

BYLAW 19384 AND CHARTER BYLAW 19385

RESIDENTIAL DEVELOPMENT

3010 HAYS RIDGE DRIVE, EDMONTON

PUBLIC HEARING
NOVEMBER 3, 2020





ELLERSLIE ROAD

GRAYDON HILL NASP

HAYS RIDGE NASP

HERITAGE VALLEY
NEIGHBOURHOOD 14

SITE

PAISLEY NASP

28 AVENUE SW

141 STREET SW

28 AVENUE & 141 STREET:
MEDIUM-HIGH DENSITY COMMERCIAL NODE

HERITAGE VALLEY TOWN
CENTRE NASP

CHAPPELLE NASP



ELLERSLIE ROAD

THE CITY PLAN
HERITAGE VALLEY MAJOR NODE (F)

GRAYDON HILL NASP

HAYS RIDGE NASP

HERITAGE VALLEY
NEIGHBOURHOOD 14

SITE

PAISLEY NASP

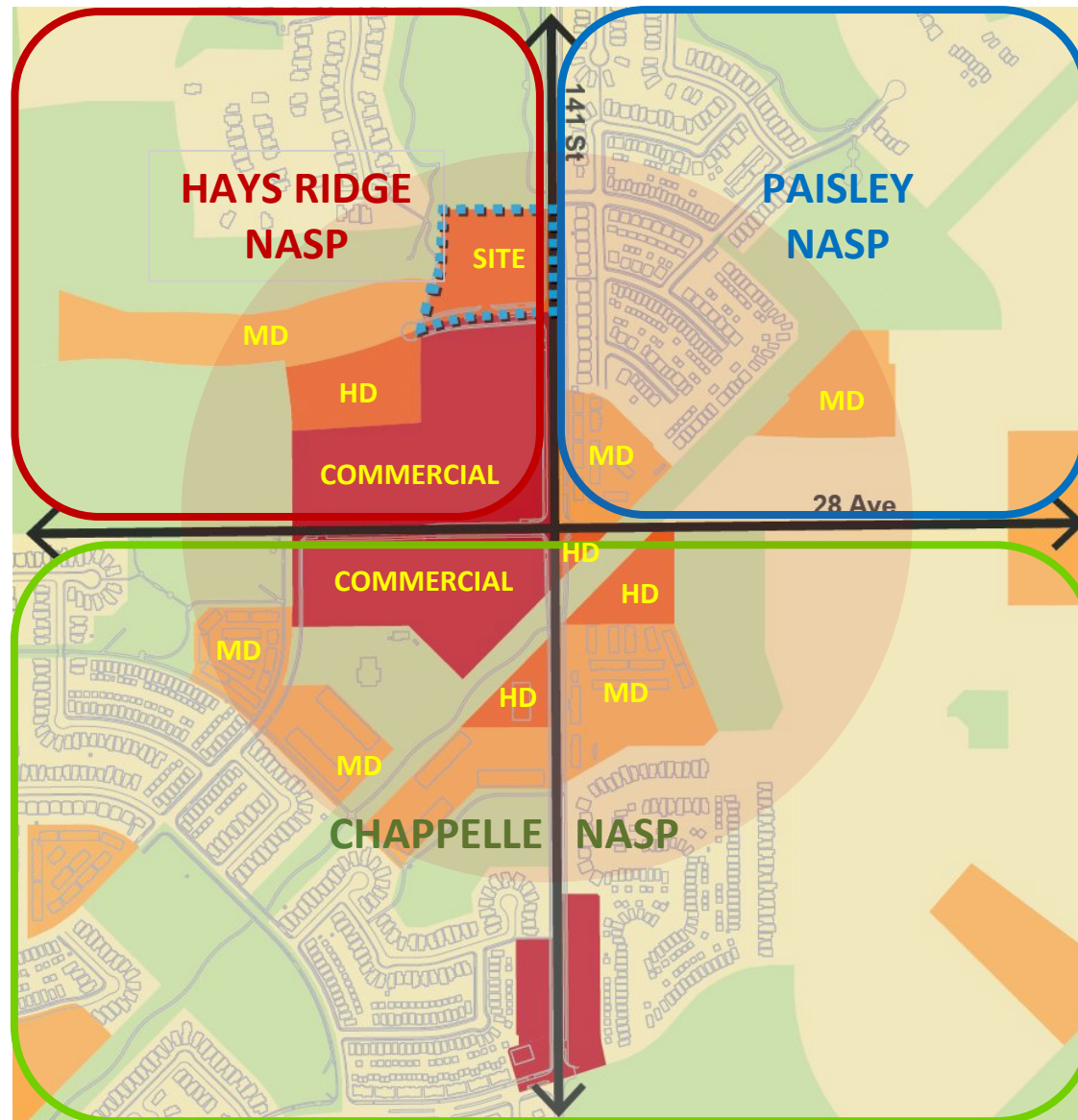
28 AVENUE SW

141 STREET SW


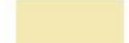




28 AVENUE & 141 STREET:
MEDIUM-HIGH DENSITY COMMERCIAL NODE

HERITAGE VALLEY TOWN
CENTRE NASP

CHAPPELLE NASP



General Zoning

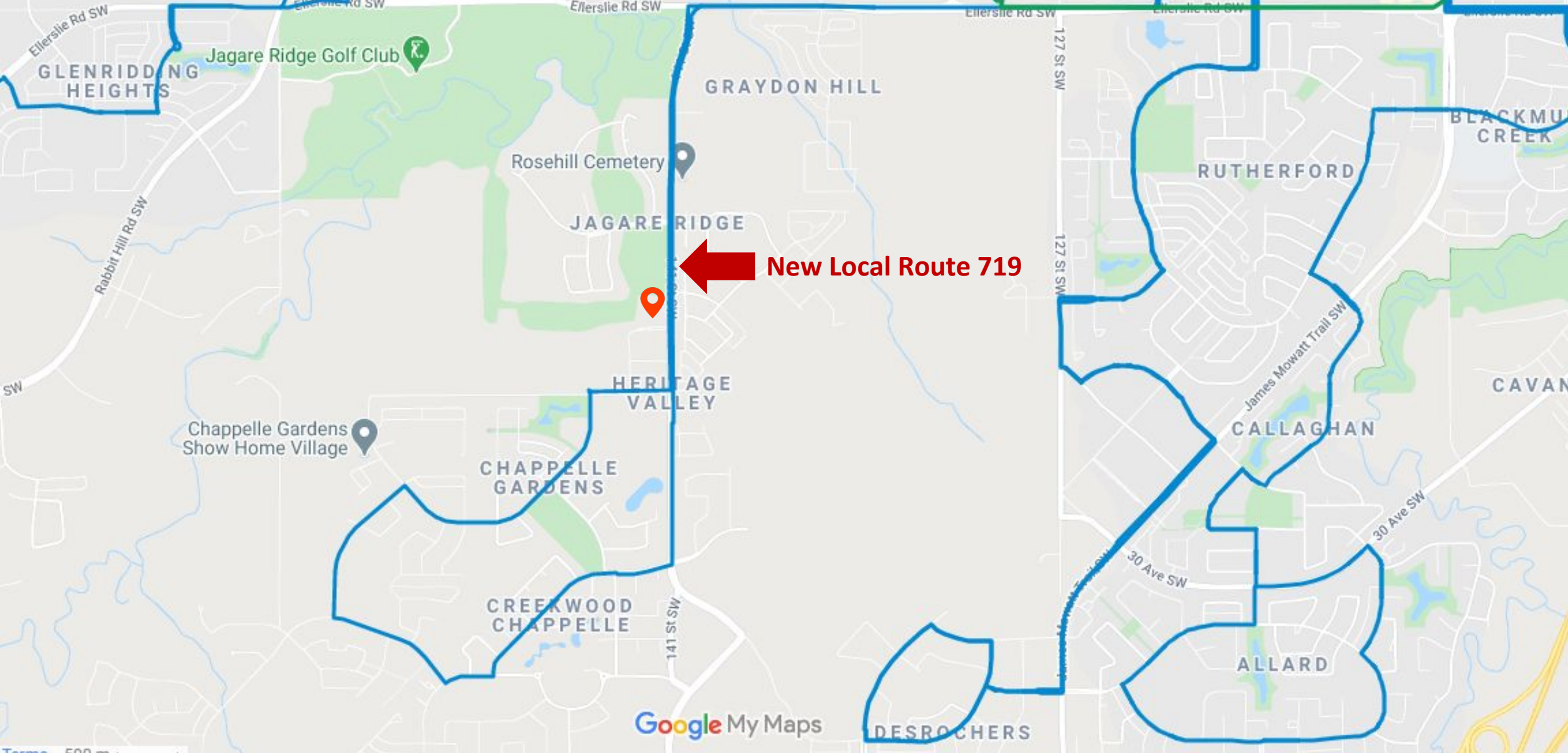
-  Subject Site
-  Low-density Residential
-  Medium-density Residential
-  High-density Residential
-  Commercial
-  Parks/Open Space/Public Uses





FUTURE HIGH DENSITY DEVELOPMENT

RECENTLY BUILT COMMERCIAL DEVELOPMENT



New Local Route 719

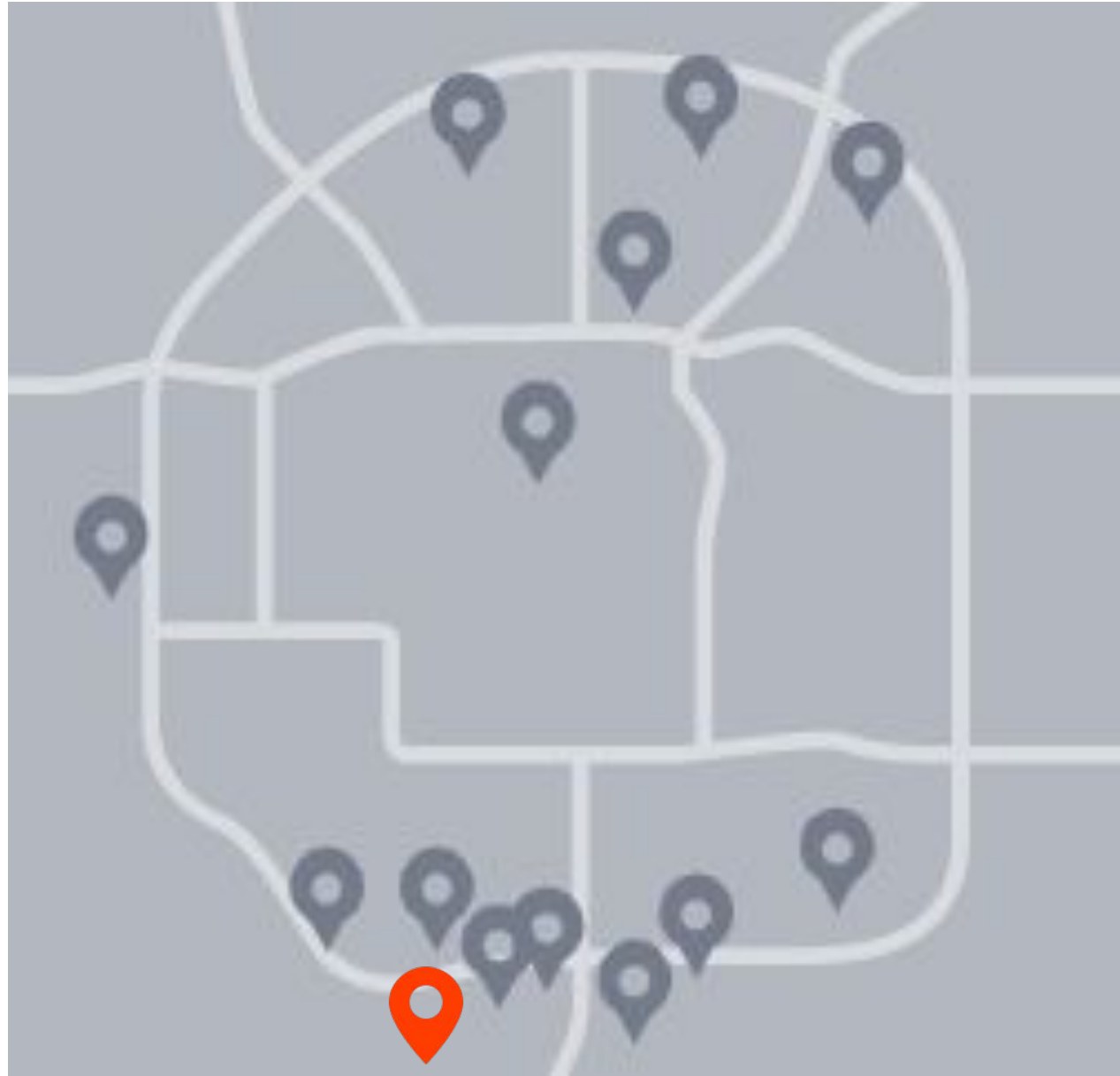


NEW TRANSIT NETWORK: ROUTE 719



ROOTSTOCK ARCHITECTURE INC.





ZONING PARAMETERS	(RA7) LOW RISE APARTMENT ZONE	(RA8) MEDIUM RISE APARTMENT ZONE
Maximum Floor Area Ratio (FAR)	2.3	3.0
Maximum Building Height	14.5 m for flat roofs, or 16.0 m for pitch roofs (4 storeys)	23.0 m (6 storeys)
Maximum number of Units	N/A	N/A
Carrington's Proposed Development		Approximately 280 units



Project Update

August 25, 2020

Dear neighbour:

RE: Proposed Rezoning of the Property Located at 3010 – Hays Ridge Drive SW

This letter is to provide an update on the status of this rezoning application for the 1.64 hectare site located at 3010 – Hays Ridge Drive SW (the northwest corner of Hays Ridge Drive SW and 141 Street SE, see Figure 1: Site Location and Figure 2: Southeast View of the Site).

Early this year, Green Space Alliance (GSA) was retained by Carrington Construction Ltd. to prepare and submit an application to rezone the subject property from (RA7) Low Rise Apartment Zone to (RA8) Medium Rise Apartment Zone.

A formal rezoning application was submitted to City Planning in April this year. As a part of the rezoning process, we would like to provide surrounding property owners with additional information about this rezoning application, and an opportunity to discuss the details of the proposed development with the project team.

Rezoning Application

Purpose

The purpose of the rezoning is to allow for a unique residential development that contributes to a walkable, safe, and human-scaled built environment. In doing so, the residential character of the neighbourhood can be maintained. The proposed development will include a mix of unit types and sizes, which will respond to market demand and will provide diverse housing opportunities for families.

A brief overview of the rezoning is provided below in Table 1: Rezoning Overview.

Rezoning Overview	
Rezoning application	RA7 to RA8
Site area	1.64 hectares
Maximum Floor Area Ratio (FAR)	3.0
Minimum density	25 units per hectare
Permitted use	2.5 m ² per unit
Parking	As per the Zoning Bylaw

Table 1: Rezoning Overview



Figure 1: Site Location



Figure 2: Southeast View of the Site

Development in the neighbourhood is being guided by the Hays Ridge Neighbourhood Area Structure Plan (NASP) approved in 2012.

The Hays Ridge NASP identifies where residential, commercial, institutional and recreational sites should be located and how essential municipal services such as water and sewer systems, roads and fire protection will be provided.

The NASP identifies Hays Ridge Drive SW as the appropriate location for a commercial hub, a kindergarten to grade 9 Catholic School / Park site, and the majority of the medium and high density residential development.

It is noted that the Hays Ridge NASP contemplates other areas for medium and high density residential development along Hays Ridge Drive SW (See Figure 6 on the back page). A NASP amendment has been submitted to support the rezoning application.

Why (RA8) Medium Rise Apartment Zone?

Both the (RA7) Low Rise Apartment Zone and the (RA8) Medium Rise Apartment Zone were amended by City Council on August 26, 2019. An important change approved by Council was the removal of maximum density regulations, which were replaced by minimum density regulations.

The main difference between the RA7 and RA8 Zones is maximum building height and floor area ratio. See Table 2: RA7 vs. RA8 Zones:

Zone	Maximum Building Height	Maximum Floor Area Ratio (FAR)
(RA7) Low Rise Apartment Zone	14.3 m for flat, mansard and gambrel roofs, or 36.0 m for a roof type with a pitch of 4:12 (34.4 degrees) or greater (approximately 4 stories)	2.3
(RA8) Zone Medium Rise Apartment Zone	23.0 m (approximately 6 stories)	3.0

Table 2: RA7 vs. RA8 Zones

Note: Floor Area Ratio means the numerical value of the Floor Area of the building or structure relative to the Site upon which it is located (See Figure 3: Floor Area Ratio Interpretation)

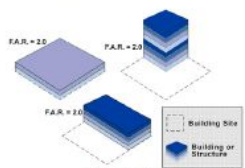


Figure 3: Floor Area Ratio Interpretation

Rezoning Impact on Property Values

Our experience shows that at low levels of density, rezoning is expected to increase residential property values as homeowners earn the benefits of added conveniences, new amenities, and improved infrastructure. The rezoning from RA7 to RA8 is below the inflection point where any potential negative impacts would begin to dominate the positive effects of new development.

Proposed Development

Overview

The clustering of medium to high density developments along Hays Ridge Drive SW creates an opportunity to fulfil one of the visions for the Hays Ridge NASP. This rezoning application and proposed development will support existing and future amenities within walking distance from the site, such as the commercial hub, the future kindergarten to grade 9 Catholic School/Park site.

Site Layout and Built Form

The proposed development intends to be sensitive to the existing context. The site plan will be designed to minimize loss of sun light and reduce noise impacts, and address potential privacy issues to the surrounding neighbourhood.



Figure 4: Precident Development #1

The building massing will be varied through the articulation of the façades, setbacks alternating materials. Special attention will be dedicated to the interface with the adjacent single-detached houses to the northwest, and the future row housing site to the west. Landscaping will be used for screening and careful consideration of window placement will avoid direct sight lines to directly adjacent properties.

Ground-oriented units will feature direct access to outdoor areas of the development to encourage walkability to provide natural surveillance and maintaining its walkable nature and feel.

Building Design

While the architectural style and materiality are important precedents to inform the design, the sense of community struck from social diversity and places that provided indoor and outdoor opportunities for residents to gather and interact were important items to be considered.

This proposed development will be informed by the Jagare Ridge Guidelines produced by Melcor Developments Ltd. The guidelines emphasize the expression of lifestyle through design, creating harmonious streetscapes with an architectural style that is distinctive and uniquely fits within its surroundings.

The architectural style will be based on scale and proportion, appropriate image and style, relationship with neighboring homes, and appropriate finishes and colors (See Figures 4 and 5 for illustrative purposes).

Mobility

The Site is well served by various modes of transportation. Pedestrian connectivity from the site is supported by ground-oriented units. Bicycle use will be encouraged to and from the site to respond to the 141 Street SW bike lane adjacent to the site. Transit routes along 141 Street and Hays Ridge Drive provide convenient access to transit for residents.

Our Transportation Planning consultant has evaluated the potential impact on the transportation network and infrastructure, should this rezoning application be approved.

At the time the Hays Ridge NASP was approved, a Traffic Impact Assessment (TIA) was produced to determine the appropriate design of the roadway network and infrastructure for the neighbourhood. Our Transportation Planning consultant has identified that the City of Edmonton trip rates used in the 2011 TIA have decreased. The current trip rates are lower. As such, there is lower traffic demand on the street network than what was anticipated in the 2011 TIA.

A comparison of the projected trip making activity from the subject parcel (using historical and current City trip rate for the RA7 and RA8 zones), the trip making activity for the RA8 Zone will be lower than the 2011 TIA would have projected.



Figure 5: Precident Development #2

Therefore, even with an increase in the number of residential units associated with an RA8 Zone, neighbourhood interactions are anticipated to continue to operate at appropriate levels of traffic service.

Summation

We think this type of development will be a great addition for the community given its adequate built form, scale, and proximity to the existing and future amenities. Our goal is to consider community feedback while ensuring the development will integrate with the surrounding context and respond to market demands in all aspects such as scale of the building, size of units, and parking.

Next Steps

We will organize an online forum on the proposal to be held on **September 23 from 6:30 – 8:30pm**. As space is limited to the Zoom meeting capabilities, we would encourage you to sign up in advance by sending an email to Marcelo Figueira at marcelo@greenspacealliance.com. We will be happy to discuss and review the proposed project with you.

The City will provide further information regarding opportunities to provide feedback and when this application is proceeding forward to a Public Hearing and a decision of City Council. Anyone from the public can also participate in the Public Hearing to share your views.

After the online forum, should you have any questions or require clarification, and even if you were not able to attend the event, we encourage you to send your comments by email to Marcelo Figueira at marcelo@greenspacealliance.com.

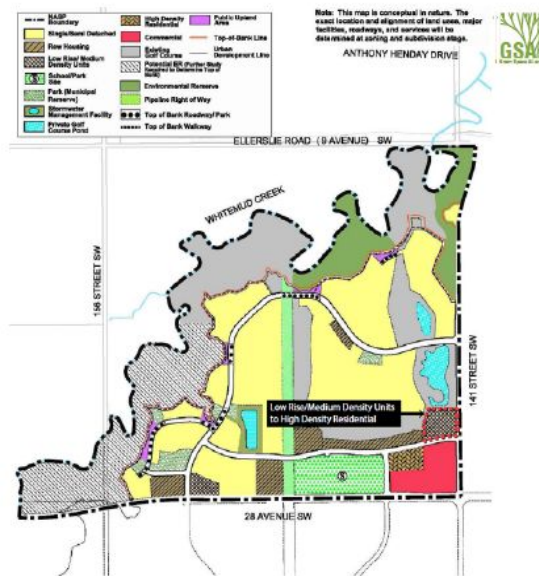


Figure 6: Hays Ridge NASP Land Use Concept

Project Update Newsletter

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Zoom Meeting on September 23, 2020



PUBLIC ENGAGEMENT















Google Earth

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FOUR STOREYS - NORTHWEST



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THANK YOU

BYLAW 19384 AND CHARTER BYLAW 19385

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