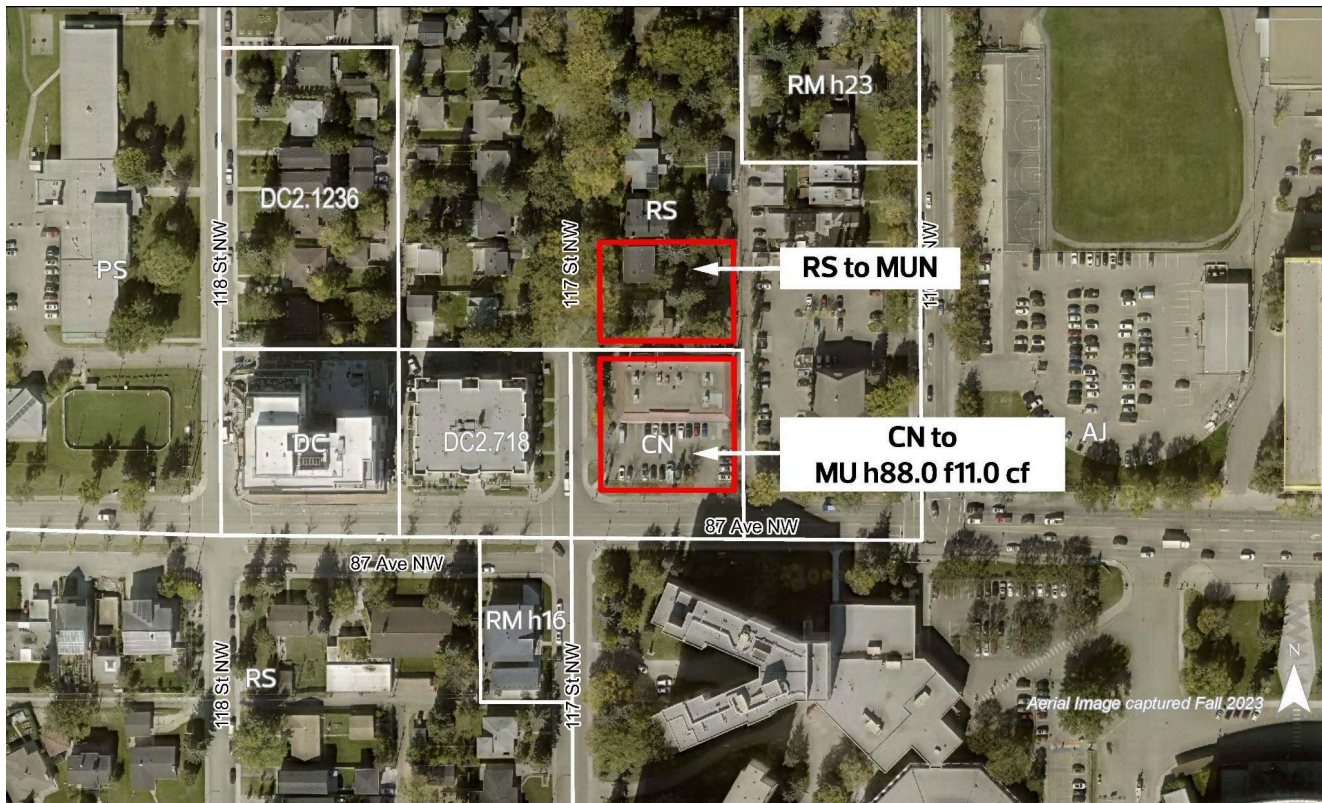


## 11630 - 87 Avenue NW, 8715 and 8719 - 117 Street NW

### Position of Administration: Support



## Summary

Bylaw 21266 proposes a rezoning from the Neighbourhood Commercial Zone (CN) to the Mixed Use Zone (MU h88.0 f11.0 cf) and Small Scale Residential Zone (RS) to Neighbourhood Mixed Use Zone (MUN) to allow for large scale mixed use and neighbourhood scale mixed use development, respectively.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, an Engaged Edmonton webpage and an in-person public engagement session. Administration heard from 210 people with most concerns related to the height of the proposed tower being too tall for the neighbourhood and that it will cause significant shadow impacts to the adjacent properties in the neighbourhood.

Administration supports this application because it:

- Is compatible with the surrounding land use.
- Proposes a tall high rise within a Major Node and provides housing diversity.
- Enables people to easily complete their daily needs with close proximity to open space, River Valley, schools, the employment centre of University of Alberta, and active travel options.

## Application Details

This application was submitted by Green Space Alliance on behalf of Westrich Pacific Corp. It is noteworthy to mention that the application initially proposed closing the east-west alley that splits the rezoning site but has since withdrawn the road closure component from their application and is proceeding with the rezoning of three properties. Of these three properties, the two properties proposed for the MUN Zone will be consolidated.

## Rezoning

The proposed Mixed Use Zone (MU h88.0 f11.0 cf) would allow development with the following key characteristics:

- A maximum height of 88.0 metres (approximately 25 storeys).
- A maximum Floor Area Ratio (F.A.R) of 11.0.

The proposed Neighbourhood Mixed Use Zone (MUN) would allow development with the following key characteristics:

- A maximum height of 16.0 m (approximately 4 storeys).
- A maximum F.A.R of 3.5.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Neighbourhood Commercial Zone (CN) Small Scale Residential Zone (RS)	Commercial Strip Mall Single Detached Houses
<b>North</b>	Small Scale Residential Zone (RS)	Single Detached House
<b>East</b>	Small Scale Residential Zone (RS)	Church
<b>South</b>	Alternate Jurisdiction (AJ)	High rise (Lister Hall)
<b>West</b>	Direct Control Zone (DC2.718) Small Scale Residential Zone (RS)	Low rise (Bentley) Single Detached Houses



*View of the site looking southeast from 117 Street NW*



*View of the site looking north from 87 Avenue NW*

## **Community Insights**

This application was brought forward to the public using an expanded approach. This approach was selected because the subject site is located in an area where previous rezoning applications prompted extensive public response and the advance notice of the proposed land use change

garnered more responses with a number of questions and concerns. The expanded approach included:

### **Mailed Notice, September 9, 2024**

- Notification radius: 120 metres
- Recipients: 349
- Responses: 66
  - In support: 6
  - In opposition: 57
  - Mixed/Questions only: 3

### **Public Engagement Session, November 5, 2024**

- Notification radius: 150 metres
- Attendees: 90

### **Engaged Edmonton Webpage, November 12, 2024 to December 9, 2024**

- Notification radius: 150 metres
- Visited the page: 509
- Submitted a question or forum response: 67
  - In support: 15
  - In opposition: 51
  - Mixed/Questions only: 1

### **Site Signage, July 14, 2025**

- One rezoning information sign was placed on the property so as to be visible from 117 Street NW and 87 Avenue NW.

### **Webpage**

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

### **Notified Community Organizations**

- Windsor Park Community League
- Central Area Council of Community Area Council

### **Common comments heard (number of similar comments in brackets beside comments below):**

#### Concerns

- The proposed tower is too high for the area, and exceeds the height of adjacent existing developments. (66x)
- The proposed tower will cause significant shadow impacts on the properties within the Windsor Park area. (47x)
- The proposed redevelopment, in combination with existing issues such as ongoing construction in the neighborhood, among others will exacerbate the traffic congestion. (44x)
- The Windsor Park area is already experiencing high traffic congestion on the surrounding road network, especially during the rush hours. (42x)
- The proposal does not fit with the character of the neighbourhood. (40x)
- There is a lack of parking available in the area. The proposed redevelopment will increase the parking congestion. (38x)

### Support

- The proposed redevelopment is appropriate at this location as it is close to the University campus, hospital and other amenities. (15x)
- The proposed redevelopment can help in meeting the demand for housing in the area. (10x)
- The proposed redevelopment can provide commercial amenities to both students and residents. (8x)
- The proposed redevelopment will not alter the existing character of the area. (4x)
- More housing is desperately needed in and around the University area, especially for those who study and work at the University and those who wish to live in an area with various amenities and transit options. (3x)

### Suggestions

- The location is suitable for a 10-15 storey tall building. (22x)
- The proposed height of the tower should be limited to the height of existing buildings in the vicinity such as Lister Hall and Windsor Terrace. (12x)
- The proposed redevelopment should be limited to 6-8 storeys. (8x)
- The developer should provide more park space to accommodate increased density and to compensate for the loss of green space and boulevards. (8x)
- The addition of more shops and a grocery store should be considered. (7x)
- Before allowing the proposed redevelopment, environmental considerations such as green building practices, preservation of existing landscaping and avoidance of bird/window collision must be considered. (6x)

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

## Application Analysis



Site analysis context

## The City Plan

The proposed rezoning aligns with the big city move 'A Community of Communities' by enabling 15-minute districts that allow people to easily complete their daily needs.

## District Plans

In the Scona District Plan, 11630 - 87 Avenue NW, proposed for MU h88.0 f11.0 cf (tall high rise), is located within the University-Garneau Major Node. Major Nodes are large-scale urban centres anchored by public institutions and employment centres that serve multiple districts. The following District Policy is relevant to the proposed rezoning for 11630 - 87 Avenue NW:

*2.4.3.3 - Support Tall High Rise development within Major Nodes where all of the following criteria are met:*

- The site is within 200 metres of a Mass Transit Station or along an Arterial Roadway.
  - The site complies with this criteria, it is located along 87 Avenue NW which is an arterial roadway.
- The site size and context allow for appropriate transition to surrounding development.
  - The proposal complies with this criteria, further described in the land use compatibility section.

As per the Scona District Plan, the remaining two properties (8715 and 8719 - 117 Street NW), proposed for MUN Zone, are located on the edge of the Major Node but not within it. Both

properties are designated 'Urban Mix', which includes housing, shops, services, and offices in one land use category. The following District Policy is relevant to this proposed rezoning:

*2.5.2.5 Consider additional scale in locations with supportive contextual factors. Factors for consideration include:*

- a. Appropriate site size to support additional scale*
  - Once consolidated, the total area of both sites would be approximately 1,543 m<sup>2</sup> which is appropriate for a low rise development as it can accommodate maximum built form allowed under the MUN Zone with larger interior setback.
- b. Location and orientation of the site on the block*
  - The site is located on an interior lot, though uniquely surrounded by roadways on three sides.
- c. Location in or proximity to a Node or Corridor Area*
  - The site abuts the University-Garneau Major Node boundary where higher built forms are supported.
- d. Proximity to and frequency of transit service*
  - The site is less than 50 m walking distance to a bus stop on 87 Avenue NW and roughly 600 m walking distance to Health Sciences/Jubilee LRT Station.
- e. Design and function of adjacent roadways*
  - The site is abutting a local road on the west and alleys on the south and east side. These roadways are meant to accommodate local traffic.
- f. Proximity to park or open space*
  - The site is close to Windsor Park, approximately 150 m walking distance.
- g. Proximity to active transportation networks*
  - The site is located within 170 meters walking distance of existing bike lanes on both 89 Avenue NW and 116 Street NW.
- h. Scale and uses permitted on adjacent sites*
  - The adjacent property to the south is currently zoned CN. The CN Zone permits uses similar to the proposed MUN Zone with reduced height of 12.0 m, there are distinctions: vehicle support service is not permitted in MUN Zone, and row housing and secondary suites are not permitted in the CN Zone.
  - Additionally, the scale and uses permitted by the MUN Zone are generally compatible with the adjacent RS zoned property to the north. Potential land use impacts of the MUN Zone are mitigated by its regulations. For a more detailed analysis, please refer to the land use compatibility section below.

The proposed rezoning is supported by all of the above contextual factors. Please refer to the land use compatibility section for more information.

In conclusion, the proposed rezoning aligns with the Scona District Plan and District Policy. Therefore, the proposal for tall high and low rise development is considered appropriate at this location.

### Land Use Compatibility

	<b>11630 - 87 Avenue NW</b>		<b>8715 and 8719 - 117 Street NW</b>	
	<b>CN Current</b>	<b>MU h88.0 f11.0 cf Proposed</b>	<b>RS Current</b>	<b>MUN Proposed</b>
<b>Typical Uses</b>	Limited Residential  Commercial	Limited Residential  Commercial	Residential  Limited Commercial	Limited Residential  Commercial
<b>Maximum Height</b>	12.0 m (approx. 3 storeys)	88.0 m (approx. 25 storeys)	9.5 m (approx. 2.5 storeys)	16.0 m (approx. 4 storeys)
<b>Maximum Floor Area Ratio (F.A.R)</b>	2.0	11.0	N/A	3.5
<b>Maximum Site Coverage</b>	N/A	N/A	45%	N/A
<b>Minimum Setback from Streets</b> (87 Avenue NW and 117 Street NW)	0.0 m - 3.0 m	0.0 m  4.5 m (for portions of development greater than 16.0 m)	4.5 m	0.0 m
<b>Minimum Interior Side Setback</b>	N/A	N/A	1.2 m	3.0 m

<b>Minimum Flanking Side Setback</b>	N/A	N/A	1.2 m	N/A
<b>Minimum Setback from Alley</b>	0.0 m	0.0 m 3.0 m (for portions of development greater than 16.0 m in height)	10.0 m	0.0 m

**MU h88.0 f11 cf - 11630 - 87 Avenue NW**

When compared with the existing CN Zone, the proposed MU zone allows for a significant increase in height and Floor Area Ratio (FAR), an expanded list of uses yet retains similar setbacks on the ground floor.

This site is located on a corner lot, at the edge of the neighbourhood, along an arterial roadway (87 Avenue NW) and is approximately 2,049 m<sup>2</sup> in area. The site size is appropriate for a tall high rise as it can meet the setbacks and tower regulations of the proposed MU Zone such as maximum tower floor plate (850 m<sup>2</sup>).

The proposed MU Zone at this location is compatible with the surrounding planned and existing development. As shown in the 3D model below, a tall high rise will transition to existing low rise in the west and proposed low rise to the north. The site is also surrounded by roadways on the four sides, which act as a buffer and help to reduce the impacts of the proposed redevelopment on adjacent properties. Specifically, 117 Street NW, which is an approximately 20 metre wide road right-of-way, provides a physical buffer to the properties on the west and northwest sides. The proposed development is anticipated in Major Nodes, in close proximity to the University and other amenities, and complements the Lister Hall (high rise) south of the site and other new developments on 118 Street NW.

Additionally, the impacts of a tall building are mitigated by the MU Zone requirements for additional minimum setback of 4.5 m from the abutting streets and 3.0 m from existing alleys for the portions of development greater than 16.0 m in height.

Therefore, the proposed MU Zone, combined with this site size, required setbacks, and context, allows for appropriate transition to surrounding development.

Sun Shadow Analysis

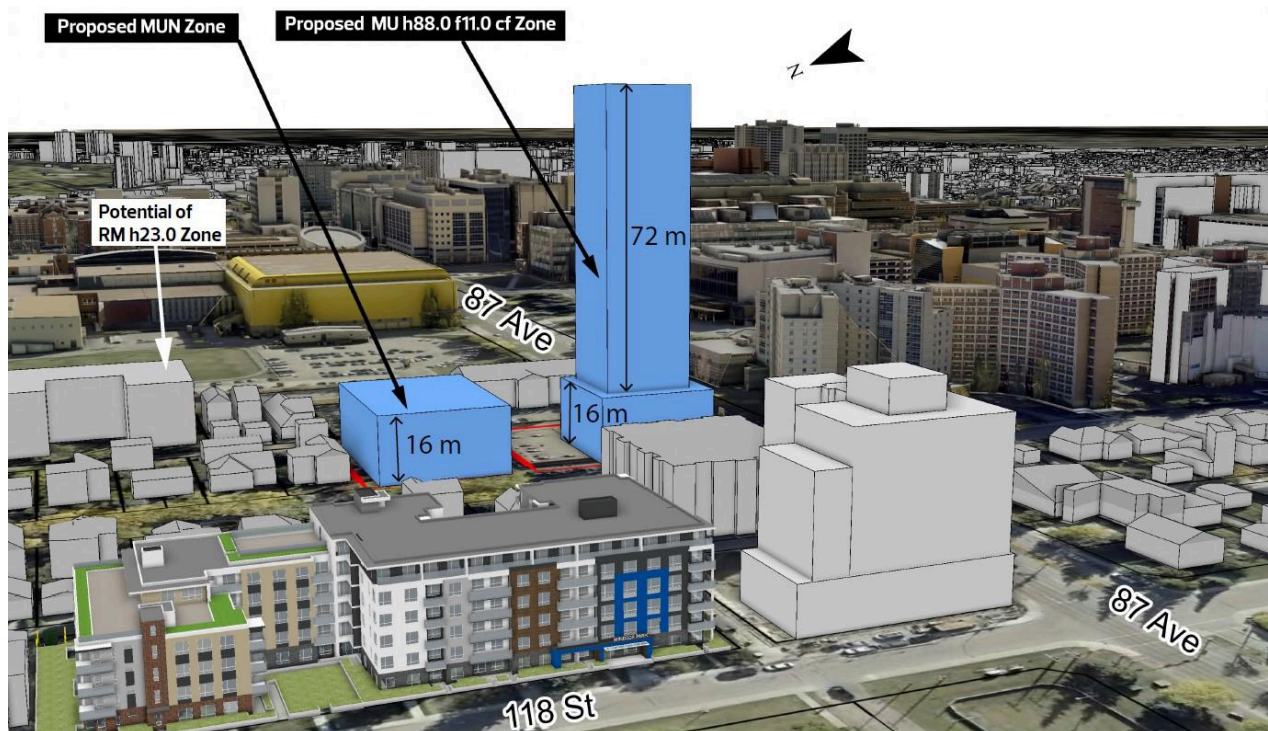
A tall high rise building of this size produces a shadow which will impact surrounding properties. However, the combination of the 4.5 m setback, the larger site size and tower floor plate regulations reduce tower massing and imposition on neighbouring properties. In addition, the site location at the intersection of 87 Avenue NW and 117 Street NW means that the large

roadway widths will help to absorb some of the shadow impacts during the summer solstice and equinoxes. In general, shadow impacts of this nature should be anticipated in Major Nodes where land use policy supports taller development of this size. A full Solar/Shadow Analysis can be found in Appendix 2.

### **MUN - 8715 and 8719 - 117 Street NW**

With a maximum height of 16.0 metres, an FAR of 3.5, and reduced front and rear setbacks, the proposed MUN Zone allows for a larger structure with more uses than what is permitted under the existing RS Zone. A low-rise building in this location will provide a gradual transition from the proposed tall high-rise building in the south to low-rise and small-scale residential buildings in the north.

The rezoning site comprises two properties. Both properties are located on an interior site, along a local roadway (117 Street NW) and abutting a small scale residential development on the north side. The subject site is surrounded by roadways on three sides. These roadways act as a buffer and help to reduce the impact of the proposed redevelopment. Additionally, to mitigate the impacts of the proposed redevelopment on the abutting site, the proposed MUN Zone requires an interior setback of 3.0 m, which is greater than what is required in the existing RS Zone. Therefore, the proposed MUN Zone would have minimal impact on the abutting property and is appropriate for this location.



*3D Model of proposed MU h88.0 f11.0 cf and MUN Zone showing maximum floor area ratio, height and increased setbacks*

### **Environment**

Based on the review of the environmental assessment report submitted for the application, further information regarding potential contamination west of the property is required. Therefore, at the development permit stage, the applicant will be required to provide

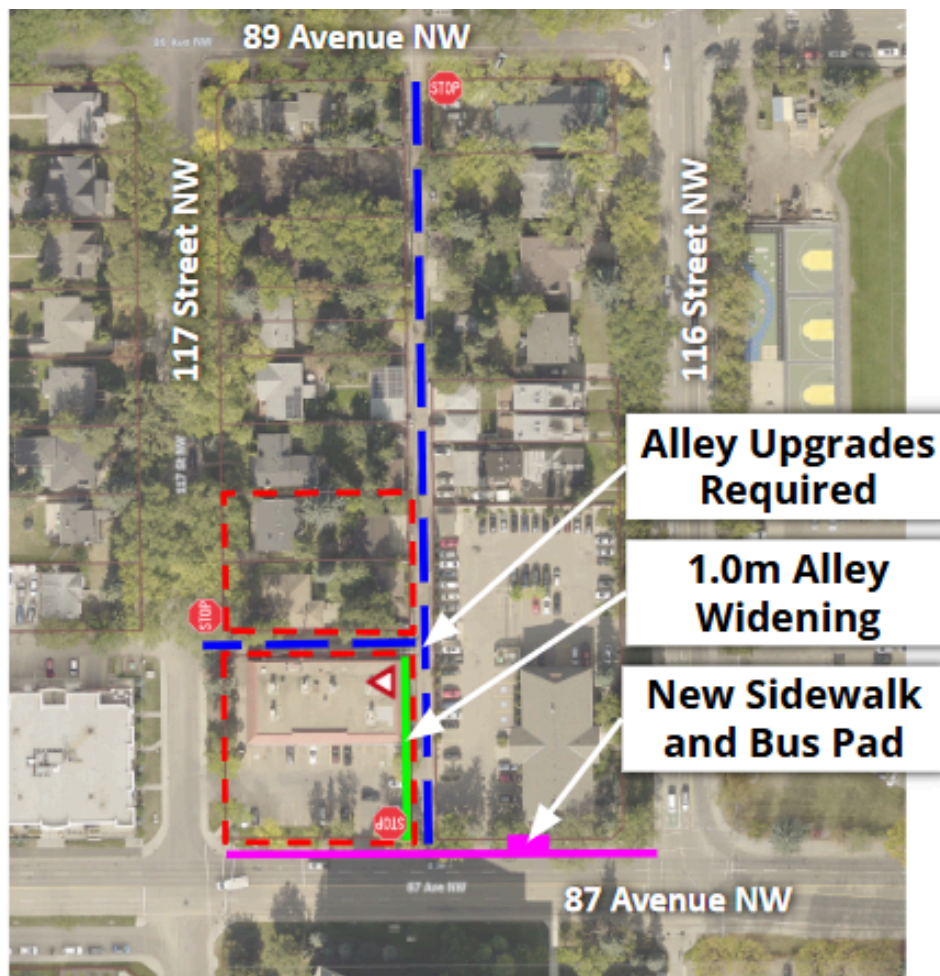
information on historic impacts west of the property, including potential delineation and risk management if required.

## Mobility

Administration reviewed a Transportation Impact Assessment (TIA) that was submitted with this application. The TIA assessed the cumulative development-related traffic impacts along the block bounded by 116 Street NW, 118 Street NW, 87 Avenue NW, and 89 Avenue NW. Based on the analysis, there are several recommendations for transportation improvements as shown in the image below:

- Reconstruction of the sidewalk along the north side of 87 Avenue NW between 116 Street NW and 117 Street NW, including upgrades to the corresponding bus stop to improve transit and pedestrian access..
- As vehicular access would be restricted to the alleys only, both the north-south and east-west alleys between 87 Avenue NW and 89 Avenue NW will need to be upgraded to a commercial standard, and signage at the associated alley intersections is recommended.
- The TIA further recommends additional 1.0 m on-site widening of the north-south alley to improve vehicular maneuverability where volumes are expected to be higher near 87 Avenue NW.

These recommendations will be reviewed in further detail at subsequent stages of development.



ETS operates numerous bus routes near the rezoning site on 87 Avenue NW. A range of services are available on this corridor, including local and crosstown routes. The site is less than 50 m walking distance to a bus stop on 87 Avenue NW and roughly 600 m walking distance to Health Sciences/Jubilee LRT Station.

The future mass transit network in the area is anticipated to include Bus Rapid Transit routes operating on 87 Avenue NW (east of 114 Street NW) and to/from University Station as part of the mass transit network associated with the 1.25 million population scenario of the City Plan. Additional frequent and rapid mass transit bus routes (similar to existing frequent and rapid routes in the area) are anticipated to operate nearby on 114 Street NW.

## Utilities

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing an engineered outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage.

Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would be reviewed at the Development Permit stage.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. The developer will be required to contact the Edmonton Fire Rescue Services (EFRS) to address this deficiency. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

## Appendices

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

Written By: Abhimanyu Jamwal

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

# What We Heard Report

## Windsor Park

### LDA24-0200

Edmonton

## Public Engagement Feedback Summary

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<b>Project Address:</b>	11630 - 87 Avenue NW, 8715 & 8719 - 117 Street NW
<b>Project Description:</b>	<p>The City has received a rezoning and road closure application from Green Space Alliance (GSA) Consulting Inc for 11630 - 87 Avenue NW and 8715 &amp; 8719 - 117 Street NW. The current zones are the Neighbourhood Commercial Zone (CN) and Small Scale Residential Zone (RS). The proposed zones are Mixed Use Zone (MU h88.0 f11.0 cf) and Neighbourhood Mixed Use Zone (MUN). This would allow for a tall high rise, mixed use development up to a maximum height of approximately 25 storeys at the corner with low rise, mixed use development up to a maximum height of approximately 4 storeys further north.</p> <p>The proposed closure area is the alley that splits the rezoning site. If closed, it would be consolidated with the property to the north, and also be rezoned to the MUN Zone. A replacement alley connection is proposed to be created from the northern portion of 8719 - 117 Street NW.</p>
<b>Engagement Format:</b>	<p>Received emails and phone calls in response to mailed initial notice</p> <p>Open House (drop-in)</p> <p>Online Engagement Webpage - Engaged Edmonton: <a href="https://engaged.edmonton.ca/windsorpark87Ave">https://engaged.edmonton.ca/windsorpark87Ave</a></p>
<b>Engagement Dates:</b>	<p>Initial notice, sent: September 9, 2024</p> <p>Open House: November 5, 2024</p> <p>Online Engagement: November 12 - December 9, 2024</p>
<b>Number Of Visitors on Engaged Edmonton Page:</b>	<p>Visited the page - 509</p> <p>Submitted a question or forum response - 67</p>

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### About This Report

The information in this report includes summarized feedback received between November 12 - December 9, 2024 through online engagement via the Engaged Edmonton platform. This report also summarizes the

feedback received through Open House engagement and all the feedback submitted directly to the file planner via email or phone call.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councilor, and will be an Appendix to the 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.

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### Engagement Format

The initial notice of proposed land use changes, which was mailed to residents and businesses within 120 metres of the proposed project site, included details of the application and contact information of the file planner and applicant to provide feedback.

Following a request from the Windsor Park Community League, residents residing within 150 meters of the rezoning site were notified of the Open House (in person) and Engaged Edmonton Page (online).

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 Open House 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.

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### Feedback Summary

This section summarizes the main themes collected.

Number of Responses: 210

In Support: 23

In Opposition: 167

Mixed: 20

The most common **concerns** heard were:

**Height & Sun Shadow:** Respondents believe that the proposed height of tower (88 metres) is too tall for the neighbourhood, exceeds the height of adjacent buildings, does not align with the existing character of the neighbourhood and it will cast shadow on the properties located within the Windsor Park area.

**Traffic/Parking/Safety:** Respondents believe that the proposed redevelopment along with other existing issues will increase the traffic congestion in the area. An increase in traffic will result in shortcutting through the neighbourhood, which will compromise the safety of residents, especially children. Respondents also highlighted that there is already a lack of parking in the area and the proposal will increase the parking congestion.

**Density & Inadequate Infrastructure:** Respondents believe that Windsor Park has already contributed to the densification targets with recent developments and infrastructure is inadequate to support additional density.

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

**Location:** The site's proximity to University campus, hospital, public transit, among others makes it an ideal location for additional density.

**Housing & Amenities:** The respondents believe that the proposed redevelopment can help to meet the housing demand in the area and can provide commercial amenities to both residents and students.

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## What We Heard

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

### Reasons For Opposition

#### Height/Neighbourhood Character/Sun Shadow

- The proposed tower is too high for the area, and exceeds the height of adjacent existing developments. (66x)
- The proposed tower will cause significant shadow impacts on the properties within the Windsor Park area. (47x)
- The proposal does not fit with the character of the neighbourhood. (40x)
- The proposed tower does not provide any sort of transition from adjacent buildings. (12x)
- The property owners are already adversely affected by sun shadow impacts from new development on 87 Avenue & 118 Street and will be further affected by the development currently under construction on 118 Street NW. (9x)
- The proposed tower will obstruct sunlight, potentially resulting in the loss of trees and green space within the area. (6x)
- If the City's objective is to promote solar energy as a component of their climate resilience plan, the proposal should not be approved.
- The proposed tower will obstruct sunlight, which is essential for general health and well-being.
- High rises separate people, they are not at human scale and create vertical sprawl.
- The proposed tower will result in wind tunnel effects.
- Helicopters (STARS) flying to the hospital will be affected.
- A lower but bulkier tower will cast shadow to the houses directly to the north for longer periods of day.

### **Traffic/Parking/Safety**

- The proposed redevelopment, in combination with existing issues such as ongoing construction in the neighborhood, among others will exacerbate the traffic congestion. (44x)
- The Windsor Park area is already experiencing high traffic congestion on the surrounding road network, especially during the rush hours. (42x)
- There is a lack of parking available in the area. The proposed redevelopment will increase the parking congestion. (38x)
- The proposed redevelopment will cause an increase in traffic congestion and encourage shortcutting through the neighbourhood, which will compromise the safety of residents (including children). (37x)
- Having no on-site parking requirement is completely inappropriate. (5x)
- It is not clear how visitor, resident or commercial parking for the proposed redevelopment will be accommodated. (4x)
- There will be no or inadequate parking for the potential commercial amenities. (3x)
- Emergency vehicle access will be hindered due to traffic congestion. (3x)
- Relocating the existing east-west alley to further north will push the traffic deeper into the neighbourhood and interrupt safe sidewalk passage for pedestrians. (3x)
- There is no evidence that potential increase in traffic is considered by the City.
- The proposed redevelopment will result in an increase in commercial deliveries, thereby increasing traffic congestion.
- The alleys are not built to accommodate potential increase in residential traffic. An increase in traffic could cause damage to both alley and the underground infrastructure.
- Potential increase in traffic will make the area uninhabitable for students and University staff.
- The proposed redevelopment will increase the on-site and visitor parking demand.
- The City makes decisions on flawed traffic evaluation provided by the developers.
- Using the existing north-south alley for parking access, in addition to commercial and residential vehicle movements, could cause significant traffic flow problems.
- On-street parking is allowed for two hours, and parking enforcement rarely issues tickets.
- Additional traffic will result in air pollution.
- Crossing the streets to access the LRT poses a safety issue.
- Visitors cannot get a parking permit to park on the road.

### **Density/Inadequate Infrastructure/Loss of Privacy**

- Windsor Park has already contributed to the densification targets and achieved it with the recently approved developments (also includes skinnies, garage & secondary suites) and cannot accommodate additional density. (33x)
- The existing infrastructure is strained due to recently approved developments and is inadequate to support the additional density. (15x)
- The application should not proceed until the cumulative impact of recently approved development on infrastructure is known. (11x)
- Windsor Park is carrying an excessive burden of the City's plan to increase the density. (10x)
- The proposed redevelopment will cause loss of privacy for the residents. (10x)
- The pace of increase in density in the area is concerning. (7x)
- The new development (Windsor Terrace) and one under construction (on 118 Street NW) has doubled the population in Windsor Park. (6x)
- The proposed increase in density will result in increased crime rate in the area. (5x)
- The density of Windsor Park is higher in comparison to other areas of the City. (3x)
- Densification appears to be the only goal with no regard for the impact on the residents. (3x)
- This project will require significant infrastructure upgrades which will result in further expenses and no cost saving. (3x)
- The proposed redevelopment will significantly increase the population density in the area. (2x)
- Windsor Park is contributing to density at a much quicker rate than anticipated by The City Plan. (2x)

- Edmonton's densification is unplanned. (2x)
- Developers have already built hundreds of new housing units around the U of A campus in last 5 years
- The City is not willing to consider the student residents in Lister Hall as part of the Windsor Park population.
- The proposed redevelopment does not fit in the community that is already congested with growing density.
- The proposed number of units are not necessary to increase residential density within the community.
- The City is not using current data for density calculations.
- The new apartment buildings in the area are not suitable for families.
- There are many other areas in the City that would welcome densification and would be more suited to high density.
- It seems like densification is driven by builders/developers.
- The argument that Windsor Park is the least dense neighbourhood in the City is biased, narrow, outdated and inaccurate as it does not account for the developments in the last 8 years.
- The University area is densely populated and developed. It is unclear why Windsor Park, which is already a high density area, is overburdened with density.
- Increasing density should not be used as an excuse to slowly degrade the aesthetics of existing neighbourhoods.

### **City Engagement/Developer Practices/City Policies**

- The drop-in format of the Open House engagement is not effective, it is poor, too disjointed and no narrative information or presentation was provided. (9x)
- The construction practices of the developer (Westrich), for both Windsor Terrace and the ongoing 6-storey development on 118 Street NW, have caused significant disruptions and inconvenience for the residents. (7x)
- The sun shadow studies presented at the Open House session were confusing, they did not display the full range of the shadow, and the streets were not labeled. (5x)
- Windsor Park was never in the University-Garneau Major Node. (5x)
- The developer only provides rental properties. (4x)
- The City always ignores feedback from the residents. (3x)
- The overall engagement & consultation with the community is insufficient, inadequate, biased and just a formality. (3x)
- The numerous engagements required to increase housing in the area is frustrating. (3x)
- City Planners have not given serious thought to the valid concerns raised by current residents on other projects. (2x)
- The developer is not building the tower to bring permanent residents. It is intending to compete with the University of Alberta for student accommodation. (2x)
- The developer's University Heights building on University Avenue and 115 Street NW does not enhance the aesthetic appeal of the neighbourhood. It is anticipated that the developer will construct a building that will degrade the community. (2x)
- There is a lack of consultation from the City on traffic and speed. (2x)
- The boards at the Open House had no scale to understand the extent of proposed rezoning. (2x)
- The proposed redevelopment might be consistent with The City Plan but it does not mean that it should be approved. (2x)
- The proposal does not align with The City Plan. (2x)
- The mid-rise apartment on 118 Street NW does not meet the District Policies for Major Node. (2x)
- The community engagement process for this proposed rezoning is limited to informing or consulting the community. It does not meet the requirements for community engagement.
- The developer will get the approval, no matter how inappropriate the proposed redevelopment is.
- City staff were not taking notes at the Open House engagement. It is unclear how they will document the feedback.

- It is not clear when The City Plan was approved and if the community league was involved in the engagement.
- The homogenization of communities through densification policies weakens citizens' ability to choose their living circumstances and obstruct the development and sustainability of diverse neighbourhoods, both of which makes Edmonton an attractive city.
- At the Open House, City staff provided a feedback form from a different project.
- The City staff could not offer meaningful responses to the concerns raised by the residents at the Open House.
- The proposed redevelopment does not align with the City of Edmonton's aim for more family homes.
- The proposed low-rise redevelopment does not comply with the District Policies for Urban Mix.
- Open House was just an opportunity for the City and developer to check off the box that they consulted with the community.
- Traffic study was not provided at the Open House.
- The proposed tower does not meet the District Policy for tall high rises in Major Nodes.
- The City eliminated the concept of liveable City through District Planning and no longer works with the neighbourhood on infill development.
- Limited options were presented at the Open House session to redevelop the proposed rezoning site.
- The developer does not care about students or community interests.
- The potential units for students will be tiny and the developer will exploit the students with the rent rates.
- University-Garneau Major Node cannot be developed as the University owns the land across the campus.
- The City is destroying mature neighbourhoods with its 15-minutes community concept.
- The City is allowing high rises on small scale residential sites with no regulations and intermediate steps.

### **Other**

- The Windsor Park School does not have the capacity to accommodate new students. (15x)
- The community loses mature trees and plants to densification projects in the neighbourhood. (15x)
- The proposed redevelopment will not include affordable housing options, as the units will be developed exclusively for high-income individuals. (11x)
- The proposed redevelopment will cause significant noise pollution, which will be unbearable for the residents. (10x)
- The proposed redevelopment will further decrease the value of residential properties in the Windsor Park area. (9x)
- The approval of the proposed rezoning will set a precedent for similar developments in the area. (9x)
- There is no urgent need for student housing in the proposed tower as there are a lot of vacant rental apartments in and around the University campus. (7x)
- Windsor Park residents will lose access to the commercial amenities which currently exist on the proposed tower site. (7x)
- The proposed tower is suspected to primarily provide transient accommodation for students. (5x)
- Commercial places in Windsor Terrace and podiums of other high rise developments in the City are empty. (5x)
- The proposed redevelopment will have environmental impacts that are unknown. (5x)
- It is highly unlikely that the proposed tower will meet the best environmental building practices. (5x)
- Rental properties are transient in nature and do not attract long term residents who invest in the neighbourhood. (4x)
- The City planning department and City Council's actions appear to destroy the Windsor Park community. (4x)
- The City of Edmonton does not care for independent home owners and gives preferential treatment to the land developers. (4x)

- The proposed redevelopment will result in loss of community. (4x)
- The documents submitted by the applicant have errors, are misleading and provide inaccurate information and do not consider recent developments. (3x)
- Lighting and sight line changes will negatively impact nearby residents. (3x)
- The proposed redevelopment encroaches upon the residential area. (2x)
- The preferred choice for the families are single detached houses with a garden at the back. (2x)
- It is not clear how this proposal benefits the community. (2x)
- Window strikes on high rises are a very serious risk to migrating birds. (2x)
- Only home owners invest in the communities they live in. (2x)
- Approved and proposed projects in the area have consisted almost entirely of rental properties. (2x)
- Acres of parking lots are sitting empty in the downtown area which is suitable for high density. (2x)
- The proposed built form should be restricted to major roadways, and areas such as Garneau and downtown. (2x)
- There is no data to support that the potential tiny apartments in the proposed tower will support the housing for families. (2x)
- Instead of being a green carbon sink, Windsor Park is headed in the negative direction of becoming a heat island. (2x)
- The cost of homeownership and rental costs in Windsor Park are not affordable. (2x)
- Windsor Park should not be used to accommodate the expansion of the University.
- The potential commercial tenants will not be able to afford to rent the commercial space.
- The professionals working at the University and hospital will not rent apartments, instead they will look for single family homes with amenities nearby.
- There are already enough residential developments to provide additional housing in the area.
- The apartments that have been built over the last few years are not affordable.
- Disheartened by the City planners dismissal of the community's widespread opposition to the height of the proposed tower.
- Proposed redevelopment will increase property taxes in the area.
- U of A students are excluded from the count of individuals utilizing the community amenities.
- The high rises appear to be part of a drive to push families into the suburbs.
- Potential future residents will not use transit for transportation.
- The infrastructure and original plan of Windsor Park did not contemplate this type of development.
- The increase in new housing units within the neighbourhood, without taking into account the public amenities, is cause for concern.
- Events occurring at the U of A and access to Jubile Auditorium will be affected.
- The City is irresponsible and has removed all the previous neighbourhood plans in favour of rapid densification.
- There are other places in Edmonton to build similar development and where the people are willing to live next to it.
- The city has put its residents as collateral damage in order to lead the global movement towards a cleaner and safer future.
- Despite technical studies indicating that the proposed development will negatively affect the neighbours, developments have continued to proceed.
- Need more information on the commercial opportunities in the proposed Mixed Use Zone.
- This project does not enable close access to commercial, retail, personal or professional services as there are no such services in the Windsor Park, Belgravia or University area.
- One of the goals of the LRT expansion was to enable students to access the University from various locations across the city. Permitting the proposed tower for student residence undermines this goal.
- Transit can easily move students from different neighbourhoods to campus.
- The proposed redevelopment will primarily benefit the developer who speculated that the city would accept the high costs of a building that is disproportionately large for the neighbourhood.

- The City's planning decisions should be based on accurate information and realistic projections, not on stereotypes or faulty premises.
- The existing east-west alley contains large utility poles that will pose a significant problem for the proposed alley closure and the attachment of the 4-storey building to the podium of the proposed tower.
- Heavy vehicles such as garbage trucks might face difficulty in turning around in the existing north-south alley and will have to exit via 89 Avenue NW.
- The proposal should not be approved until emergency services in the area are capable of handling a building of this magnitude.
- The proposal to create a new alley by closing the existing east-west alley is not supported, as this will compromise the boulevard trees.
- There is no opportunity for a family to own a property in Windsor Park at a lower cost and invest in the community for a long term.
- The City does not need development in mature and central neighbourhoods.
- Allowing high rises can cause issues during the next pandemic.
- Site size is not sufficient to accommodate the proposed tower.
- Students are experiencing financial hardship due to the lack of affordable housing options.
- The City is focused on housing costs rather than focusing on sustainable economic development.
- Relocating the existing east-west alley to further north and consolidating the lots will create a continuous structure.
- It is both short-sighted and harmful to allow arbitrary zoning rules to obstruct new housing supply, forcing students into lengthier commutes and substandard housing.
- There is no access to commercial amenities within walking distance for elderly residents.

### **Reasons For Support**

- The proposed redevelopment is appropriate at this location as it is close to the University campus, hospital and other amenities. (15x)
- The proposed redevelopment can help in meeting the demand for housing in the area. (10x)
- The proposed redevelopment can provide commercial amenities to both students and residents. (8x)
- The proposed redevelopment will not alter the existing character of the area. (4x)
- The proposal supports the City's goal outlined in The City Plan. (3x)
- More housing is desperately needed in and around the University area, especially for those who study and work at the University and those who wish to live in an area with various amenities and transit options. (3x)
- Adding housing at this location will greatly improve the livability and vibrancy of the area. (3x)
- With taller buildings nearby, it makes sense to facilitate densification along 87 Avenue NW. (2x)
- The proposed tower is within the Major Node and is consistent with the District Plan. (2x)
- The proposed redevelopment is vital in keeping the housing prices competitive and affordable for the students and residents. (2x)
- Neighborhoods are not static; they evolve over time. (2x)
- The Church east of the proposed tower side will be facing the significant sun shadow impact, which is fortunate in terms of mitigating the impacts on residential areas.
- The proposed redevelopment is geared towards families.
- The proposal to close the existing alley and relocate it to further north might be helpful to improve connectivity, enhance pedestrian access and contribute to the overall appeal of the area.
- The proposed redevelopment provides the opportunity for children to grow in a walkable neighbourhood.
- The proposed redevelopment will help in revitalization of the area and should be replicated elsewhere in the City.
- Creating mixed-use developments in this area will help us with the climate crisis.

- The shadow of the tower will also provide some shade for the pedestrians in summers.
- The proposed redevelopment's proximity to the amenities and alternative modes of transportation offers potential residents a car-free lifestyle.
- The proposed tower podium and attached 4 low rise development will provide the transition to the single family homes nearby.

## **Suggestions For Improvement**

### **Reducing Height**

- The location is suitable for a 10 -15 storey tall building. (22x)
- The proposed height of the tower should be limited to the height of existing buildings in the vicinity such as Lister Hall and Windsor Terrace. (12x)
- The proposed redevelopment should be limited to 6-8 storeys. (8x)
- The proposed height should be restricted to 4 storeys. (4x)
- The City should consider low-rise development on 87 Avenue NW and preserve 117 & 116 Street NW for subdivision (skinnies) or row housing, which are family oriented. (4x)
- Alternative methods for increasing density should be considered such as building duplexes and row houses. These housing options can appeal to families, maintain the existing neighbourhood character, and foster a stronger sense of community. (4x)
- There should be nothing higher than 3 storeys on 117 Street NW.
- Small scale development will better serve the community and housing crisis.
- Densification can be achieved through low and mid rise development.
- To enhance the financial viability of the project, the developer could consider reducing the height and size of the units or implement a strategy to charge higher rental rates.
- A tower below 20 stories would be more appropriate rather than something shorter and wider.

### **Commercial Amenities**

- The addition of more shops and a grocery store should be considered. (7x)
- The developer should provide an expanded list of commercial uses on the site. (4x)
- If commercial amenities are provided at the proposed rezoning site, Windsor Park could potentially become a 15-minute community. (4x)
- The existing commercial amenities on the proposed tower site must be retained. (4x)
- There is significant need for residential and commercial uses in the area.
- The developer should commit to lease the retail space and fill them within a specific timeline.

### **Preserving Environment**

- The developer should provide more park space to accommodate increased density and to compensate for the loss of green space and boulevards. (8x)
- Before allowing the proposed redevelopment, environmental considerations such as green building practices, preservation of existing landscaping and avoidance of bird/window collision must be considered. (6x)
- Boulevard trees should be retained. (5x)
- Private trees on the proposed rezoning site should be retained. (3x)
- The City should not approve any development that fails to promote the use of electric vehicles, and does not meet the highest standards for zero-emissions and storm damage resistance
- Wildlife should be protected.
- An elm tree on the west side of the proposed alley should be preserved.
- The City should never again give permission to any development that does not conform to the highest possible environmental standards.

### **Site Specific Improvements/Tower Design/Built form**

- The proposed redevelopment should be constructed with high-quality materials to ensure it is aesthetically pleasing for the residents. (4x)
- Pedestrian safety and traffic calming measures should be provided at the expense of the developer. (4x)
- The developer should provide many reasonable sized 3 bedroom units for potential families. (4x)
- The proposed east-west alley should be limited to pedestrian and cyclist traffic exclusively. This will reduce shortcutting into the neighbourhood and will keep the traffic on north-south alley. (3x)
- The proposed high-rise tower, with its tall and slender design, is favored over a shorter and bulkier structure. (2x)
- The proposed east-west alley should be landscaped and well lit. (2x)
- The City should ensure that the alley is restored for garbage and fire trucks access.
- The proposed redevelopment should have appropriate setbacks to provide room for walking, biking, sitting and eating.
- The proposed redevelopment should be contained in the current parcels. It provides a break between the proposed tower and low rise development, creating more space, provides an exit for the high rise near 87 Avenue NW and also allows the additional traffic to use the existing east-west alley.
- The City should ensure that the proposed tower must have an exit on 117 Street NW and close to 87 Avenue NW.
- If a roof top park/terrace could be provided to both residents and commercial tenants, it can provide some uniqueness to the building (tower).
- An agreement regarding the utilization of safe parking sites must be established between the construction company and the City.
- The tall slim tower will allow more sun access to the properties to the north and will be helpful for the property owners who have installed solar panels.
- On-site parking should be provided so that street parking is not further pressured.
- The developer should consider constructing a lay-by on 87 Avenue NW to accommodate delivery vehicles, short-term visitors, and students moving in and out.
- It will be interesting to see the tower design to understand how the architect has addressed the massing and quality of materials. To mitigate the impacts of the tower, the developer can consider using a variety of colors, configurations, and step-backs to break up the tower mass.
- The developer should pay for a more durable lane to accommodate the potential increase in traffic.
- Stacked row housing with limited commercial uses can be an alternative to a commercial podium.
- The exterior finishing of the proposed tower should be kept in a light tone.
- Crosswalk at 116 Street NW and 89 Avenue NW needs improvement and should be upgraded.
- Specification on setbacks and potential commercial development should be presented for the proposed development.
- Sidewalks along 87 Avenue NW between 118 & 116 Street NW need improvement and should be upgraded.

### **Density**

- Density should be increased in a safe and responsible manner. (5x)
- To double its population, the City should consider building in Blatchford, northern area, CP industrial lands, and south of the airport.
- The City can do bare minimum by allowing more housing near the U of A campus.
- The City should learn from other cities how to incorporate density.

### **Engagement**

- The format for the Open House should be synopsis for each board followed by Q & A. (2x)
- Such proposals should entail more detailed community engagement and in-depth discussion with the community. (2x)

- The Open House engagement should have included a drainage map.
- Instead of drop-in Open House engagement, a presentation followed up by a meeting in a round table or group discussion would have been better.
- A design exercise should be hosted by either the developer or the City in collaboration with the community. This would allow for the identification and resolution of land use issues.
- It would have been more helpful to see some models of the proposed redevelopment.

### **Others**

- Any new redevelopment project should fit into the character of the neighbourhood. (3x)
- The proposed tower should be condo or rent should be controlled to ensure it is affordable. (2x)
- A senior housing facility should be considered by the developer and City. (2x)
- The City should provide a cohesive urban plan for Windsor Park. (2x)
- Providing affordable housing near transit will make a difference.
- The City Council should abide by the District Plans that they adopted.
- More supply of housing is the fundamental solution to the housing crisis.
- Residents' concerns should have equal weight in planning decisions.
- The City must ensure that the proposed redevelopment should not encroach deep into Windsor Park as it is not suitable for high density.
- The old bungalows in the area should be turned into 3-4 storeys.
- Edmonton has very high property taxes. It should focus on limiting its vast urban sprawl and attracting new businesses to spread out the tax burden.
- Instead of placing transit in desirable communities and declaring them a node or hub, the City should create desirable places and transit nodes in underutilized areas.
- The City Council must hold developers accountable to our City standards.
- The City should invest tax payers money in downtown to provide housing for students.
- Current zones should be maintained.
- The zoning bylaw should regulate aesthetic and design.
- City Planners should demonstrate sound judgment and courage by rejecting the proposed and similar developments, while respecting the views of the overwhelming majority of the area's residents.
- Financial sustainability for smaller buildings can be achieved by incorporating smaller units and/or charging higher rental rates.
- The City should implement a limit or quota on the number of new developments that a single developer can build within a particular neighbourhood.
- It is important to ensure that the proposed redevelopment is affordable to students and families.
- Access to the City Parks and facilities such as Jubilee Auditorium needs to be considered so that Edmontonians can drive to these locations.
- The City should reassess and establish appropriate criteria and guidelines for densification, specifying the neighborhoods in which densification should occur and the types of development that should be utilized to achieve it.
- The building at the intersection of 118 Street NW and 87 Avenue NW (Windsor Terrace) offers a more suitable transition to the surrounding development and commercial amenities. This type of building better supports the concept of a 15-minute community.
- The City should ensure that the District Policies are enforced on fair interpretations, rather than using disingenuous interpretations to justify incompatible redevelopment.
- The merits of the proposed rezoning need to be thoroughly evaluated; superficial comments supporting all development around the University are insufficient.
- Additional housing should be evenly distributed in the neighbourhood to allow for better distribution of traffic and parking for visitors.
- The City administration should consider the interests of the residents.
- Walking and bicycle infrastructure in the area requires an upgrade to support additional density proposed by the redevelopment.

- A comprehensive infrastructure review needs to be completed taking traffic, sewage, water, gas and power into consideration.
- **Windsor Park Community League (WPCL) suggestions**
  - WPCL suggests, despite the large traffic volume expected in the north-south alley, construct the new east-west alley for pedestrians and cyclists only, and close it to motor vehicles. This would keep the traffic on the north-south alley so it would exit onto 87th Ave to the south or 89th Avenue NW to the north (one-way to 116th Street NW). It would also prevent traffic from exiting onto 117th Street NW and shortcutting through the neighbourhood and provide a pleasant amenity for nearby neighbours and the neighbourhood.
  - WPCL suggests the new alley be constructed as a lit landscaped path for pedestrians and cyclists. This would save a boulevard elm in front of 8719 - 117 Street NW that might otherwise be cut down to provide access for cars and trucks, reduce noise and traffic, and provide a more pleasant environment for residents on 117th Street NW.
  - WPCL suggests that the power lines in both the east-west and north-south alleys be buried to enhance the pedestrian experience and provide more space since traffic will increase significantly in the north-south alley from this development and the 6-storey on 116th St. Those power poles take up space and the overhead wires are unsightly.
  - WPCL suggests that the north-south alley be reconstructed to the commercial standard to handle the additional traffic that the tall high rise development would generate.
  - We would like the design to be welcoming and not turn its back on the neighbourhood. We'd like to see some outside seating and other attractive features that benefit the neighbourhood. The current shopping centre has a blank wall along the east-west alley, which is unlit. This attracts undesirable activity and is unsafe for walking through, especially at night.
  - We would like to see a range of residential units, including a substantial number of 3+ bedroom units for families with children to provide a full range of housing choices. Too many multi-unit projects provide only one and 2 bedroom units that are too small for families.
  - WPCL suggests the entire sidewalk along the north side of 87th Ave from 116th St to the alley east of Windsor House be rebuilt. Reconstructing the sidewalk would provide an improved pedestrian environment for the neighbourhood and for residents and visitors to the shops and services in this new development.
  - WPCL recommends a redevelopment with a lower height and lower FAR so the height of the tower is similar to Windsor House and Lister Centre. WPCL seeks to reduce the impact of the development on the neighbourhood such that it minimizes the shadowing onto neighbouring properties to the north.
  - WPCL prefers community friendly shops and services in the commercial podium and the attached building to the north, such as hair salon, bank branch, restaurant, small grocery store, and yoga studio. Windsor Park will never have a 15-minute community if we don't have these services in the neighbourhood—recognizing that some of these services currently exist in the shopping centre but will close when the site is redeveloped. However, we haven't had a grocery store since the 1980s. Traffic volumes are already so busy through the university area at certain times of the day that it's difficult to get to the closest grocery stores, which are in other neighbourhoods (Garneau and Woodcroft).
  - Space for childcare may be needed in this development if Windsor Park school requires more space for K-6 students and expands into the space currently used by the daycare.
  - WPCL suggests windows be located on all sides of the podium of the proposed high rise and in the 4-storey building on 117th St to provide "eyes on the streets and alleys". Currently, the shopping centre has windows only on the south side of the building, which

provides eyes on the front parking lot. The blank walls on the other sides mean there are no eyes on the north-south or east-west alleys. This is a safety concern for pedestrians and the community.

- WPCL suggests that a cumulative Sun Shadow Study, Drainage Servicing Report and Wind Impact Assessment should be requested at the rezoning stage and reviewed by the City.
- Given the focus on active modes of transportation in the Mobility Assessment, reverse the direction of traffic controls at 89 Ave and 117 St. Currently east-west traffic yields at 117 St, while north-south traffic is free flowing. This means cyclists yield to cars at that intersection. However, 89 Ave, which is one-way eastbound for motor vehicles and 2-way for cyclists, is part of the City's bike network and has painted bike lanes. Suggest instead that traffic on 89 Ave flow freely and install stop signs northbound and southbound at that intersection. This gives cyclists priority and discourages speeding on 117 Street NW.
- Given the projected D/E rating of the 89 Ave/116 St intersection at peak times, we recommend installing a fully signalized intersection, with pedestrian priority (this is a major pedestrian route to/from the University of Alberta). Currently there's a flashing light at that intersection, activated by pedestrians, and currently the operations of that intersection for westbound traffic turning south (left) from the University of Alberta onto 116 St is rated D during the afternoon rush hour.
- Given the projected D rating of the operation of the intersection at 117 St and 87 Ave at the afternoon peak, consider making this a fully signalized intersection if the new east-west alley allows vehicular traffic. If the new alley is closed to pedestrians it's possible the traffic volume would not increase to the D level of delay. Currently it's signalized on 87 Ave to stop traffic to allow pedestrians to cross this busy arterial road that runs through the neighbourhood.
- Given the projected C rating of the intersection of the north-south alley at 87 Ave during peak times, recommend right turn only onto 87 Ave to reduce traffic backups in the alley. This would also reduce the need for the east-west alley to be open to vehicular traffic.
- Careful consideration of the capacity of the sewer lines should inform the review of the rezoning proposal, including whether any upgrades are required to the sanitary sewer system to accommodate the developments proposed in the rezoning application.
- We're pleased to see the recommendation that sanitary and storm flows be re-evaluated at the detailed design stage and urge this recommendation be acted on if the rezoning application is approved.

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## Questions & Answers

1. **Windsor Park has undergone rapid densification, with an enormous development on a residential street being built right beside another tall building on the corner, and another older condo. Now, a new proposal would be a stone's throw away from these builds. It is very likely that the ensuing traffic will be a nightmare for local residents, but we won't know until the buildings are occupied. Why allow more density before seeing the impact that the current construction will have on the community?**

Thank you for your question. We understand & acknowledge that change is difficult in a growing city, and Windsor Park has seen recent developments such as Windsor House on 118 Street NW and a 6 storey development north of it.

We are reviewing the cumulative impacts of these in our analysis for this application. Specifically with regards to traffic. A Transportation Impact Assessment (TIA) report is being reviewed by our transportation engineers to better understand anticipated impacts. Obviously, this report cannot

take into account the exact, measured impacts of other projects that are not completed yet, but the City has experience with similar situations elsewhere in the city, including in areas more dense than this, that can also inform our analysis. If it is determined that infrastructure upgrades are required to manage the impacts of the proposed redevelopment, these will be the responsibility of the developer to pay for. At the Development Permit stage, the Development Planner can make that a condition of the development permit and the developer may be required to enter into a Servicing Agreement with the City. Servicing agreements make provision for the construction of municipal improvements such as water mains, storm and sanitary sewers, roads, sidewalks, curbs and gutters, power, street lighting, landscaping and various other items, which can be helpful in supporting the additional density.

**2. How much weight is given to increased traffic and shortcutting in considering whether to support a rezoning application?**

If the Traffic Impact Assessment shows that the mobility impacts are not within acceptable standards, further mitigation measures to reduce the impacts will be recommended.

**3. How important is loss of sunlight to neighbouring properties in assessing the rezoning application?**

It is not going to be a major factor as we do not have a policy that protects access to sunlight for existing residents. MU Zone has regulations specifically for towers which are made to minimise the impacts of shadowing, such as tower plate (max 850 sq.m.) and setbacks & stepbacks. However, we will provide a summary of the Sun Shadow impacts on the neighbouring properties in the Council report and Council can make a decision based on the summary.

**4. How will the feedback you receive from the community be used in considering this application? How much weight are community input and the wishes/views of the community given in considering whether or not to recommend Council approve a rezoning?**

On the City's engagement spectrum, public input for LDAs is considered to be at the ADVISE level, this means we consult the public. Specifically for rezoning to a standard zone we consult surrounding residents to:

- collect local insight and help us make sure that our planning analysis is taking into consideration all the factors that it needs to; and
- inform the Council about the nature of the feedback received so that they have a better understanding of the opinions of nearby residents prior to making their decision.

However, in this case, we understand that the proposed MU Zone can be tailored in terms of height & FAR by the applicant to meet their demands. If we receive feedback that the height and FAR needs to be reduced, we can forward it to the applicant for their consideration.

**5. We're also aware that the rezoning application is in circulation to other departments and agencies. Would it be possible for us to get copies of the comments that come back from the circulation or a summary of the comments?**

We cannot provide the physical copies. If a resident wants to, they can come in-person and see for themselves. They can take notes but won't be allowed to make a copy or take pictures of it.

6. **How many initial notices about the Windsor Shopping Centre rezoning (proposed tall high rise site) were sent to owners of nearby properties in the expanded 120-metre notification area?**

349 recipients, which includes home owners and tenants, received our notice.

7. **Currently the east-west alley north of 11630 – 87 th Ave (the shopping centre site) is the boundary of the major node in the Scona District Plan. It's our understanding the developer isn't asking for any changes to the district plan arising from this rezoning application. In the City's view, does closing the existing alley and constructing a new alley further north affect the node boundary in Windsor Park? If so, will a plan amendment accompany the rezoning application in the agenda for the public hearing for this or any other reason?**

No, this rezoning/proposal won't change the boundary of University-Garneau Major Node. To change the boundaries of Nodes and Corridors, the applicant would need to apply for a District Plan amendment, which will need Council approval.

8. **Regarding the MU and MUN zones: some of the commercial uses allowed in these zones are considered nuisances by the community, e.g., cannabis stores, liquor stores, body rub centres. Do the separation distances and other location criteria that apply to these uses preclude these uses from the developments that will be permitted if these properties are rezoned?**

Cannabis Store cannot be allowed on the subject site as it is within the 200 m separation distance required from the school. A liquor store can be allowed on the site as it is outside of the 100 m separation distance required from school and sites zoned Parks and Services Zone, Neighbourhood Parks and Services Zone, or River Valley Zone. Body Rub Centre cannot be allowed on the site as the applicant intends to build residential units on site. However, Development Planners measurement and interpretation of the regulations will stand at the development permit stage.

9. **As indicated earlier, we are concerned about the cumulative impacts of a number of recent development and rezoning approvals on loss of light. Another is the cumulative impacts on the neighbourhood of so many higher density residential and mixed-use developments, such as traffic, parking, noise, safety. These impacts are not yet known because some of the developments are under construction or not yet started. Does City Planning take into consideration the rate of densification in a community and whether there has been sufficient time to assess the consequences of densification?**

Cumulative impacts are addressed in technical reviews for transportation, drainage, etc. We review rezoning applications case by case, and all the proposals for redevelopment or development go through a rigorous technical review in two different stages (rezoning & development permit). If our internal agencies inform the applicant in their comments that infrastructure upgrades are required, the Development Planner will make that a condition of the development permit and the developer may be required to enter into a Servicing Agreement with the City.

The Servicing Agreement is a legal contract between the developer (or property owner) and the City of Edmonton which outlines the terms and conditions, financial and otherwise, which must be met and agreed upon prior to development proceeding. Servicing agreements make provision for

the construction of municipal improvements such as water mains, storm and sanitary sewers, roads, sidewalks, curbs and gutters, power, street lighting, landscaping and various other items.

**10. Is there a mechanism to pause consideration of this rezoning application until the cumulative impacts of what has already been approved can be assessed and taken into account?**

There is no mechanism to pause or slow down the pace of rezoning or development application anywhere within the City. Common law allows private landowners to apply and have their development rights, aka rezoning, changed and the Zoning Bylaw ([please refer to section 7.5, subsection 3.5 & 3.6](#)) requires that the City administration must bring those applications forward to be considered by Council. Development Officers are legally obligated to receive & review development permit applications under Zoning Bylaw 20001 ([please refer to section 7.100, subsection 1.0](#)).

**11. Can Council delay/pause the application until the impact on the neighbourhood of the developments already approved are known?**

At the future public hearing for this application, City Council can refuse the proposal or a Councillor can bring a motion to refer the application back to administration for further work.

**12. What factors are considered when assessing the 88.0 metre height proposed for this rezoning? What are the most important factors? How important are alignment with heights of nearby buildings and loss of light/shadowing of nearby properties?**

Our review is based on the analysis of the proposed rezoning's impacts on surrounding infrastructure (i.e. roads, water and sewer systems), overall compatibility of the proposed zone with surrounding land uses, alignment with land use policy and guidelines such as The City Plan and Scona District Plan and District Policy.

**13. Does City planning consider the impact of market value of nearby properties to be a relevant factor in assessing whether or not to support a rezoning application?**

No, property values are not a land use consideration. Relevant factors are building size, distance to transit, transportation, utilities, among others. Not relevant factors are tax implications, property values, tenure (renters v owners), users, morality, among others

**14. Does the analysis consider the noise, dust and other issues that invariably arise during construction as relevant considerations in assessing whether to support a rezoning application? How will noise and other construction complaints about other Westrich developments—in Windsor Park and elsewhere—be taken into account in reviewing this rezoning application?**

Construction is regulated through Community Standard Bylaw 14600, and as per the Bylaw, a person shall not cause or permit any construction activity on property they own or occupy:

- a) before 7 a.m. or after 9 p.m. on any day other than Sunday or a holiday;
- b) before 9 a.m. or after 7 p.m. on any Sunday or holiday; or
- c) at any time contrary to a written notice issued by the City Manager pursuant to section 16.1.

If an ongoing construction does not comply with these regulations, the residents can call 311 and make a formal complaint. Feedback pertaining to noise and construction complaints can be summarized within the Council report; however, they are not a land use consideration.

**15. Has the City consulted with the school board regarding this proposal? There is concern that the school may be at capacity.**

The City circulates all rezoning applications that are across from school sites so that they have an opportunity to provide feedback. Specific to this question regarding capacity, EPSB has prepared the following response:

**Response from the Edmonton Public School Board** - The question about enrolment and capacity is very nuanced, changes from year-to-year, and is not necessarily calculated as 1 student = 1 seat. The Division monitors developments such as the ones occurring throughout the Windsor Park neighbourhood. These developments are expected to generate additional students for Windsor Park School; however, the Division has several tools in place that would allow the school to be able to accommodate these students at the school.

**16. While we (WPCL) are not experts, some of the capacity data, taken together, does not make sense at face value, specifically:**

- a. **the sanitary sewer flow from the shopping centre, with 4 commercial units, currently uses 19% of the line capacity**
- b. **The tall high rise, with 270 units, is projected to increase the flow to 29%.**

**This information from the report leads to questions, including:**

**How can a Tall High Rise with 270 units increase the capacity by only 10 percentage points when a small 4-unit commercial building uses 19% of the capacity?**

Pre development flow has been derived as per the City of Edmonton Drainage Design Standard. Sanitary flow generation for commercial use is relatively more than the residential use. However, the proposed development will project the capacity utilization to around 45% for the 270 units.

**17. Does the 19% use also include the use by "a significant portion" of the University of Alberta dormitories south of 87 Ave?**

No, 19% use does not include the University of Alberta dormitories at the south of 87 Avenue NW and the University of Alberta compound situated just south of 87 Avenue NW is connected to the sewer system within 116 Street NW. The Drainage Design and Construction Standards calculate flows for commercial and residential developments differently and results in commercial flows for small sites in particular being significantly overestimated. EPCOR is looking to update the Drainage Design and Construction Standards to better reflect reality in the near future.

**18. We note that the number of vehicles per day (vpd) in the north-south alley is expected to increase exponentially to about 1900. This is a very large volume of traffic that exceeds the typical Edmonton alley capacity of 1000-1500 vpd. We would like to know where in the city we can find alleys with a similar high traffic volume. We would like to visit to see how they operate. Can you provide a list of such alleys and their location?**

The City does not have much traffic volume data on alleys. The traffic data that we do have is available on the [Average Annual Weekday Traffic \(AAWDT\) Volume Flow Map](#). Though there is limited data for alleys, it can be reasonably assumed that some of the alleys that serve several towers in the Wihkwêntôwin or Downtown areas have traffic volumes over 1000 vehicles per day. You may also wish to look for smaller local roads with traffic volumes within the range of 1500 to 2000 vpd as a comparison for how this alley may operate. They are not exactly the same, but many local roads that have on-street parking on one or both sides of the road will have two-way travel widths similar to alleys, and drivers will often have to slow down and pull over to yield to oncoming traffic, similar to busier alleys.

Note that one of the main ways to increase capacity of a road/alley is to widen the travel lanes, and in this case, the TIA includes a recommendation to widen the paved width of the alley from the 6m commercial standard width to a 7m width. For comparison, most residential alleys only have a paved width of ~4.1m to accommodate both directions of travel since they are of lower volumes / speed.

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## 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.

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## 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):

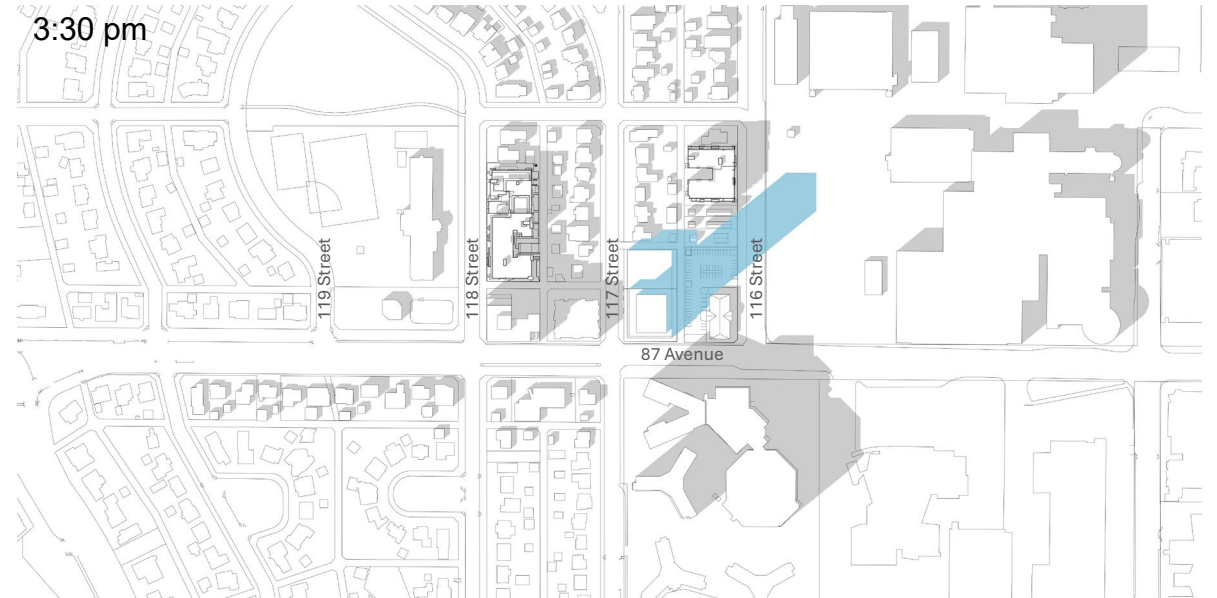
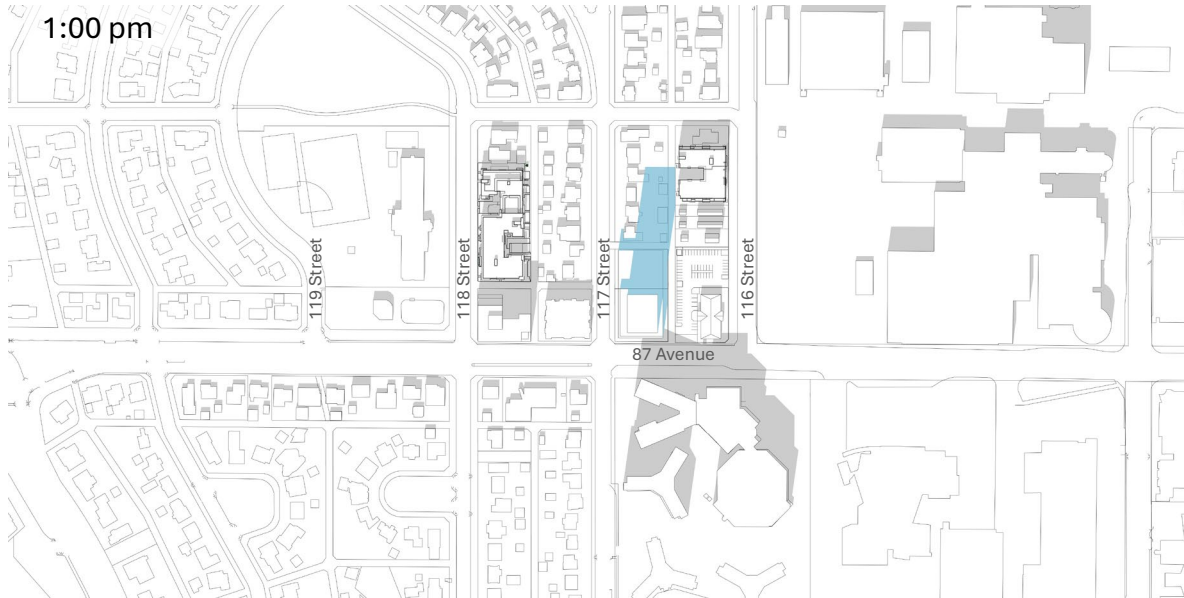
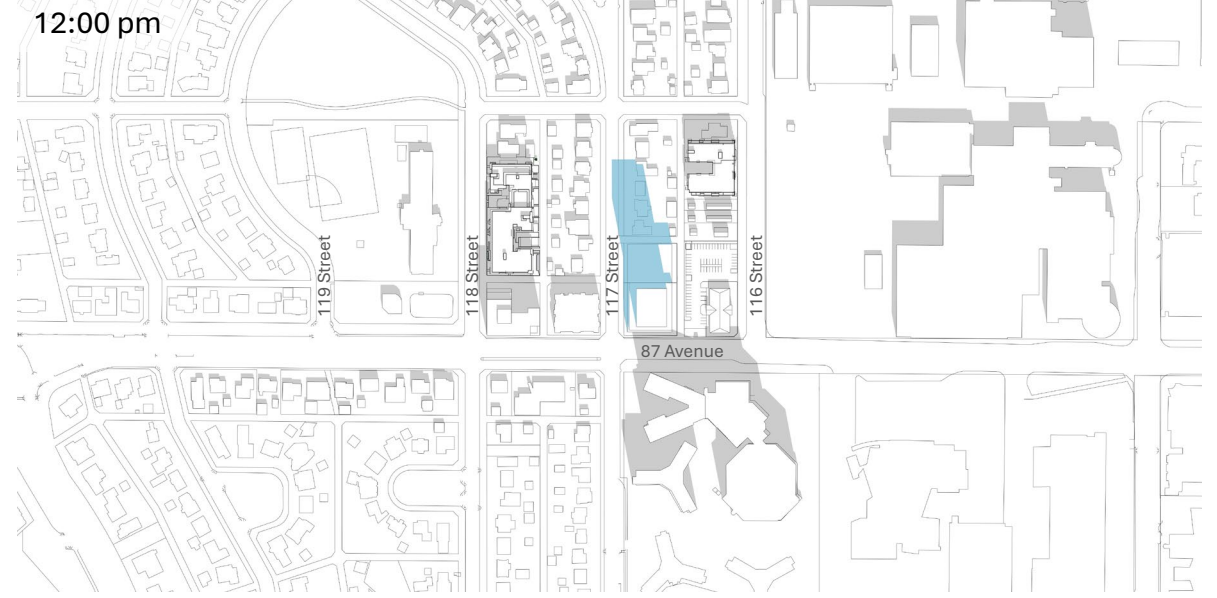
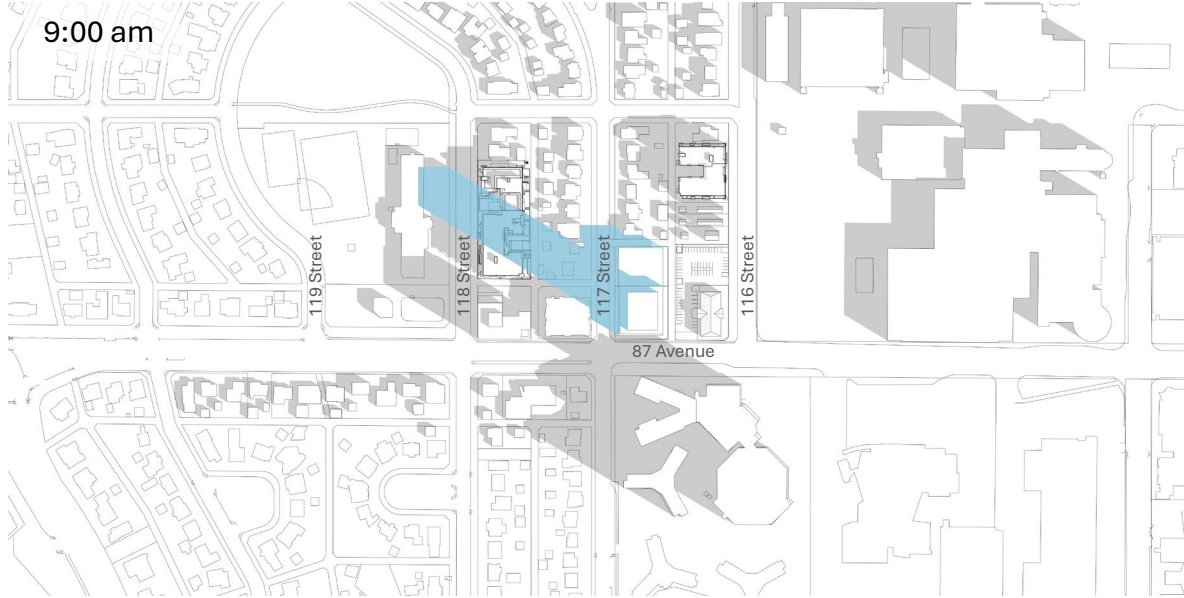
- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at [edmonton.ca/meetings](http://edmonton.ca/meetings) 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](http://edmonton.ca/meetings).
- Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).

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If you have questions about this application please contact:

Abhimanyu Jamwal, Land Use Planner  
780-496-8881  
[abhimanyu.jamwal@edmonton.ca](mailto:abhimanyu.jamwal@edmonton.ca)

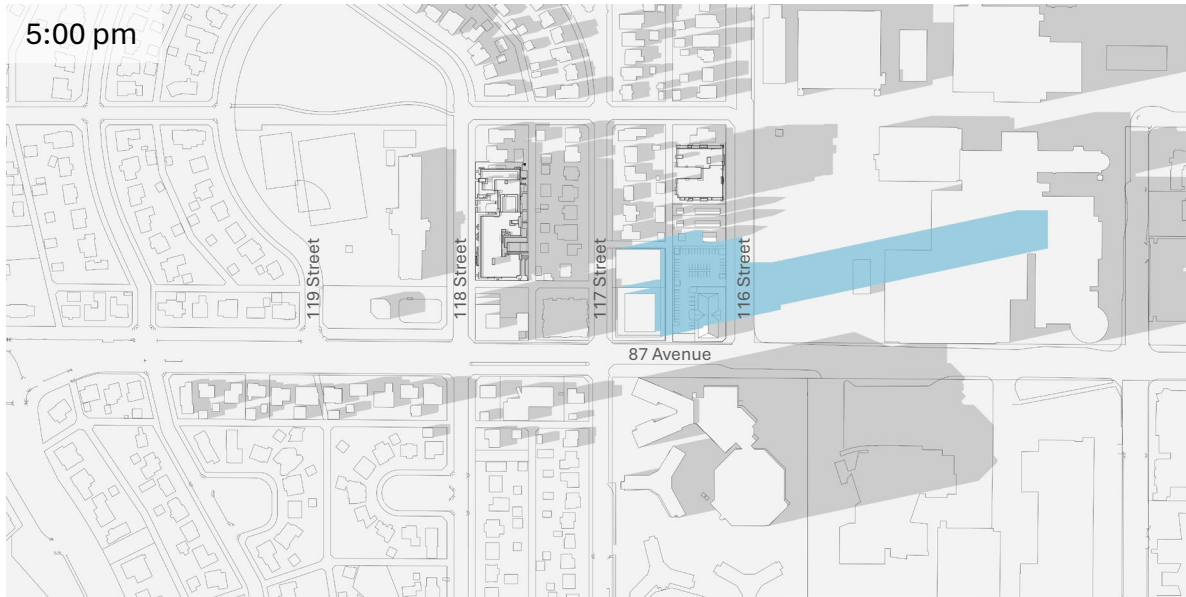
Sun Shadow Study | March 21 | Spring Equinox




11630 87 Avenue NW, 8715 & 8719 117 Street NW  
Windsor Park | Rezoning Application - CN to MU & RS to MUN

 Proposed building shadow

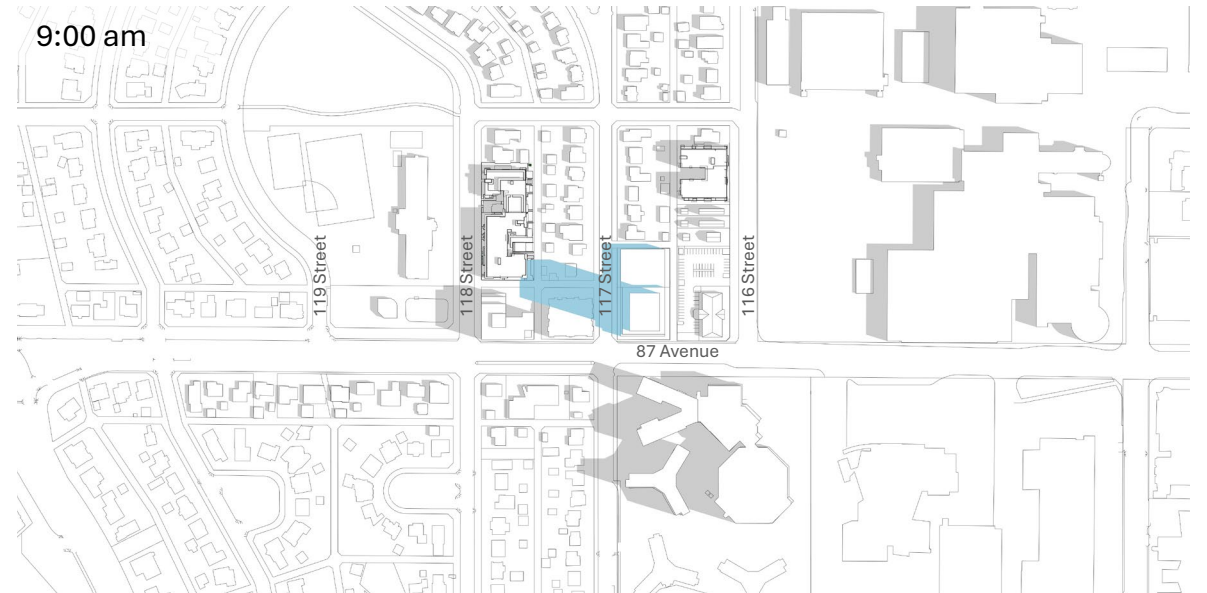
Sun Shadow Study | March 21 | Spring Equinox




11630 87 Avenue NW, 8715 & 8719 117 Street NW  
Windsor Park | Rezoning Application - CN to MU & RS to MUN

 Proposed building shadow

Sun Shadow Study | June 21 | Summer Solstice

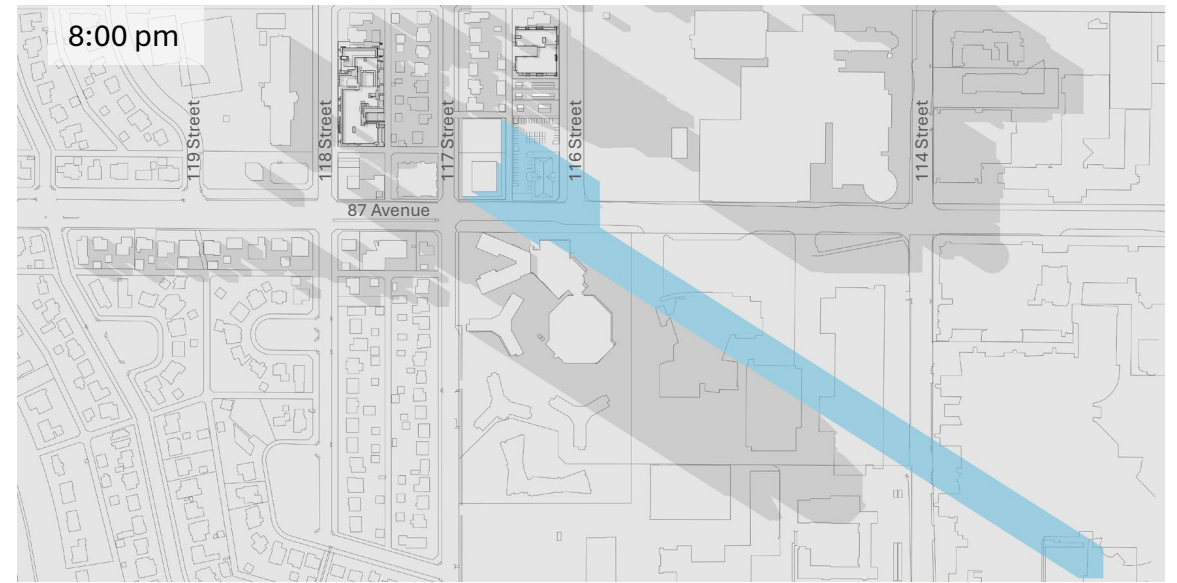
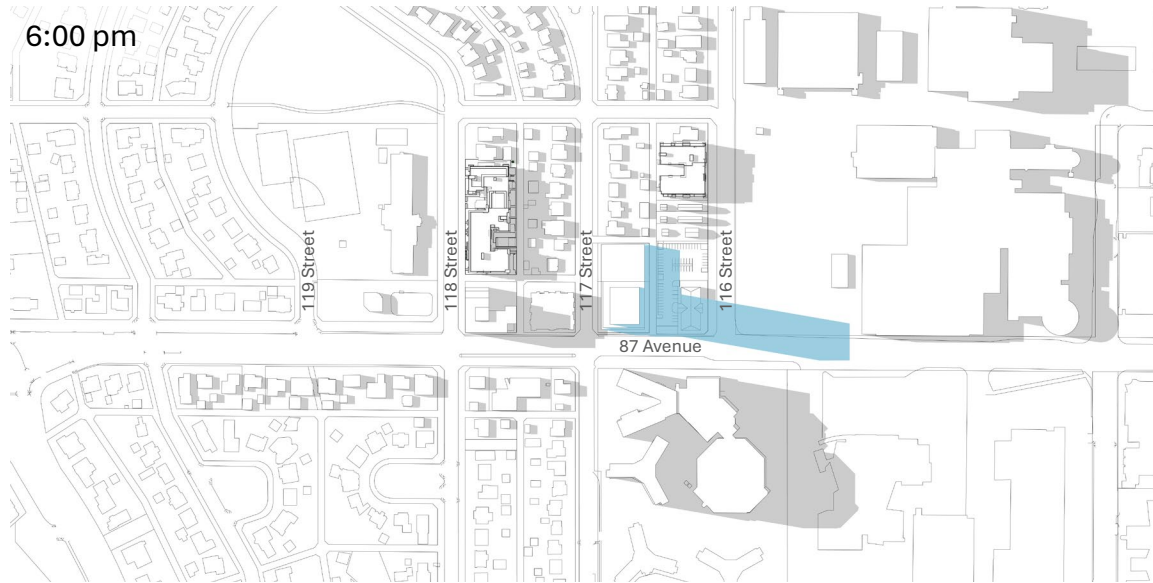


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Windsor Park | Rezoning Application - CN to MU & RS to MUN

 Proposed building shadow

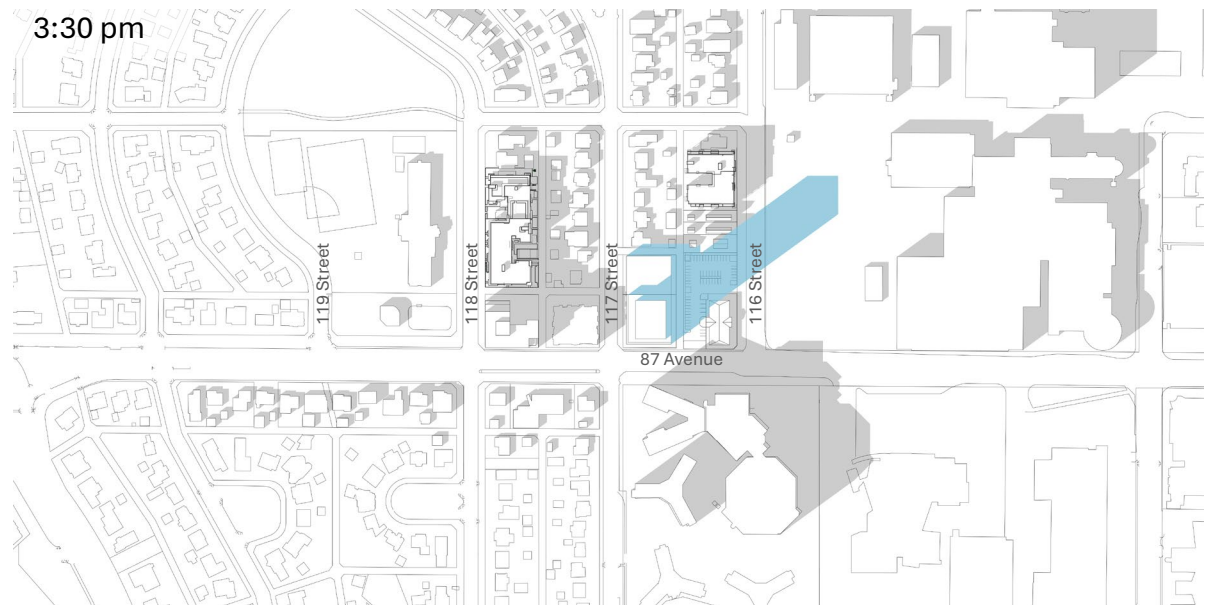
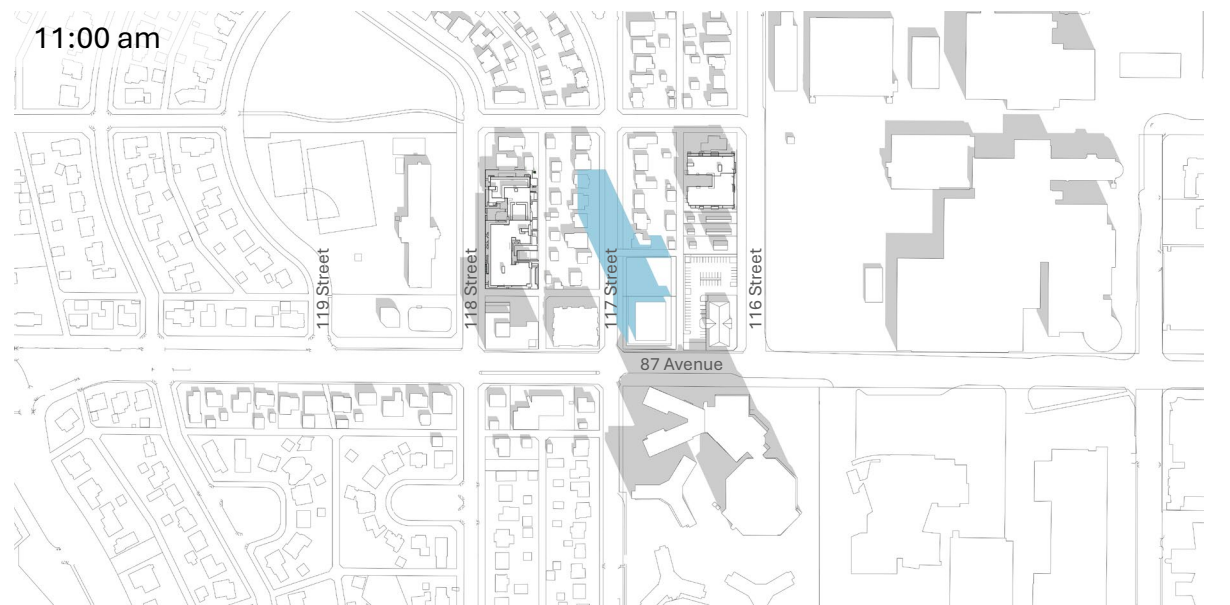
Sun Shadow Study | June 21 | Summer Solstice

6:00 pm




Note: Frame adjusted to fit shadow extent.

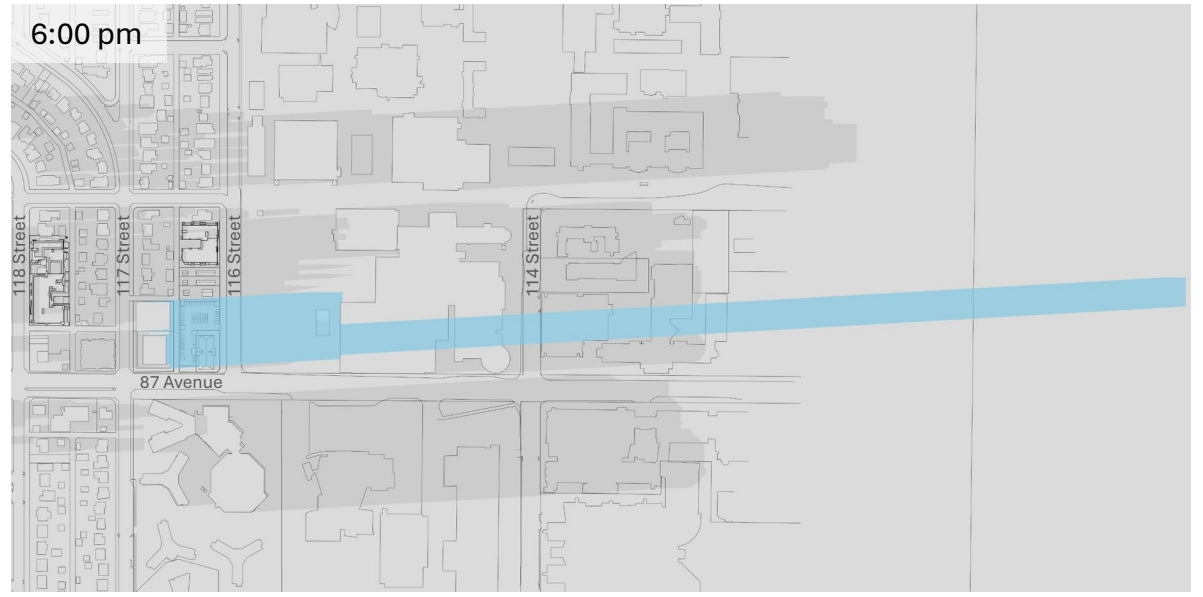
Sun Shadow Study | September 21| Autumn Equinox



11630 87 Avenue NW, 8715 & 8719 117 Street NW  
Windsor Park | Rezoning Application - CN to MU & RS to MUN

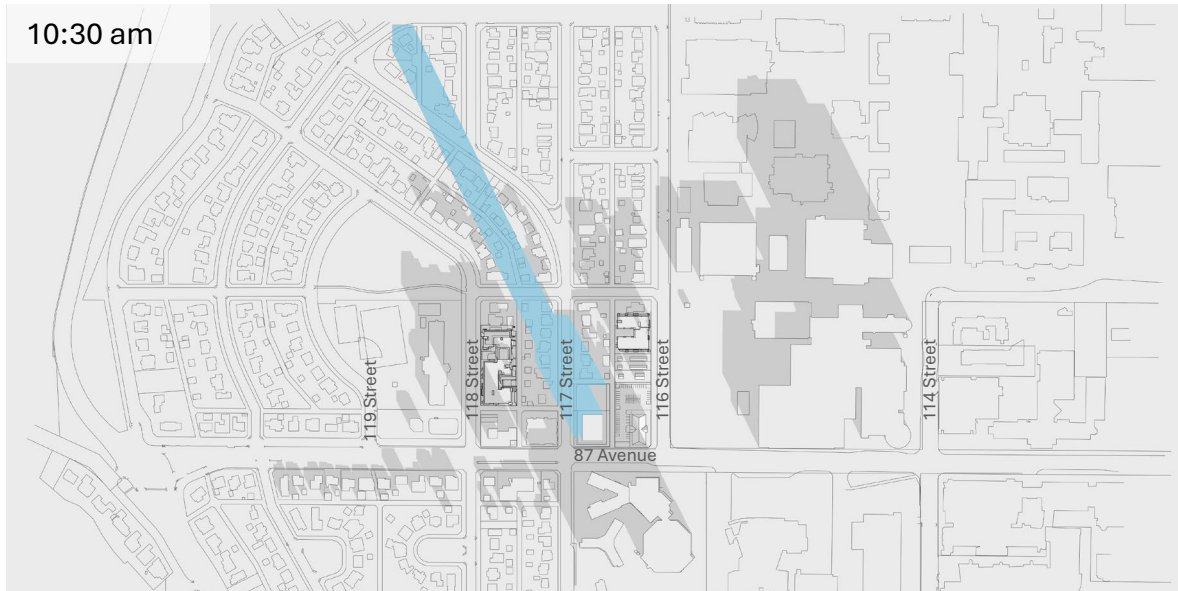
 Proposed building shadow

Sun Shadow Study | September 21 | Autumn Equinox

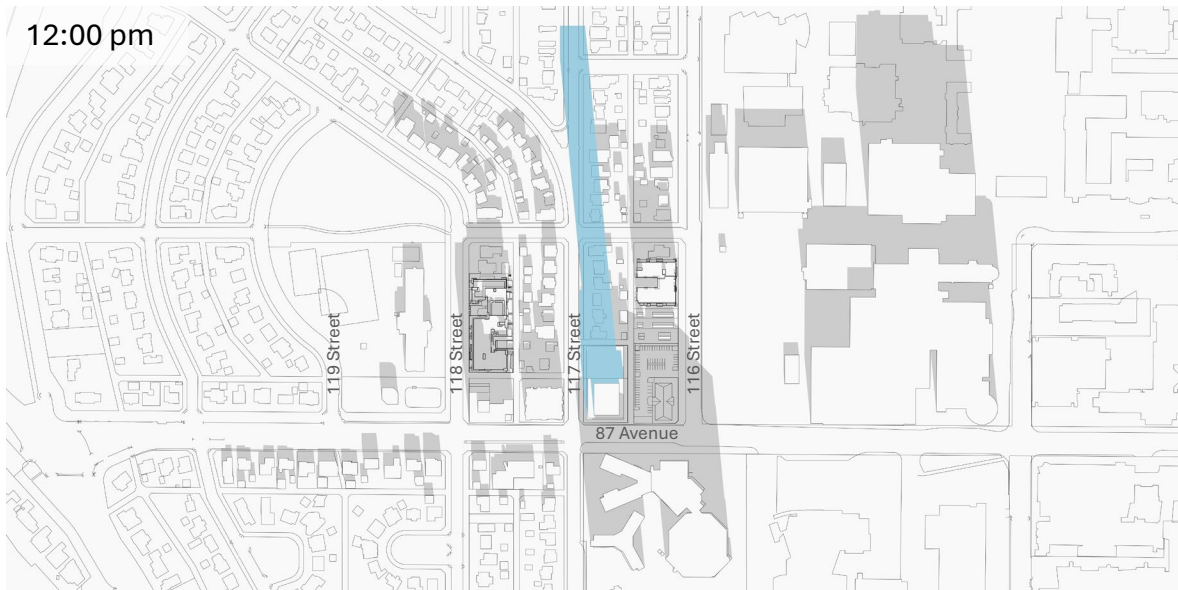


Note: Frame adjusted to fit shadow extent.

Sun Shadow Study |December 21| Winter Solstice



Note: Frame adjusted to fit shadow extent.



Note: Frame adjusted to fit shadow extent.

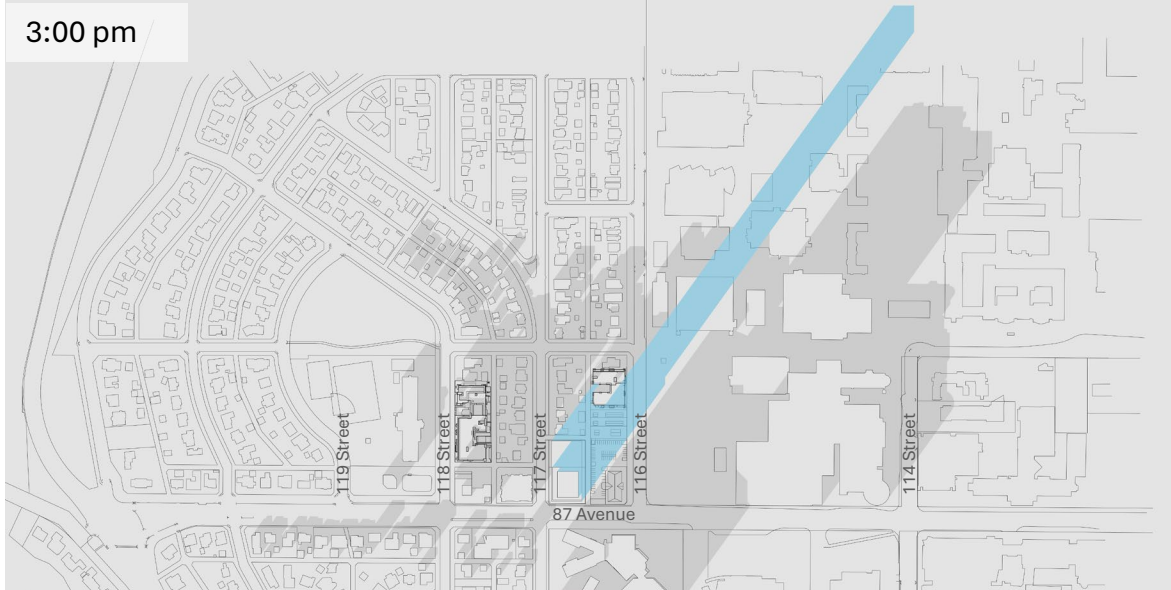


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11630 87 Avenue NW, 8715 & 8719 117 Street NW  
Windsor Park | Rezoning Application - CN to MU & RS to MUN

Proposed building shadow

Sun Shadow Study | December 21 | Winter Solstice



Note: Frame adjusted to fit shadow extent.

