

**URGENT Correspondence: May 4, 2021 CCPH Items 3.19 - 3.21 RACKEL**

1 message

OCM OCC Internet Mail &lt;city.clerk@edmonton.ca&gt;

Tue, May 4, 2021 at 8:46 AM

----- Forwarded message -----

From: **Lori Rackel** [REDACTED]

Date: Mon, May 3, 2021 at 4:13 PM

Subject: Subject City File # LDA19-0568 Rezoning to RA8 Mid Rise Apartment Zone 11220 11224, 11226 &amp; 11232 – 79 st NW and 11219, 11227, 11231 &amp; 11233 St NW By-law 19685, By-law 19686, By-law 19687 Policies 3.6.2 &amp; 3.6.3 Public Hearing May 4th 2021

To: &lt;city.clerk@edmonton.ca&gt;

Good afternoon Mr. Don Iveson, Mayor of Edmonton and honorable City Council members,

I have attached my letter and review of the bylaws slated for revision, to formally log my opposition to the proposed rezoning of City File # LDA19-0568 Rezoning to RA8 Mid Rise Apartment Zone 11220, 11224, 11226 & 11232 – 79 st NW and 11219, 11227, 11231 & 11233 St NW By-law 19685, By-law 19686, By-law 19687 Policies 3.6.2 & 3.6.3. I will be speaking in opposition based on practical review of safety, traffic and infrastructure of parkland/bike paths. I do support development under the current guidelines provided in the Cromdale/Virginia Area Development Plan. I would also request a formal traffic assessment of the proposed rezoning, a Fire safety report on the construction of the proposal and parkland usage assessment for environmental impact of the density increase of the proposal.

Respectfully,

Lori Rackel

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**2 attachments****Objectives of Cromdale Bylaw Review of Proposed Rezoning Lori Rackel.docx**

15K

**REZONING RESPONSE - Lori Rackel .docx**

19K

## **Objectives of Cromdale/Virginia Park Plan- Changes to Bylaw by Rezoning Request**

### **Basic Strategy**

- Bylaw 18146 Feb 26, 2018 – reduce or eliminate on-street parking problems by requiring a certain standard of parking in new development.
- Bylaw 18146 protect historically significant structures, and preserve the historic flavour of the Viewpoint community
- **2.2 Residential Land Use objectives**
- Bylaw 18146 -2.2.3 To preserve and protect the major portion of the existing stable residential neighbourhoods from the intrusion of through traffic and large-scale redevelopment
- Bylaw 18146 -2.2.7 To reduce, as much as possible, negative impacts of new development upon the existing community, where that community is to be retained in a low-density family-oriented form.
- Bylaw 9257 April 10 1990 2.3.2 To provide for a limited amount of commercial development that is compatible with adjacent land uses and that limits the amount of additional traffic attracted to the area.

### **2.5 Transportation Land Use Objectives**

2.5.1 To promote the use of public transit systems within the Plan Area and minimize the potential for any negative effects on the community, such as noise, fumes and visual impact.

2.5.2 To ensure that conflicts between road networks within the Plan Area and community activities is minimized by retaining arterial roads on the periphery of neighbourhoods.

2.5.3 To ensure that redevelopment projects in the Plan Area do not add traffic congestion to areas with low density land uses.

2.5.4 To direct Northlands' traffic away from residential areas toward appropriate site (Northlands) entrance points.

2.5.5 To minimize the current and future negative impacts of Northlands' traffic on 112 Avenue and on Borden Park Road through such measures as landscaping, buffering, traffic control, parking standards and design guidelines.

### **2.9 Heritage Design and Built Form Objectives**

2.9.2 To promote the environmental quality of heritage resources by providing guidelines for proposed new developments which are adjacent to or in the vicinity of heritage resources.

### **2.10 Urban Design and Built Form Objectives**

Bylaw 18146 Feb 26, 2018 2.10.2 To encourage developers to design buildings to maximize usable open space at grade, within the parameters of the City's Land Use Bylaw. 2.10.3 To encourage the architecture, urban design and building materials of new development to be compatible with the adjacent and surrounding buildings. Building mass, form, height, and scale should be complementary to

existing structures. 2.10.4 To encourage developers to design new buildings so that they are functionally integrated with surrounding land uses which may be expected to remain in the long-term, and which conform to the other policies of this Plan.

Cromdale South Sub Area –Section 5 on Schedule B page 8

### 3.6 Sub-Area 5 – Cromdale South Sub-Area

3.6.1 General Intent of Land Use Policies for Sub-Area 5 It is the intent of this Plan to maintain and stabilize this Sub-Area as a low to medium density residential area and to recognize and support the existing commercial activities. It is anticipated that the only land use change which will occur in this Sub-Area is the development of low-rise apartment buildings along 112 Avenue.

3.6.2 Residential Land Use Policies It is proposed that residential lands fronting onto 112 Avenue be permitted to develop as medium density, low-rise residential apartments. All other residential lands shall be maintained as low-density family-oriented housing.

3.6.3 Commercial Land Use Policies It is proposed that existing convenience commercial activities be maintained and upgraded over the long-term. No other commercial development shall occur

## Section 4

### Proposed Roadways, Bikeways, and Circulation Policies

#### 4.2 Roadways Policies

4.2.1 General Intent of Roadway Policies It is the intent of this Plan to ensure that the proposed transportation systems in the Plan Area achieve City-wide transportation objectives while attempting to mitigate potential impacts on the community and on existing and future development. It is anticipated that 82 Street and 112 Avenue will continue to provide arterial functions through the Area, and that future improvements may occur subject to the policies outlined below.

Bylaw 10703 July 18, 1994 Bylaw 18146 February 26, 2018

4.2.2 Arterial Roads The roads that are designated as arterial roads in the Cromdale/Virginia Park Plan Area are 112 Avenue, 82 Street. All other roadways are designated as local roadways. Residential development occurring along truck routes should incorporate noise attenuation features so that noise from traffic will not adversely affect residents of these developments. A noise monitoring survey will be required to determine the need for noise attenuation.

4.2.4 It is recommended that, should concerns arise in the Plan Area regarding traffic movement and access, that a Traffic Management Scheme be prepared by the Engineering Department to address these concerns.

112 Avenue is an identified arterial flow

A traffic management scheme prepared by the Engineering Department at the request of area ratepayers would be the method of remedying any concerns with traffic flows in the Plan Area. Traffic may be directed, through the use of forced turns, down arterial roads, to protect the privacy, safety and

quiet of residential areas by reducing shortcutting of arterial traffic through local streets in the grid roadway pattern existing in this area.

4.3.3 Traffic and Parking Study There has been a history of traffic problems and overflow parking onto neighbouring residential streets as a result of the various activities and events which are operated by Edmonton Northlands.

BYLAW 18146 February 2018

It is recommended that an evaluation of the parking and traffic conditions should be undertaken, upon passage of this Bylaw, which considers the potential effects of proposed developments as well as the impact of existing facilities. This parking and traffic evaluation should commence by establishing a committee composed of representatives of the appropriate City Departments such as Engineering, Planning, Transit and Transportation Management. The committee would formulate the terms of reference for the evaluation and prepare it with staff resources or by consultant appointment. The study should be financed on an equal basis by the involved City departments and apply to all communities bordering on the major facilities in the area. Recommendations resulting from the evaluation should be submitted to City Council.

## **Bikeways – 79 street and 112 S Avenue are bikeways.**

### 4.5 Pedestrian Circulation and Bikeways Policies

4.5.1 General Intent of Pedestrian Circulation and Bikeways Policies It is the intent of this Plan to provide for a utilitarian, safe and convenient pedestrian and bikeway system in the Plan Area that will allow for the continued use of the community resources. Pedestrians should have safe and convenient access to the Stadium LRT Station and a pedestrian network, through both public and private initiatives, should be developed in the Plan Area to link major activity centres such as the LRT Station and parks. It is intended that both pedestrian and bicycle routes be serviced by adequate lighting, clear signage, elimination of blind spots and clear designation of intended modes of travel where overlap occurs (i.e., vehicle-pedestrian conflicts) in order to maximize the safety and convenience of these routes.

## **5.2 UTILITIES POLICIES**

5.2.2 Financial Responsibility for Storm Sewers The major impact of redevelopment will be to increase the storm runoff rates and volumes which will further overtax the already inadequate sewers.

**Therefore, to alleviate further pressures on the system, the Development Officer shall require any applicant for new development to arrange for the supply of the costs of installation and construction of any such utility or facility on the advice of the appropriate departments before a development application will be approved.** This may include holding tanks and other zero-run-off increase techniques as requested by the Water and Sanitation and/or Utilities Services Departments.

5.2.3 Stormwater Management Any new development will meet the servicing requirements, as per the City Servicing Standards Manual, for all public utilities required by the proposal. In particular, storm water management techniques will be required on redevelopment sites to limit the rate of storm water discharge to one half inch per hour per acre of property.



City Council Meeting to discuss:

Bylaw 19685 - To close road right-of-way, Cromdale – this is the buffer between the BLK 26 commercial Lot A – changes negative to the parking and traffic flow off in residential areas affecting 112S Avenue and increased flow to 78 affecting again 112 S Avenue.

Bylaws 19685, 19686 and Charter Bylaw 19687 will be dealt with together

3.20

Bylaw 19686 - To amend the Cromdale/Virginia Park Area Redevelopment Plan 2.

BYLAW 19686 to amend the Cromdale/Virginia Park Area Redevelopment Plan to reflect the proposed rezoning and allow for a mid-rise apartment with limited commercial opportunities at ground level at this location.

The Cromdale/Virginia Park Area Redevelopment Plan designates this site for Mixed Residential/Ct. This application proposes to redesignate this site to Medium Rise Apartments, as shown on Appendix 2.

**Additionally, this 2 Attachment 2 | File: LDA19-0568 | Cromdale | May 4, 2021 site will be exempt from following two policies which currently restricts development to low rise apartments and low-density housing, and prohibits any further commercial development from occurring in this area:**

- 3.6.2 (Residential Land Use Policies) - Land fronting onto 112 Avenue NW shall be permitted to develop as low rise apartments. All other land shall be maintained for low-density family-oriented housing.
- 3.6.3 (Commercial Land Use Policies) - Existing convenience commercial activities shall be maintained, while no other commercial development shall occur.

3. CHARTER BYLAW 19687 to amend the Zoning Bylaw to rezone the subject site from the (CNC) Neighbourhood Convenience Commercial Zone, (RA7) Low Rise Apartment Zone and (RF1) Single Detached Residential Zone to the (RA8) Medium Rise Apartment Zone.

Key characteristics of the RA8 Zone include:

- a residential building with limited commercial opportunities at ground level; ● a maximum building height of 23 metres (or approximately 6 storeys); and
- a maximum floor area ratio (FAR) of 3.3. Site and Surrounding Area The vacant 0.24 hectare site is located along 112 Avenue NW, between 78 Street NW and 79 Street NW. Along the site's western and southern boundaries, it is bordered by single detached housing. Along its northern and eastern boundaries, it is bordered by vacant land and Stuchbury Park, respectively. Beyond the immediate vicinity of the site, notable land uses within walking distance from this site include Borden Park to the northeast, commercial amenities west along 112 Avenue NW (including a grocery store) and access to the River Valley and shared-use path network (through Kinnaird Ravine).

The site also has good access to public transit with the Stadium Station LRT stop located within approximately 550m metres, and frequent and local bus routes available along 112 Avenue NW 82

Street

**Mayor Don Iveson, Members of City Council:  
Edmonton, Alberta**

**RE: 11233, 11231, 11227, 11219 – 79 Street NW & 11232, 11226, 11224, 11220 –  
78 Street NW**

**I am the owner and resident of 7737 – 112 S Avenue. I am opposed to the proposed change to the Charter Bylaw 19687, 19686 and Charter Bylaw 19687 which would change the Zoning from the CNC Neighborhood Convenience Commercial zone in place (RA7), Low Rise Apartment Zone and RF1 Single Detached Residential Zone to RA8 Medium Rise Apartment Zone. This development is not in line with the Cromdale/Virginia Park Objectives.** My family has lived in this area for 5 generations. I researched this area and specifically bought this home 11 years ago in a mature, quaint area that borders on many parks, sits on top of a ravine, has biking pathways and access to the River Valley system, has access the LRT, sporting/music events at Commonwealth Stadium and Borden Park. There is transition of new families with children in this wonderful and still affordable neighborhood.

I support development of the listed lots A, B,C,D F G H Lot I Block 26 and portion of Lot 5 and 6. **I do not support an amendment to the Cromdale/Virginia park Area Redevelopment Plan .**

*I am in full support an appropriate development within the current area redevelopment plan.*

### **WHY NO TO BYLAW CHANGES**

- SAFETY ISSUES DUE TO AMBULANCE ACCESS WALK LIGHT AND ACCESS POINTS  
EXAMPLE: TRAFFIC FLOW OVERLOAD DUE TO LIGHTS AT 82 Street/ 112 AVE location of development will increase walk light use
- RESIDENTIAL TRAFFIC INCREASE ON 112 S Ave. - SAFETY of MINORS, SENIORS- TRAFFIC, INCREASED TRANSIENT ACCESS
  - RESTRICTED PARKING AREA
  - EXAMPLE OF NEGATIVE IMPACT - PARKING OVERLOAD to RESIDENTIAL STREET INCREASE IN CRIME DUE TO FORCED VEHICLES ON STREET, DECREASE IN ACCESS TO RESIDENT PROPERTY FOR VISITORS
- INCREASE OF TRAFFIC TO CITY BIKE PATHWAYS 79 Street and 112 South Avenue
- DECREASED RESIDENTIAL ACCESS TO PARK SYSTEM DUE TO INCREASED AREA ACCESS
- GARBAGE/POLLUTION/EMISSIONS FROM INCREASED TRANSIENT VEHICLES
- INCREASE TO STUDBURY PARK DAMAGE DUE TO DENSITY CHANGE

### **ZONE R8 = BUILDING CONCERNS**

- PAVING DEMANDS

- INCREASE SEWAGE NEED
- POWER GRID OVERLOAD
- DEGRADATION OF RECENT CROMDALE/VIRGINIA PARK UPGRADES
- MID RISE BALCONIES-FIRE HAZARDS
- REMOVAL OF BUFFER LANE
- WOOD USE IN R8 DEVELOPMENT
- REDUCED LIGHT DUE TO ENORMOUS SHADOWING
- INCREASE IN FAMILY VIOLENCE DUE TO POOR OVERSIGHT TO LOGISTICS OF DENSITY INCREASE TO R8
- LACK OF COMMUNITY ENGAGEMENT
- DECREASE IN PROPERTY VALUES TO EXISTING RESIDENCES

NOTED:

- NORTH 112 AVENUE AREAS VACANCY RATES ARE HIGH
- RETAIL VACANCY IN AREA IS GREAT
- NO MID RISE IN ANY OTHER AREAS OF RESIDENTIAL EDMONTON
- DEVELOPERS HAVE NO OBLIGATIONS TO RESIDENTS AFTER PROPOSALS TO A NEW ZONING ARE PUSHED THROUGH AND NO PLANS FOR DEVELOPMENT ARE PROVIDED - LACK OF RESPECT TO CITIZENS ALREADY LIVING AND PAYING INCREASED TAXES DUE TO COVID AND RECENT SEWER UTILITY UPGRADES.

I have suggestions for better developments for the proposed area:

ROW TOWNHOUSES

TOWN HOUSES

DUPLEX DEVELOPMENT/FOURPLEX

WALK UP APARTMENT

SENIOR FACILITY

60 PLUS LIVING COMPLEX

FOUR STOREY COMPLEX WITH RETAIL ON LEVEL ONE

The developer has a for sale sign with proposed R8 rezoning. The proposal is a bad business decision and I see numerous City incurred costs by allowing this to go against the residences wishes. There is development proposed on the other side of Northlands for 8500 residents. Those proposed developments are to provide more than enough density to the area.

**Lori Rackel, B.ED. CCRP**

Research Coordinator – Adult Hematology Research

Division of Hematology

University of Alberta Hospital



**URGENT Correspondence: May 4, 2021 CCPH Items 3.19 - 3.21 BOCCABELLA**

1 message

OCM OCC Internet Mail &lt;city.clerk@edmonton.ca&gt;

Tue, May 4, 2021 at 8:23 AM

----- Forwarded message -----

From: **Debbie Boccabella** [REDACTED]

Date: Mon, May 3, 2021 at 2:31 PM

Subject: Correspondence regarding Public Hearing May 4th 2021 City File# LDA19-0568 by-law 19685, 19686, 19687 Policies 3.6.2 &amp; 3.6.3

To: &lt;city.clerk@edmonton.ca&gt;

**City File # LDA19-0568 Rezoning to RA8 Mid Rise Apartment Zone 11220  
11224, 11226 & 11232 – 79 st NW and 11219, 11227, 11231 & 11233 St NW  
By-law 19685, By-law 19686, By-law 19687 Policies 3.6.2 & 3.6.3  
Public Hearing May 4<sup>th</sup> 2021**

**Good Afternoon Mr Mayor & City Council**

**Attached are the petition signatures we gathered going door to door to the houses located on the map of the Cromdale/Virginia Park By-Law Amendment Map OPPOSING the rezoning to RA8. 201 signatures (131 paper, 70 on-line).**

**I counted 342 lots from the map.****The On-Line signatures are the residents from the Cromdale/Virginia Park map.****The flyer attached, with the on-line petition address, was left in the mailboxes of the residents not at home. Covid has also made canvassing difficult.****Planning sent out notices within a 120 meter perimeter to notify us of the proposed rezoning to R8 and asked for our feedback. A part of that perimeter was north of 112 ave which I believe is owned by the city.****I counted 27 houses notices were sent to. Planning received 18 responses.**

**There are 72 homes in our Cromdale east neighbourhood. 45 homes in our community were not notified for their feedback.**

**The photos attached show a landscape of our neighbourhood. I superimposed a 6 story mid-rise in a view from the east and west of 112 ave south, north from 112 ave and my backyard.**

**Respectfully**

**Debbie Boccabella**

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**9 attachments**



**Backyard view.jpg**  
895K



**neighborhood 1.jpg**  
855K



**neighborhood 2.jpg**  
986K



**Neighborhood 3.jpg**  
909K

**neighborhood 4.jpg**

924K

**North View 112 ave.jpg**

948K

**southeast view.jpg**

827K

**southwest view.jpg**

890K

**Combined Petition - 2021-05-02.pdf**

4033K

# Community Opposition to Application LDA19-0568

**Dear Resident,**

Developers have applied to change the zoning at 11224,11226,11232-78 Street & 11219,11227,11231 & 11233 - 79 street from RA7 (low-rise development) to RA8 (commercial development up to 6 storeys).

This change which would dramatically transform our neighbourhood, a non-commercial RF1 residential zone, which opens into residential zones across Kinnaird Ravine and east through Virginia Park into the Highlands.

Development north of 112 avenue or west of 82 street is one thing but this commercial development would be a slippery slope for the entire area. It would strike against the aesthetics of the Area Redevelopment Plan already in place, and would increase traffic and parking issues and property crime.

## **Petition**

If you oppose this change, please sign our on-line petition at **[https://www.change.org/Cromdale\\_rezoning\\_opposition](https://www.change.org/Cromdale_rezoning_opposition)** - there is strength in numbers so feel free to share this petition with others, including residents of Highlands, Virginia Park and Parkdale. If you prefer to sign a physical copy of the petition contact [REDACTED]

## **Public Hearing**

The public hearing for this matter is scheduled for **May 4, 2021, time TBD**. If you wish to address City Council directly you may register via **[www.edmonton.ca/meetings](http://www.edmonton.ca/meetings)**, click "**Request to Speak**", enter agenda items: "**3.91 Bylaw 19685 Close Road**", "**3.20 Bylaw 19686 Amend Area Development Plan**", and "**3.21 Bylaw 19687 To Allow Mid Rise Apartment**".

If you require further information you are welcome to contact [REDACTED] at [REDACTED] or the Office of the City Clerk at [REDACTED]

**Regards,**

**Concerned residents of Cromdale, Parkdale, Virginia Park & Highlands**

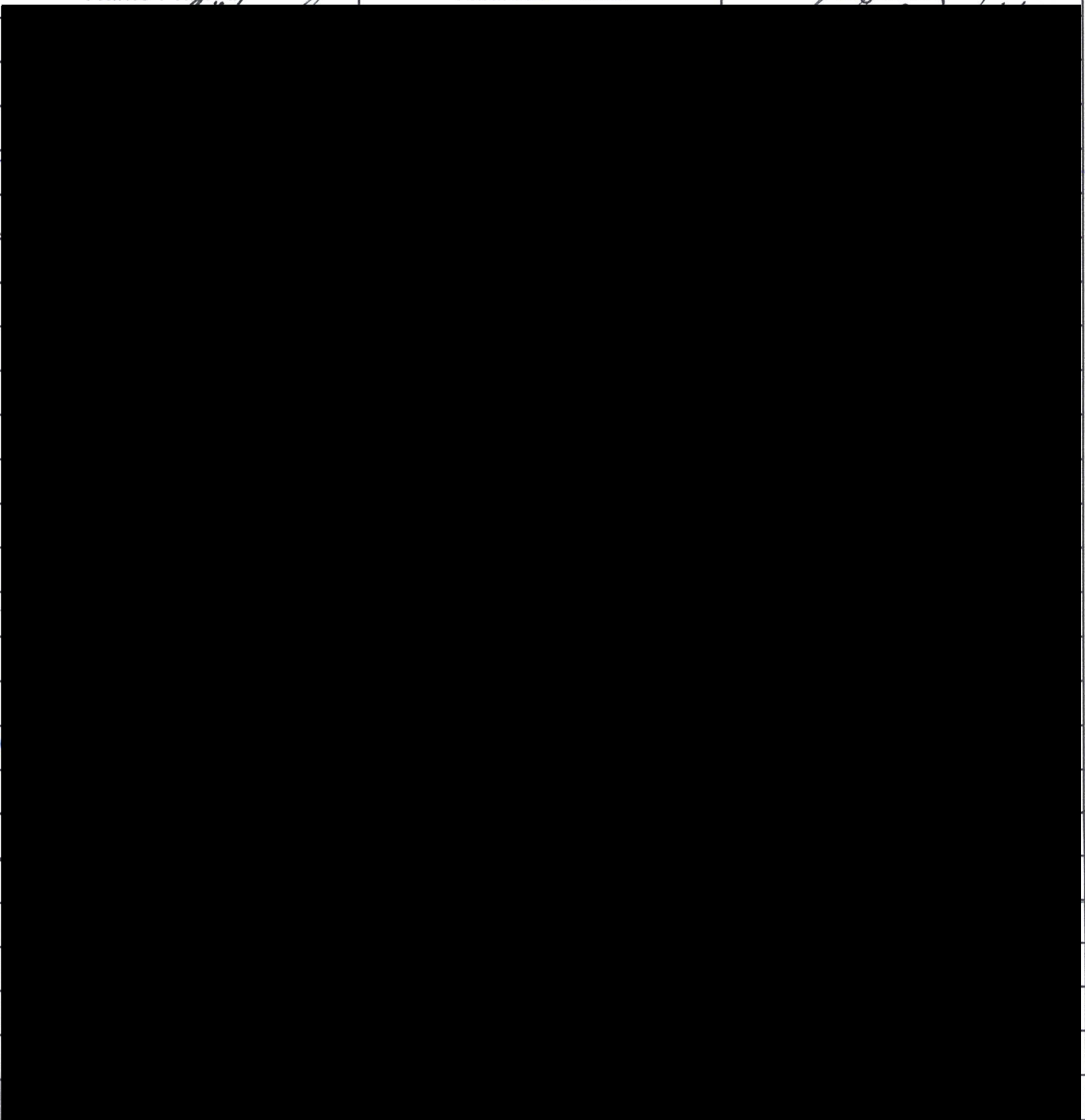


# City File

## LDA19-0568\_Rezoning

Developers are proposing to change the zoning of 11224,11226,11232-78 Street & 11219,11227,11231 & 11233 - 79 street from RA7 to RA8 to allow for a commercial development up to approximately 6 storeys in height.

The undersigned oppose this application:

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# City File

## LDA19-0568\_Rezoning

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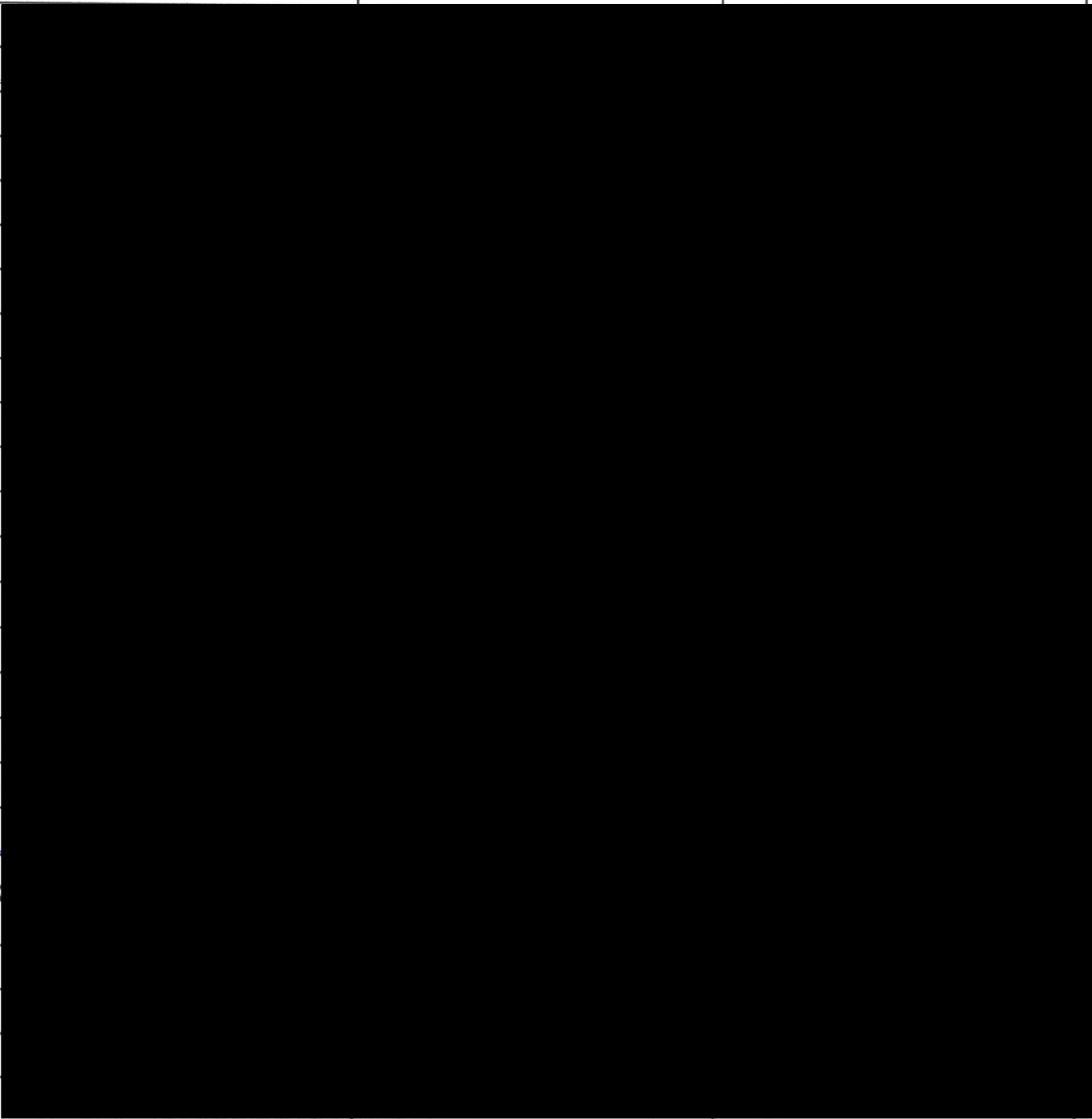
Name Printed	Address Printed	Signature

# City File

## LDA19-0568\_Rezoning

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# City File

## LDA19-0568\_Rezoning

**Developers are proposing to change the zoning of 11224,11226,11232-78 Street & 11219,11227,11231 & 11233 - 79 street from RA7 to RA8 to allow for a commercial development up to approximately 6 storeys in height.**

**The undersigned oppose this application:**

[illegible]

# City File

## LDA19-0568\_Rezoning

Developers are proposing to change the zoning of 11224,11226,11232-78 Street & 11219,11227,11231 & 11233 - 79 street from RA7 to RA8 to allow for a commercial development up to approximately 6 storeys in height.

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**The undersigned oppose this application:**

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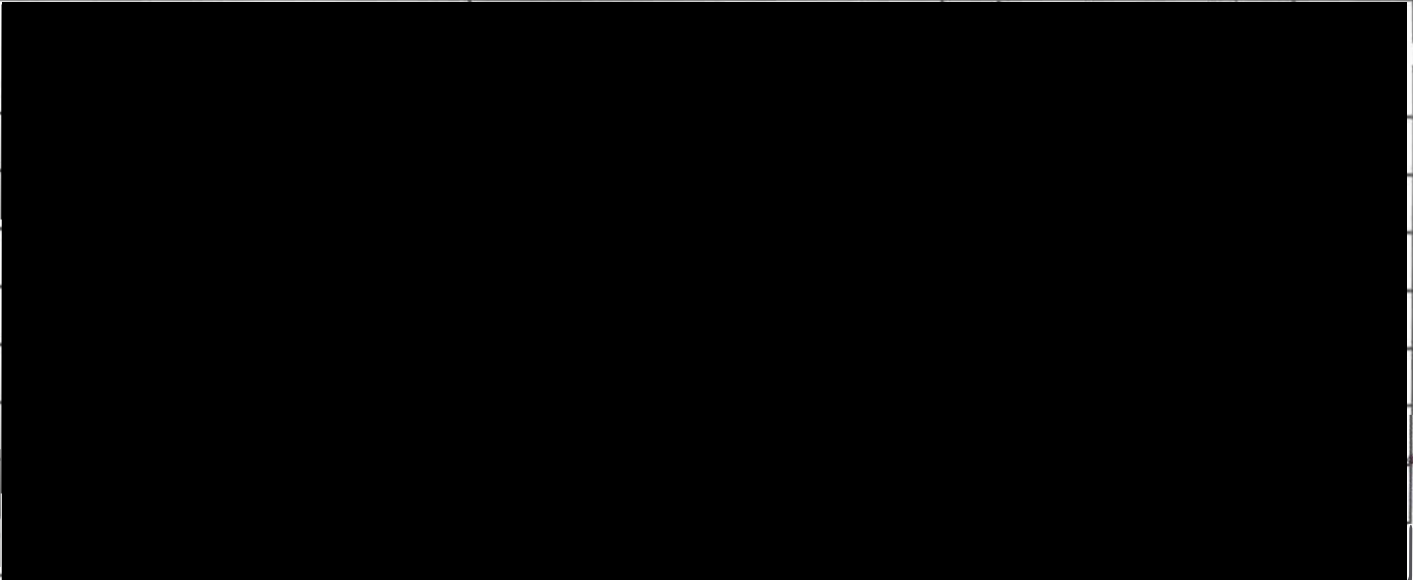


# City File

## LDA19-0568\_Rezonning

Developers are proposing to change the zoning of 11224,11226,11232-78 Street & 11219,11227,11231 & 11233 - 79 street from RA7 to RA8 to allow for a commercial development up to approximately 6 storeys in height.

The undersigned oppose this application:

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# Signatures

Name	Location	Date
	Canada	2021-04-12
	Edmonton, Alberta, Canada	2021-04-12
	Richmond, Canada	2021-04-12
	Scarborough, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	nelson, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	Edmonton, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	Edmonton, Alberta, Canada	2021-04-13
	Laval, Canada	2021-04-14
	Edmonton, Alberta, Canada	2021-04-14
	Edmonton, British Columbia, Canada	2021-04-14
	Laval, Canada	2021-04-14
	Edmonton, Alberta, Canada	2021-04-14
	Beaumont, Alberta, Canada	2021-04-14
	Edmonton, Alberta, Canada	2021-04-14
	Edmonton, Alberta, Canada	2021-04-17



Name	Location	Date
	Edmonton, Alberta, Canada	2021-04-17
	Ajax, Canada	2021-04-18
	Mississauga, Canada	2021-04-18
	nowhere, Canada	2021-04-18
	Edmonton, Alberta, Canada	2021-04-18
	Edmonton, Alberta, Canada	2021-04-19
	Edmonton, Alberta, Canada	2021-04-19
	Edmonton, Alberta, Canada	2021-04-19
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	Edmonton, Alberta, Canada	2021-04-19
	Edmonton, Alberta, Canada	2021-04-19
	Edmonton, Alberta, Canada	2021-04-19
	Edmonton, Alberta, Canada	2021-04-19
	Sherwood Park, Alberta, Canada	2021-04-19
	Edmonton, Canada	2021-04-20
	Mississauga, Canada	2021-04-20
	Montréal, Canada	2021-04-20
	Etobicoke, Canada	2021-04-20
	Markham, Canada	2021-04-20

Name	Location	Date
	Whitby, Canada	2021-04-20
	Leamington, Canada	2021-04-20
	Kettering, Northamptonshire, Canada	2021-04-20
	Antigonish, Canada	2021-04-20
	Chalk River, Canada	2021-04-20
	toronto, Canada	2021-04-20
	Edmonton, Alberta, Canada	2021-04-21
	Edmonton, Alberta, Canada	2021-04-21
	Edmonton, Alberta, Canada	2021-04-22
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	Edmonton, Alberta, Canada	2021-04-25
	Edmonton, Alberta, Canada	2021-04-26
	Edmonton, Alberta, Canada	2021-04-26
	Edmonton, Alberta, Canada	2021-04-27
	Edmonton, Alberta, Canada	2021-04-27
	Edmonton, Alberta, Canada	2021-04-27
	Bowmanville, Canada	2021-04-28
	Ottawa, Canada	2021-04-28

Name	Location	Date
	Edmonton, Alberta, Canada	2021-04-28
	Châteauguay, Canada	2021-04-28
	Edmonton, Alberta, Canada	2021-04-28
	Edmonton, Alberta, Canada	2021-04-28
	Edmonton, Canada	2021-04-29
	Edmonton, Alberta, Canada	2021-04-29
	Edmonton, Alberta, Canada	2021-04-29
	Sherwood Park, Alberta, Canada	2021-04-30
	Edmonton, Alberta, Canada	2021-04-30



































**URGENT Correspondence: May 4, 2021 CCPH Item 3.25 NORBASH**

1 message

**OCM OCC Internet Mail** <city.clerk@edmonton.ca>

Tue, May 4, 2021 at 8:32 AM

----- Forwarded message -----

From: **Dr Adrian Norbash** [REDACTED]

Date: Mon, May 3, 2021 at 2:50 PM

Subject: May 4 public hearing, Item 3.25 Charter Bylaw 19681 - To allow for mixed use, high density, transit oriented development Holyrood

To: &lt;city.clerk@edmonton.ca&gt;

Cc: [REDACTED]

Dear Sir/Madam,

I find myself in the frustrating position of having to write to you, once again, to express my strong opposition to the proposed changes to the Holyrood Gardens project for all of the reasons that have already been made clear to you by others in the community.

Of course, it begs the question how this billionaire developer seems to be able to keep pushing his projects through Council despite the strong objections of the community, when the rest of us can't even get the city to fix the potholes in the alley next to the same project despite two years of asking.

Thankfully, I'm not a cynic, so I'm sure Council will vote tomorrow guided by impeccable ethical principles.

Perhaps they'll even fix those potholes someday, one can't help but dream.

Best regards,  
Adrian Norbash

*Dr. Adrian Norbash, CD  
BSc MD CCFP FRCP(C)  
Consultant Psychiatrist  
Flight Surgeon*

[REDACTED]



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**URGENT Correspondence: May 4, 2021 CCPH Item 3.25 LEIGHTON**

1 message

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**OCM OCC Internet Mail** <city.clerk@edmonton.ca>Tue, May 4, 2021 at 8:25 AM  
[REDACTED]

----- Forwarded message -----

From: **Mary Leighton** [REDACTED]

Date: Sat, May 1, 2021 at 7:50 PM

Subject: Charter bylaw 19682

To: &lt;city.clerk@edmonton.ca&gt;

Zoning bylaw concerning lots 21 & 22, blk 57, plan RN39B.

I am very concerned about the proposal to allow a six story, 70 dwelling building at this location.

Unless it is going to provide parking for over 100 vehicles it is going to cause problems in an area which already has limited parking. If the ground floor is supposed to house businesses they will also require parking.

I anticipate social problems with the addition of this many families to the area.

I am very much against this proposal.

Mary Leighton

Sent from my iPhone

May 3, 2021

To: Edmonton City Council  
Re: Public Hearing for Holyrood Gardens, May 4, 2021  
Item 3.25 Charter Bylaw 19681

Sirs and Madams;

As a 31-year resident of the Holyrood community I vehemently protest changes to a previous agreement from 2017 with community residents, fought and compromised over years, only to have its ugly head rear again.

### **Unsustainable Growth**

At the time of previous agreement, the total homes in the community were 1626, this mega development, approved for 1200 units is now surprisingly projected to 1650. Since the original approval, we've had a 12 unit apartment built on a SINGLE FAMILY LOT, a FOURPLEX on a SINGLE FAMILY LOT, a 90 unit complex built across from a school, plus the addition of several split lot developments in the area.

Although increased urban density has benefits, I contest that this current plan is excessive in its approach, ignores community concerns, and aging infrastructure and is not a reasonable or safe approach to development. The developers should be held accountable to uphold the original number of units as was decided **after extensive consultations** with the community. This amounts to bait-and-switch tactics that are entirely unethical. It's appalling.

The traffic studies have shown a **GRADE F along an Elementary School Zone!** And even with current construction alone in the area we have noticed increased traffic along 83 St. This quiet residential road is becoming a rush-hour cut through for nonlocals to get around the outer perimeter traffic.

I would also like to acknowledge the failed development plans like Strathearn Heights and having never been started despite causing considerable disruption for the residents of those units. Developers repeatedly try to apply business models to our City that simply do not fit and City processes allow for this to happen. Not to mention the exorbitant number of units that will likely materialize there one day adding further to the excessiveness currently being asked for.

The city government should be taking a much stronger lead in urban planning and development to ensure that we have sustainable and logical growth evenly distributed throughout for decades to come. It MUST look beyond a project-by-project assessment to all that is proposed or possible in the area in the immediate and longer term. Please note that BONNIE DOON MALL area development will also add an excessive amount of new traffic. This repeated and manipulated processes demonstrate weakness in administration and council which underlies the distrust and apathy from taxpayers.

### **Parking, Public Transit & Crime**

The new Open Option Parking Policy proposed in the Holyrood Gardens project with reduced on-site parking will result in our streets full of tenant and their visitors parking. To think people in these new

developments will not need or have cars is naïve. LRT will not stop the use of cars. In fact, transit users I know personally have had their ability to use transit diminished because of the recent transit changes. And although the LRT will soon pass their homes, they have much further to walk in order to use the LRT. With buses less accessible, I know one family personally that is forced to MOVE AWAY FROM THE AREA because of limitations now imposed by an LRT line and reduced/changed bus routes.

This is a green community with lots of trees and pedestrians. This is what your Forerunners designed it to be. The increase in theft, vandalism and collisions with bikers, walkers, etc. will increase substantially as most current residents have their own spaces. It is a well known fact, substantiated by discussions with members of EPS, that crime increases along LRT lines. I was personally advised by an EPS member to invest in more security cameras on our property. It would help them as well with what's coming.

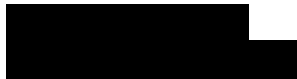
### **Ending Homelessness**

This original site accommodated low-income families for over 6 decades, but this new development is giving little consideration to that worthy cause. Ending homelessness is a clear mandate of this City council, and yet this plan has failed to clearly address how it is part of the solution. Maximum density with little regard to the needs of lower income families is antithetical to the plans of this city to reduce homelessness to zero. More expensive density will not have the desired result with a broken community.

I know our representative, Councillor Ben Henderson, is on his way out but he was elected to stand up for us to his last day - as is the rest of Council. I implore city council to make the right choice for this neighborhood, and the city at large, and say no to reckless and greedy development – particularly in MATURE OLDER NEIGHBORHOODS where people have invested their time, money and energy because they are MATURE OLD NEIGHBORHOODS.

Frustrated with the repeated effort to have our agreements respected,

Ms. Tiz Benvenuto





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**URGENT Correspondence: May 4, 2021 CCPH Item 3.25 DAMPHOUSE**

1 message

**OCM OCC Internet Mail** <city.clerk@edmonton.ca>

Tue, May 4, 2021 at 9:06 AM

To: [REDACTED]

----- Forwarded message -----

From: **Cathy Damphouse** [REDACTED] >

Date: Mon, May 3, 2021 at 9:51 PM

Subject: Holyrood Gardens May 4th public hearing

To: [city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca) <[city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)>

Hello City of Edmonton,

This email is in reference to: **May 4 public hearing, Item 3.25 Charter Bylaw 19681 - To allow for mixed use, high density, transit oriented development Holyrood.**

I live on [REDACTED]. Our family has owned the home since 1951 when it was built so I have lots of history with this development and the neighborhood. I welcome the re-development and LRT line. I strongly object to the current proposal to increase the density however. I strongly believe the original plan and density that was approved was a good compromise between the developer trying to make money and the city trying to keep density appropriate for the area. I am concerned that the current approved density will cause enough traffic problems/ delays with the LRT line on the street. I believe that the request to increase the density will cause more vehicles to cut through the alley behind our houses or down the service road just to exit the neighborhood and avoid the LRT. Once again I do not approve of the new request to increase density.

Kind regards,

Cathy Swystun



Re: Holyrood Gardens  
TOWERS



CITY CLERK

April 28/21

ATTN: City Council ZONES (only to be changed.  
? WHAT IS THE ROLE OF CITY COUNCIL

We as a neighborhood are extremely disappointed with our City's approval <sup>JULY 2018</sup> at all of changes (shows the Developer has <sup>the</sup> ~~say~~ say)  
We've lived in Holyrood over 50 years chose it for its family values open space - "ENVIRONMENT" - it was a lot of trouble some time ago when the existing apartments came - does anyone on council, Especially Mr. B. Henderson, ever look at the development? Meetings were held long ago - what is the <sup>↑</sup>point of it, what is asked - ever approved - always changes  
CONT'D →

What a joke - saying OpenSpace  
designated - taken away - awful.  
talk about this City's idea of  
INFILL - so disheartening  
When they say updating WatchOut  
- I also would like to know - How  
you can be sure about fewer Vehicles  
Many folks will be away from the  
LRT and come to leave a vehicle  
for the day on streets.

We will be Listening to Apr. 27  
Info.

Would be wonderful to know that  
Tax payers opinion matters at all -

Respectfully

Th. Enfield

Charter Bylaw 19681  
May 4th public meeting Item 3.25



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**URGENT Correspondence: May 4, 2021 CCPH Item 3.25 DAMPHOUSE**

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Cathy Swystun