



# ADMINISTRATION REPORT **REZONING, PLAN AMENDMENT** GARNEAU

## **8630 to 8642 - 108A Street NW** **8715 - 109 Street NW**

To allow for a high rise residential tower.



**Recommendation:** That Bylaw 19480 to amend the Garneau Area Redevelopment Plan and Charter Bylaw 19481 to amend the Zoning Bylaw from a Site-Specific Development Control Provision (DC2.528) and the (RA7) Low-Rise Apartment Zone to the (CB1) Low Intensity Business Zone with the Main Streets Overlay and a new (DC2) Site Specific Development Control Provision be APPROVED.

Administration is in **SUPPORT** of this application because:

- it facilitates the replacement of a surface gravel parking lot with a residential building to better support the pedestrian oriented commercial corridor along 109 Street NW;
- the proposed rezoning invokes a podium-tower design and building orientation within the site to minimize negative impacts on surrounding properties; and
- the location is appropriate for a high rise residential building in accordance with The City Plan.

## Report Summary

This application for two nearby sites was submitted by Beljan Development on March 12, 2019. The two sites are currently connected through a (DC2) Site Specific Development Control Provision that has two areas, one on 109 Street NW and one on 108A Street NW. The 109 Street NW site, proposed for the (CB1) Low Intensity Business Zone (with Main Streets Overlay), complies fully with the 109 Street Corridor Area Redevelopment Plan and the proposed zoning is what applies to the majority of the corridor both north and south of the site. This proposed zone allows for small scale commercial uses, much like what already exists on the site, and the applicant has no current intention of changing anything on this site in the foreseeable future. Through public consultation, no concerns were heard about the proposed zoning change on this site.

On the 108A Street NW site, a new residential tower is proposed through a new (DC2) Site Specific Development Control Provision. Administration's recommendation reflects a prioritization of The City Plan over the Garneau Area Redevelopment plan and a more modern recognition of focusing higher intensity development along nodes and corridors. The proposed tower is a significant intensification of the site and pushes against the limits of what is considered appropriate tower infill. However, due to a well thought-out and customized site layout and building design, this proposal adequately mitigates negative off-site impacts, and while there are intrusions on existing sunlight access and views, this is to be expected in major nodes and areas of more intense urban development.

## The Application

1. BYLAW 19480 to amend Policies 2.1 & 2.2a of the Garneau Area Redevelopment Plan. Policy 2.1 currently restricts height to 4 storeys for the interior of the northeast portion of Garneau and Policy 2.2a currently directs high rise development to the north of the rail right-of-way along Saskatchewan Drive NW only. The proposed amendments to these policies would allow a residential tower to be built on the west side of 108A Street at its north terminus through an associated rezoning.

Six maps in the plan would also be updated to reflect this rezoning, if approved. An administrative change to four of these maps is also included to accurately reflect the site north of the subject rezoning site as High Rise Apartments, as currently developed. The plan maps do not currently reflect the existing Strathcona House tower.

2. CHARTER BYLAW 19481 to change the zoning from a Site-Specific Development Control Provision (DC2.528) and the (RA7) Low-Rise Apartment Zone to the (CB1) Low Intensity Business Zone with the Main Streets Overlay and a new (DC2) Site Specific Development Control Provision.

The CB1 Zone with the Main Streets Overlay allows for low intensity commercial, office and service uses located along arterial roadways that border residential areas that are designed to be pedestrian oriented and is proposed on the north-west portion of the area subject to rezoning, which fronts 109 Street NW.

The proposed DC2 Provision on 108A Street NW would allow for a residential high-rise building with the following characteristics:

- A maximum height ranging from 70 - 80 metres (approximately 22-27 storeys);
- A maximum floor area ratio of 8.5;
- Up to 245 dwellings (including at least 20% with 2 bedrooms and seven with 3 bedrooms);
- A tower floor plate of 800 square metres;
- Townhouse style dwellings at the ground level facing 108A Street NW; and
- Underground and enclosed surface parking accessed from the lane to the west.

At the November 17, 2020 City Council Public Hearing, the following motion was passed:

*"That Bylaw 19480 and Charter Bylaw 19481 be referred back to Administration."*

The referral motion was requested by the applicant to make adjustments to resolve issues related to land assembly for this proposal. These changes are summarized in the "Adjacent Site to the Northwest" portion of the Land Use Compatibility section of this report. It was not specifically for the purpose of addressing concerns raised through Administration's review or public engagement. In addition, the referral motion was passed prior to any presentations or discussion taking place at the previous Public Hearing. For these reasons, Administration will not be commenting on the merits of the proposed changes from the previous proposal, but will simply speak to the nature of the proposal as it exists now.

Since the passing of the motion, the applicant made the following main adjustments to the proposal:

- Removing 8650 - 108A Street NW from the rezoning site;
- Adjusting the proposed tower from an "L-shape" to a rectangle;
- Increasing the maximum height from 70-75 metres to 70-80 metres;
- Decreasing the maximum floor area ratio from 10.0 to 8.5;
- Decreasing the maximum number of dwellings from 271 to 245;
- Decreasing the maximum tower floor plate from 855 to 800 square metres;
- Removing ground oriented dwellings facing the lane to the north;
- Adjustments to some tower setbacks; and
- Adjustments to the types of community amenity contributions.

A comparison document showing the changes to the text and appendices of the DC2 Provision in response to the motion is found in Appendix 1 of this report.

## Site and Surrounding Area

The two sites are located in close proximity to Garneau School and the University of Alberta to the west, the North Saskatchewan River Valley to the north, and the commercial corridors of 109 Street NW and Whyte Avenue NW to the west and south. 109 Street NW is currently classified as a Transit Avenue and will be considered a Frequent Bus Route following the 2021

Bus Network Redesign. The sites are not currently directly connected to the bike network, but it is anticipated that the new "Rail Trail" shared-use path will run through the east-west lane that goes by the sites as part of the Building Great Neighbourhoods - Garneau Project planned for 2021 and 2022.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>• (DC2.528) Site Specific Development Control Provision</li> <li>• (RA7) Low Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Surface Parking</li> <li>• One small scale commercial building</li> <li>• One Single Detached House</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>• (DC2.128) Site Specific Development Control Provision</li> <li>• (RA9) High Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Surface Parking</li> <li>• High Rise Residential Building (Strathcona House)</li> </ul>
East	<ul style="list-style-type: none"> <li>• (RA7) Low Rise Apartment Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Stacked Row Housing</li> </ul>
South	<ul style="list-style-type: none"> <li>• (DC2.423) Site Specific Development Control Provision</li> </ul>	<ul style="list-style-type: none"> <li>• Row Housing</li> </ul>
West	<ul style="list-style-type: none"> <li>• (CB1) Low Intensity Business Zone with Main Streets Overlay</li> </ul>	<ul style="list-style-type: none"> <li>• Small scale commercial buildings</li> </ul>



VIEW OF 108A STREET NW SITE LOOKING SOUTH



VIEW OF 109 STREET NW SITE LOOKING NORTHEAST

## Planning Analysis

Because the change in zoning for the 109 Street NW site allows for small scale commercial uses, which is comparable to adjacent zoning to the south and what exists on the site, and the applicant has no current intention of redeveloping this site in the foreseeable future, the analysis in this report focuses on the 108A Street NW site where the proposal is for a high rise residential tower.

## LAND USE COMPATIBILITY

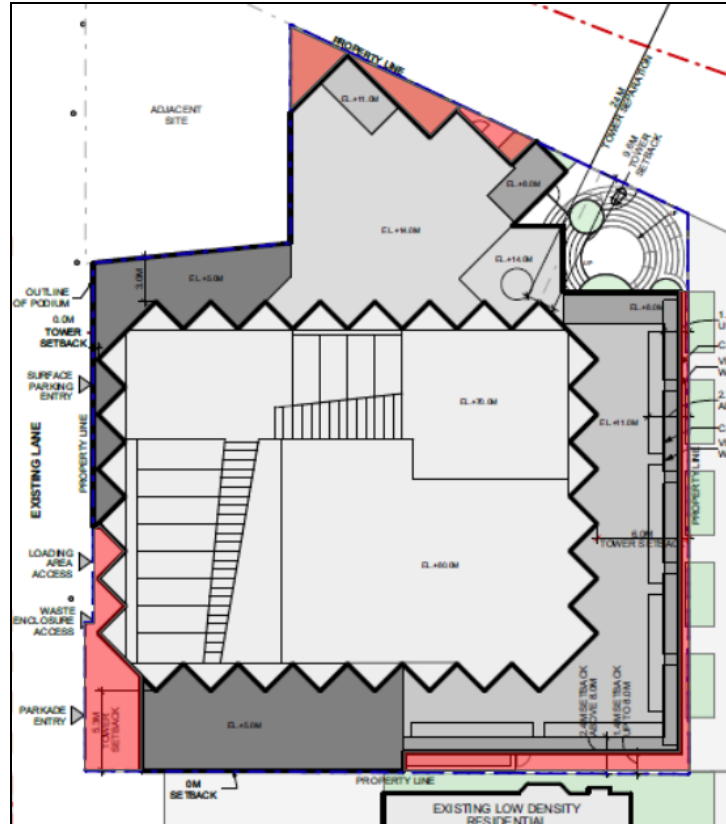
The proposed tower is at a location that is adjacent to a wide variety of land uses and built forms, including small scale commercial uses and both low and high intensity residential uses. In order to support the existing commercial corridor along 109 Street NW and respect the residential character of the neighbourhood further south and east, the proposed DC2 Provision does not allow for any commercial activities and would be a strictly residential building.

### Building Design and Massing

The proposed building takes the form of a ground oriented podium with stepbacks to the tower above. Compared to the existing DC2 Provision or the RA7 Zone, the proposed tower is a completely different type of building that is a more intense form of development for this site. A comparison to the standard (RA9) High Rise Apartment Zone can help show how the proposal differs from a typical high rise development, outside of downtown.

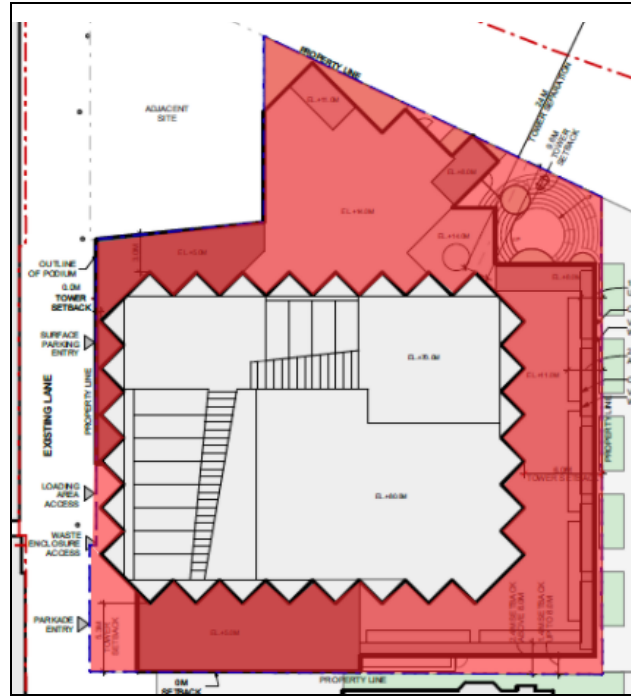
<b>REGULATION</b>	<b>RA9</b> <i>Comparable Zoning</i>	<b>PROPOSED DC2</b> <b>PROVISION</b>
<b>Height</b>	60 - 69 m	70 - 80 m
<b>Floor Area Ratio</b>	5.2 - 6.1	8.5
<b>Maximum Density</b>	122 - 166 Dwellings	245 Dwellings
<b>Podium Setbacks</b>		
Front (East) Setback	3.0 m	1.7 - 2.7 m
Side (North) Setback	4.5 m	0.0 m
Side (South) Setback	4.5 m	0 - 2.4 m
Rear (West) Setback	3.0 m	0.0 m
<b>Tower Setbacks</b>		
Front (East) Setback	6.0 m	6.0 m
Side (North) Setback	7.5 m	3.0 - 9.6 m
Side (South) Setback	7.5 m	5.3 m
Rear (West) Setback	3.0 m	0.0 m
<b>Tower Floor Plate</b>	850 m <sup>2</sup>	800 m <sup>2</sup>
<b>Tower Separation</b>	20.0 m	24 m - 37 m

In comparing the two zones, the proposed tower expands beyond the limits of the RA9 Zone to varying degrees. In terms of high level indicators of development intensity, the floor area ratio and density deviate more significantly than the height. This is mostly due to the reduced podium setbacks where the proposed podium extends much closer to all lot lines than what would be allowed in the RA9 Zone. In some cases, this has impacts on the interface between the building and what each facade faces. This will be discussed further in the next section on Ground Level Interface.



SITE PLAN SHOWING GROUND LEVEL PODIUM SETBACK AREAS IN RED

The setbacks for the tower are, overall, sufficient to transition the tower down to the street and adjacent properties. The east tower setback is the same as the RA9 Zone and the west is reduced to zero, but this is considered acceptable as this is an interface with a lane and the rear of a commercial strip mall on the other side. The RA9 Zone would require a 7.5 metre tower setback to the south. The proposed 5.3 metres is less, but this should not make a significant difference for the transition to the row housing to the south as the main impact imposed on this property is by the podium itself, not the tower behind and above it. The tower setback to the north will be dealt with below in the Tower Separation section.



SITE PLAN SHOWING TOWER SETBACKS IN RED

### Ground Level Interface

At the podium level, the lack of any setback requirements to the west and north are considered appropriate because these are lanes with one facing the rear blank facade of a commercial strip mall and the other facing a row of surface parking spaces associated with the high rise tower to the north. For the north, while the required setback is zero, there is some staggering to the facade as well as an entry plaza in the northeast corner that further enhances this interface. To the west, technical considerations, such as sightlines and turning movements for vehicle access, loading and waste collection have been addressed and can be accommodated without a setback.

The reduction in the east setback to 1.7 metres at ground level does not allow the development to follow the pattern of front yards that is seen in the row housing forms to the south and across the street to the east. It introduces a much more urban street interface where there is just a small stoop and limited landscaping between the main entrances to the dwellings and the sidewalk. While this is not in keeping with the street and the area, there are still regulations in the proposed DC2 Provision that do require this limited space to provide a semi-private outdoor area that establishes a transition area between the dwelling and sidewalk using such features as change in grade, shrub/tree beds, different paving materials and/or decorative fencing/screening.

The podium setback to the south varies from 0 to 2.4 metres. The portion where the building is along the property line with no setback is where the facade faces the waste collection and surface parking area of the townhouse development to the south, so this is not a concern. Where the setback increases to 2.4 metres is across from the townhouse dwellings themselves.



While the proposed setback is approximately half of what the RA9 Zone would require, there are additional regulations in the proposed DC2 to ensure that it is designed to maximize privacy and to minimize overlook onto the adjacent residential property through the use of features such as privacy screens, frosted glazing, and the sensitive placement of windows.

### Adjacent Site to the Northwest

The small lot abutting the site to the northwest was previously included as part of this rezoning, but was taken out after the referral motion from November 17, 2020. By no longer being part of the rezoning, it is now being physically isolated between this redevelopment site and the adjacent lanes. The site is only 254.7 m<sup>2</sup> in size making it almost too small for any kind of redevelopment with the exception of a small Single Detached House, but this would be an unlikely scenario.

The current zoning for the lot is a (DC2.128) Site Specific Development Control Provision from 1987, the purpose of which is "to accommodate Non-accessory Parking as an additional use to the existing RA7 District on a site". The RA7 Zone referenced was replaced by DC2.528 (the DC2 Provision being proposed for replacement by this current application) in 2000. As such, even before the current application, this site was isolated from a zoning perspective and its future function limited to surface parking. It is currently functioning as surface parking for the commercial strip mall to the west of it and if the current rezoning is approved, it will likely continue to do so.

The interface of this site with the proposed tower will essentially have solid walls of the proposed development at the property line, approximately 4 storeys to the east and 1 storey to the south with the proposed 70.0 metre tall portion of the tower 3.0 metres back from the property line to the south. The below rendering prepared by the applicant shows this surface parking site with the proposed tower behind it.



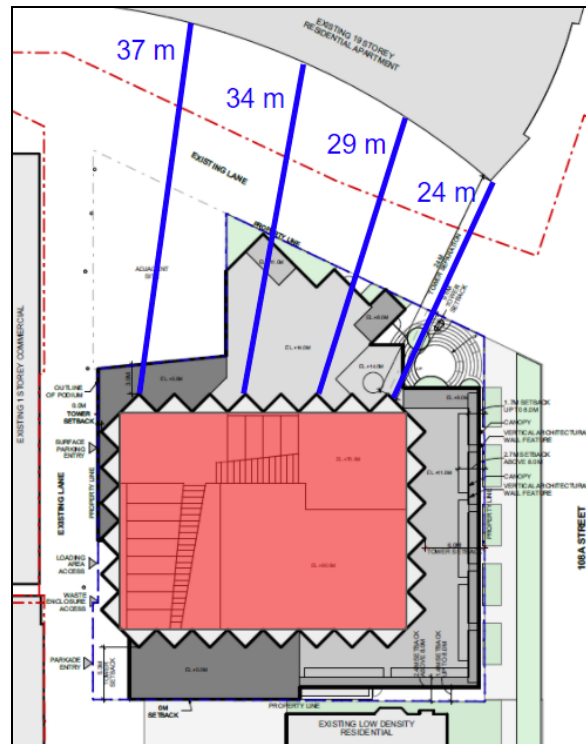
APPLICANT RENDERING LOOKING SOUTHEAST WITH SURFACE PARKING SITE IN THE FOREGROUND AND PROPOSED TOWER BEHIND

While this is certainly an abrupt transition, considering the likelihood of surface parking remaining on the site going forward, this is considered acceptable.

### Tower Separation and Orientation

One of the most commonly heard concerns through the engagement activities, particularly from residents of the existing residential tower to the north (Strathcona House) was that this proposed tower would have a significant negative impact on the existing tower. Concerns were related to the proposed tower being too close and in a location that would reduce sunlight access, disrupt views and create privacy issues for existing residents.

There are a number of factors about the orientation of the two sites to each other and the design of the proposed building that help address these concerns. First, the existing Strathcona House is oriented to face southwest, not directly south towards the rezoning site. This existing tower also has a concave shape to it meaning that the southwest facing dwellings have variation in exactly which direction they face. In response to these existing conditions, the applicant has proposed their tower as far south as possible and with sawtooth facades. The separation between the two towers varies in distances from 24 metres at the nearest to 37 metres at the farthest, as shown in the image below.



SITE PLAN SHOWING VARYING SEPARATION DISTANCES BETWEEN EXISTING AND PROPOSED TOWERS

There is no set city-wide standard for what appropriate tower separation is, however the recently revised RA9 Zone requires 20 metres as a minimum. The older Residential Infill Guidelines suggest 30 to 35 metres depending on whether the towers face directly towards each other or are offset. In the downtown, 25 metres is required. In recent practice,

Administration has generally considered 20 metres to be a minimum with preference for 25-30 metres. The proposed tower separation here is within this acceptable range.

The sawtooth pattern of the proposed facade helps reduce privacy concerns as it allows the proposed tower to have windows on the north facade but that don't necessarily face directly north towards the existing balcones of Strathcona House. It also allows new units in the proposed tower to have some river valley views even though there is a large tower north of it.

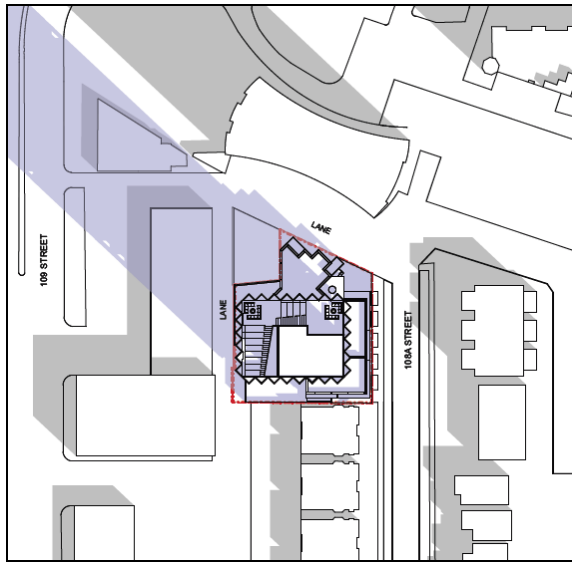
## **SUNLIGHT AND SHADOWS**

While impact on sunlight penetration is a common concern with infill development, there are no standards or guidelines specifically for these items. Considerate tower separation and orientation along with slimmer tower floor plates can help ensure these impacts are minimized. The proposal includes an 800 square metre tower floor plate, which is considered a relatively slim tower. The older Residential Infill Guidelines suggest 750 square metres while the recently revised RA9 Zone allows for 850 square metres.

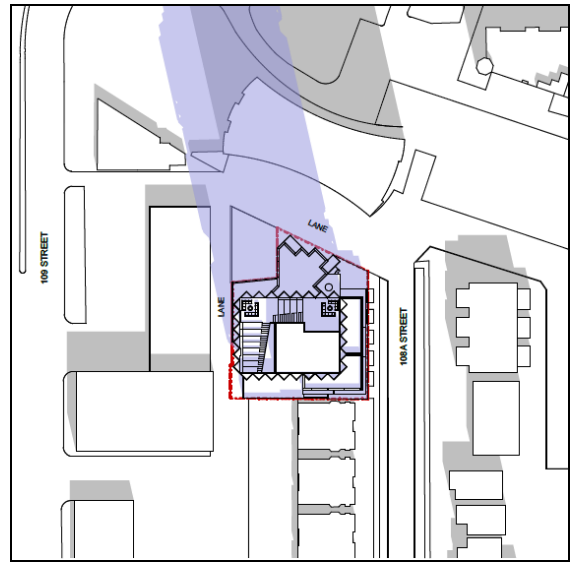
A Sun Shadow Study was analyzed with this application to determine how successful the proposal was at mitigating the shadow impacts on surrounding properties. The March and September equinoxes can be used as an average between high summer sun levels and low winter sun levels. On March and September 21, the study shows that the dwellings on the west side of the southwest facing facade of the existing tower to the north will begin to experience shadow from the proposed tower at about noon with the shadow moved past them by about 3PM. The dwellings on the east side of the southwest facing facade of the existing tower begin to experience shadow at about 2PM and are free of shadow just before sunset. Essentially the dwellings on the west side of the existing tower will maintain their evening sunlight but lose some midday sunlight and the dwellings on the east side of the existing tower will maintain their morning sunlight but lose their afternoon and evening sunlight. Dwellings in the middle will still get a bit of both morning and evening sunlight.

The other specific property where it is useful to discuss shadow impacts is the stacked row housing development to the east on the other side of 108A Street NW. At the equinoxes, the proposed tower will not create any shadows on these properties until approximately 5PM, having no impact throughout most of the day. Due to the slim nature of the proposed tower and the space between it and the existing tower to the north, at the summer solstice no portion of the stacked row housing development will receive more than approximately 2 hours of shadow from the proposed tower. Shadows would start at approximately 5PM but then sunlight coming between the two towers would shine again at approximately 7PM for the northern portion of the development.

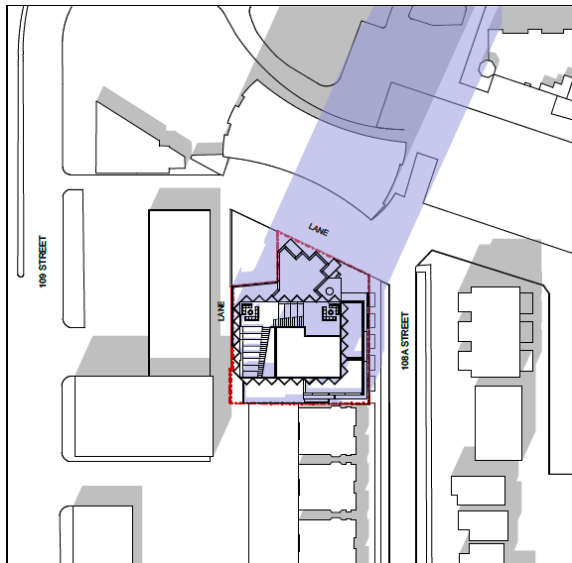
### MARCH/SEPTEMBER 21 PROPOSED TOWER SHADOWS



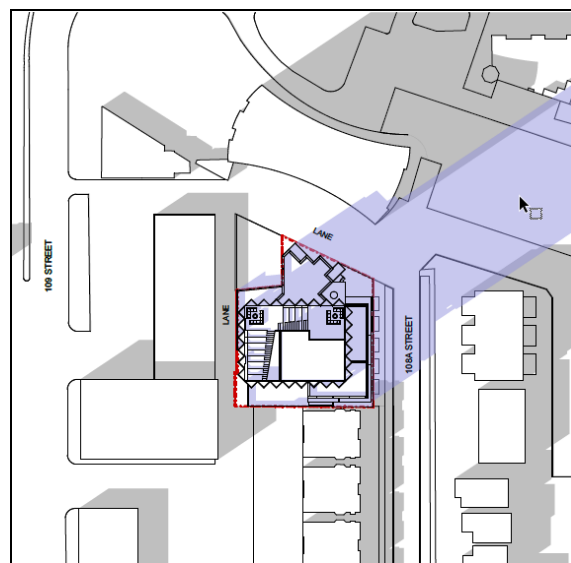
11AM



1PM



3PM



5PM

Very few dwellings in Edmonton, from houses to towers, receive unobstructed sunlight throughout the entire day, so it should be noted that the existing condition for Strathcona House is an exception, not the standard. Many residential towers in the City have east and west facing dwellings that only get morning or evening sunlight and not both, and north facing dwellings, including the north side of Strathcona House, receive very little direct sunlight year-round. In neighbourhoods where there are greater concentrations of towers, it is very common for south facing dwellings to have some level of sunlight obstruction from nearby towers.

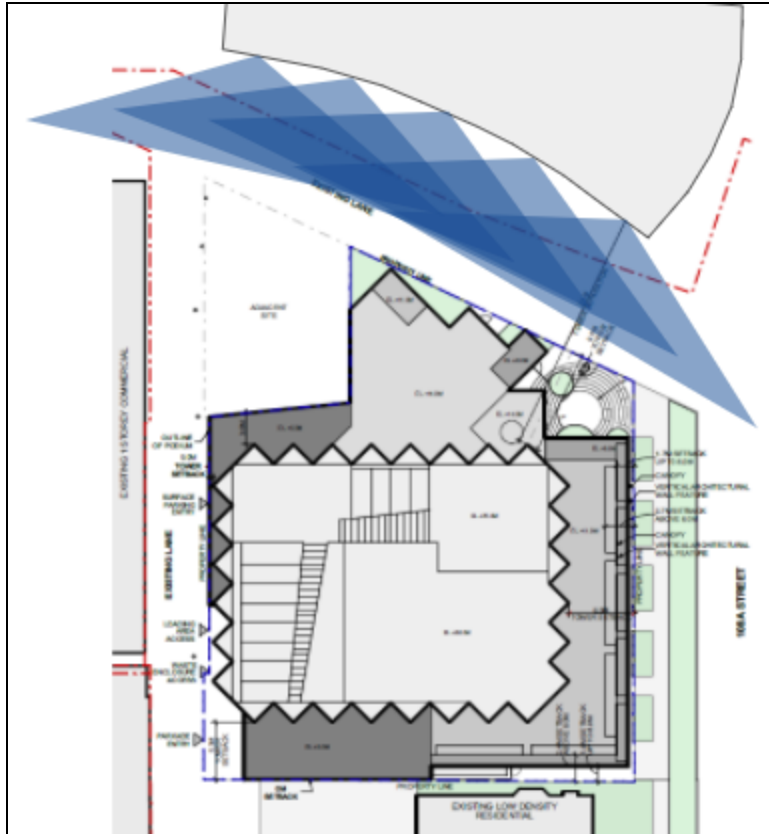
Another important factor to consider is that the shadow impacts described above will vary with how high a dwelling is in the existing tower. For example, at 12PM on March/September 21 the highest floors remain free of shadow. On June 21, the majority of the existing building will not experience any shadow caused by the proposed tower, just the lower floors.

The full Sun Shadow Study is found in Appendix 2.

## **VIEW IMPACTS**

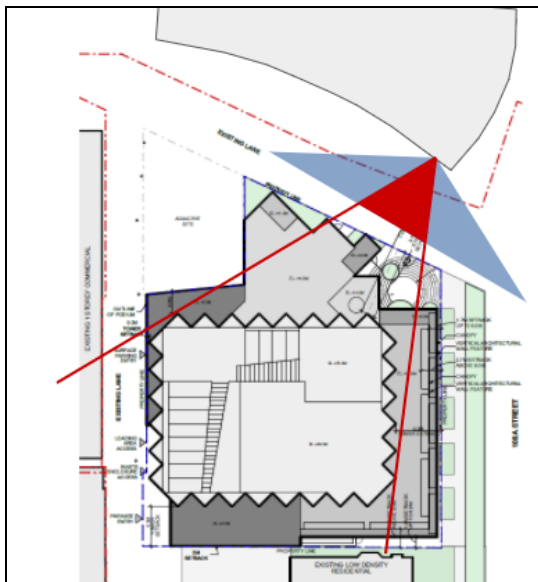
The southwest facing dwellings in Strathcona House have essentially had unobstructed 180 degree views of the entire southern half of Edmonton for decades, especially the dwellings on the upper storeys. The proposed tower will obstruct some of these views. However, due to the unique shape of Strathcona House and the location of the proposed tower on the rezoning site, these impacts are not as significant as one might initially think.

Strathcona House has five columns of dwellings along the southwest facing concave facade. To determine the view impacts on each of these columns, a 130 degree view angle was created from the centrepoint of the balconies. This doesn't quite capture the full range of view from the balconies because they are approximately 4 metres long and the actual viewing range is probably closer to 160 - 170 degrees. The level of obstruction was measured based on the tower portion of the proposed development, not the podium, so the lowest approximately 4 storeys of Strathcona House would have more obstruction than this, just as they would if all that was proposed was a new 4 storey building, in line with the current Garneau Area Redevelopment Plan.

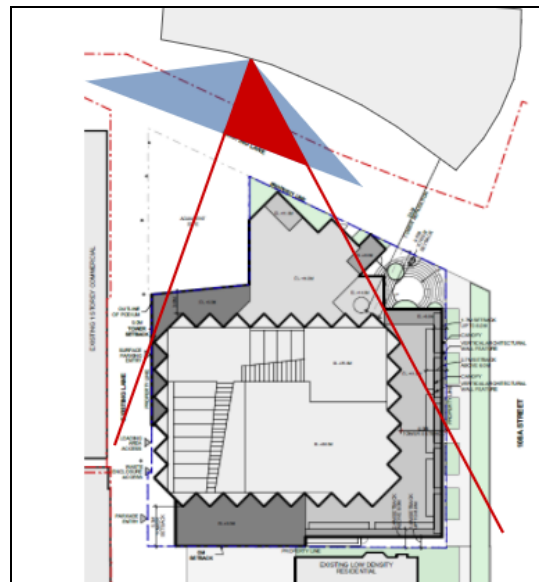


SITE PLAN SHOWING THE FIVE VIEW ANGLES FROM EACH COLUMN OF BALCONIES

When looking at each column of balconies individually, the level of obstruction from the proposed tower varies from approximately 27% to 31%. The images below show the obstructed portion of the view in red. A full analysis for all columns is found in Appendix 3.



27% VIEW OBSTRUCTION



31% VIEW OBSTRUCTION

Put another way, between 69% and 73% of existing views from Strathcona House will remain unobstructed if the proposed tower is built. As was the case with sunlight access, it needs to be recognized that having 100% unobstructed views is the exception, and it is much more common for dwellings in areas where there are higher concentrations of residential towers to have a portion of the view obstructed by another tower.

By ensuring appropriate tower separation and a slim tower floor plate, the applicant has demonstrated a strong effort to respect existing views from Strathcona House as much as possible. In order for the City of Edmonton to achieve recent infill and density goals focused on nodes and corridors, there will need to be a level of acceptance of more characteristics of urban living such as partially obstructed view corridors and sunlight access.

## **THE CITY PLAN**

This is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors.

To this end, the University-Garneau area is identified as one of six Major Nodes strategically located across the city. These Major Nodes are generally considered to be up to 2 km across. This site is within 1 kilometre of both the University of Alberta Hospital and the core of the University of Alberta North Campus. As such, it is reasonable to consider this part of Garneau as being in this Major Node. Moreover, it lies at a key junction with its proximity off of 109 Street NW, a key arterial corridor, and 87 Avenue NW which is the main connection from this site west through the rest of the Major Node.

As defined by The City Plan, a Major Node is a large-scale urban centre that serves multiple districts and is typically anchored by public institutions and significant employment centres. Major nodes capitalize on excellent transit access and support higher density development and a wide mixture of land uses. They provide a unique identity relative to the rest of the city and include significant destinations like hospitals and post-secondary institutions.

Important to note is that The City Plan, as a city-wide document, does not recognize the unique contexts of each Major Node in providing guidance. But, as an overall guide, it states that the desired overall density in a Major Node is 250 people and/or jobs per hectare and the typical massing/form is high-rise and mid-rise. While this site is on an adjacent local road to the main 109 Street NW corridor, given its close proximity to high levels of transit service, the existing commercial corridor, the main east-west corridor into the rest of the Major Node, and existing high rise development, this site is considered more appropriate to be a high-rise than a mid-rise.

From a high level policy perspective, it is concluded that this proposed high-rise building is in support of the infill objectives of The City Plan while maintaining livability of the area.

## **GARNEAU AREA REDEVELOPMENT PLAN**

This site is near the northwest corner of Sub Area 2 of the Garneau Area Redevelopment Plan. The land use objectives of Sub Area 2 are:

- To maintain the existing built form character of the area and provide for increased high density, adult oriented residential development, adjacent to the proposed LRT station and along major arterials (at the time the ARP was written in 1982, there was contemplation of an LRT line and station along the rail right-of-way extending from the High Level Bridge to Old Strathcona);
- To encourage alternate forms of development;
- To maintain a medium density area in the southern portion of the sub area; and
- To maintain views of the River Valley.

While the LRT was not developed along the nearby rail corridor to this site, the first objective does indicate that the plan recognizes the concept of increasing density near transit service and along key corridors, which this site is well connected to. The plan is not clear on what constitutes "alternate" forms of development and while the proposed tower interferes with south views from Strathcona House, it does not infringe on current views of the river valley and actually increases the opportunity for more Garneau residents to have these views.

Policy 2.1 of the ARP directs what portion of the Sub Area is restricted to a maximum of 4 storeys, which is the entire Sub Area south of the rail corridor. Policy 2.2a directs that high rise development is restricted to Saskatchewan Drive NW. The proposed amendments to these policies changes the direction for the rezoning site from being restricted to 4 storeys under Policy 2.1 to being allowed for a high rise tower under Policy 2.2a. The land along Saskatchewan Drive NW identified for High Rise Apartments in the plan is already fully built out with such buildings and there are no more sites where additional high rise development could be accommodated in this Sub Area within the current restrictions of the plan. Yet, there are increasing development pressures in the area and brand new direction through The City Plan to focus more intense developments in areas along nodes and corridors, which this site fits well. This site is well suited for additional high rise development within Sub Area 2, accommodating these development pressures and densification intent.

The proposed application meets the majority of the land use objectives of Sub Area 2 of the Garneau Area Redevelopment Plan and the proposed amendments are appropriate given the surrounding site context.

## **EDMONTON DESIGN COMMITTEE (EDC)**

On April 1, 2020, this application was reviewed by the Edmonton Design Committee which recommended a non-support citing concerns with the ground floor level public realm interface, the location of the proposed (at the time) commercial space and the lack of sun access and wind shelter for the proposed public plaza at the north end of the building.

The applicant considered this feedback, made revisions, and returned to the EDC for review again on August 4, 2020. This time, the Committee recommended support, citing only that the applicant should continue to work with the City on the integration of the project with the



upcoming alley revitalization and encouraging them to continue to explore ways to support active transportation.

The DC2 Provision requires a financial contribution to, ideally, the aforementioned alley revitalization, which is understood to refer to the future "Rail Trail" shared-use path that will run through the east-west lane to the north of the site. In addition, the required 185 long term bicycle parking spaces for the 245 units is a rate of 0.75 spaces per dwelling, more than what the Zoning Bylaw would normally require at 0.5 spaces per dwelling, showing a strong support for active transportation.

When revisions were made after the November 17, 2020 motion, Administration determined that no new EDC review was required because the changes were not significant enough.

Both letters from the Edmonton Design Committee are attached as Appendices 4 and 5 to this report.

## **PUBLIC CONTRIBUTIONS**

### C582 - Developer Sponsored Affordable Housing

The proposed DC2 Provision provides the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution.

### C599 - Community Amenity Contributions

A required contribution for this proposal of \$379,557.31 is required to comply with City Policy C599 Community Amenity contributions in Direct Control Provisions. The proposed application complies with this policy through the provision of the following amenities:

- 7 three bedroom dwellings designed to be suitable for families (\$35,000 credit given per dwelling);
- Repaving of the north-south lane to the west of the site from 86 Avenue NW north to the intersection with the east-west lane north of the site. \$25,000 credit is given for the portion of the lane not abutting the site to the south which is beyond lane improvements required to serve the redevelopment site; and
- \$109,557.31 towards the creation of, or improvement to, an off-Site Public Amenity such as the Rail Trail (identified in Building Great Neighbourhoods – Garneau), High Level Line, or parks, gardens or open spaces within the boundaries of the Garneau neighbourhood in consultation with the Garneau Community League.

## **Technical Review**

All comments from affected City Departments and utility agencies have been addressed.

## **DRAINAGE**

A Drainage Servicing Report was submitted and reviewed with this application. Sanitary and storm sewer servicing to the proposed DC2 rezoning area is proposed to be provided by

upgrading the combined sewer system within 108A Street NW and 86 Avenue NW, at the owner/developer's cost.

The development will also be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure.

## **WATER SERVICING**

There is a severe deficiency in on-street fire protection adjacent to the property. Extensive water main upgrades, the replacement of two hydrants and installation of one new hydrant is currently required with development of the sites to achieve City standards of fire flows and hydrant spacing. The required upgrades could potentially be reduced through a review by Edmonton Fire Rescue Services at the Development Permit stage when more specific building drawings and materials are known. All upgrades of the water infrastructure will be at the developer's expense.

## **ENVIRONMENTAL CONTAMINATION**

Both Phase 1 and Phase 2 Environmental Site Assessments were completed for the 108A Street NW rezoning site. The site was demonstrated to be suitable for residential development.

## **PARKING, LOADING AND VEHICULAR ACCESS**

A Transportation Impact Assessment (TIA) was submitted in support of this application. Existing traffic volumes on both the east-west and north-south lanes abutting the site were observed to be relatively low. However, traffic volumes on the local roadways within this area of Garneau are relatively high compared to many local roadways in the City. This is in part due to the central nature of the neighbourhood, destination based land uses along 109 Street NW and 82 Avenue NW, and the higher density residential developments along Saskatchewan Drive NW.

The study concluded that the additional vehicular traffic resulting from this development will have very minor impact on area roadways and the volumes can be accommodated within the existing infrastructure. Recognizing all vehicular servicing will be via the north-south lane along the west property line, the lane would be repaved between 86 Avenue NW and the east-west lane that runs along the north property line, and utility poles would be relocated/removed (if and where required) at the developer's expense to facilitate access to the waste collection and parking area. The width of the north-south lane varies with a minimum width of 5.0 metres. Similar to many other alleys in core area neighborhoods and downtown, vehicles from one direction will have to stop on the side to make way for the opposing vehicles, however, the lane is expected to continue to function acceptably for the intended purpose.

The Garneau Neighbourhood renewal is currently in the planning stage, with construction expected to commence in 2021. The plans include measures to significantly improve the pedestrian and bicycling experience in Garneau, manage traffic speed, and enhance connections to and through the open spaces. Garneau has among the highest mode splits in the City, with approximately 60 percent of trips to work made by an alternative mode (not driving a vehicle). The planned multimodal infrastructure, including a new protected

bidirectional bike lane on 110 Street NW, missing sidewalk connection on the north side of 86 Avenue NW (between 107 Street NW and 109 Street NW), Rail Trail Shared Use Path, and Shared Street Alley treatment for the east-west lane along the north property line, will further encourage and support the use of alternative transportation modes. Other initiatives such as the pending reduction of residential speed limits will also improve the livability and safety of the neighbourhood.

On June 23, 2020, City Council approved Open Option Parking, which provides developers' flexibility to choose the amount of parking that they feel is appropriate for their projects. The parking supply for this project will accordingly be determined at the development permit stage. Currently unrestricted on-street parking is allowed along one side of both 108A Street NW and 86 Avenue NW, which allows people to park for as many hours as they would like. However, the occupancy of these parking spaces are near capacity with very low parking turnover. As such, the availability of on-street parking for the residents or visitors of this development will be limited and competitive under current conditions. Parking Services will continue to monitor parking in the area and work with neighbourhoods to apply tools such as time-restricted parking to manage on-street parking where needed.

## Community Engagement

<p><b>PRE-APPLICATION NOTIFICATION &amp; OPEN HOUSE</b>                  November 21, 2018 (Notice)                  December 11, 2018 (Open House)</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 428</li> </ul> <p>As reported by applicant:</p> <ul style="list-style-type: none"> <li>● 33 Open House attendees</li> <li>● 13 Email responses received</li> <li>● 2 Telephone calls received</li> </ul> <ul style="list-style-type: none"> <li>● Common topics included:                         <ul style="list-style-type: none"> <li>○ Too much density. The existing RA7 density is sufficient.</li> <li>○ Too small of a site to support the proposed density and height of the development.</li> <li>○ Traffic congestion issues in the lanes and 108A Street which will create an unsafe environment.</li> <li>○ Insufficient amount of parking</li> <li>○ Will not create a family friendly environment.</li> <li>○ Shadow and privacy concerns.</li> <li>○ Loss of views.</li> <li>○ Increase in noise and pollution</li> <li>○ Construction Impacts</li> <li>○ De-valuation of nearby properties</li> <li>○ Rental suites will bring high-turnover tenants and lower income individuals.</li> </ul> </li> </ul>
<p><b>ADVANCE NOTICE</b>                  January 30, 2020</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 435</li> <li>● 6 Responses received</li> </ul>

	<ul style="list-style-type: none"> <li>● Number of responses in support: 1</li> <li>● Number of responses with concerns: 5</li> <li>● Common comments included:             <ul style="list-style-type: none"> <li>○ Lack of parking provided and street parking congestion (x4)</li> <li>○ Traffic congestion (x3)</li> <li>○ Increase in density (x2)</li> <li>○ Not adhering to ARP (x2)</li> <li>○ Lack of variety in unit type (only designed for students)</li> <li>○ Sun shadow impacts</li> <li>○ Privacy concerns</li> <li>○ Emergency vehicle access</li> <li>○ Degrade sense of community</li> <li>○ Not designed for families</li> <li>○ Design to modern, not in line with Garneau character</li> <li>○ Need residential parking permits in this part of Garneau</li> </ul> </li> </ul>
<p><b>ENGAGED EDMONTON WEBPAGE</b> August 5 - 26, 2020</p>	<p><a href="https://engaged.edmonton.ca/garneauthehive">https://engaged.edmonton.ca/garneauthehive</a></p> <ul style="list-style-type: none"> <li>● Aware: 677</li> <li>● Informed: 214</li> <li>● Engaged: 112 (explanation of these categories in "What We Heard" Report)</li> <li>● Support: 13</li> <li>● Opposed: 99</li> <li>● Common topics included:             <ul style="list-style-type: none"> <li>○ Impacts on Strathcona House (property values, loss of views, loss of sunlight, privacy intrusion, construction impacts)</li> <li>○ Parking and traffic congestion</li> <li>○ Massing and scale</li> <li>○ Building design</li> <li>○ Sun, shadow and noise impacts</li> <li>○ Adherence to the Garneau ARP</li> <li>○ Consultation process and methods</li> <li>○ Broader neighbourhood impacts</li> <li>○ Utilities and infrastructure</li> </ul> </li> <li>● See Appendix 6 for a full "What We Heard" Report</li> </ul>
<p><b>NOTICE OF REVISIONS AFTER MOTION</b> February 12, 2021</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 436</li> <li>● 40 Responses received</li> <li>● Number of responses in support: 0</li> <li>● Number of responses with concerns: 40</li> </ul>

- Common comments included:
  - Do not believe development will provide enough on site parking and street parking is already too congested (x19)
  - Concerned about general increase in traffic caused by development (x17)
  - Lanes too narrow/can't handle more traffic/not enough assurance they will remain functional (x16)
  - Loss of sunlight/too much shadow for nearby properties/units (x16)
  - ARP not being followed/being ignored/should not be amended (x16)
  - Big construction vehicles won't fit well in narrow lanes/poor access/not safe (x12)
  - Not enough family housing/decrease in family housing after motion (x11)
  - Safety concerns for pedestrians/cyclists/children with increased traffic (x10)
  - Engineering studies (wind, transportation mainly) are too preliminary/poor quality/not enough assurance things will work (x10)
  - Building too tall/big (x9)
  - Insufficient setbacks at ground level (x9)
  - Will decrease property values of nearby buildings/units (x9)
  - Changes since motion do not address any concerns/no improvements (x9)
  - Concerned about impact/loss of boulevard trees (x8)
  - Not enough loading spaces. Reduction from 2 to 1 for 245 units not enough (x7)
  - Lanes cannot handle large vehicles for waste collection/more deliveries/emergency vehicles (x7)
  - Construction Impacts - noise/dust/long time period (x7)
  - Loss of views from south facing units in Strathcona House (x7)
  - Will have negative impacts/no positive impacts/ruin area (x5)

- o Sets precedent for other taller buildings in this area and amending the ARP (x5)
- o Height out of character with area/extreme departure from area (x5)
- o Does not follow The Way We Grow/The City Plan (x5)
- o Height does not transition down well (x4)
- o Don't like that amenity contributions went down (x4)
- o Increase in wind impacts/already bad wind speeds in lane (x4)
- o Scale/design not in line with character of the neighbourhood (x4)
- o Increased conflicts in east/west lane with more traffic/not compatible with future "rail trail" shared space (x3)
- o Tower too close to Strathcona House (x3)
- o Site size too small to accommodate a tower (x3)
- o Not the right location for a tall building in the neighbourhood (x3)
- o Garneau already dense enough/too many existing towers (x3)
- o Vehicles don't have direct access to an arterial road/increase shortcutting (x3)
- o Decrease in safety/increased crime due to more people (x3)
- o Should be mid-rise or shorter (x2)
- o No demand for more units/oversaturation of condo market (x2)
- o Feel community is being ignored/no respect for the people around here (x2)
- o Too much deviation from standards/different rules for different people (x2)
- o Will reduce privacy of nearby residents (x2)
- o Increase noise from increased density (x2)
- o Decrease quality of life (x2)
- o Will change the look of historic corner with the High Level Bridge (x2)
- o Not enough green space
- o Not a good lane interface to the north

	<ul style="list-style-type: none"> <li>o Not enough engagement from applicant</li> <li>o Developer’s other projects not viable</li> <li>o Worried about more students and associated disruptions (high speed traffic, garbage, drinking, etc.)</li> <li>o ARP should have a full overhaul, not piecemeal rezoning.</li> </ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"> <li>• <a href="https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/the-hive-mixed-use-tower.aspx">https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/the-hive-mixed-use-tower.aspx</a></li> </ul>

The Garneau Community League submitted a letter of opposition to the proposed rezoning citing the following:

- The size of this structure is more suitable to an arterial road (109 street or Saskatchewan drive). The area proposed for development is zoned to be mixed medium scale infill housing. This is definitely not medium nor is it really mixed.
- The proposal does not fit with the existing neighbourhood; there is no transition to the 2 and 3 story buildings directly adjacent.
- The size and function of the building will negatively impact the residents who live in the surrounding blocks, many of whom are young families living in multi unit housing. We cannot find any positive impacts this development will have for those who live in the surrounding area.
- Vehicle traffic generated will have no direct access to arterial roadways; this will greatly impact the blocks of low and medium scale homes in the surrounding blocks (again many families with children live on these blocks.) The alley (even if repaved) is not wide enough to handle the volume of vehicles that this proposal would generate.
- The commitment to family units is grossly inadequate.
- The proposed setbacks, especially on 108A street and the south side (next to Garneau Estates) are not large enough.
- The removal of the boulevard trees with no replacements will harm the look and feel of the neighbourhood.

Two nearby multi-unit housing developments sent letters of opposition. The first was from Strathcona House, to the north of the site, where 65 residents signed on to a letter that was provided to the City expressing opposition to this proposal. Concerns expressed:

- Not contextually sensitive to the character and scale of the existing neighbourhood.
- Parking concerns.
- Does not address the need for family dwellings.
- Already significant high rise housing in Garneau.
- Loss of property value
- Loss of sunshine
- Noise pollution
- Reduced walkability (due to increase vehicular traffic)
- Emergency access concerns
- Environmental concerns (loss of mature trees)

- Wind tunnel increase
- Surface water drainage (lost permeation with gravel parking lot built upon)

The second letter was from the Garneau Estates Condominium Association which is the row housing development immediately south of the rezoning site. Concerns expressed:

- Too significant a change from the current 4 storeys
- Loss of views for Strathcona House residents
- Tower too close to row housing development - looming over
- Will make congested street parking situation even worse
- Several vacant sites nearby that were supposed to be redevelopment and have not - will this be another one?
- Construction impacts, including safety, especially considering the narrow lanes in the area

Several respondents whose feedback is captured in the tables above also indicated they were residents of the Strathcona Housing Cooperative across 108A Street NW to the east from the site.

## Conclusion

Administration recommends that City Council **APPROVE** this application.

## APPENDICES

- 1 DC2 Provision Comparison
- 2 Sun Shadow Study
- 3 View Corridor Analysis
- 4 EDC Letter - April 2020
- 5 EDC Letter - August 2020
- 6 "What We Heard" Public Engagement Report
- 7 Application Summary



## DC2 Provision Comparison

**Strikethrough:** Proposed deletion from DC2 Provision

**Underline:** Proposed additions to DC2 Provision

SCHEDULE “B”

### (DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

#### 1. General Purpose

To accommodate the development of a residential high-rise that provides an active streetscape and a high-quality pedestrian experience along 108A Street NW and the adjacent Lane to the north.

#### 2. Area of Application

This DC2 Provision shall apply to Lots 9-11, Block 186, Plan 3901AJ; and Lots 11A and 27U, Block 186, Plan 3749RS; ~~and Lot 12A, Block 186, Plan 8722052~~; as shown on Schedule “A” of the Charter Bylaw adopting this Provision, Garneau.

#### 3. Uses

1. ~~Group Home~~
1. Live Work Unit
2. ~~Limited Group Home~~
2. Lodging Houses
3. Major Home-Based Business
4. Minor Home-Based Business
5. Multi-unit Housing
6. Residential Sales Centre
7. Supportive Housing
8. Urban Gardens
9. Urban Outdoor Farms
10. Vehicle Parking
11. Fascia On-premises Signs
12. Projecting On-premises Signs

13. Temporary On-premises Signs

**4. Development Regulations for Uses**

1. Live Work Units shall be limited to the ground-oriented Dwellings.
2. Residential Sales Centres shall be limited to the sale or lease of Dwellings on Site.
3. Signs shall comply with the regulations found in Schedule 59B of the Zoning Bylaw.
4. Temporary On-premises Signs shall be limited to project advertising associated with an on-Site Residential Sales Centre and shall not include trailer mounted or signs with changeable copy.

**5. Development Regulations For Site Layout and Built Form**

1. The development shall be in general conformance with the attached Appendices.
2. Building Height:
  - a. The maximum Height of the Tower shall vary between 70 m and ~~75~~80.0 m, as shown on Appendix 1; and
  - b. The maximum Height of the Tower podium shall vary between 5.0 m and 14.0 m, as shown on Appendix 1.
3. The maximum Floor Area Ratio (FAR) shall be ~~10.0~~ 8.5.
4. The maximum number of Dwelling units shall be ~~271~~ 245.
  - a. A minimum of 20% of Dwellings shall have 2 bedrooms or more.
5. The minimum podium Setbacks shall be as follows:
  - a. 1.7 m from the east Lot line up to a Height of 8.0 m and then 2.7 m for the portion above 8.0 m. Canopies and vertical architectural wall features shall not be subject to this required Setback.
  - b. 0.0 m from the south Lot line, except:
    - i. the most easterly 15.0 m of the podium shall have a minimum Setback of 1.4 m; and
    - ii. above a Height of 8.0 m, the minimum setback shall be 2.4 m.
  - c. 0.0 m from the west and north Lot Lines.
6. The minimum Tower Setbacks shall be as follows:
  - a. 9.6 m from the north Lot line abutting the Lane to the north;

- b. 3.0 m from the north Lot line, ~~except for the portion of the Tower within 18.0 m of the east Lot line where abutting the minimum north Setback shall be 16.0~~ adjacent Site shown on Appendix 1 – Site Plan.
  - a. ~~6.5~~ 6.0 m from the east Lot line;
  - c. ~~5.7~~ 5.3 m from the south Lot line; and
  - d. ~~0.3~~ 0.0 m from the west Lot line.
7. The Underground Parkade below ground level shall not be subject to required Setbacks and can extend to all Lot lines.
  8. The maximum Tower Floor Plate shall be ~~855~~ 800 m<sup>2</sup>.

## 6. Development Regulations for Building Design and Features

1. The building shall be comprised of a podium and Tower configuration.
2. Each facade of the Tower shall provide visual interest through the use of physical breaks and colour.
3. The exterior of the building shall be finished with high quality, durable materials such as, but not limited to, stone, brick, metal, wood, concrete, architectural panels, and/or glass. The use of vinyl siding is prohibited.
4. Ground-oriented Dwellings shall be required on the first Storey facing 108A Street NW and ~~the north Lane and~~ shall:
  - a. provide an individual private exterior entrance at ground level, oriented and clearly visible to be readable from, and lend a sense of occupancy to, the public roadway and Lane using features such as, but not limited to, porches, staircases and stoops. Sliding patio doors shall not serve as this entrance;
  - b. provide a semi-private outdoor area that is provided in a manner that establishes a transition area between the Dwelling and the publicly accessible land using landscape features, such as change in grade, shrub/tree beds, different paving materials and/or decorative fencing/screening;
  - c. not have solid fences higher than 1.2 m in Height. Landscaping retaining walls or other low height elements may be utilized to visually separate the semi-private outdoor space and public roadways and Lane; and
  - d. A minimum of ~~75%~~ 65% of the linear building frontage of the ground Storey Façades shall have transparent glazing. Linear frontage shall be measured as the horizontal plane at 1.5 m above Grade.
5. The interface along the south Lot line shall be developed to maximize privacy and minimize overlook onto the adjacent residential property through the use of

features such as, but not limited to, privacy screens, frosted glazing, or location and placement of windows.

6. Podium rooftops shall provide enhancements to improve rooftop aesthetics from adjacent residential buildings, enhancements shall include, but not limited to, decorative hardscaping, gardens or green roofs.
7. All mechanical equipment, including roof mechanical units and Underground Parkade intake/exhaust vents shall be concealed by screening in a manner compatible with the architectural character of the building, or concealed by incorporating it within the building. Ground level vents shall be oriented away from adjacent Sites or on-Site amenity or pedestrian circulation areas.
8. The top levels of the Tower shall contribute to the 'signature' of the building and the City's skyline through sculpting of the upper floors and the roof.
9. Architectural features such as balconies and roof projections may project into required Setbacks to a maximum of 0.5 m, except to the north and south.

## **7. Development Regulations for Parking, Loading, Storage and Access**

1. Bicycle Parking shall be provided in accordance with the Zoning Bylaw to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), except that:
  - a. A minimum of 185 long term Bicycle Parking spaces shall be provided in a secure facility within the building that is easily accessible to cyclists via access ramps, or a route through the building that facilitates easy and efficient transportation of bicycles;
  - b. A minimum of 14 short term Bicycle Parking spaces for visitors shall be provided in an easily accessible location and available for public use; and
  - c. Vertical or stacked racks may be used to satisfy bicycle parking requirements if it can be demonstrated that they can be safely and efficiently used to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation). The minimum size of vertical bike parking stalls shall be 0.60 m wide, 2.3 m high, and 1.1 m deep, with a minimum 1.5 m wide aisle.
2. Vehicular access and egress shall be provided from the west Lane abutting the Site.
3. All Vehicle Parking shall be provided within an Underground Parkade and/or Surface Parking.
4. Notwithstanding the Zoning Bylaw, one on-Site vehicle loading space shall be required.

5. All waste collection and storage areas shall be located within the building, not visible from public roadways, and be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation) and Waste Management Services.

## **8. Development Regulations for Landscaping, Lighting and Amenity Area**

1. Landscaping shall be in general conformance with the Appendix 6.
2. The required Landscape Plan submitted with a Development Permit application for new building construction shall be prepared by a Landscape Architect registered with the Alberta Association of Landscape Architects (AALA).
3. The following shall apply and be shown on the required Landscape Plan:
  - a. Landscaping shall use plant materials that provide colour throughout the year to enhance appearance during winter months;
  - b. Landscaping Plans shall incorporate native and/or drought tolerant species into the Landscaping design;
  - c. Setbacks from the ~~north and~~ east shall provide entry transitions including features such as steps, gates, hedges, low walls, for Dwellings fronting 108A Street NW ~~and the north Lane~~;
  - d. Setbacks from the east shall provide a 1.5 m wide concrete walkway adjacent to Ground-oriented Dwellings fronting 108A Street NW; and
  - e. At ground level, the east and north Setback shall be Hardsurfaced and visually incorporated into the streetscape of 108A Street NW and the north Lane by providing paving materials, shrub beds, and/or planters to accommodate Landscaping that contributes to a high quality pedestrian oriented public realm.
4. Decorative and security lighting shall be designed and finished in a manner consistent with the design and finishing of the development and shall be provided to ensure a well-lit environment for pedestrians, to accentuate building elements, and to highlight the development at night time and in winter months. Exterior lighting associated with the development shall be designed to minimize impacts on adjacent properties. A detailed exterior lighting plan shall be provided to the satisfaction of the Development Officer.
5. A minimum Amenity Area of 8.5 m<sup>2</sup> per Dwelling shall be provided and can be private and/or communal. This may be achieved using balconies, terraces/patios on top of the podium base, Rooftop Terraces, and indoor Common Amenity Areas such as communal lounges, entertainment rooms, fitness areas and bicycle rooms.
6. Of the total Amenity Area requirement, a minimum of 180 m<sup>2</sup> shall be in the form of a Common Amenity Area specifically designed for children located in the

podium, of which a minimum of 80 m<sup>2</sup> shall be indoor space and minimum of 100 m<sup>2</sup> shall be outdoor space.

7. Common Amenity Areas shall be located at the top of the Tower in the form of a Rooftop Terrace, and at the midpoint of the south-facing Tower Facade.

## **9. Other Regulations**

1. Prior to the issuance of the Development Permit for construction of the principal buildings, a Wind Impact Study shall be submitted for review. The development shall incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting both on and off Site, consistent with the recommendations of the Wind Impact Study.
2. Prior to the issuance of the Development Permit, a detailed exterior lighting plan shall be provided to the satisfaction of the Development Officer. Decorative and security lighting shall be designed and finished in a manner consistent with the design and finishing of the development and shall be provided to ensure a safe well-lit environment. All exterior lighting of the Site shall be designed to ensure that it is directed away from the adjacent residential development and that illumination shall not extend beyond the boundaries of the site nor upwards into the sky in accordance with the Zoning Bylaw.
3. The storm and sanitary drainage systems required to service the development, including off-site improvements and on-site stormwater management, shall be in general conformance with the Drainage Servicing Report or alternatives to the satisfaction of the Development Officer in consultation with Development Services (Drainage). Such improvements are to be constructed at the owner's cost.
4. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration. These elements may include, but are not limited to, elements that allow for natural surveillance, increase sightlines and use; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce the vulnerability of pedestrians by avoiding areas of concealment or entrapment such as: long public corridor spaces, stairwells, or other movement predictors; avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating parking areas close to building access points and using wayfinding mechanisms. The Development Officer may require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, and may apply conditions to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment.
5. An arborist report and tree preservation plan to the satisfaction of the Development Officer in consultation with Urban Forestry, shall be submitted with

the Development Permit application to determine the impact of the proposed development, including excavation and construction, on the existing boulevard trees along 108A Street NW. If required by the Development Officer, an air spading tool shall be used to determine the amount and size of roots that may need to be cut for the parkade/foundation wall. If:

- a. the arborist report indicates that the development will unduly compromise the ongoing viability and health of a tree or trees, each tree shall be removed as part of the redevelopment of the site. The owner/developer shall be responsible for the cost of removal as well as for compensating the City for the value of the tree being removed. If required by the Development Officer, each tree removed shall be replaced by a new tree in an enhanced growing soil medium in the form of soil cells or continuous trenches, at the cost of the owner; or
  - b. the arborist report indicates that the development will not unduly compromise the ongoing viability and health of a tree or trees, each tree shall be retained and protected as per the City's Corporate Tree Management Policy C456B.
6. Notwithstanding the other Development Regulations and Appendices of this Provision and Section 720.3(2) of the Zoning Bylaw, in the event that the owner/developer does not obtain a Development Permit and commence construction of the building within 10 years of the passage of the Bylaw adopting this Provision, development shall be in accordance with this Provision, except that:
- a. the maximum Height shall be 14.5 m; and
  - b. the maximum Floor Area Ratio shall be 1.4.

## 10. Public Improvements and Contributions

1. Prior to the issuance of a development permit for:
  - a. a building that contains 12 or more Dwelling units; or
  - b. a building that contains less than 12 Dwelling units, but is part of a Site with 12 or more Dwelling units in total;

The Development Officer shall ensure a signed agreement has been executed between the City and the owner, requiring the owner to provide the City, at the time of each development permit approval, the option to purchase up to 5% of the proposed number of Dwelling units (rounded to the nearest Dwelling unit) in each building with Dwelling units, at 85% of market value or the equivalent value as cash in lieu (at the discretion of the owner) to the City.

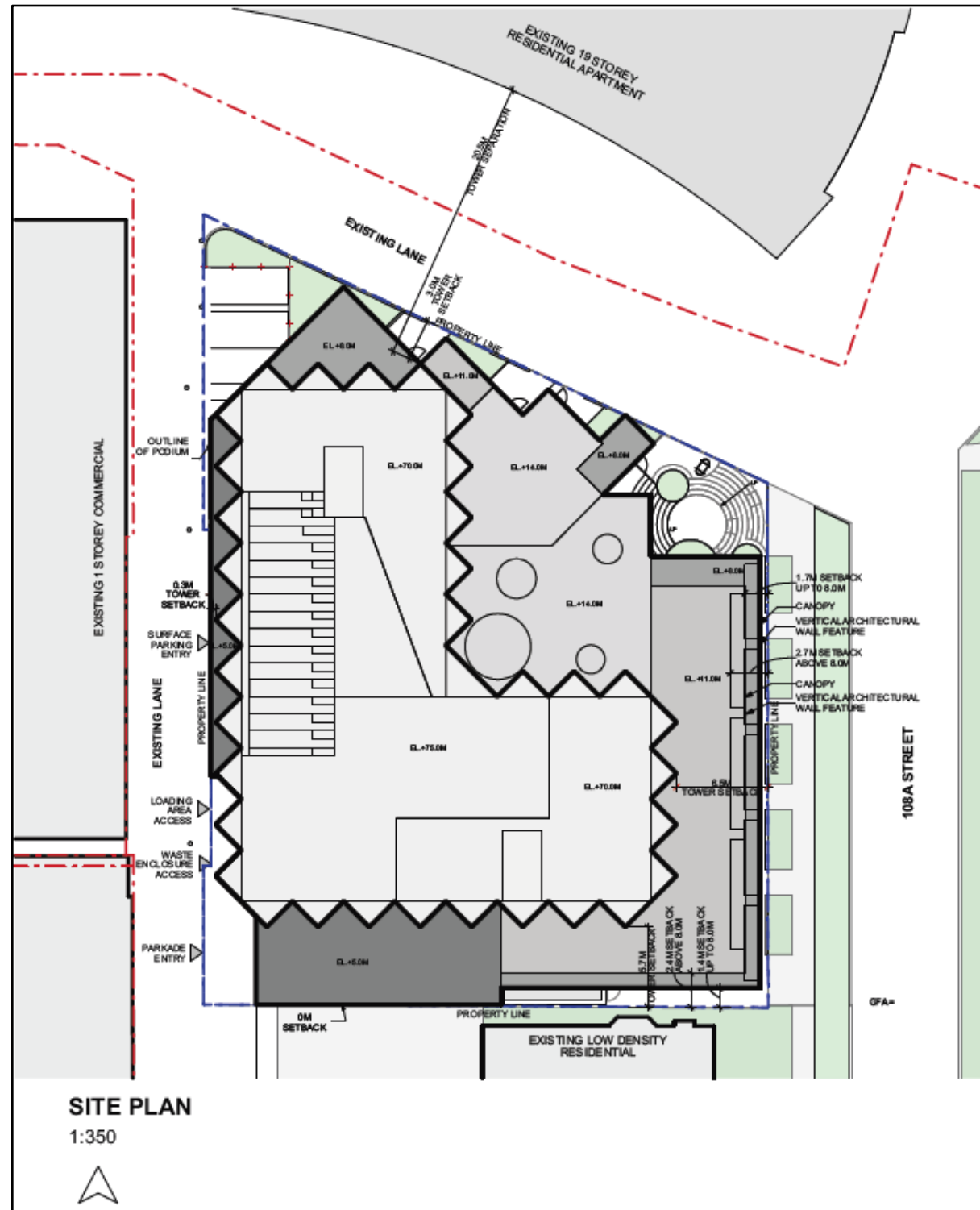
2. There shall be a minimum of ~~11~~ 7 Dwellings with the following characteristics:

- a. have a minimum of three bedrooms;
  - a. ~~be accessed from individual private exterior entrances at ground level;~~
  - b. have access to dedicated and enhanced bulk storage located within the Dwelling, on the same Storey as the Dwelling, or in the Underground Parkade;
  - c. have access to a dedicated and secured family bicycle parking room or cage which shall have racks or railings for a minimum of two bicycles per Dwelling allocated to use the parking room. This family bicycle parking room may be located within the Dwelling, on the same Storey as the Dwelling, or within the Bicycle Storage Facility; and
  - d. have access to the Common Amenity Area designed for children, as described in Section 8.6 of this Provision.
3. Prior to the issuance of a Development Permit for the principal building, the owner shall enter into an agreement between the City and the owner to contribute ~~\$153,480.60~~ \$109,557.310 to the creation of, or improvement to, an off-Site Public Amenity such as the Rail Trail (identified in Building Great Neighbourhoods – Garneau), High Level Line, or parks, gardens or open spaces within the boundaries of the Garneau neighbourhood. The funds shall be submitted to the City prior to the issuance of the Development Permit and be disbursed by the City according to a separate agreement between the City and the Community League. More specific agreement details shall be determined at the Development Permit stage between the owner and the City, in consultation with the Garneau Community League.
  - a. Notwithstanding the above, if a Development Permit application has not been made within five (5) years of the date of approval of the Charter Bylaw adopting this Provision, this contribution amount shall be increased from that point forward according to the annual rate of national inflation as determined by Statistics Canada.
4. As a condition of a Development Permit, the owner shall enter into a Servicing Agreement with the City of Edmonton for all off-Site improvements necessary to serve the development, such improvements to be constructed at the owner's cost. The Agreement process includes an engineering drawing review and engineering drawing review and approval process. Improvements shall be constructed at the owner's cost, and be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation) and shall include, but may not be limited to, the following:
  - a. Repaving of the north-south Lane to the west of the Site from 86 Avenue NW north to the intersection with the east-west Lane north of the Site and removing/relocating any existing utilities as required to facilitate access to parking and waste collection areas; and

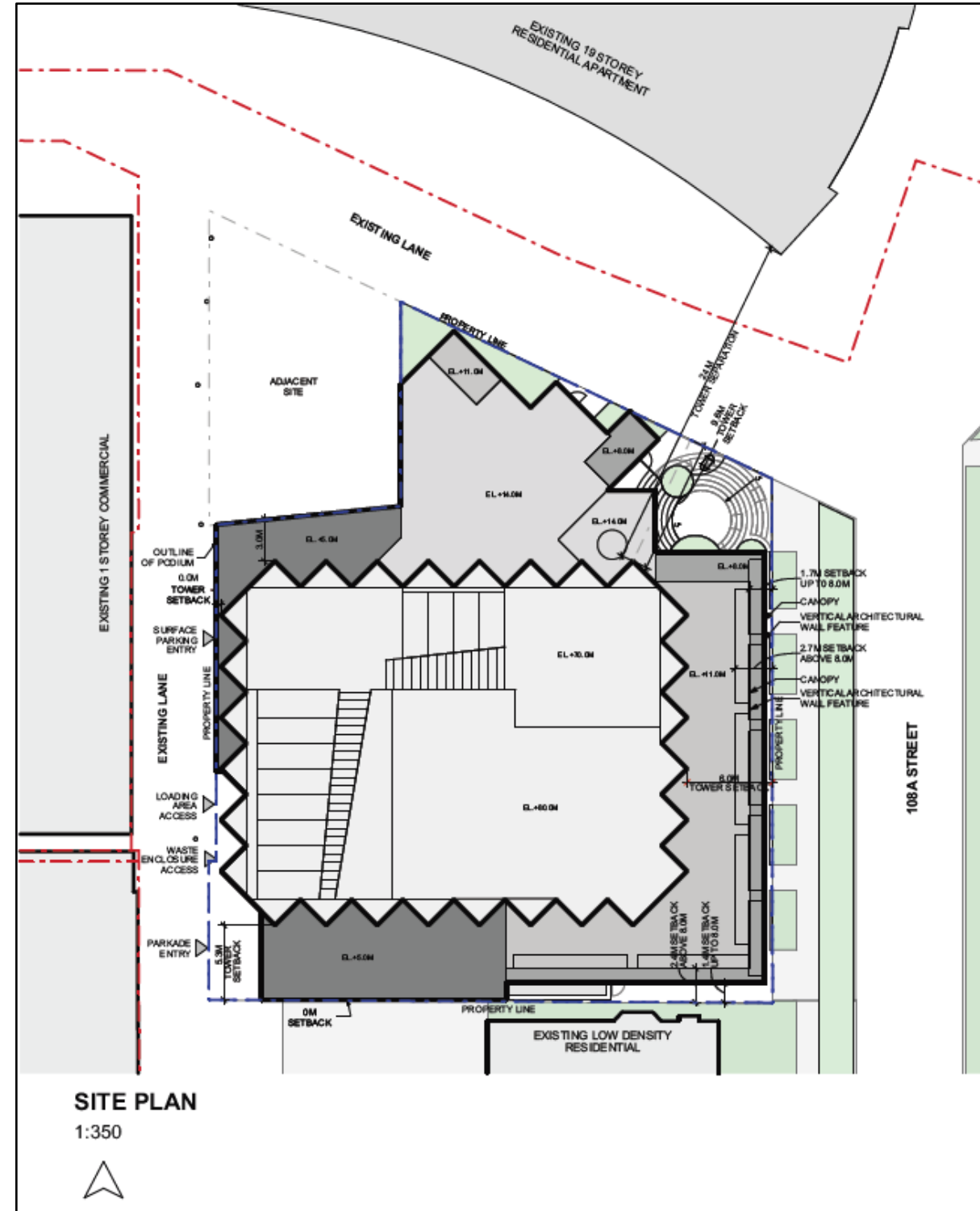


- b. Repair of any damage resulting from construction of the development to the abutting roadways, sidewalks, street furniture, and/or boulevard, including Lanes not directly adjacent to the Site but which may be used for construction purposes, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).

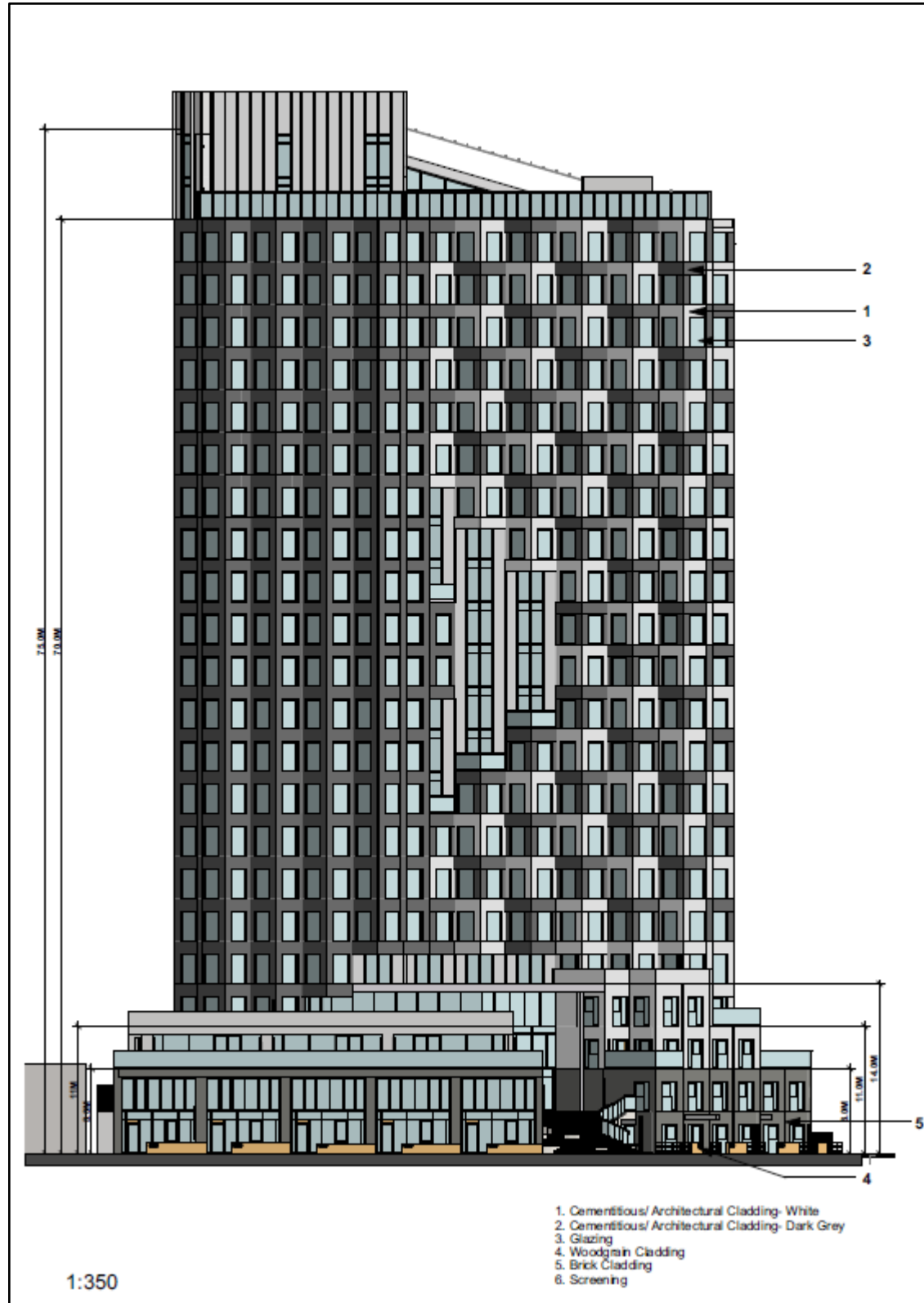
**Appendix 1 – Site Plan - Previous**



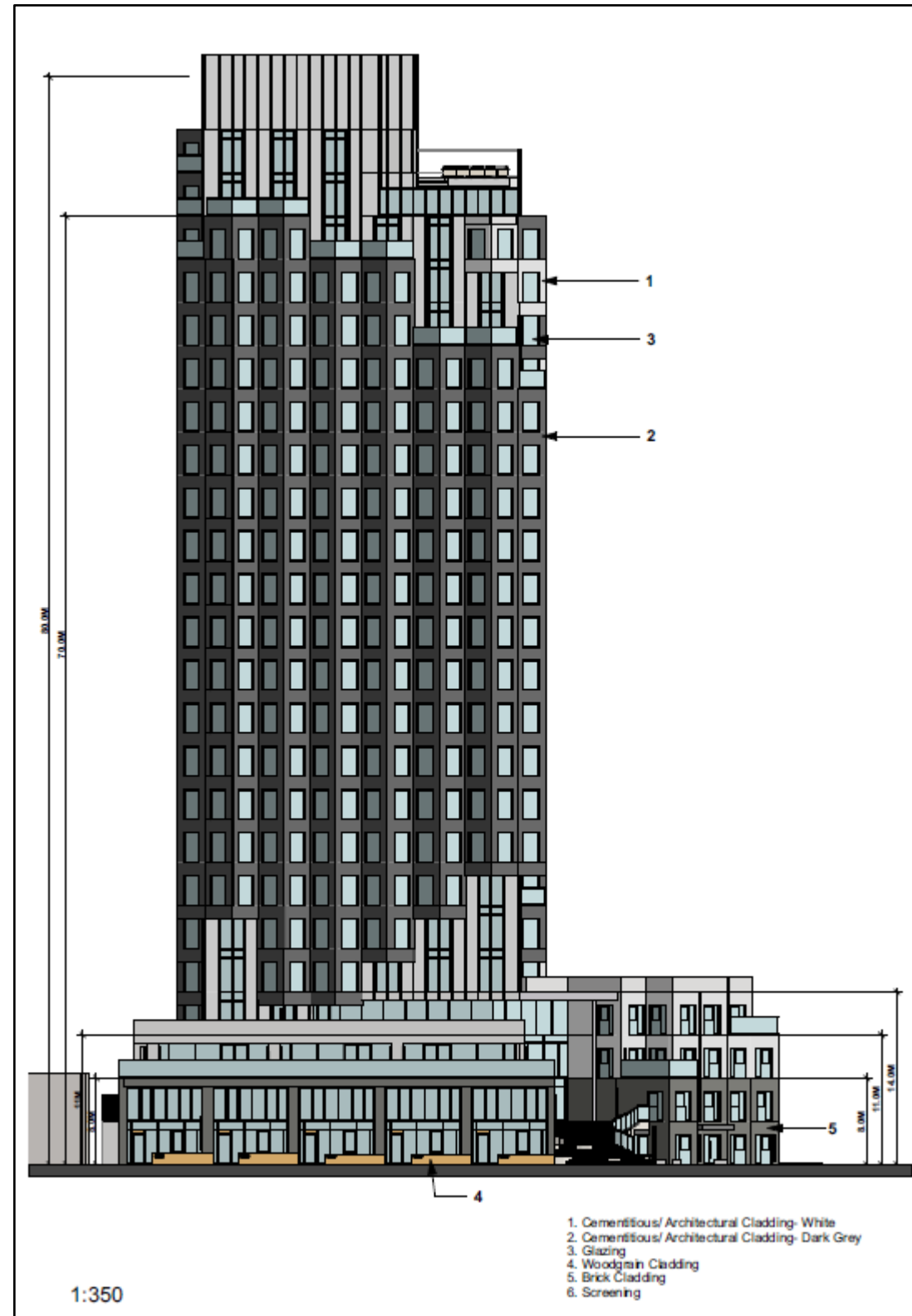
**Appendix 1 – Site Plan – Revised After Council Motion**



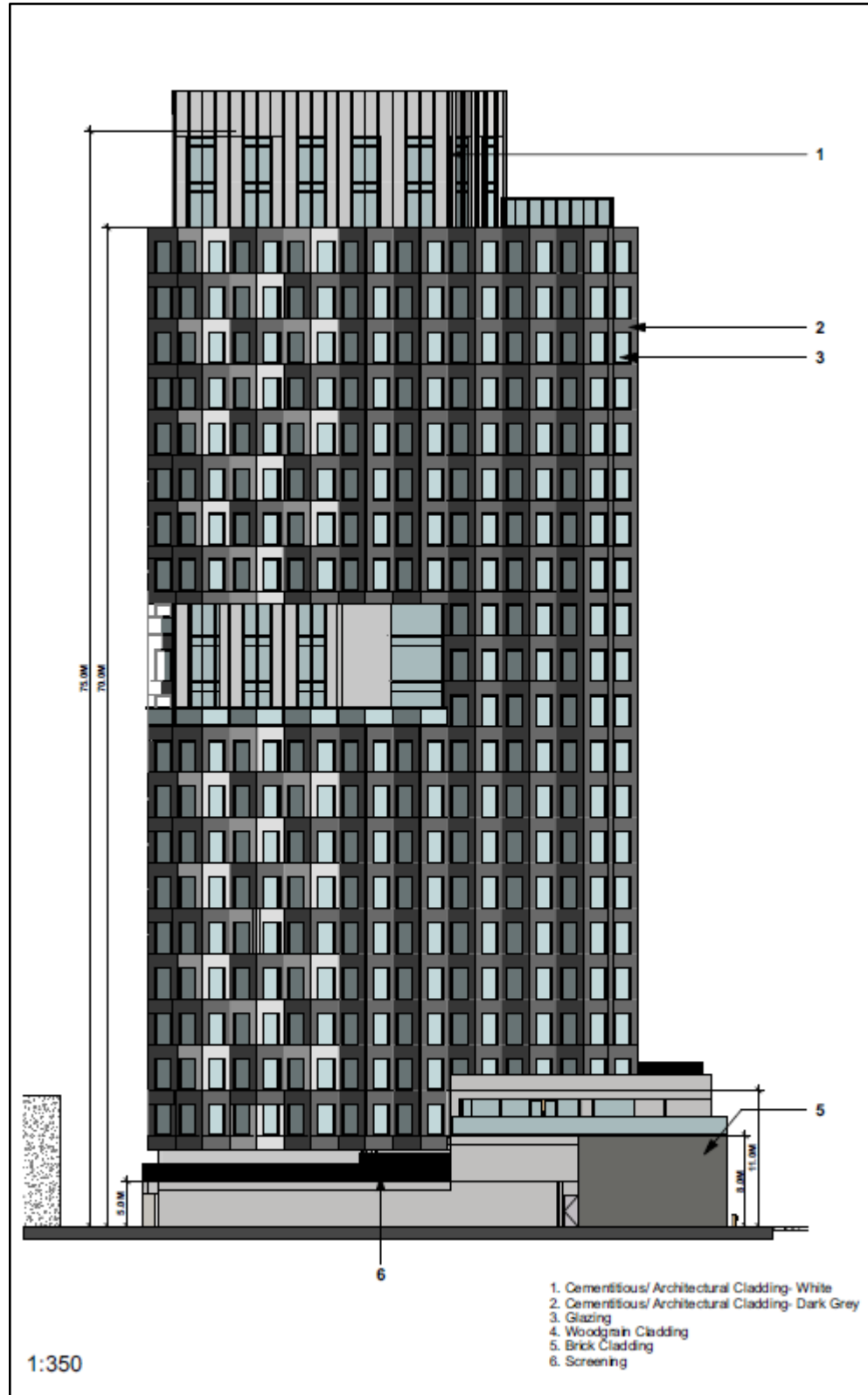
**Appendix 2 – East Elevation - Previous**



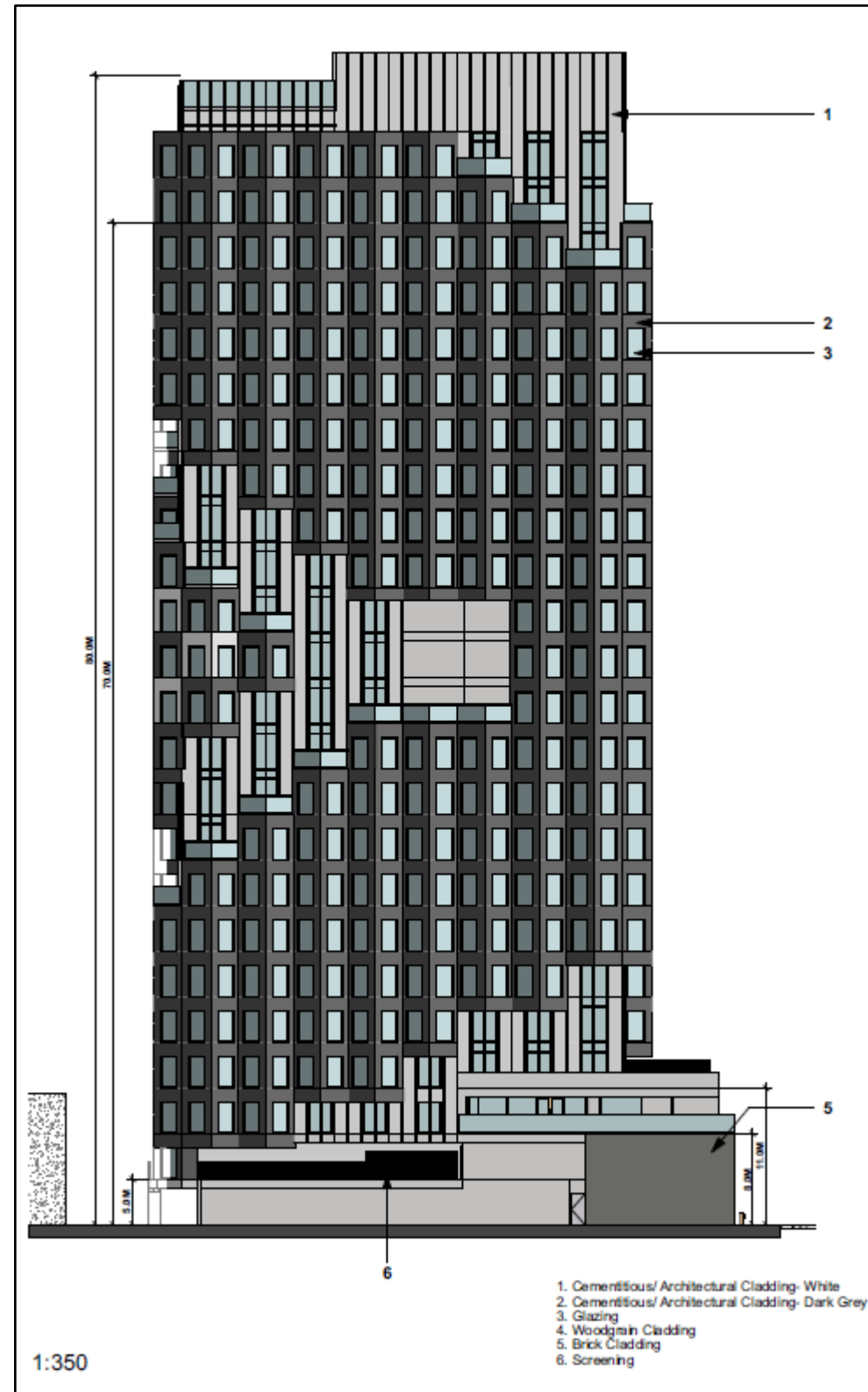
**Appendix 2 – East Elevation – Revised After Council Motion**



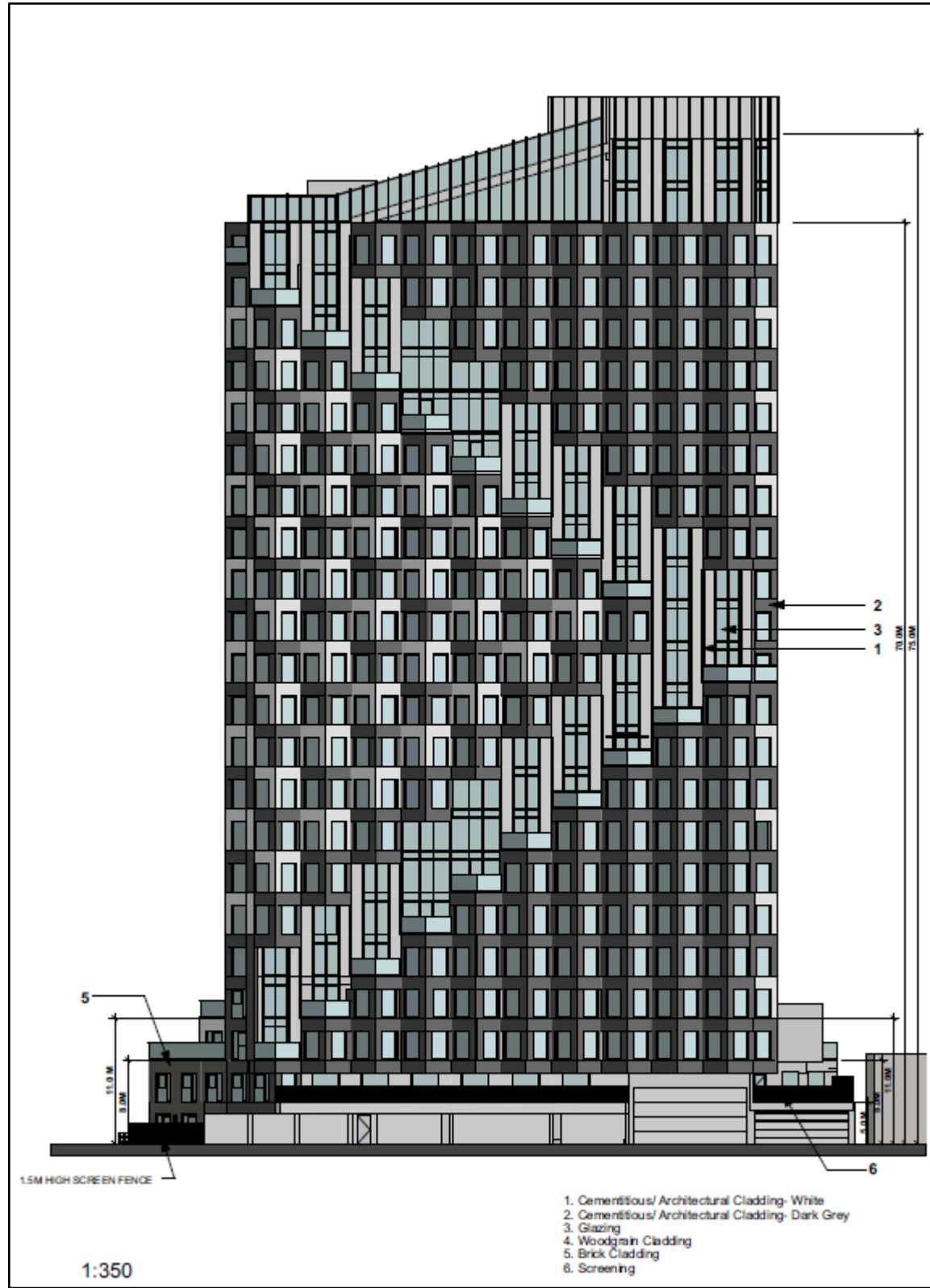
**Appendix 3 – South Elevation – Previous**



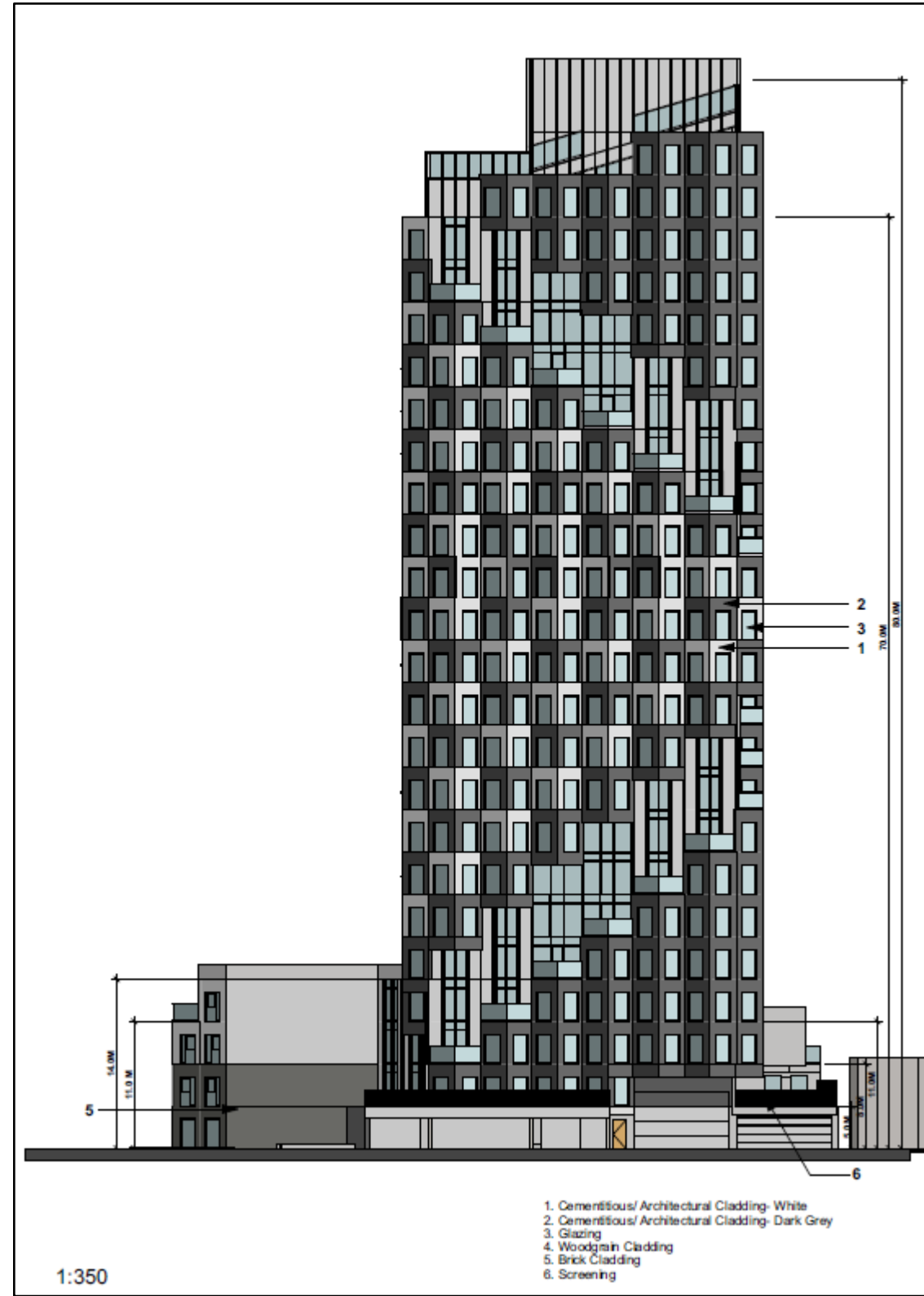
**Appendix 3 – South Elevation – Revised After Council Motion**



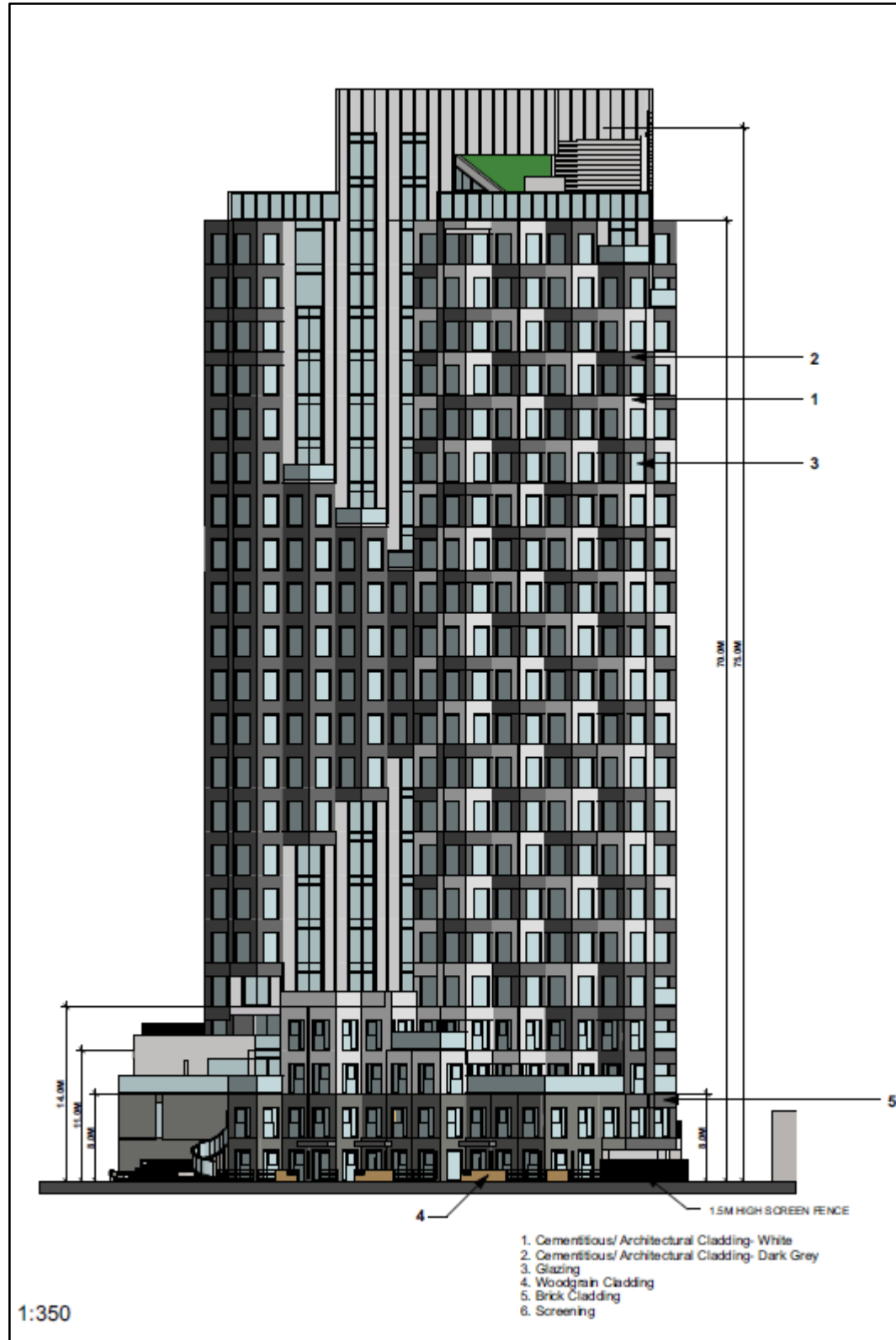
**Appendix 4 – West Elevation – Previous**



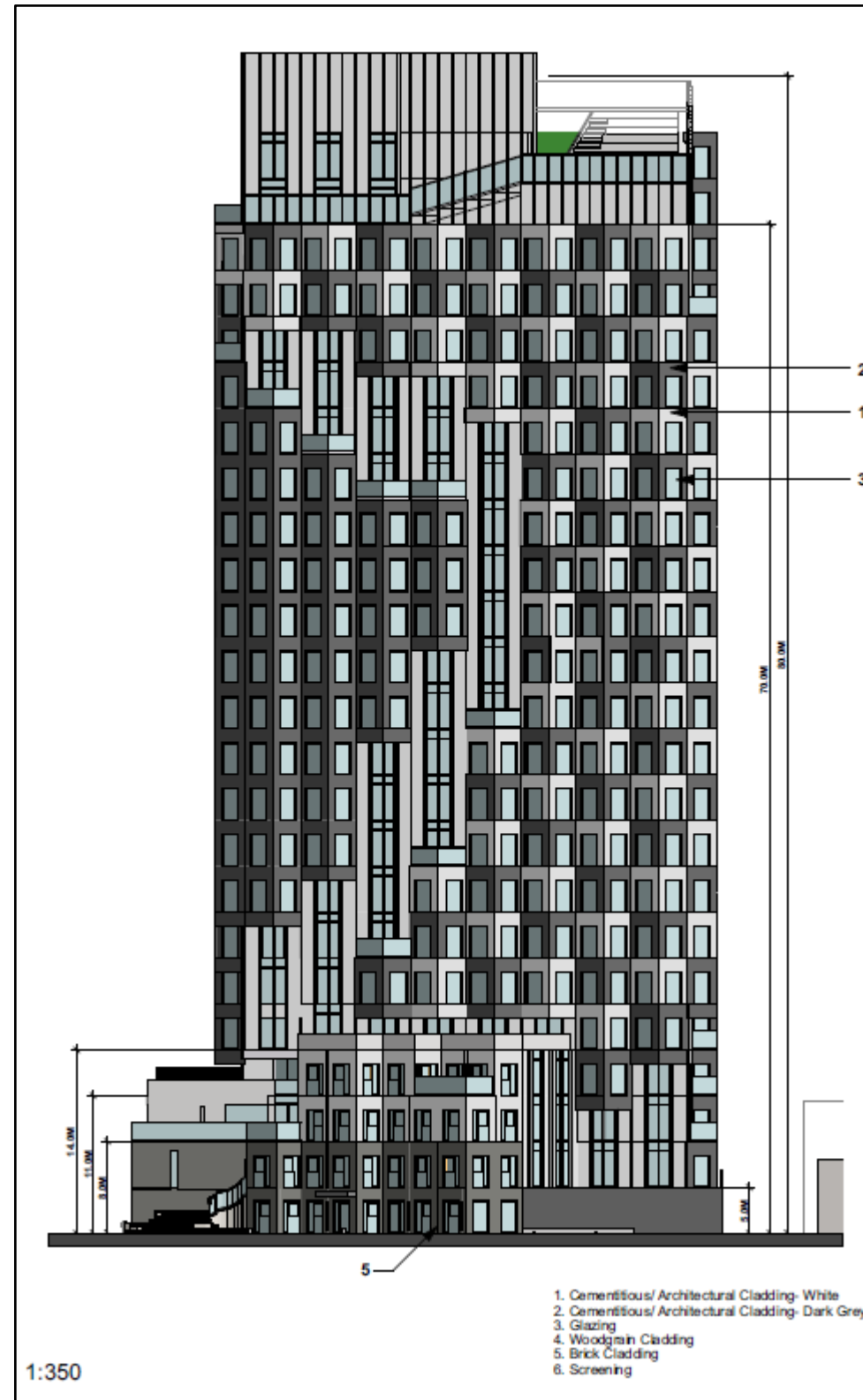
**Appendix 4 – West Elevation – Revised After Council Motion**



**Appendix 5 – North Elevation – Previous**

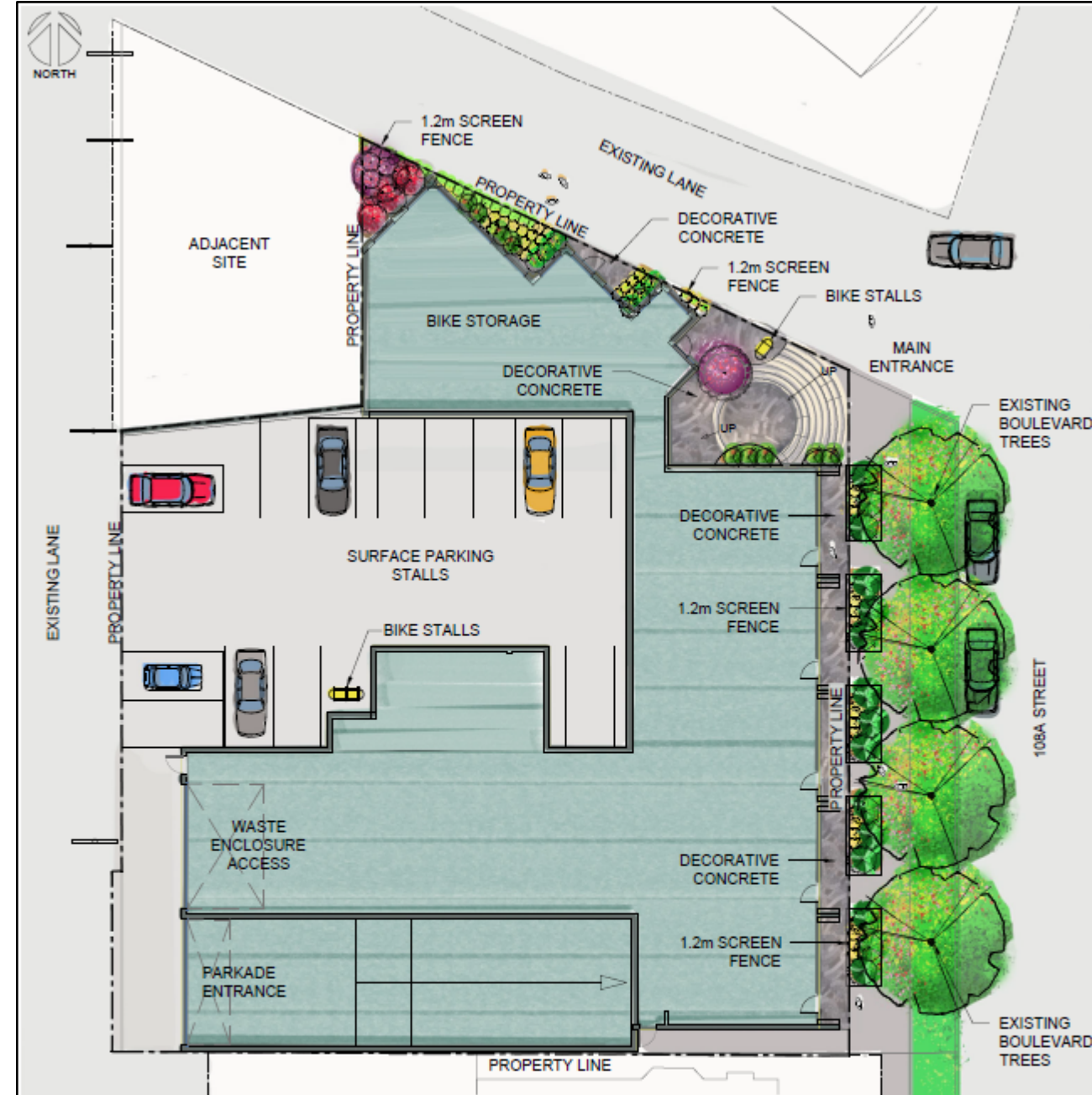
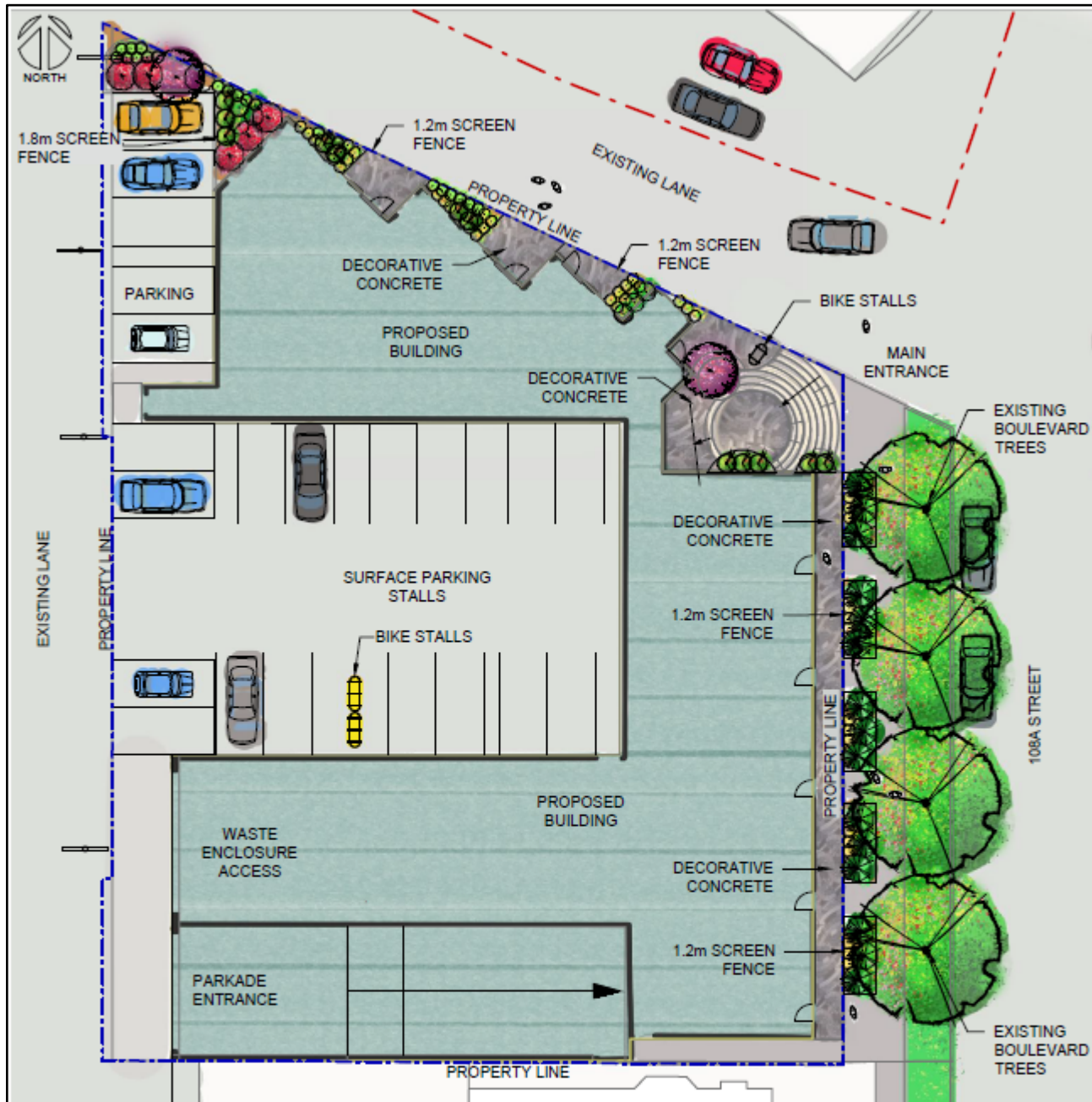


**Appendix 5 – North Elevation – Revised After Council Motion**





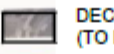




**Appendix 6 – Landscape/Amenity Area Ground Concept – Previous**

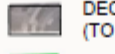
**Appendix 6 – Landscape/Amenity Area Ground Concept – Revised After Council Motion**



**LEGEND**

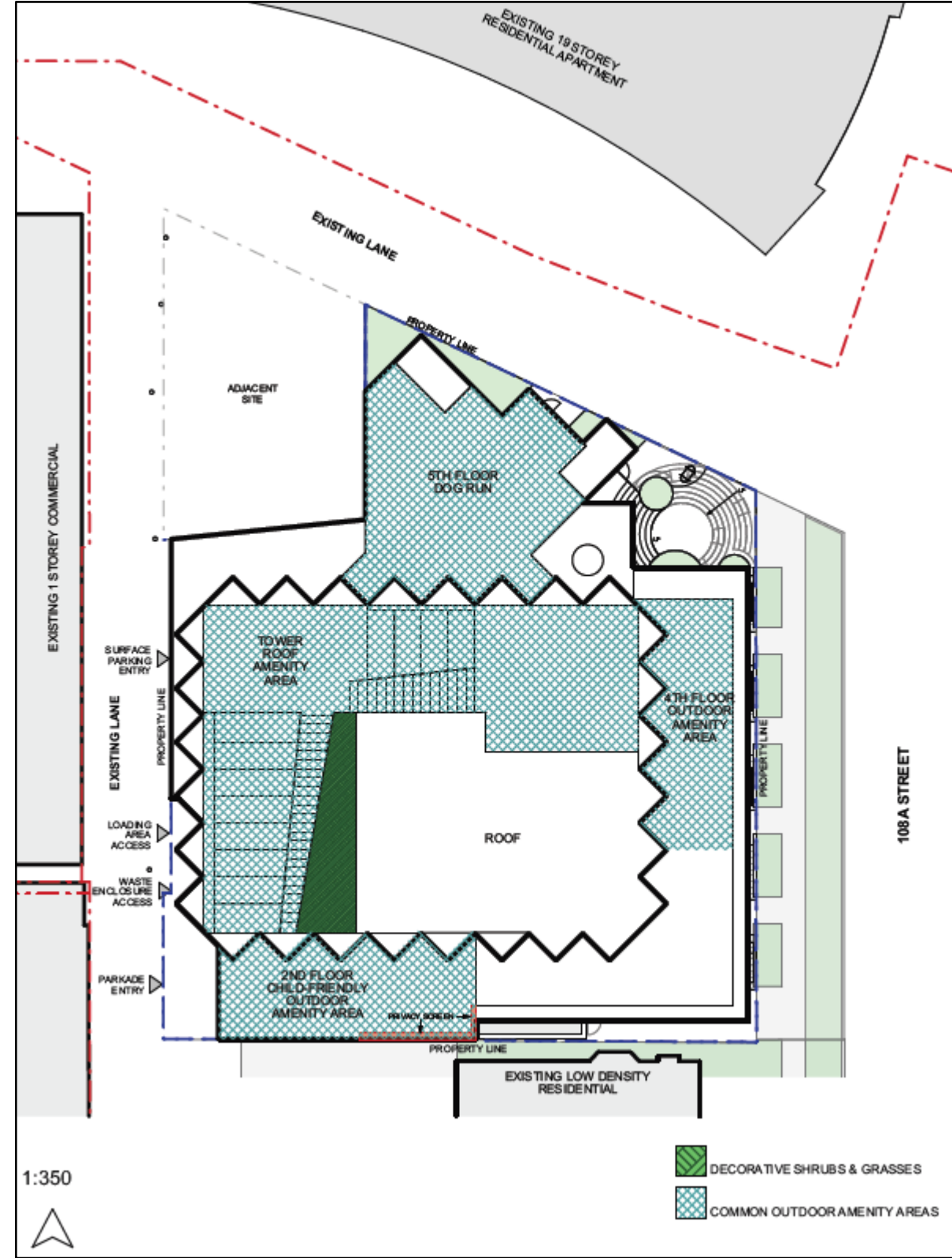
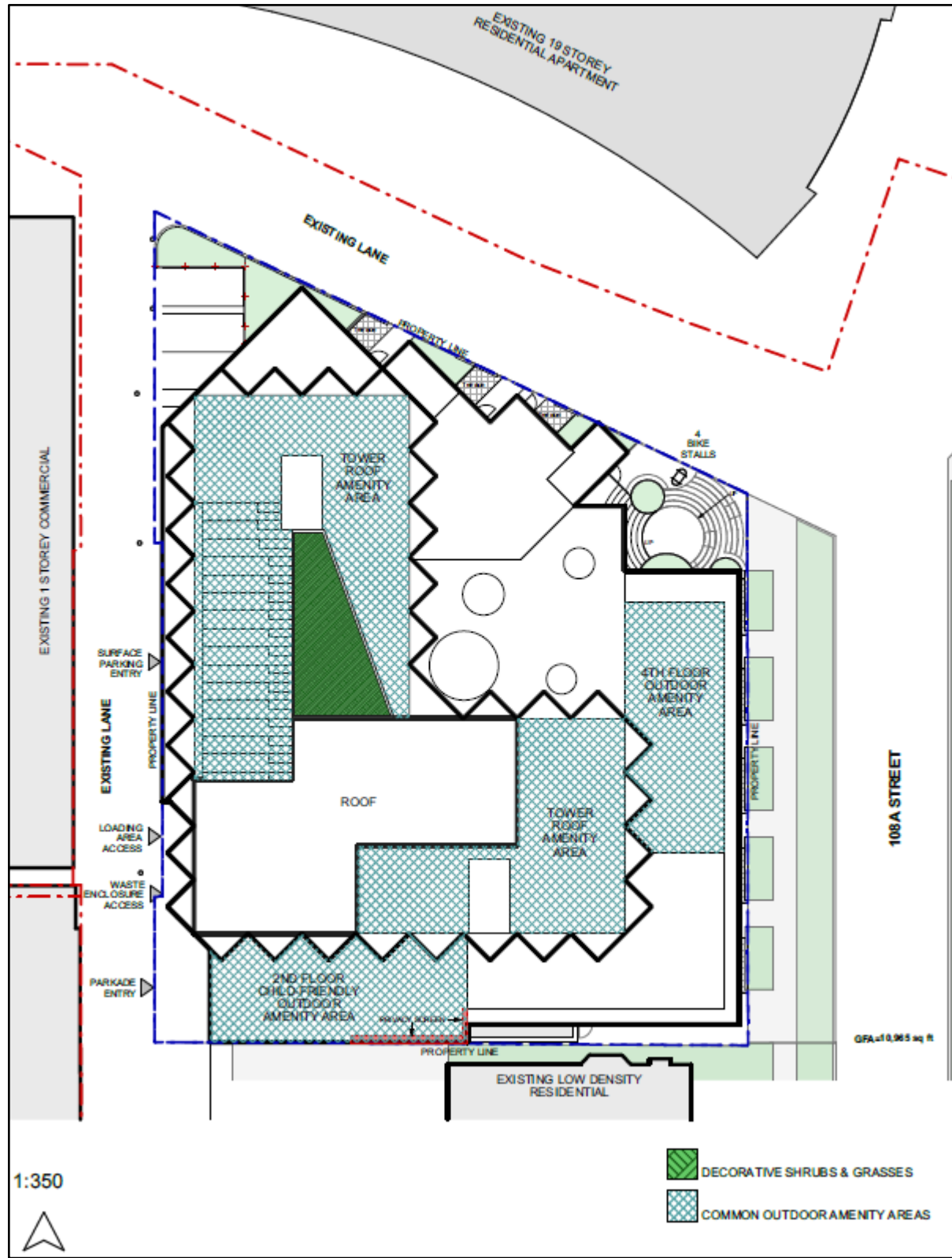
-  EXISTING BOULEVARD TREES
-  PROPOSED DECIDUOUS TREE PLANTINGS
-  PROPOSED DECIDUOUS & CONIFEROUS SHRUB PLANTINGS
-  PROPOSED PERENNIAL & DECORATIVE GRASS PLANTINGS
-  DECORATIVE HARD SURFACING - (TO BE DETERMINED)
-  BOULEVARD SOD
-  STANDARD CONCRETE

**LEGEND**

-  EXISTING BOULEVARD TREES
-  PROPOSED DECIDUOUS TREE PLANTINGS
-  PROPOSED DECIDUOUS & CONIFEROUS SHRUB PLANTINGS
-  PROPOSED PERENNIAL & DECORATIVE GRASS PLANTINGS
-  DECORATIVE HARD SURFACING - (TO BE DETERMINED)
-  BOULEVARD SOD
-  STANDARD CONCRETE

**Appendix 7 – Landscape/Amenity Area Podium Concept – Previous**

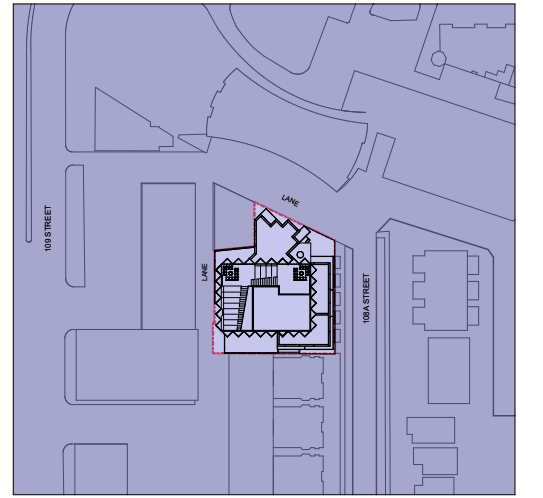
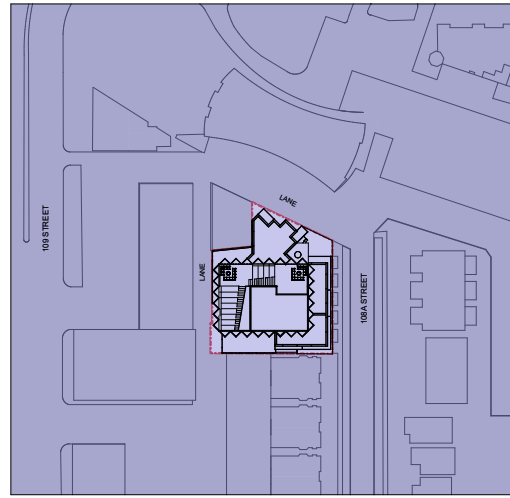
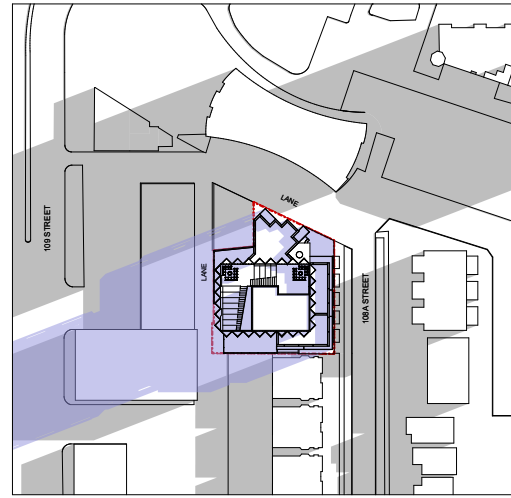
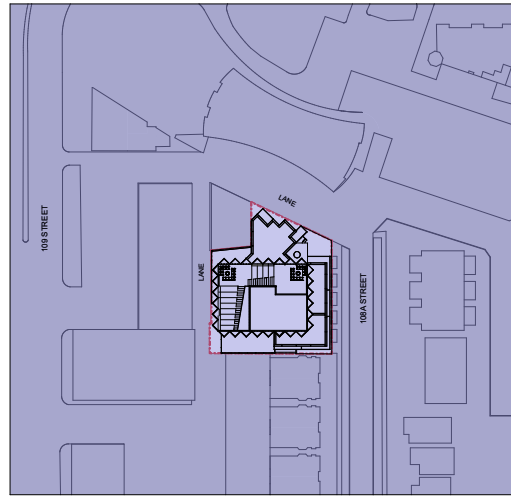
**Appendix 7 – Landscape/Amenity Area Podium Concept – Revised After Council Motion**



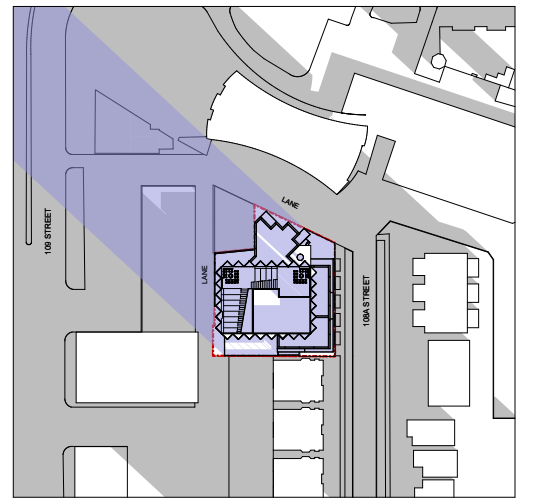
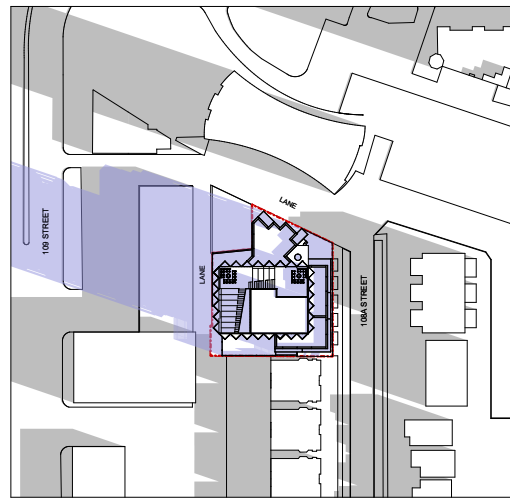
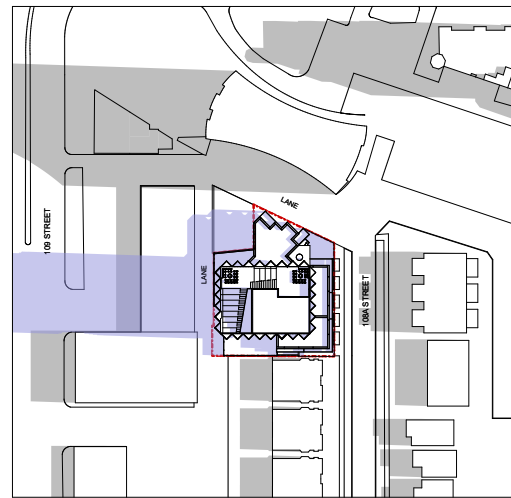
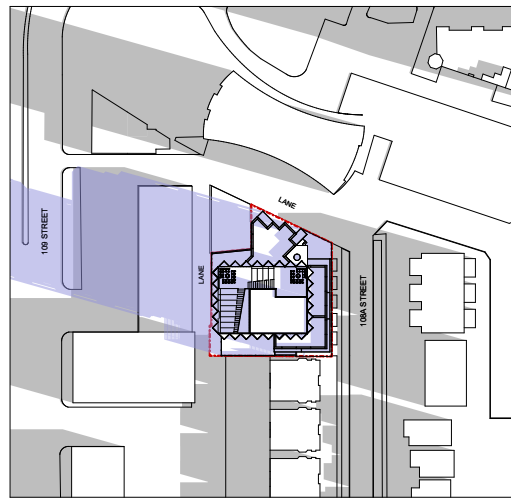


# SUN SHADOW STUDY

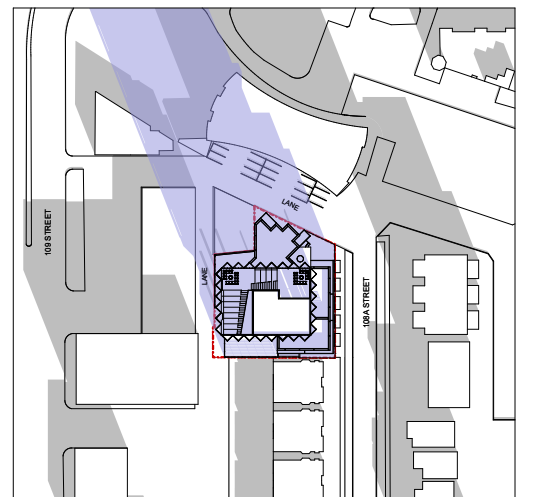
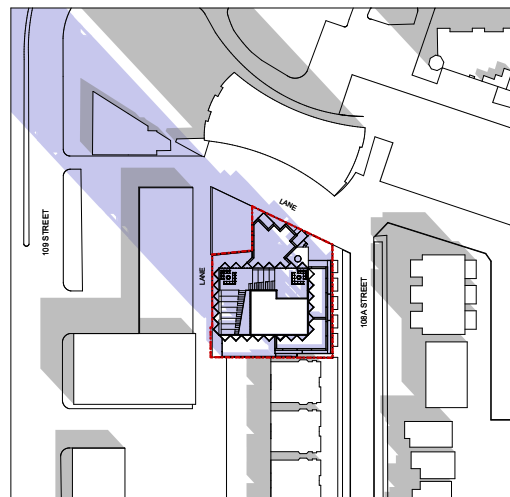
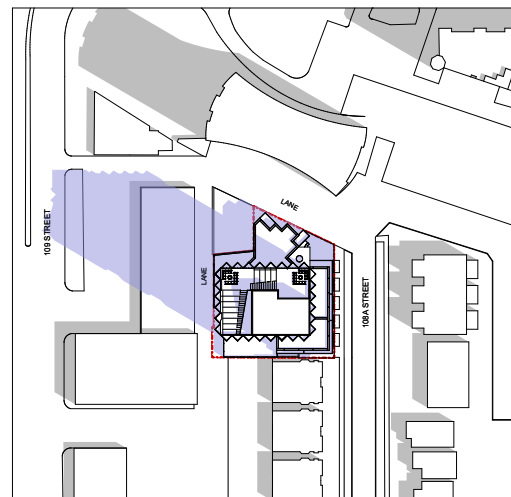
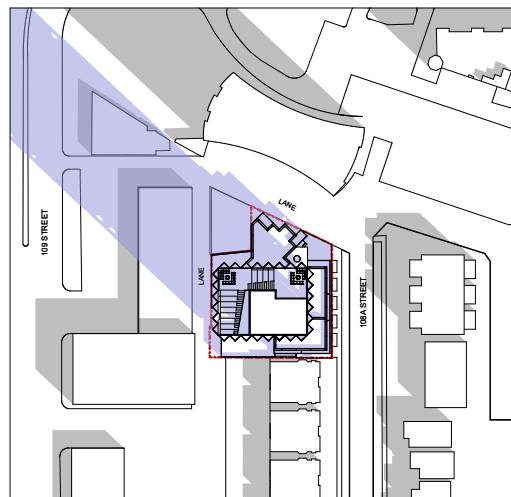
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9:00AM



11:00AM



MARCH 21

JUNE 21

SEPTEMBER 21

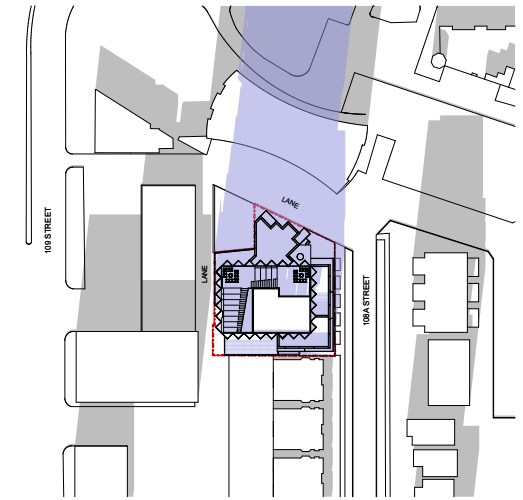
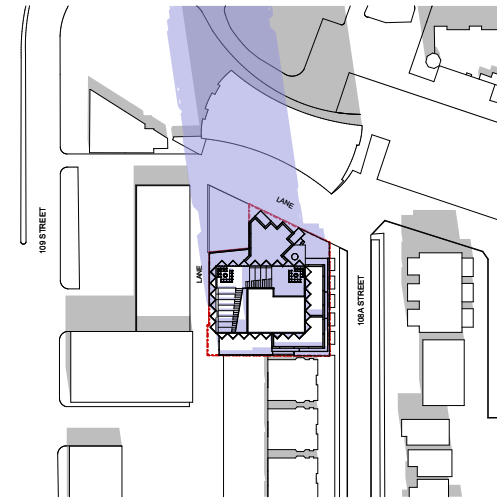
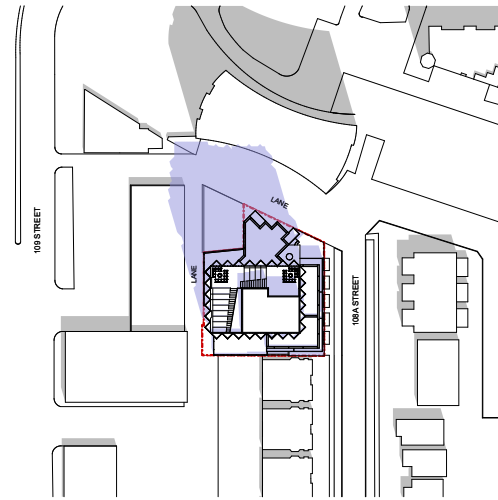
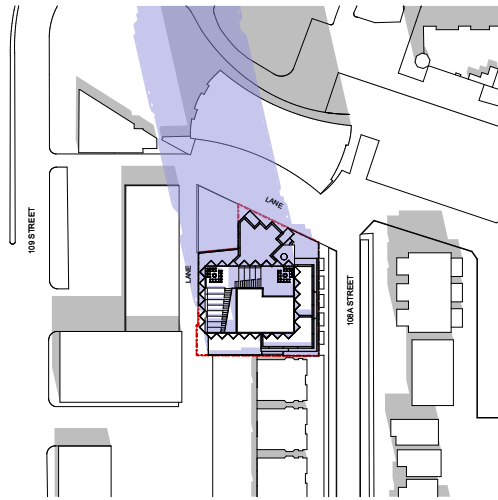
DECEMBER 21

 Rezoning Shadows

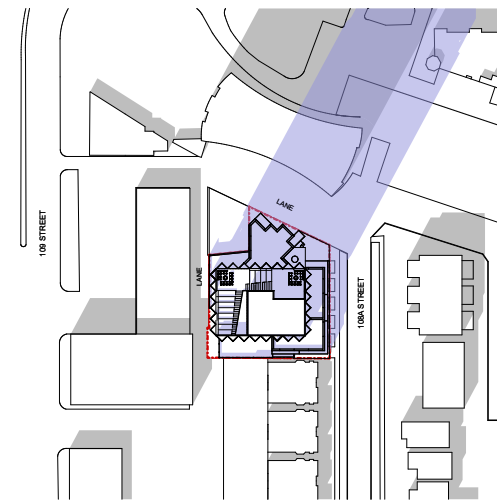
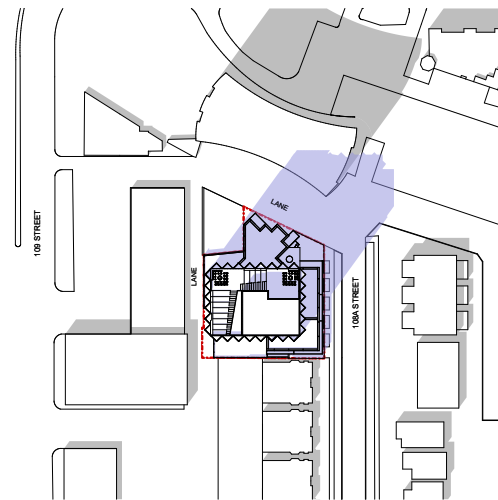
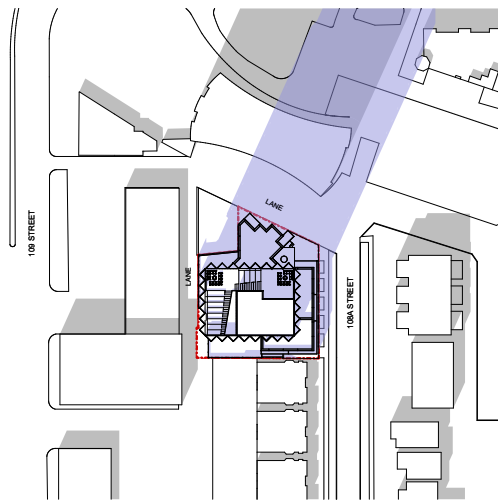
 Rezoning Site

# SUN SHADOW STUDY

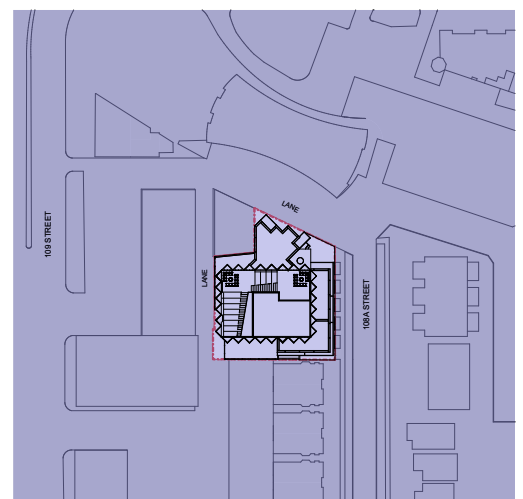
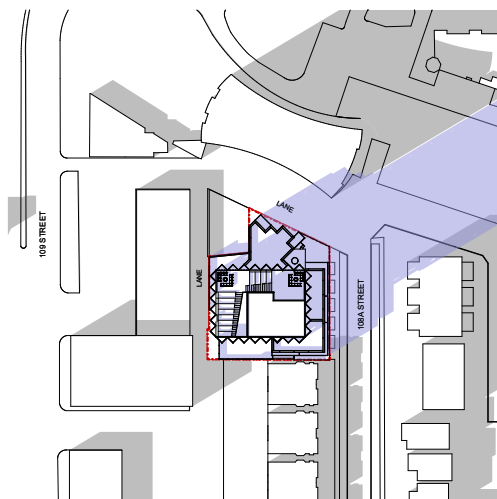
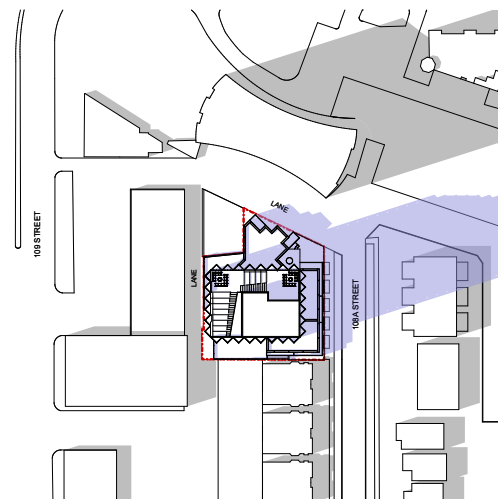
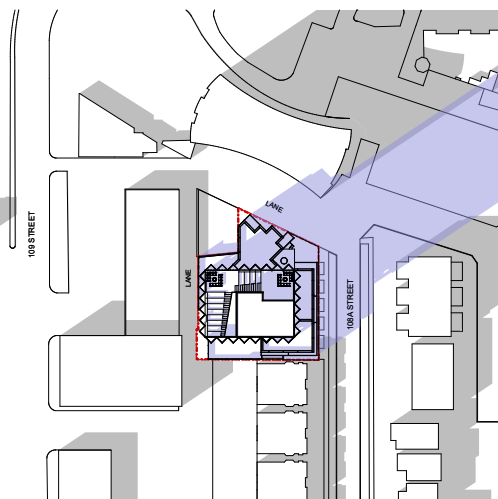
1:00PM



3:00PM



5:00PM



MARCH 21

JUNE 21

SEPTEMBER 21

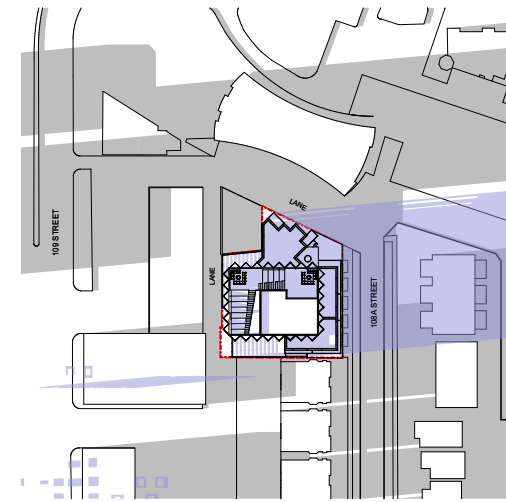
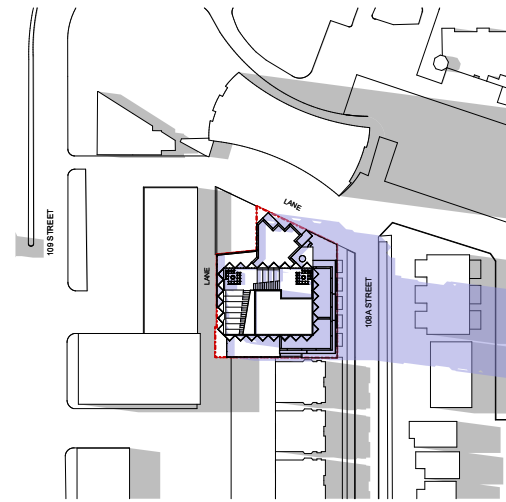
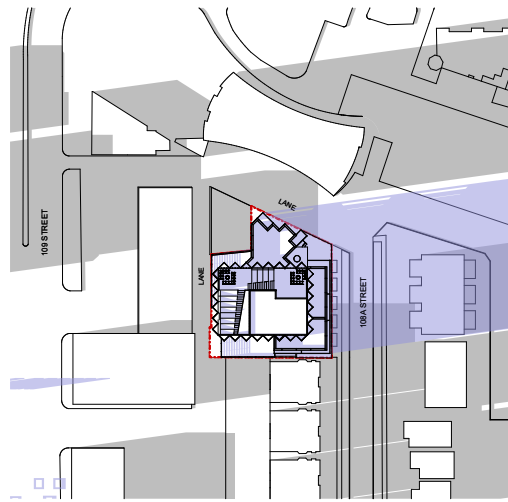
DECEMBER 21

Rezoning Shadows

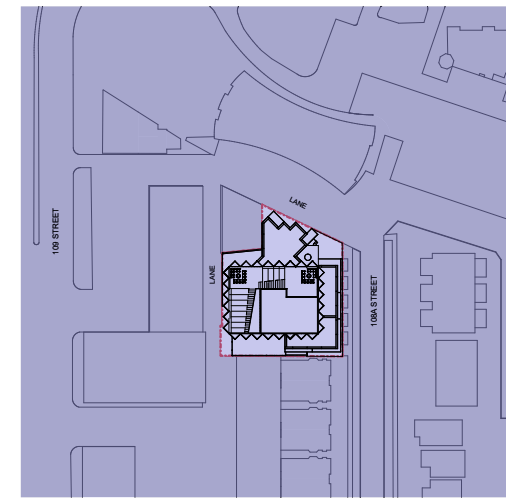
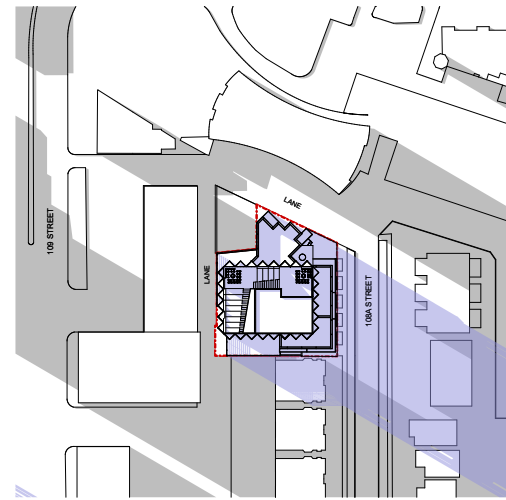
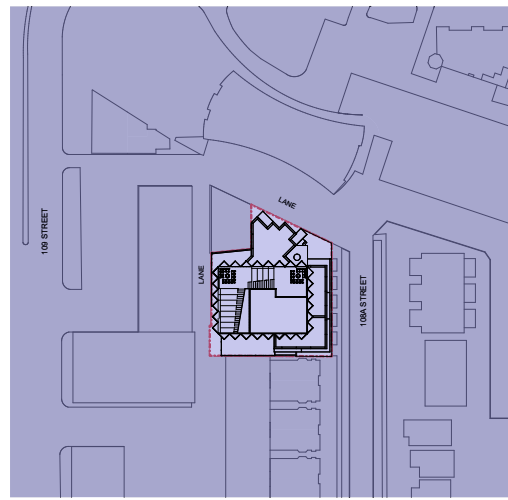
Rezoning Site

# SUN SHADOW STUDY

7:00PM



9:00PM



MARCH 21

JUNE 21

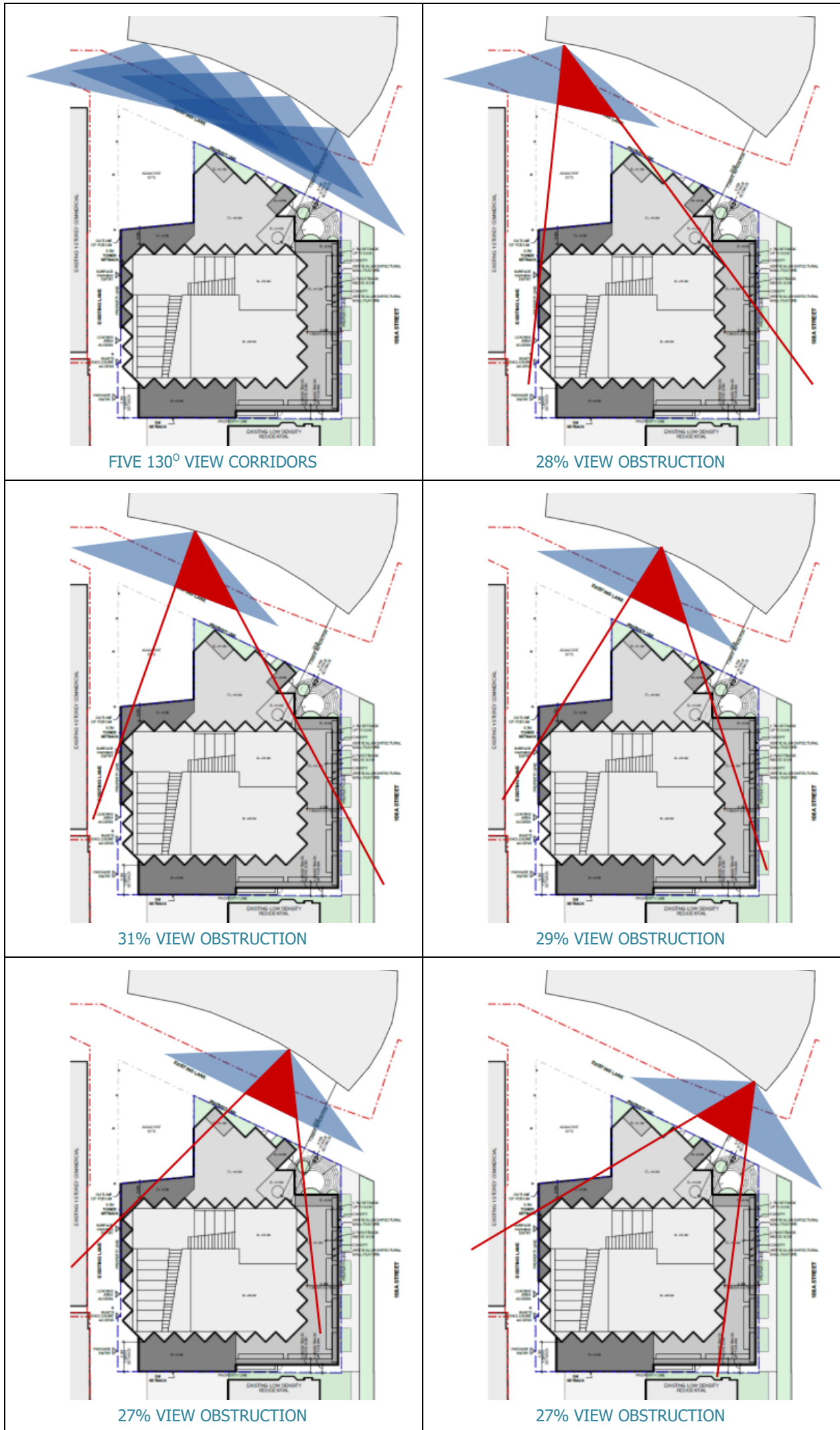
SEPTEMBER 21

DECEMBER 21

 Rezoning Shadows

 Rezoning Site

## VIEW CORRIDOR ANALYSIS





## EDMONTON ♦ DESIGN ♦ COMMITTEE

April 3, 2020

Ms. Kim Petrin, Branch Manager  
Development Services, Urban Form and Corporate Strategic Development  
3rd Floor, 10111 - 104 Avenue NW  
Edmonton, AB T5J 0J4

Dear Ms. Petrin:

Re: **The Hive (Rezoning)**  
Chris Dulaba - Beljan

As determined by the Edmonton Design Committee at the meeting on April 1, 2020, I regret to pass on the Committee's recommendation **of non support for** The Hive project submitted by Beljan.

**While the Committee sees merit in the architecture of the project, and in particular, the design of the tower, the package that was provided to the Committee lacked key information and design refinement vis a vis the urban realm. Additional information was subsequently provided at the presentation, and this information would have greatly assisted the Committee in evaluating the design proposal. Similarly, the Applicant has indicated the proposed DC regulation provided in the package is still being revised in consultation with City Administration, making it difficult for the Committee to consider a design proposal still in the process of being developed.**

- **Further information and refinement is needed with regard to the ground floor level and the public realm interface. All four facades of the building need to respond to and contribute to the adjacent urban context. To this end, proposed surface parking on the west side of the building should be reconsidered.**
- **The proposed commercial may not align with the 109 Street Area Redevelopment Plan, and as a result, the Applicant should provide justification that it can succeed in this location. In addition, the Committee questions the decision to locate this commercial space on the second floor, minimizing the opportunity for ground-floor animation.**
- **The proposed public plaza at the north end of the building lacks sun access and shelter (ie. from wind). The Applicant is encouraged to consider alternative locations and / or orientations of this plaza to improve environmental comfort and at the same time provide more direct building access (ie. from the south). Alternatively, the Applicant is encouraged to consider different planning and design approaches, such as a winter garden, to maximize the use and functionality of this space.**

**In addition, the Committee feels that this project could have benefitted from an Informal Pre-consultation.**

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

Yours truly,

Edmonton Design Committee

A handwritten signature in black ink, appearing to read "Wes Sims", followed by a period.

Wes Sims  
Architect AAA  
EDC Chair

WS/ps

- c. Chris Dulaba - Beljan  
Stuart Carlyle - City of Edmonton  
Andrew McLellan - City of Edmonton  
Edmonton Design Committee



**EDMONTON ♦ DESIGN ♦ COMMITTEE**

August 6, 2020

Kim Petrin, Branch Manager  
Development Services, Urban Form and Corporate Strategic Development  
3rd Floor, 10111 - 104 Avenue NW  
Edmonton, AB T5J 0J4

Dear Ms Petrin:

Re: **The Hive (Rezoning)**  
Chris Dulaba - Beljan

As determined by the Edmonton Design Committee at the meeting on August 4, 2020, I am pleased to pass on the Committee's recommendation **of support** for The Hive project submitted by Beljan.

**The Committee supports the project and encourages the applicant to continue to work with the City on the integration of the project with the upcoming alley revitalization. In addition, the Committee encourages the applicant to continue to explore ways to support active transportation.**

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

Yours truly,

Edmonton Design Committee

Adrian Benoit  
B.E.Des., M.Arch., Architect AAA, LEED® AP  
EDC Vice Chair

AB/ps

c. Chris Dulaba - Beljan

Andrew McLellan- City of Edmonton  
Edmonton Design Committee





**NOTE: The below report reflects the version of this application prior to the November 17, 2020 referral motion**

## WHAT WE HEARD REPORT

### Online Public Engagement Feedback Summary LDA19-0103 - The Hive

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**PROJECT ADDRESS:** 8630 to 8650 - 108A Street NW & 8715 - 109 Street NW

**PROJECT DESCRIPTION:** The proposed rezoning is for two sites. The first, on 109 Street NW, is from a Site Specific Development Control Provision ([DC2.528-Area A](#)) to the ([CB1](#)) [Low Intensity Business Zone](#) with the [Main Streets Overlay](#). The purpose of the CB1 Zone with the Main Streets Overlay is to provide for low intensity commercial, office and service uses that encourage and strengthen the pedestrian-oriented character of Edmonton's main street commercial areas. These sites are typically located in proximity to residential and transit-oriented areas and provide visual interest, transparent storefront displays, and amenities for pedestrians.

The second site, on 108A Street NW, is proposed to change from two Site Specific Development Control Provisions ([DC2.128](#) & [DC2.528-Area B](#)) and the [Low-Rise Apartment Zone \(RA7\)](#) to a new Site-Specific Development Control Provision (DC2). The proposed DC2 Provision would allow for a residential high-rise building with the following characteristics:

- A maximum height of 70 - 75 metres (approximately 22 - 25 storeys)
- A maximum floor area ratio of 10.0
- Up to 271 dwellings (including at least 11 with three bedrooms)
- A tower floor plate of 855 square metres

- Townhouse style dwellings at the ground level facing 108A Street NW and the lane to the north
- Underground and enclosed surface parking accessed from the lane to the west

### Plan Amendment

There is an associated application to amend the [Garneau Area Redevelopment Plan \(ARP\)](#) to revise policies and maps that effectively limit development on the 108A Street NW site to 4 storeys. Policy 2.2a currently directs high rise development to the north of the rail right-of-way along Saskatchewan Drive only. The [proposed amendment](#) would allow a tower to be built on the 108A Street site.

**PROJECT WEBSITE:** [https://www.edmonton.ca/residential\\_neighbourhoods/neighbourhoods/the-hive-mixed-use-tower.aspx](https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/the-hive-mixed-use-tower.aspx)

**ENGAGEMENT FORMAT:** Online Engagement Webpage - Engaged Edmonton: <https://engaged.edmonton.ca/garneauthehive>

**ENGAGEMENT DATES:** August 5 - 26, 2020

**NUMBER OF VISITORS:**

- Engaged: 112
- Informed: 214
- Aware: 677

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

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## **ABOUT THIS REPORT**

The information in this report includes feedback gathered through the Online Engagement web page on the Engaged Edmonton platform from August 5 - 26, 2020. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

Input from Edmontonians will be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback

will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

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## **ENGAGEMENT FORMAT**

The Engaged Edmonton webpage included a video, written text and documents available for download. Two tools were available for participants: one to ask questions and one to leave feedback.

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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## **WHAT WE HEARD**

Support: 13

Opposed: 99

### **Comments**

#### General/Other

- Will increase crime (x11)
- 100% against this tower (x10)
- The only winner here is the developer/greed (x7)
- Really/fully supportive of this plan (x6)
- Opposed (x2)
- Strongly disagree with this project (x2)
- Beljan has shown they usually do positive things (x2)
- It's great
- There is absolutely nothing to like about this application
- Don't see how this is connected to the overall City vision
- All 22 units in nearby co-op oppose this application

#### Impacts on Strathcona House

- Shadow/loss of sunlight (x27)
- Devalue condos (x22)
- Loss of views (x15)

- Privacy intrusion (x9)
- Construction impacts (x8)
  - Especially with more people working from home (x3)
  - Long timeline for construction due to geotechnical studies, environmental assessments, potential archeological finds
  - Laydown area
- Increase short-cutting through Strathcona House parking lot (x3)
- Temporary utility shut-offs
- 4-6 storeys would be more appropriate - no shadow impacts on highrise tower to the north
- Residents should take legal action against the City if this is approved
- Compromise integrity

#### Transportation

- Increased traffic congestion - already so much (x45)
- Parking impacts on quiet streets/not enough parking (x32)
- Safety issues for school/kids/seniors nearby (x17)
- Lane very narrow for this level of traffic (x12)
- Already hard to access Strathcona House, adding another tower will make it harder (x7)
  - Waste collection, loading/moving trucks, emergency access (x5)
- Open Option parking won't work here (x6)
- Not good for emergency access (x5)
- Loss of commercial parking for nearby businesses (x3)
- Not enough transit service nearby for people to not drive or for such high densities (x3)
- No access to an arterial road so traffic going through the neighbourhood
- Proposal will probably have very little impact on roadways
  - Only 20% of tenants own vehicles

#### Massing and Scale

- A small walk up would be more appropriate (x9)
- 108A Street site not appropriate for a high rise tower (x9)
- Too close to other tower (x7)
- Too tall/big (x6)
- 4 - 6 storeys max (x4)
- No transition to the south and east (x4)
- 7 - 10 storeys max (x3)
- Anything above 4 storeys blocks sunlight access which is needed here (x2)
- Should be stepped up from townhouses to the south
- I support density, but this is too much on too small a site (height should be at least half)

- Height out of character with area
- Height, FAR and density reasonable here
- Transition is a bit dramatic, but good design and architecture makes up for it

### Building Design

- Not enough units for families (x3)
- Renderings are misleading because they make the area around here look spacious but streets are narrow (x2)
- If the tower actually looks like the renderings, it would be a good addition to the neighbourhood.
- Poor aesthetics
- Looks great
- Good to have 3 bedroom units and townhouse style units at ground level (x4)
- Design does not fit with historic character of the community
- Too many small units, convert area to an extension of U of A campus
- Want to see small scale affordable housing on these lots
- Attractive

### Microclimate

- Increase noise (x14)
- Loss of sunlight (x10)
  - Bad for mental health, especially with people working from home (x2)
- Wind tunnel in the area already, this will make it worse (x9)
- Greenhouse emissions and pollution from towers concerning (x3)
- Concerned about geotechnical aspects, sinkholes, seismic waves (x3)
- Snow drifting
- Loss of nearby trees/wildlife

### Utilities and Infrastructure

- Already a taxed area, this would make it worse (x2)
- Will overload sewage infrastructure
- Will overload power infrastructure

### Garneau Area Redevelopment Plan

- This doesn't follow the plan (x8)
- Plan should be followed, ie. 4 storeys on 108A Street site (x8)
- Don't amend plan (x3)
- Keep ARP as is (x2)
- No good reasons to not follow plan

### Broader Neighbourhood Impacts

- A high rise here is a threat to the whole community/negatively impact character (x10)
- Will make area less welcoming for families (x6)
- Area already dense enough (x5)
- Added density will help activate 109 Street (x5)
- Already so many vacancies in the area, don't need more (x3)
- City needs density, but not more here. Should be in suburbs/other areas (x3)
- Changes the neighbourhood for the worse/no benefit (x2)
- Towers should be on main roads, not quiet streets (x2)
- Would definitely consider moving here - more housing choice to the area (x2)
- 4-6 storey building would connect with neighbourhood better
- As a rental building, this goes against the grain of the Garneau neighbourhood
- Like the potential and revitalization of the area
- Perfect example of infill for this people-oriented area
- Need to start putting density around these major central corridors
- Increased density will support schools, tax base
- Will raise property values and rents for students which isn't good
- Negatively impact skyline view from downtown
- This proposal is counter to community connection

### Consultation

- The people responding positively online probably don't live anywhere near the site (x4)
- City shouldn't accept feedback from people not in the area
- Good we can voice our concerns but unsure if we will be listened to.
- My comment was deleted when I tried to submit it.
- Since my earlier submission has not been posted, I can only assume that the planning department is suppressing certain submissions.
- Developer did not seem to listen to consultation done at their pre-application open house

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### **Questions & Answers**

1. How can adjacent property owners hold the developer accountable for any structural damage caused by construction?
  - The Alberta Building Code requires the owner of a construction site to ensure that work undertaken does not damage or create a hazard to adjacent properties. If City Council approves the zoning change, Council is simply stating that the proposed land use at this location is appropriate. They are not removing the owner from their responsibility to follow the

Alberta Building Code during construction. If their construction does cause damage or create a hazard, the owner is the one who would likely be liable if it is found that they have made an offence with respect to the Alberta Building Code. This would mostly be an issue between adjacent landowners without the City's involvement, though initial complaints can be made through [311](#). Concerned landowners should document the current state of their properties prior to nearby construction commencing to assist with any complaints of damage caused by construction.

2. Why would the City invite a surplus of real estate in a depressed market? Will this not further depreciate existing properties due to saturation? Why are other areas of the City not being considered for this type of density?
  - The City does not control where landowners and developers choose to invest and has not historically been involved in trying to influence market forces such as this. There are other areas where plans and guidelines approved by Council would support this kind of density. The [Draft City Plan](#) identifies the need to do more to encourage development in priority growth areas through means such as expanding infrastructure capacity.
3. Besides the zoning change, is there any proposed structural change to the site on 109 street?
  - The rezoning would just change the development rules for the site. It would not mean there is any approval of structural changes which are handled through Development Permits and Building Permits. The applicant advises that there are currently no plans to make any physical changes to the building on 109 Street NW.
4. Has a Parking Impact Assessment (PIA) been completed for this proposed development, and if so, where can I view this? Where will people park?
  - On June 23, 2020, City Council approved changes to the Edmonton Zoning Bylaw that provide a flexible market- based approach where business, landowners or developers decide 'the right amount' of parking. This is known as [Open Option Parking](#). As such, vehicle parking supply analysis (as it pertains to a site/development) typically will not be required for a rezoning application. Access to parking (e.g. from an alley, to a parkade, etc.) will still be reviewed.
  - Discussions on proposed onsite parking supply, the existing on-street parking characteristics and the demographics of the Garneau neighbourhood are included in the Transportation Impact Assessment. This document is now available for download on the [rezoning project webpage](#).

5. The proposal includes at least eleven 3 bedroom units which the intention to make them family friendly by offering more storage. What other design elements are there with regards to this? The Hendrix downtown has all of their 3 bedroom units as main level townhouses which are not very family friendly not popular with families. What checks and balances does the City have in place to ensure the 3 bedroom units will be reserved for families?
  - Yes, there is the intention to make these eleven 3-bedroom units desirable for families. In addition to more storage, the zoning also requires access to more bicycle parking and the building will have a shared children's play space of 180 m<sup>2</sup> of which a minimum of 80 m<sup>2</sup> will be indoor space and minimum of 100 m<sup>2</sup> will be outdoor space. These units are intended to be located at ground level, with individual front entrances, similar to the look of a townhouse. Having these types of units in the lower portions of towers helps ensure affordability compared to 3-bedroom units in the upper storeys of towers (penthouses). While these units contain some characteristics that may be appealing to some types of families, there is no guarantee they would be occupied by families and there is no perfect "recipe" for this, as families come in different sizes and have varying preferences and needs.
6. How are these comments being vetted for authenticity and conflict of interest? What is stopping the developer, their employees or other involved parties from flooding the comments with support for this project?
  - There is no vetting happening. Anyone is able to make comments and ask questions and the City is trusting that the developer would not attempt to undermine the City's engagement efforts. Considering the majority of the comments received so far express concerns about the application, there does not appear to be any indication that this is happening.
7. How would this development impact the proposed Rail Trail with the Garneau Renewal Project?
  - The proposed development is intending to respect and interface with the Rail Trail and potentially provide funding to enhance it further based on a Community Amenity Contribution located within the [proposed DC2 Provision](#).
8. Beljan Developments purchased these properties prior to the COVID 19 pandemic. Post COVID, there are many more people working from home and out of work which has shifted our daily patterns and the way we interact with our neighbourhoods. For densely populated and high traffic areas such as the 109 street corridor, noise pollution is a health and safety hazard many residents find



themselves increasingly coping with as they work from home. Virtual meetings are regularly interrupted with sounds of sirens, traffic and distant construction. With the new realities COVID brings to the ways Edmontonians live and work, how will the City mitigate noise pollution from active construction projects above and beyond the current decibel restrictions? The proposed rezoning site is tightly surrounded by residences who will be greatly impacted all hours of the day by construction noise. The City should review the construction noise bylaw and make additional provisions for concealing and reduction of noise pollution given that residences are now largely occupied during day times with professionals and students working virtually from home.

- This is a good observation and not something that has come yet with regards to the City's response to COVID-19. Thank you for your suggestion. The topic has been added to the Infill Compliance Team Steering Committee's agenda in September for discussion.
9. Have planners from the City physically been on site to experience how crowded the alley ways are with delivery, service vehicles, and traffic from adjacent businesses and residents? Have City planners physically observed the constraints for access of emergency vehicles, particularly when there is concurrent drainage work being done in the area? Google maps, photos and videos do not suffice. Please view the site in person to see how outrageously unsuitable this site is for what is being proposed.
- Yes, City planners and engineers have physically visited the site and are familiar with it. The [Parking and Transportation Impact Assessment](#) was informed by site visits that were completed during the morning and afternoon peak hours to assess existing traffic patterns and circulation around the site.
10. Are impacts on view corridors for existing high rise buildings something that the City considers when analyzing proposed new towers nearby?
- There is no City Policy or Council direction specifically regarding protecting views from existing high rise towers. Compatibility between existing and proposed towers is generally evaluated in three main ways:
    - Tower Separation - Ensuring that towers are at least 20 metres apart, preferably 25 to 30 metres. The further a new tower is away from an existing one, the less impact it has on the view in the direction towards it. This space also helps reduce cumulative wind impacts and reduce loss of privacy. This tower proposal maintains a separation distance from the Strathcona House tower to the north of at least 20 metres. Due to the shapes and orientations of both the existing and proposed towers, there are many instances of the separation distance being between 25 and 30 metres, depending on which parts of the

buildings are compared and from which direction the measurement is taken.

- Tower Floor Plate - Ensuring towers are slim in design with the floor area of each storey approximately 850 m<sup>2</sup> or less. The narrower a tower is, the less impact it has on the view in the direction towards it. It also reduces the shadow impacts with shadows passing more quickly. The proposed tower has a floor plate of 855 m<sup>2</sup>.
- Location of windows, balconies and amenity areas - Ensuring windows, balconies and amenity areas do not directly face each other and are offset or angled away from each other, especially when Tower Separation is more limited. This helps still give people a sense of privacy in these spaces, even with another tower nearby. The proposed tower has a "sawtooth" design to the facades creating variation in the direction windows face.

11. Why is the Administration even bringing this proposal in its present form to council?

- Administration's role is to process any application received, regardless of the characteristics of it. Anyone can make an application and they have the right to have their application considered by their elected representatives on City Council.
- While Administration's recommendation to Council will be based on their analysis of the application, the applicant is 100% in control of what product they bring in front of Council for consideration. Administration always makes suggestions for revisions, often based on feedback received through public consultation, but the applicant can decide if they want to follow those suggestions or not.

12. Is the City going to be able to view the comments from residents that were given to the developer at the meetings they held in Garneau last year or the year before? And if so have those comments been filtered if given to the City?

- With their submission, the applicant did include a summary of the feedback they received through their consultation efforts prior to making their application to the City. With it, they indicated how they have addressed the feedback they received in their application, or if not, why not.
- The City has no way of knowing how the applicant may have filtered this feedback.
- The City conducts its own engagement activities when an application is received to allow people to provide feedback directly to the City.

13. Have engineered wind and snow studies been conducted on the impact of the proposed hi-rise on the surrounding structures?

- With this rezoning application, a Wind Impact Statement was submitted. It is available for review on the [rezoning project webpage](#). This is only a “desktop assessment” and not based on 3D modelling or wind tunnel tests.
- The proposed DC2 Provision contains a requirement for a more detailed Wind Impact Study to be done at the Development Permit stage with a requirement to incorporate design features to minimize adverse microclimatic effects such as wind tunneling, snow drifting, rain sheeting both on and off Site, consistent with the recommendations of the Wind Impact Study.
- The Wind Impact Study is required to be prepared by a qualified, registered Professional Engineer, and be based on a scale model simulation analysis, prepared to professional standards.

14. What is the emergency plan for the city fire Marshall?

- Fire Rescue Services reviews all Development Permit applications and will ensure that a proper Fire Access Plan is in place.

15. What measures are in place to ensure that the majority of the 271 units would not be bringing cars along with people?

- The City does not control who lives where or how many cars people choose to have. City Council has recently approved an [Open Option Parking](#) strategy that allows developers and landowners to choose how many parking spaces they provide. This is based on the assumption that the market/developers are better suited to determine their parking needs to be able to lease or sell their units. If they choose to not provide parking spaces for all units, they are taking the risk that they will be able to attract people to some units who do not own vehicles.
- This increases the responsibility on the City to properly manage on street parking which is understood and being worked on.

16. How will pedestrians be able to circulate safely when we already have issues with pedestrians walking through a busy alley, especially children walking to school?

- The [Building Great Neighbourhoods - Garneau Project](#) includes measures to significantly improve the pedestrian and bicycling experience in Garneau, manage traffic speed, and enhance connections to and through the open spaces. One such feature is the proposed Rail Trail which will follow the tracks to the east of this site and connect to 109 Street NW through the lane

north of this site.

17. Has a study been done regarding the impact to the existing business if this parking is further reduced or if the residents in the area decide to enter into the Residential Parking Program?

- No specific study has been done. However, the applicant has indicated they intend to continue to provide some surface parking for nearby businesses enclosed within the main floor of the proposed tower.
- Residential Parking Program Permits are only available to residents of single family homes and multi-family buildings up to and including 3 storeys in height within the program area.

18. How are residents of "The Hive " going to drive to their building? Will they have to rely on the Strathcona House main entrance driveway ? Or cross 109st to enter 86 avenue causing more delays on 109st.

- The [Parking and Transportation Impact Assessment](#) includes details of anticipated traffic circulation in the area.
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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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If you have questions about this application please contact:

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## APPLICATION SUMMARY

### INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	19480, 19481
Location:	West side of 108A Street NW at its north terminus, and east side of 109 Street NW south of Saskatchewan Drive NW
Addresses:	8630 to 8642 - 108A Street NW & 8715 - 109 Street NW
Legal Descriptions:	Lots 11A & 27U, Block 186, Plan 3749RS Lots 9 - 11, Block 186, Plan 3901AJ Lot 7, Plan EDMONTO
Site Area:	109 Street NW (Proposed CB1) Site: 537.2 m <sup>2</sup> 108A Street NW (Proposed DC2 Tower) Site: 1624.1 m <sup>2</sup>
Neighbourhood:	Garneau
Notified Community Organizations:	Garneau Community League Strathcona Community League
Applicant:	Beljan Development

### PLANNING FRAMEWORK

Current Zones:	(DC2.528) Site Specific Development Control Provision (RA7) Low Rise Apartment Zone
Proposed Zones and Overlays:	(CB1) Low Intensity Business Zone Main Streets Overlay (DC2) Site-Specific Development Control Provision
Plan in Effect:	Garneau Area Redevelopment Plan
Historic Status:	None

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination