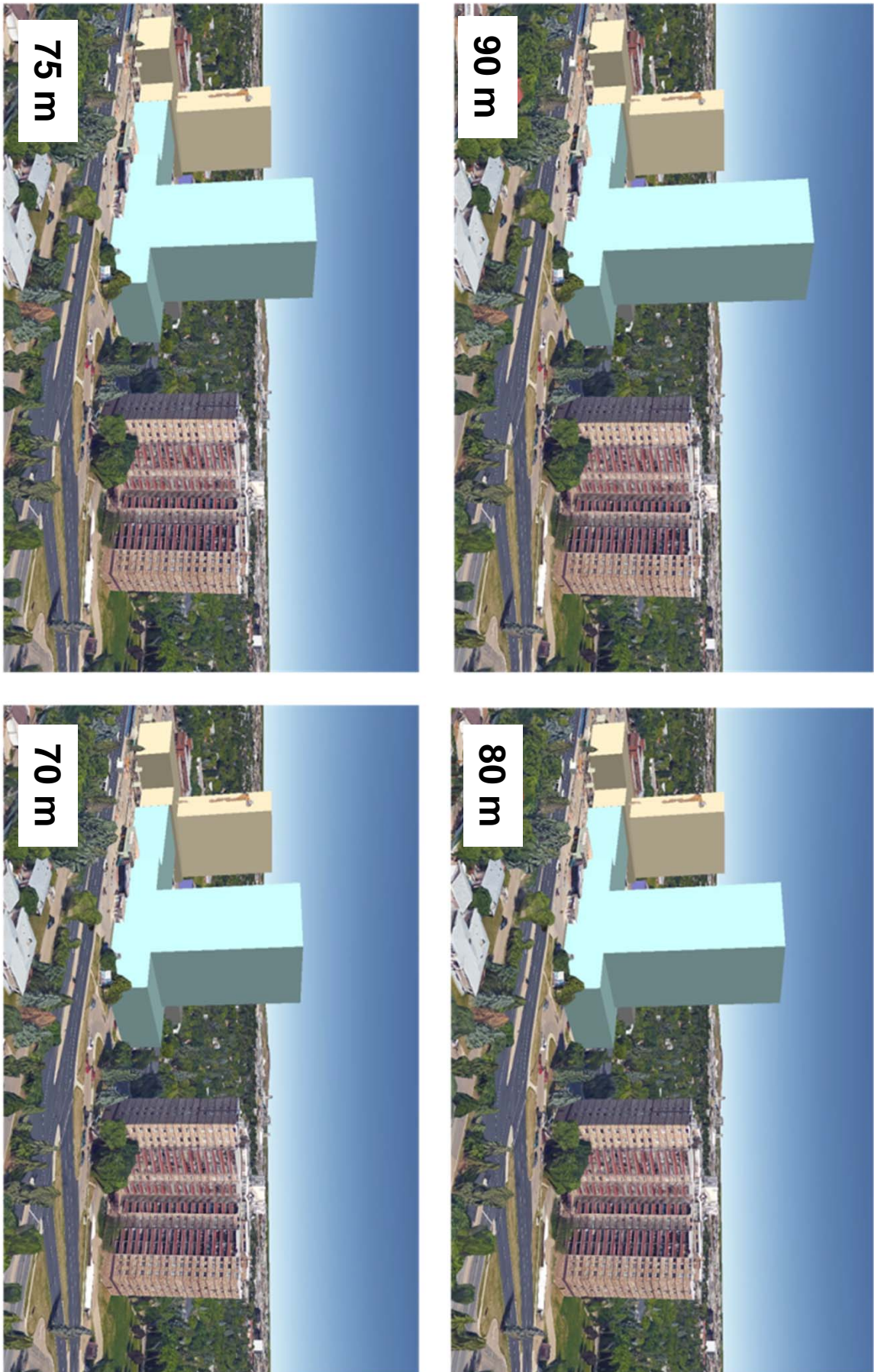


Figure 3: Comparative 90 m, 80 m, 75 m, and 70 m heights for Area 3

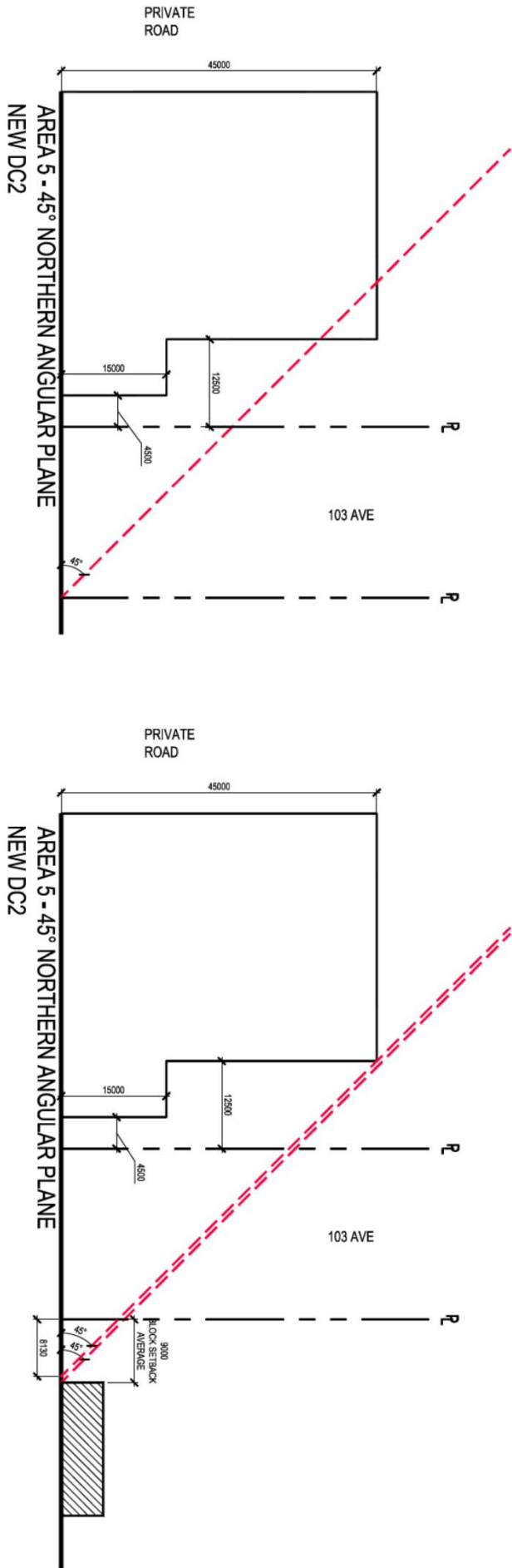


Figure 4: Angular Plane Assessment from property line and front yard setback, proposed DC2