

Community Concerns

Granville Rezoning



GRANVILLE

Community Concerns

- Existing Inventory
 - Commercial
 - Residential
 - Lack of RSF
 - Enoch Cree Nation
- Traffic
- Safety
- Neighbourhood Character
- Petition
 - Comments
- Potential Solutions

Existing Inventory

Alldritt owns several other under-developed parcels in Granville

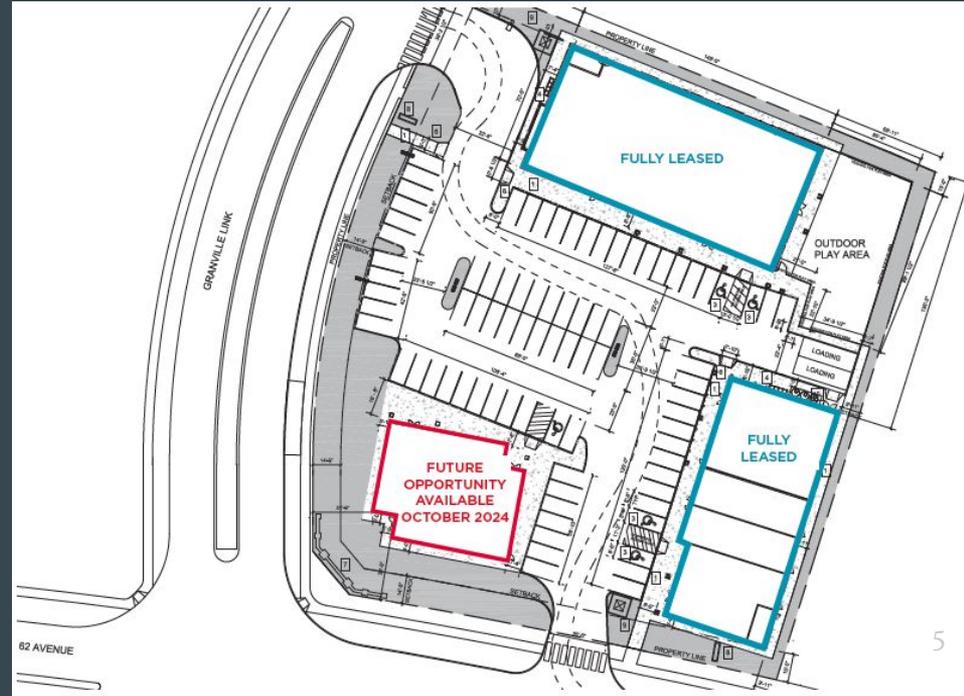
Has been promising development for over 7 years

- Commercial
 - Shops of Granville
 - Granville Station
 - West Granville Centre
- Medium-High Density Residential
 - SE corner of 6841 Winterburn Rd
 - Shops of Granville
 - Stafford Greens

Existing Inventory - Commercial - Granville Station

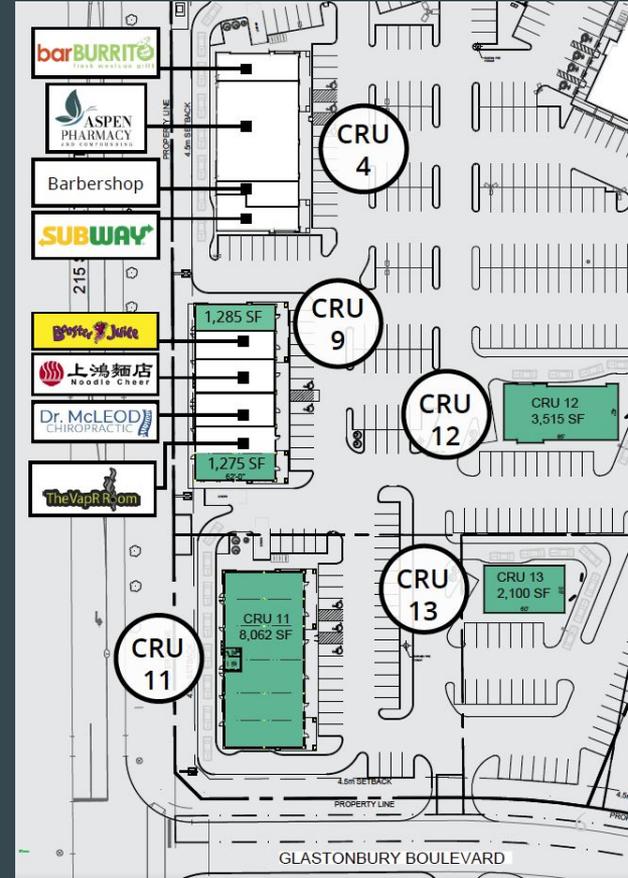
- Current buildings fully leased since 2021
- Marketing materials in 2023 identified 4200 sq ft of future opportunity available October 2024

Development progress since 2020:
none



Existing Inventory - Commercial - West Granville Centre

- Not fully occupied - 6301 sq ft of commercial space available immediately and *has been vacant since mid-2024*
- Additional 13,677 sq ft of available space planned *within current zoning*



Existing Inventory - Medium-High Density Residential

Shops of Granville - seven storey residential apartments over commercial

- Existing phases of commercial shops built in 2014-2017
- Marketing materials in 2019 suggested this would be built in “Spring 2021”
- Current marketing materials are unchanged, except date now “Fall 2026”

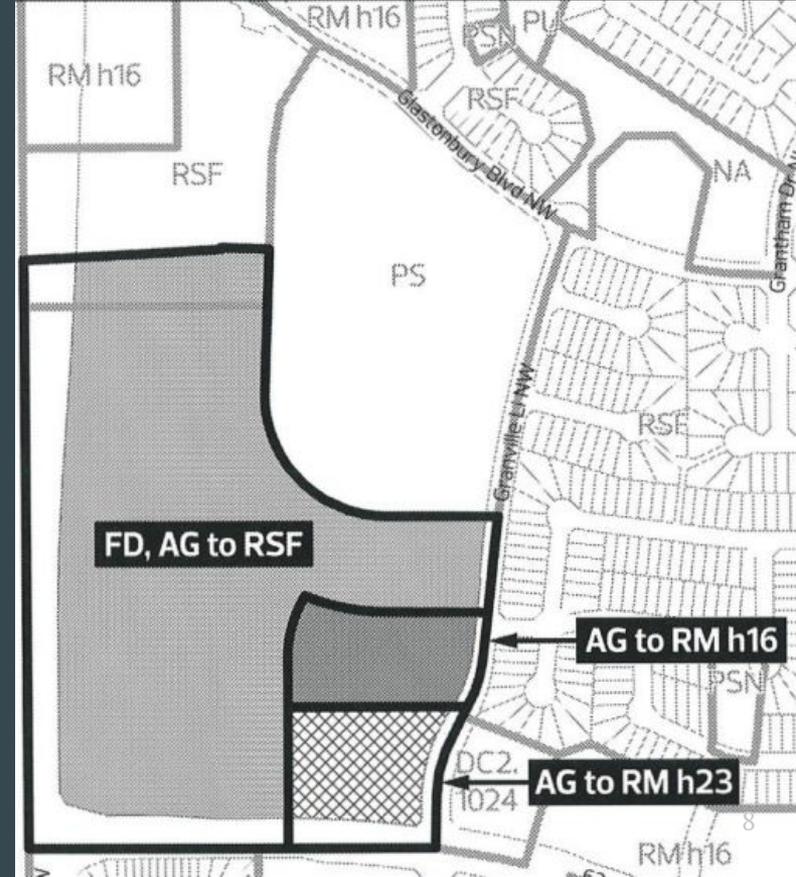
Development progress since 2017: none



Existing Inventory - Medium-High Density Residential

6841 Winterburn Rd - SE corner

- Corner of Granville Link and 62 Ave
- Rezoned to RM h23 on 25 January 2025 -
Bylaw 21027

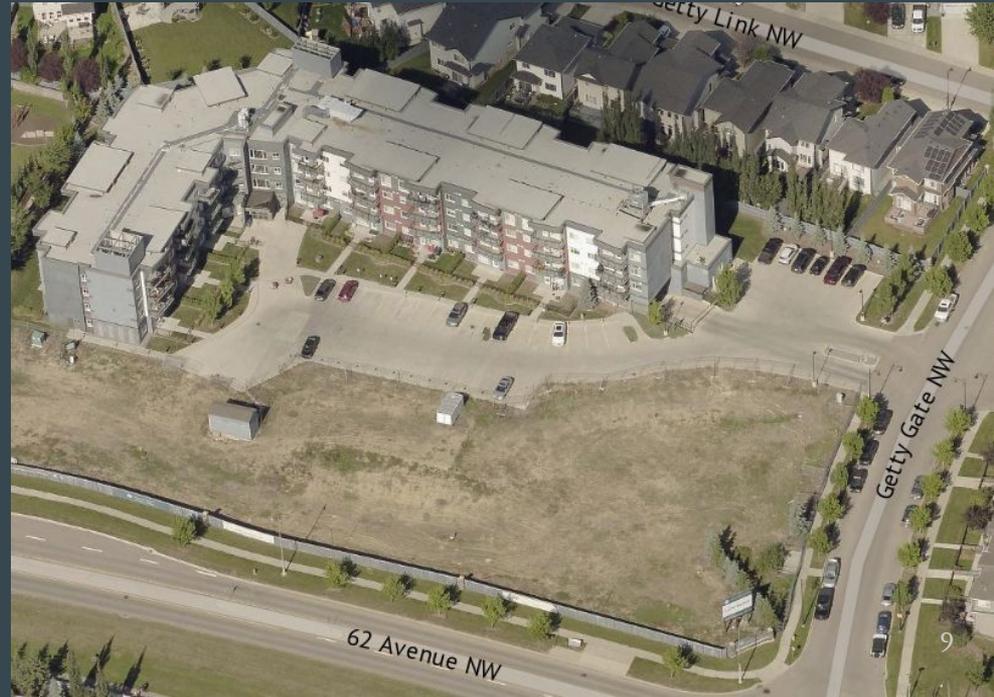


Existing Inventory - Medium-High Density Residential

Stafford Greens - apartment-style condominiums

- Phase 1 built in 2015
- Phase 2 has been marketed since July 2017
 - Marketing seems to have stopped in 2024

**Development progress since 2015:
none**



No Inventory - Low-Density Residential

Granville has no market-ready undeveloped lots for normal low-density residential (detached, semi-detached, or row home)

This rezoning reduces RSF-zoned areas in Granville

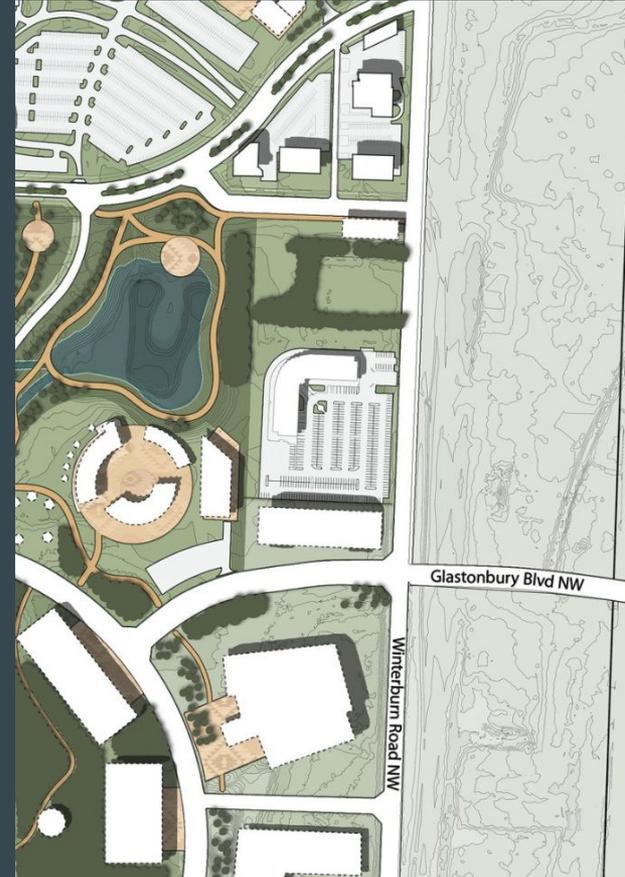


Unknown - Enoch Cree Nation

Enoch Cree Nation is immediately west of subject property

Currently developing along Winterburn Rd

Land use documents currently show “mixed use”



Traffic

Traffic Study doesn't match lived experience, nor does it factor in the undeveloped areas

- Winterburn Rd is often backed-up several-hundred metres in both directions from West Granville Centre
- Access to Whitemud and Anthony Henday experiences bottlenecks
- School zone on collector (Glastonbury Blvd)
 - Shortcutting around the school zone already happening
 - Speed limit often ignored

This zoning change would set Vision Zero back significantly



Traffic

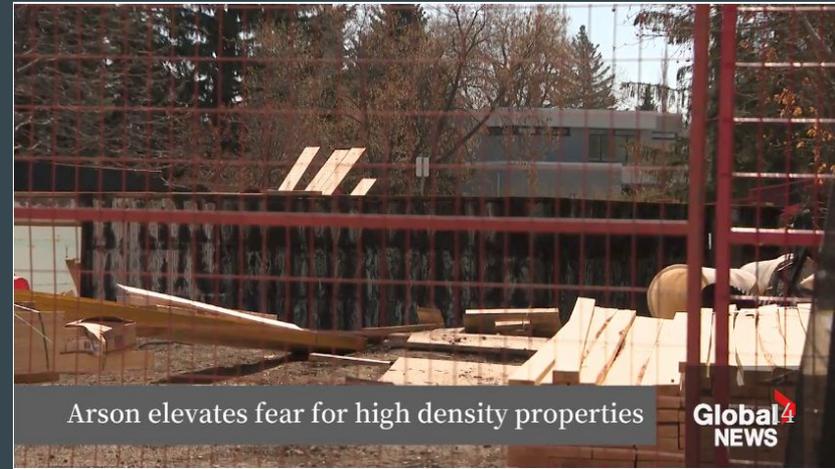
Traffic Study doesn't match lived experience

- Parking along Granville & Glastonbury causes safety issues due to sight-lines



Safety

- Accessibility for emergency vehicles (ref. Global News article)
- No buffer between heavy commercial and residential properties



Out of Character

- Close proximity to single-family homes provides unnecessary shading
- No other structures in Glastonbury / Granville / Grange neighbourhoods exceed four storeys above ground level
- One other structure in Grange ASP does - Village at the Hamptons
 - is separated from low-density residential by 199 St
 - 62m between the structure and nearest RSF property
 - **87m** between structure and nearest RSF dwelling



City Administration (Planners)

- Inadequate review
- Undermined and under-represented citizen concerns to council

Petition

230 signatures - <https://www.change.org/GranvilleRezoning2025>



We, the undersigned, are communicating our **concern and opposition** to the proposed rezoning referenced above.

We believe this **rezoning is inappropriate at this time** for several reasons:

1. Safety

The proposed densification and allowing direct access from the commercial areas to Granville Dr will cause issues with increased traffic through the neighbourhood, and significantly reduce sightlines due to on-street parking that often follows high-density developments. These have not been considered in the neighbourhood infrastructure and it would be unfeasible to change the roadways to mitigate this issue.

Furthermore, the proponent's Traffic Impact Study does not match the lived experience of neighbourhood residents.

2. Existing inventory

All proposed uses for this property would fit within existing parcels in the neighbourhood which are already zoned for these purposes:

- Stafford Greens (7504C / 7508 Getty Gate NW) zoned for mid-rise apartments, but hasn't broken ground on Phase 2, despite years of advertising;
- West portion of Shops of Granville (3004 Granville Dr NW) zoned and allocated for mixed commercial and residential use, hasn't broken ground or begun pre-sales;
- Granville Station (20904 62 Ave NW) commercial only 50% developed, with vacancies in the developed area;
- West Granville Centre (parcel immediately adjacent to the north edge of the subject property) is not fully developed and the developed area is not fully occupied;
- and Enoch Cree Nation plans for development, including commercial areas west of Winterburn Rd (215 St NW), which are outside the control of the City of Edmonton.

3. Out of character in the neighbourhood

excessive height (nearly 150% of nearby maximums) - nearby properties have a height limit of 14.5m or 16m (with flat or gabled roof, respectively), the proposed 23m (without specification of roof line type) is too tall;

As stakeholders in this process, we are calling upon you to **REJECT** the request from Clarity Development Advisory and Alldritt Land Corporation (Bylaws 21129, 21130, 21131) and any subsequent requests of a similar nature with regards to the subject properties.

Community Comments

“I object to the proposed rezoning. The surrounding infrastructure is not suitable for the increase in traffic the rezoning will produce. As outlined on the city’s website there is no increase proposed to roadways east and north (Granville Dr) of the rezoning area. With the future plans to close access to Whitemud Drive from Guardian Rd, the access to Henday will be forced through bottle necks on Winterburn Rd, Granville Dr, Glastonbury Blvd (east and west) to get to Henday. The intersection at Granville Drive and Guardian Rd is already at capacity. Even more concerning, traffic will short cut through the Kim Hung school zone to get to Henday because of these bottlenecks.”

- Lonnie Law

Community Comments

“In addition to the comments shared in the petition, when residents buy homes in a developing community, all they can count on is the Neighborhood Structure Plans to understand what future development will be near them. When you rezone and add density and building height, you are negatively impacting the residents who chose to build near this location. They will deal with extra congestion, significantly worse views and less privacy in their yards. You are lowering their property value which is extremely unfair and should not be supported by this City.”

- Jenna Cunningham

Community Comments

“The changes proposed will cause a real and serious parking issue as well as further traffic congestion on Winterburn Road.”

- Loreen Gerrits

“Granville Drive cannot handle the additional traffic. This road allows parking and the intersection of Granville Drive and Guardian Road is already at maximum levels.”

- Cindy Jones

Community Comments

“I object to this rezoning because the developer had multiple other sites in the subdivision that it has failed to complete that are already zoned for medium density development including the site the Shops at Granville that is already zoned for two seven story condos and commercial use.”

- Brian Geislinger

Community Comments

“It would be better for the area not to have a high storey multi houses as it is close to school and kids need a quiet and safe place to live. The Granville area needs to keep its cleanliness peacefulness and friendly neighborhood. We are hoping not to get this project approved.”

- Romel Nocon

Community Comments

“The current neighborhood infrastructure (roads, public utilities like libraries, rec centres, schools, and hospitals, etc) cannot handle the current population growth of this community. Increasing the housing density should only be considered after the gaps in public infrastructure are addressed.”

- Jane Noble

Potential Solutions

1. Allow ASP/NSP variance to **reduce** the overall neighbourhood density
 - a. Remove necessity for densifying the residential north of Glastonbury Blvd
 - b. Leave residential area at RSM h12
 - c. Do not change size or shape of existing RSM h12 area
 - d. Stipulate a separation similar (tall berm) to what is between the RSF and DC1 areas to be continued
 - e. Permit change of subject property south of Glastonbury Blvd to CG
2. Insist that Alldritt develop correctly zoned properties prior to this request being considered
 - a. Should demonstrate a good-faith effort to use current inventory before adapting uses
 - b. Require re-application for these changes at that time