

# GROVENOR GLENORA PLANNING PROJECT

## PHASE ONE REPORT

Prepared by:  
Urban Plans Consulting

Prepared for:  
City of Edmonton  
Planning and Development Department  
June 12, 2007



SmartChoices  
for developing our community



## REPORT PREFACE

The **GROVENOR / GLENORA PLANNING PROJECT – PHASE ONE REPORT** has been prepared by Urban Plans Consulting for the City of Edmonton Planning and Development Department, with funding provided through the City's Smart Choices Program.

The Report provides an overview of Development Activity and Planning Issues in the Project area, and a preliminary statement of the Community's Vision for the Project area, developed in consultation with residents of the Grovenor and Glenora neighbourhoods.

The Report also contains (5) Recommendations for further planning work. **Please note, that these Recommendations represent the independent and professional advice of the Consultant, only; the Recommendations are not fully endorsed by the Planning and Development Department, and have not yet been reviewed or approved by City Council.**

More specifically, the Planning and Development Department endorses **Recommendation #1 (Preparation of a Project Area Plan - Phase 2)**, and **Recommendation #2 (Design Charrette)** in their entirety.

The Planning and Development Department endorses **Recommendation #3 (Development Moratorium)**, but with the following modifications: that the development application for the property located at the northeast corner of 142 Street and Stony Plain Road be exempted from the moratorium (since there has already been extensive consultation with the community, and steps have been taken to ensure its integration with future BRT facilities); and, that the moratorium apply to all other development, including new small-scale development under existing zoning.

The Planning and Development Department does not support **Recommendation # 4 (Preparation of an Area Redevelopment Plan for Grovenor and Glenora Neighbourhoods)**, since the Department is of the opinion that the Consultant did not provide sufficient evidence of significant or critical planning issues outside the Project Area that would warrant the further allocation of scarce planning resources.

Lastly, the Planning and Development Department supports **Recommendation #5 (Preparation of Project Area Plan by City Planning Staff and Consultants)**, modified to exclude the preparation of an Area Redevelopment Plan.

*City of Edmonton Planning and Development Department July 9, 2007*



## **A. Purpose of the Project**

The purpose of the Grovenor / Glenora Planning Project - Phase 1 is:

1. to document recent and pending redevelopment applications in the area centred on the intersection of 142 Street and Stony Plain Road;
2. to identify planning and other related issues in the area, from the perspectives of neighbourhood residents, developers/property owners and City departments;
3. to establish a preliminary statement of the community's vision / objectives for the area; and,
4. to develop a proposed work program (Phase 2) to resolve issues and complete a planning framework for the project area.

## **B. Rationale for the Project**

Over the last several years the Grovenor and Glenora Community Leagues have been responding to increasing redevelopment pressures along both sides of Stony Plain Road. Most recently, there have been two major proposals for high density mixed-use development in the area, one in the N.E. sector and one in the S.W. sector. In April 2007, the area was identified as a possible location for a Bus Rapid Transit (BRT) Station.

The main reasons for designating this area as a special Project Area were:

1. the continued pressures for high density redevelopment;
2. the need to integrate and address the collective impacts of development;
3. traffic issues and the deterioration of older buildings in the area; and
4. the opportunity to have the area develop as an attractive, well-planned, and vibrant mixed-use neighbourhood centre.

## **C. Project Area Issues**

A brief summary of the different perspectives of community residents, developers and City departments is provided below:

### **Neighbourhood Residents:**

- are generally in support of smart growth and intensification; the majority would like to see low to medium density development up to 6 storeys;
- feel there is a critical need for an up-to-date land use plan, a vision for future development and design guidelines for the Project Area;
- are concerned that it is difficult for community representatives to respond to DC2 rezoning applications, since they do not have sufficient time or expertise to critique the technical claims of developers; and,
- would like to see no rezoning until a Community Plan is in place.



### **Developers of Major Redevelopment Sites:**

- believe their project would be a major improvement over the existing development and would be of high quality design;
- feel their impact on the local transportation network can be managed; and,
- feel that by providing intensified development, they are helping to reduce urban sprawl and that their proposal would rate high on the Smart Choices Development Checklist.

### **Developers of Small Scale Infill Redevelopment Sites:**

- feel they are trying to redevelop under difficult conditions, given serious traffic/land use conflicts, a poor quality street environment and adjacent derelict properties;
- are concerned that they often meet with strong community resistance and could make more money developing “cookie-cutter projects in the suburbs”; and,
- would like to see four storey development and mixed-use residential / commercial projects considered for areas such as major arterial roadways.

### **City Departments:**

- feel a plan, updated land use controls, design guidelines, and a transportation strategy are needed for the area, given the significant development being proposed;
- believe that using DC2 Zoning to “plan” this area is an ineffective way to plan; and,
- have concerns about traffic movements at the 142 Street/Stony Plain Road intersection and feel there is a need for improvements to handle future traffic volumes, improve pedestrian safety, and accommodate a possible BRT service along Stony Plain Road and a BRT Station near the intersection.

## **D. Public Involvement Process**

The public consultation process included the following activities, over a period of four months:

1. Consultation with staff in key City Departments and other stakeholder agencies (e.g. Edmonton Public School Board);
2. Meetings with the Glenora Community League (Planning Committee) and the Grovenor Community League (Civics Committee); and,
3. Meetings with the developers / proponents of small and major developments in the Project Area.

The major public consultation event was a Visioning Workshop, held on March 10, 2007 at Glenora Community Hall, from 9:30 a.m. to 3:00 p.m. The main purpose of the workshop was to empower community stakeholders in developing a vision for the Project Area, through a creative, constructive process.

Workshop participants included community residents, developers, consultants and representatives of businesses and institutions from the area. Approximately 140 people attended the workshop, with 120 people participating in the small group working session from start to finish. Participants worked for 3 hours recording their ideas, followed by a one hour session reporting back to the meeting as a whole on their Summary Vision Statements.

## **E. Project Area Vision Statement**

A summary of the main points from the workshop provides an overall Vision Statement for the Project Area. The workshop participants' envision their Project Area to be an area with the following qualities:

### **Form and Quality of Development**

- low-medium residential (up to 6 storeys), no high rises;
- unified, integrated development on all four corners of 142 Street and Stony Plain Road;
- densification near main arterials and corners, lower density housing everywhere else;
- a socially diverse area, people oriented, with a strong sense of community;
- a mix of ownership, rental units, high end and modest residential;
- seniors housing and affordable housing;
- a mix of in-law suites, housing above garages;
- pockets of charming, attractive commercial that primarily serves the community, promotes walking and minimizes automobile traffic.

### **Built Form and Urban Design**

- design that respects the traditional character of the neighbourhood;
- human scale in setbacks, heights, public space;
- variable setbacks and design characteristics, no front garages;
- the application of architectural controls and environmental building practices;
- attractive landscaping, usable green space, preservation of mature trees.

## **Quality of the Public Environment**

- wide sidewalks and boulevards, with unique pedestrian lighting and amenities (e.g. artwork, garbage bins and street furniture);
- a better pedestrian crossing at 142 Street / Stony Plain Road; pedestrian crossing lights at 103 Ave and 142 St.;
- local traffic solutions to make the community walkable, with safe crossings to schools;
- broad sidewalks, treed boulevards in front of commercial.

## **F. Recommendations for Preparing a Plan**

The planning work undertaken during Phase 1 has shown there is a need for new land use policies, regulations and design guidelines to guide development in the Project Area as well as the communities of Grovenor and Glenora as a whole. The recommendations to carry out this work are as follows:

### **Recommendation 1**

A Project Area Plan, to be adopted by City Council, should be prepared for the Project Area centred on 142 Street and Stony Plain Road, as Phase 2 of the planning process. The planning process should continue to involve the Grovenor and Glenora communities and all other area stakeholders. The Plan should:

- finalize the community vision / objectives for the area;
- establish a land use development concept for the area; and,
- create new zoning regulations and design guidelines to guide and integrate private sector development over the immediate and long term.

### **Recommendation 2**

A Design Charrette should be carried out as a central component of the planning process for the Project Area, as it is an expedient and empowering vehicle for developing solutions to complex design problems involving many stakeholders. This would entail the community working with design professionals to develop draft concepts and alternatives for the Project Area Plan.

### **Recommendation 3**

A development moratorium on rezoning applications should be considered for the Project Area, until such time that a Project Area Plan is adopted by City Council.

### **Recommendation 4**

An Area Redevelopment Plan (ARP) should be prepared for the two communities of Grovenor and Glenora as Phase 3 of the planning process. The ARP should incorporate the planning policies and concepts for the Project Area developed during Phase 2, in addition to addressing the broader issues and opportunities facing the communities.

### **Recommendation 5**

The Plan for the Project Area and the ARP for Grovenor and Glenora should be undertaken by Planning and Development Department planners, with assistance from an interdepartmental project team as well as consultants assigned to specific components.



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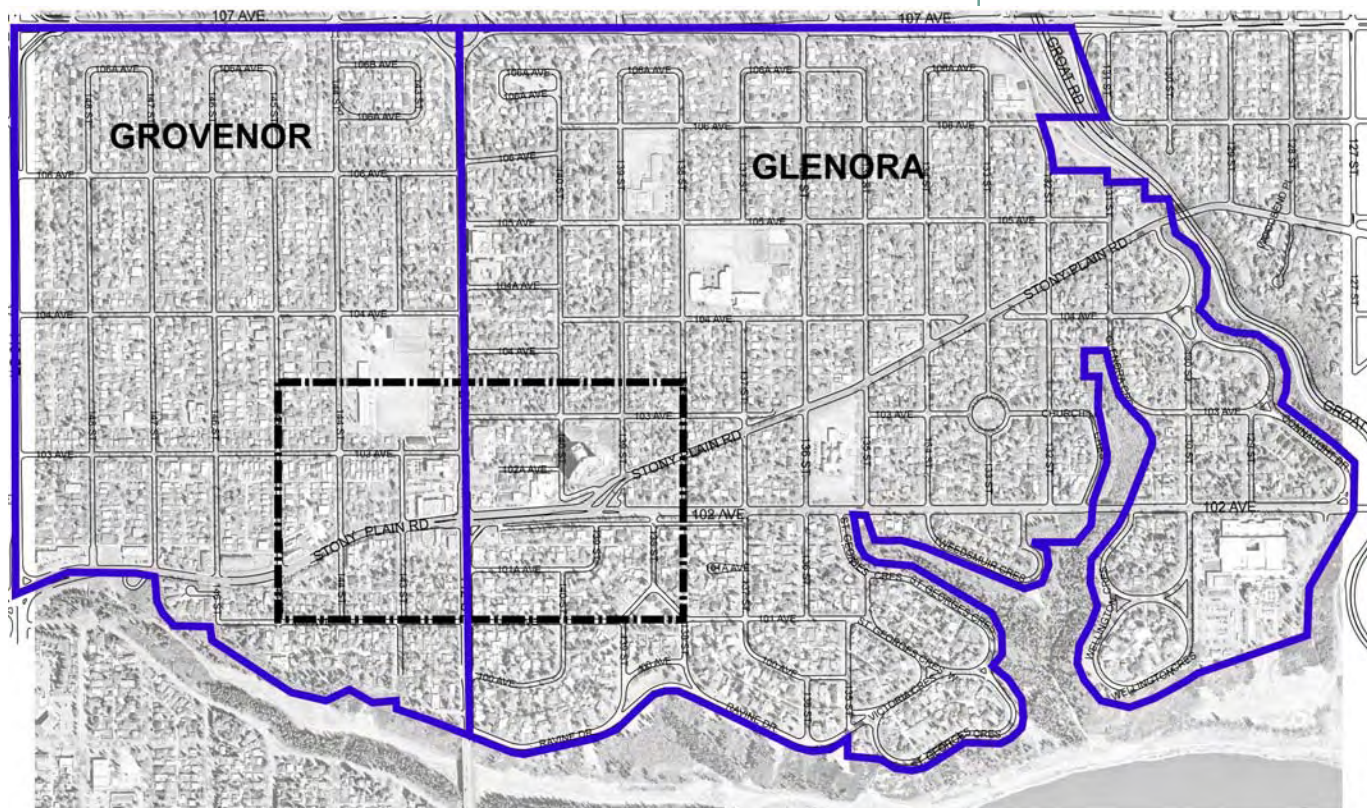
# I. Introduction

## A. Purpose of the Project

The City of Edmonton Planning and Development Department initiated this project, which encompasses parts of the communities of Grovenor and Glenora, as a Pilot Project under the Smart Choices Program (see Map 1: Grovenor Glenora Project Area).

The purpose of the Grovenor / Glenora Planning Project and this report is to:

1. Document recent and pending development applications in the area centred on the intersection of 142 Street and Stony Plain Road;
2. Identify planning and other related issues from the perspectives of neighbourhood residents, developers/property owners and City departments;
3. Establish a preliminary statement of the community's vision / objectives for the area; and
4. Develop a proposed work program (Phase 2) to resolve issues and complete a planning framework for the project area.



Map 1: Grovenor Glenora Project Area

## **B. Background / Rationale for the Project**

Over the last several years, the Grovenor and Glenora Community Leagues have been responding to increasing redevelopment pressures along both sides of Stony Plain Road, and most recently, in the area centred on the 142 Street / Stony Plain Road intersection.

Both the Grovenor and Glenora Community Leagues have been interested in having a Neighbourhood Plan prepared for their respective communities, and have approached the City Administration and City Council on different occasions for assistance in preparing one.

In 2005, the Grovenor Community League submitted a request to City Council to have a Neighbourhood Plan prepared for their community because of redevelopment pressures occurring along Stony Plain Road. The Community League expressed the following specific concerns about this redevelopment:

- that projects were overbuilt for their sites;
- that projects contributed to a loss of privacy on adjacent properties;
- that the public consultation process (particularly for rezoning applications involving the use of the DC2 Provision) was inadequate; and,
- that the DC2 mechanism was being used to circumvent the regulations of existing zones and the Mature Neighbourhood Overlay.

The Executive Committee of Council considered the Planning and Development Department's proposal for the preparation of a Neighbourhood Plan on June 29, 2005. Council decided not to allocate resources for the Neighbourhood Plan, recommending instead that redevelopment and urban design issues in mature neighbourhoods be addressed through the preparation of a Residential Infill Strategy with zoning regulations and design guidelines that would apply to all neighbourhoods. Council determined at this time that this city-wide approach was preferred to the preparation of a series of individual plans for the mature neighbourhoods.

The Glenora Community League formed a Planning and Development Committee in 2003 in response to emerging development pressures in their community. In 2005, the Committee decided to proceed with the preparation of its own Area Redevelopment Plan. In working towards preparing their Plan, the Committee produced the first draft of a Strategic Plan in June 2006 and an updated version in February 2007.

In addition to responding to some small scale redevelopment proposals along Stony Plain Road over the last year, the Grovenor and Glenora Community Leagues have been responding to two major redevelopment proposals centred on the corner of 142 Street and Stony Plain Road. On the southwest corner, Aldritt Developments has expressed an interest in developing a mixed-use project including high rise residential and one-storey commercial. On the northeast corner, an application has been submitted to the City by the Davidoff Group for development of a major project on 1.87 hectares of assembled land, for 5 residential towers varying in height from 10 to 18 storeys, with a total of 275 units; a 2 storey podium, with ground floor retail and second floor office space; 50 townhouse units, and a small park.

Upon consideration of the above situation, the Planning and Development Department concluded that a good argument could be made for undertaking a Planning Project for the area centered on 142 Street and Stony Plain Road (the “development hotspot” rather than the entire two neighbourhoods of Grovenor and Glenora). In November 2007, the Department initiated and funded the project as a Pilot Project under the Smart Choices Program. The Department established a five month timeline for Phase 1 of the project and hired a consultant to work with the two Community Leagues while involving all stakeholders in the planning process.

The main reasons for designating this area as a special project area were:

- the subject lands are experiencing continued pressures for redevelopment;
- several of the older commercial and residential buildings in the area are in need of renewal or revitalization;
- the use of a series of DC2 Zoning Provisions to “plan” this area is a poor way to plan and has been an inefficient use of community and City staff time;
- a concept is required to coordinate / integrate the various private sector developments and to address their collective impacts; and
- the project presents an opportunity to create a vibrant, walkable area that features a high quality of design and attractive public spaces and streetscapes at this location.

The project also represents an opportunity to advance an understanding of a number of planning and urban design issues related to city-wide redevelopment pressures affecting many of the city’s mature neighbourhoods. To this end, the study is to be supportive of a number of Smart Choices Initiatives, including Neighbourhood Reinvestment, Residential Infill, Walkability, the Redevelopment of Older Commercial Lands, and Urban Design.

## **C. Planning / Public Involvement Process**

The public involvement process for Phase 1 of the project included input from residents, property owners, Community League representatives, citizens-at-large and other stakeholders. Participating organizations included the Grovenor Community League, Glenora Community League, the Stony Plain Business Association and the Edmonton Federation of Community Leagues (EFCL).

The public involvement process involved soliciting local knowledge, opinions and ideas on the area's strengths, weaknesses, issues and opportunities - on topics including land use, zoning, built form, quality of design of private development and the design of the public environment.

The major public process event was a Visioning Workshop, held on March 10, 2007 at Glenora Community Hall. All residents and stakeholders from both Grovenor and Glenora were invited to participate in a creative exercise where they could express their ideas on their aspirations for the development of the Project area.

The overall public involvement process involved the following events and activities:

1. Meetings with Glenora and Grovenor Community League representatives, including:
  - an introductory meeting to establish the "ground rules" for working together;
  - a walkabout / site tour with Community League representatives; and,
  - weekly meetings (during January and February) with a joint Community League working committee to involve them in preparations for a Visioning Workshop and to generally advise them of planning process and Smart Choices issues
2. Meetings with developers and representatives of owners of major redevelopment sites.
3. Meetings with developers of small scale infill sites.
4. Ongoing liaison and communication with EFCL Planner.
5. Progress meetings with Ward Councillors.
6. Consultation with representatives from City Departments and other stakeholder agencies (e.g. Edmonton Public School Board).
7. Invitations to the Visioning Workshop to all residential property owners and business property owners within the two communities.
8. A Visioning Workshop to facilitate the two communities in developing a Preliminary Vision for the Project area.



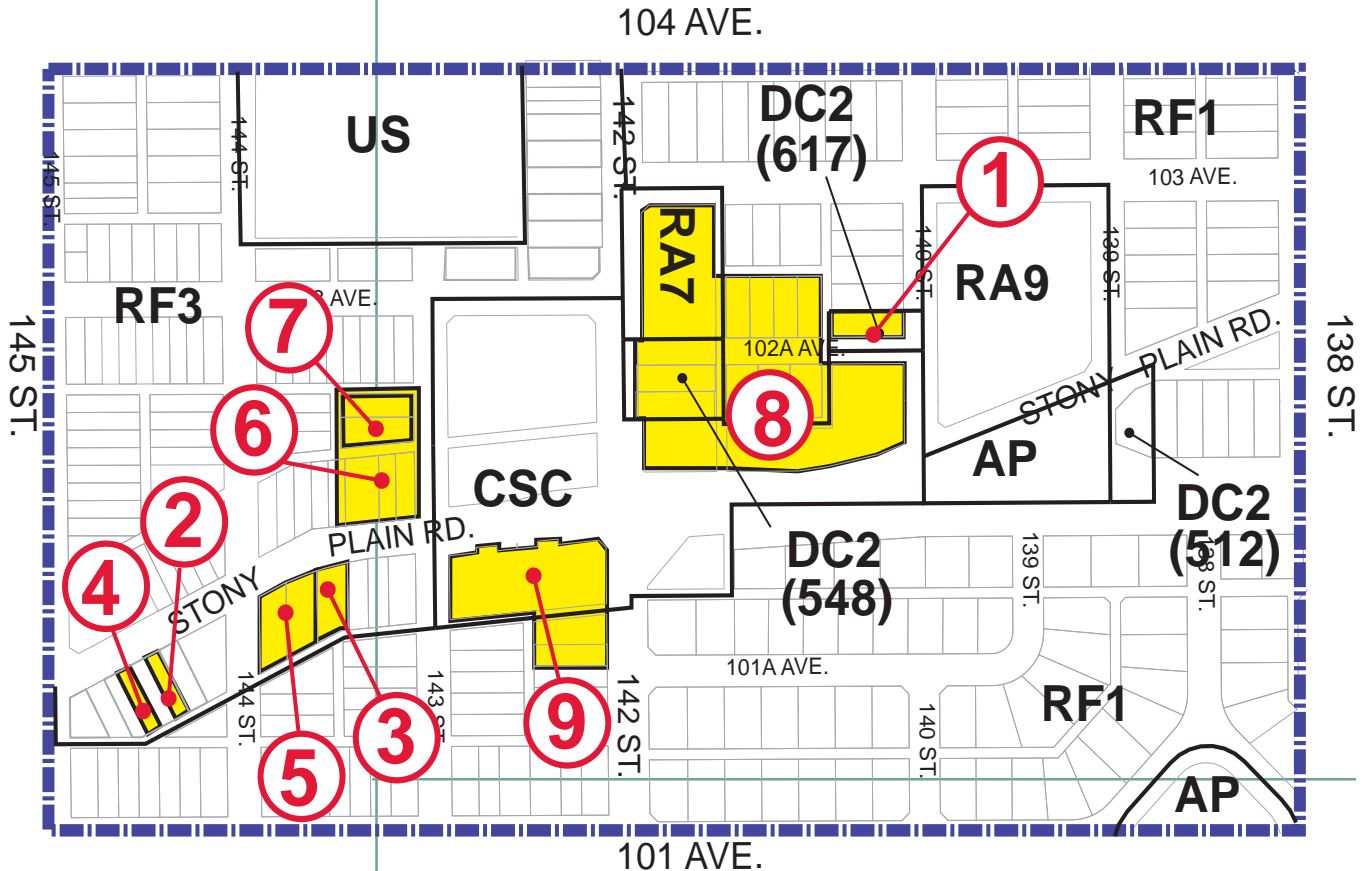
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The project area is primarily a low density single-family residential area, with RF1 and RF3 zoning covering most of the area (see Map 2: Existing Land Use in the Project Area). There is one high rise apartment (zoned RA9) and one 3 storey walk-up apartment (zoned RA7) in the Glenora part of the project area, and in Grovenor there are two townhouse developments on Stony Plain Road and two multi-unit dwelling projects on 103 Avenue, all of which are zoned RF3.

**Map 2: Existing Land Use in the Project Area**



**Map 3: Development Activity in the Project Area 2003 - 2007**



## LEGEND

- 1. 14004 – 102 A Avenue**
  - 4 unit rowhouse
  - Rezoning from RF3 to DC2 (617), approved: 2003
- 2. 14409 Stony Plain Road**
  - Single family house
  - Development Permit approved: 2003
- 3. 14315 Stony Plain Road**
  - 4 unit stacked row house
  - Development Permit approved: 2005
- 4. 14419 Stony Plain Road**
  - Single family house
  - House Permit approved: 2006
- 5. 14319 Stony Plain Road**
  - 7 unit townhouse / rowhouse
  - Development Permit approved: 2006
- 6. NW corner 143St / Stony Plain Rd**
  - Development: Low rise mixed use convenience, commercial and residential development
  - Zoning: Proposed rezoning RF3 to DC2 (Bylaw 13892)
  - Proposal did not proceed
- 7. 10172 - 143 Street**
  - Proposed 4 unit row house and a semi-detached house
  - Proposed Development Permit currently in process.
- 8. NE corner 142 St / Stony Plain Rd**
  - Proposed development: 5 high rise towers with 255 units, and 75 townhouse units: total of 330 residential units, plus 6,503 sq. m. (70,000 sq. ft.) commercial space.
  - Proposed rezoning from CSC, DC2, DC2, RA7, RF1 to DC2
  - Proposed rezoning currently in process.
- 9. SW corner 142 St / Stony Plain Rd**
  - Development: 20 storey high rise residential with commercial strip mall to one side
  - Developer / Builder: Aldritt
  - Zoning: Would require a rezoning from CSC to DC2
  - Proposal is on hold

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## **B. Development Activity in the Project Area (2003 – 2007)**

Recent development activity in the Project Area has consisted primarily of single family dwellings and rowhouse/townhouse projects, most of which have been located in the Grovenor community adjacent to Stony Plain Road. While the Project Area's boundaries only extend to 145 Street on the west, there have been several other small scale infill projects built in the Grovenor area in recent years, between 145 and 149 Streets. Other proposals for small scale infill redevelopment projects in the area have been initiated but have been abandoned prior to the development application stage.

The most recent major redevelopment project in the area has been the proposal for a comprehensive high density mixed-use development on the Northeast corner of the 142 Street and Stony Plain Road intersection. Preliminary discussions have also taken place regarding a proposal to build a high density mixed-use development on the Southwest corner of the 142 Street / Stony Plain Road intersection, although this proposal has not been pursued by the developer over the last few months.

The list of development applications in the Project Area between 2003 and 2007 is as follows:

### **1. 14004 – 102 A Avenue (Glenora)**

- Development: 4 unit townhouse / rowhouse project
- Developer / Builder: Sid Chadi
- Zoning: Rezoning from RF3 to DC2 (617)
- Development facts: building height: 2 storeys (8.6 m.), site area: 696.75 m<sup>2</sup>
- Rezoning approved: November, 2003



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### **2. 14409 Stony Plain Road (Grovenor)**

- Development: Single family house
- Developer / Builder: Andrew Baziuk Architect
- Zoning: RF3
- Development facts: building height: 2 storeys, (6.8 m); site area: 471 sq. m.
- Development Permit approved: 2003
- Note: Grovenor Community League expressed a number of concerns about this development between 2003 and 2007, including concerns about the approval of the development application as well as concerns about the apparent use of house as a duplex, and its use as a Major Home Based Business.





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**3. 14315 Stony Plain Road (Grovenor)**

- Development: 4 unit stacked row house, inner courtyard, parking garages at back. – “180 Degree Courtyard”
- Developer / Builder: One Eighty Degrees
- Zoning: RF3
- Development facts: building height: 2 storeys, (7.2 m.); gross floor area: 202.5 sq.m.; site area: 722.2 sq. m.
- Development Permit approved: December, 2005
- Note: In 2005, the Grovenor Community League expressed concerns about the consultation process for this development; the development went to the Subdivision and Development Appeal Board (SDAB) in November, 2005 and was approved with conditions.



**4. 14419 Stony Plain Road (Grovenor)**

- Development: Single family house
- Developer / Builder: Asadi, Mahmoud
- Zoning: RF3
- Development facts: building height: 2 storeys, (7.5 m.); site area - 436.6 sq.m
- House Permit approved: May, 2006



**5. 14319 Stony Plain Road (Grovenor)**

- Development: 7 unit townhouse / rowhouse project - “McKinnon Estates”
- Developer / Builder: The Nearctic Group Real Estate Investments
- Zoning: RF3
- Development facts: building height: 2 storeys, (8.6 m.); units ranging from 132 sq. m to 170 sq. m.; gross floor area: 1647.9 m<sup>2</sup>; site area: 1493 m<sup>2</sup>
- Development Permit approved: July 17, 2006



**6. NW corner 143 Street and Stony Plain Road (Grovenor)**

- Development: Low rise mixed use convenience, commercial and residential development
- Developer / Builder: Trans America
- Zoning: Proposed rezoning RF3 to DC2 (Bylaw 13892)
- Developmental Facts: building height: 3 storeys (12.0 m)
- Proposal did not proceed

**7. 10172 - 143 Street (Grovenor)**

- Proposed development: 4 unit row house and a semi-detached house
- Developer / Builder: Maple Isle Homes
- Zoning: RF3
- Development facts: building height: 2 storeys, (8.6 m); gross floor area: 421.4 sq. m.; site area: 1,272.0 sq. m.
- Proposed Development Permit currently in process, circulated to agencies in December, 2006.
- Note: A previous application (dated Feb. 20, 2004) proposed to rezone the site from RF3 to DC2. A low rise mixed-use commercial and residential development was proposed at that time. The previous development proposed in 2004 did not proceed.



**8. NE corner of 142 Street and Stony Plain Road (Glenora) – “Davidoff Proposal”**

- Development: 5 high rise towers (one 18 storey and four 10 storey apartment buildings) – 255 apartment units and 75 townhouse units, for a total of 330 residential units. In addition, 6,503 sq. m. (70,000 sq. ft.) of commercial space.
- Site area: 1.65 hectares (4.1 acres).
- Density: 200 units / hectare (80.5 units / acre)
- Developer / Builder: The Humanity Projects Inc.
- Proposed rezoning: To rezone from CSC, DC2, DC2, RA7, RF1 to DC2
- Rezoning application submitted: December, 2006 (application in process).



**9. SW corner 142 Street and Stony Plain Road (Grovenor)**

- Development: 20 storey high rise residential with commercial strip mall to one side
- Developer / Builder: Aldritt
- Zoning: Would have required a rezoning from CSC to DC2
- Proposal was not followed through



### III. Identification of Issues

In order to identify a variety of issues and concerns related to existing and proposed development in the Project Area, separate meetings and discussions were held with representatives of the Grovenor and Glenora Community Leagues, City Departments and developers and property owners who have completed or are proposing development<sup>1</sup>.

The following is a brief summary of issues identified through these discussions.

#### A. Neighbourhood Residents – Issues:

Issues identified by neighbourhood residents at the outset of the study process are summarized here:

1. Residents feel there is a critical need for an up-to-date land use plan, a vision for future development and design guidelines for the Project Area for developers to follow to ensure developments fit in with the character of the neighbourhood.
2. Residents are generally in support of smart growth and intensification; the majority would like to see low to medium density development up to 6 storeys.
3. Residents are concerned that high density development anywhere in their neighbourhood would destroy the character of the neighbourhood, would create a 'domino effect' and open the door for other such development.
4. Residents emphasized that it is difficult for community representatives to respond to development proposals, particularly DC2 rezoning applications, since they are volunteers and do not have sufficient time or expertise to analyze and critique the technical claims of developers.
5. Residents feel the public consultation process for DC2 applications is inadequate and provides developers with ways to circumvent undertaking a valid survey of resident opinion.
6. Residents are concerned with the ability of the City to enforce developers' compliance with development requirements.
7. Residents would like to see redevelopment in the form of family oriented housing, in order to help combat the possible closure of Grovenor Elementary School.

#### B. Developers of Major Redevelopment Sites – Issues:

For developers and representatives of owners of major redevelopment sites (on both the northeast and southwest corners of 142 Street and Stony Plain Road), the primary issues can be summarized as follows:

1. The developers have issue with community residents being opposed to their development which they believe would be a major improvement over the existing development within the Project Area.

<sup>1</sup> The issues presented in this Section of the report are supplementary to the very thorough discussion and listing of issues provided through the Visioning Workshop held in the community on March 10, 2007. While most of the participants in the Workshop were residents of Grovenor and Glenora, developers and representatives of developers and other community stakeholders also participated in the workshop discussion groups. The results of these very detailed discussions are presented in Section IV of this report.



They feel their project would be of high quality design, with distinctive architecture, design features and materials which would provide historical references and thus complement Glenora's and Grovenor's neighbourhood character.

They point out that they would provide quality finishing, upscale landscaping, significant environmental features, new tree-lined streetscapes, underground parking, open spaces with public access and provide for the potential for neighbourhood oriented commercial (e.g. cafes, delis, convenience stores, neighbourhood pubs, boutiques).

2. The developers feel their impact on the local transportation environment can be managed and that by providing intensified development, they are reducing urban sprawl and thus reducing the number of commuters who would otherwise be using Stony Plain Road to drive to work in central Edmonton from the outlying suburbs.
3. The developers feel their proposal would rate high on the City's Smart Choices Development Checklist.
4. The developers feel their project will add to the community by providing additional housing choice for residents.
5. The developers state they are willing to undertake extensive public consultation on their projects. The proponents of the development on the NE corner of 142 Street and Stony Plain Road feel they have done extensive consultation, inviting all property owners in the two neighbourhoods to a number of meetings and public information sessions, adding that they invited people from outside the two neighbourhoods to some of their meetings.
6. The developers expressed the opinion that there are persons within the community who have tried to block and delay their development without sufficiently considering the attributes of their proposal. They also feel there are a number of community residents who support their proposal.
7. The developers agreed that the Visioning Workshop should involve the property owners, developers and representatives of the Stony Plain Road Business Revitalization Zone.

### **C. Developers of Small Scale infill Sites – Issues:**

Developers and builders of small scale infill redevelopment sites have different issues than do developers of major sites for the most part, although in some cases the issues are similar. Their primary issues can be summarized as follows:

1. The small scale developers feel they are trying to redevelop under difficult conditions, especially when proposing infill housing projects along transportation corridors such as Stony Plain Road, where RF3 zoning is in place. They feel they are often presented with serious traffic/land use conflicts, a poor quality street environment and adjacent derelict properties that detract from their ability to sell their product. They suggest that they try to work with and consult the community but often meet with strong community resistance to redevelopment.

2. Developers of infill housing do not have serious problems with the existing zones / zoning regulations (e.g. RF3) as they relate to building infill, but feel there is room for improvement and that four storey development and mixed-use residential / commercial projects should be considered for areas such as major arterial roadways.
3. For the smaller developers it is difficult, or too costly, to clearly determine the market for residential infill (e.g. singles, seniors, luxury, etc) and they do not typically undertake a scientific market analysis. Essentially, they trust their experience, do some informal market analysis, do some pre-marketing, try to develop decent projects and expect they will sell.
4. While the development economics of undertaking residential infill is an inexact science, developers of small scale infill projects expect to make in the range of 20% profit from their projects.
5. Developers of small scale infill projects suggest it is more difficult to redevelop in the mature neighbourhoods and feel they could make more money developing "cookie-cutter projects in the suburbs". They suggest that this is one of the main reasons there are not a lot of developers building small scale infill in Edmonton.
6. The developers feel well designed projects should not necessarily cost more than poorly designed projects; however, many small scale developer/builders do not hire an architect for the complete project design in order to keep costs down - they typically use copycat architecture / "builder's grade" designs instead.

#### **D. City Departments – Issues:**

The primary issues of City staff members surveyed on issues and concerns related to existing and proposed development in the Project Area can be briefly summarized as follows:

1. The use of a series of DC2 Provisions to "plan" this area is an inefficient use of community and City staff time. Appropriate land use controls and design guidelines are needed for the area, given the significant issues surrounding development being proposed for the area. At the same time, the planners feel the area is in need of improvement and redevelopment presents an opportunity to create a vibrant, mixed-use "urban village" that features a high quality of design, with attractive public spaces and streetscape treatment.
2. A plan is required to coordinate and integrate the various private sector developments. Since there are more than one major development projects being considered for the area, and the area is subject to major traffic issues, it is necessary to address the collective impacts of potential development at all four corners of the 142 Street / Stony Plain Road intersection.
3. Planning and Development Department staff have indicated that detailed zoning regulations and design guidelines for residential infill in mature neighbourhoods will not be completed for 2 years, so an interim approach for managing redevelopment pressures is needed.

4. The Transportation Department has recommended that the BRT route connecting Edmonton's west end to the city centre be located along Stony Plain Road and that a BRT Station be located in the vicinity of the intersection of Stony Plain Road and 142 Street.

The BRT studies being undertaken by the Transportation Department focus on (1) providing transit priority measures to ensure buses are protected from congestion impacts, and (2) providing immediate transit priority measures to improve the operation of the existing corridor, measures that would be compatible with long term BRT objectives.

The resultant impact on the Project Area is that the Transportation Department will be considering the re-allocation of traffic lanes to transit and roadway widening at the 142 Street / Stony Plain Road intersection, thus affecting the configuration of land, access and egress in this part of the Project Area.

5. The Transportation Department has indicated that certain traffic movements at the 142 Street/Stony Plain Road intersection are approaching capacity (e.g. eastbound through is the most congested in the AM peak; westbound left is the most congested in the PM peak; westbound left turning movements recently converted to 'turn only on left arrow', reducing capacity of this movement).

As a result of traffic volume increases, and the need to accommodate BRT (in its various forms), there is a need for improvements at this intersection to handle future traffic volumes, improve pedestrian safety, and accommodate future BRT service.

## IV. Preliminary Statement of Community Vision for the Project Area

### A. Purpose of the Visioning Workshop

The purpose of the Grovenor Glenora Smart Choices Pilot Project Visioning Workshop was to engage area stakeholders, residents, property owners, community organizations and citizens-at-large in a creative process to develop a community vision for development in the Project Area centred on 142 Street and Stony Plain Road.



More specifically, the purpose of the workshop was:

- to facilitate the community (residents, property owners, community organizations and other area stakeholders) in articulating a Preliminary Vision for the Project area.
- to provide a forum for the communities to be empowered in a creative, constructive process to envision their future vs a process where they are reacting to proposals from 'outside interests'.





- to engage the community in a charrette-style visioning exercise, in order to solicit local knowledge, opinions and ideas on the area's strengths, weaknesses, issues and opportunities, on topics including land use, zoning, built form, design quality of private development, design of the public environment, the local transportation system, pedestrian circulation, etc.
- to ask participants to address Smart Choices objectives, including Neighbourhood Reinvestment, Residential Infill, Walkability, the Redevelopment of Older Commercial Lands and Urban Design.
- to provide for an information exchange and education process for citizens and stakeholders so that they are equipped to comment on the policy and design concepts and guidelines as they evolve.

## **B. The Visioning Workshop Process**

The Visioning Workshop was held at the Glenora Community Hall on Saturday, March 10, 2007, from 9:30 a.m. to 3:00 pm.

Notification for the workshop included letters to all property owners in the area, email invitations and telephone calls to key stakeholder organizations.

The Visioning Workshop was very well attended, with 140 members of the community attending over the course of the morning and afternoon. Members of the following organizations were present: the Community Leagues of Grovenor and Glenora, the Stony Plain Road Business Association and Edmonton Public Schools. The workshop was also attended by developers, consultants and representatives of various businesses and institutions from the area.



The workshop began with Greg Barker, Smart Choices Program Manager, City of Edmonton Planning and Development Department, introducing representatives of the two Community Leagues, Cassandra Haraba of the Grovenor Community League and Heather Klimchuk of the Glenora Community League and the project consultant – Ken Johnson of Urban Plans Consulting.

Heather Klimchuk spoke on behalf of the committee who worked to prepare for the workshop, spoke about the importance of community participation in the planning process and thanked people for coming.



Greg Barker gave a powerpoint presentation, providing background information on the project, including the purpose of the study, an explanation of the study scope and objectives, an explanation of the City's Smart Choices Program and a brief overview of the day's agenda. Ken Johnson followed with a powerpoint presentation on the Project Area and its context, providing information on existing zoning, land use, traffic conditions, design and development issues expressed to date and an overview of existing characteristics regarding the quality of private development and the public environment.

Ken also explained the instructions for working in small groups and the expected outcome of the day – information that together could form the community's preliminary vision of future development in the Project Area. He concluded with information on Next Steps following the workshop.

Following this presentation, workshop participants began discussing and responding to the questions provided on the handouts. Approximately 120 members of the public participated in the small group working session from start to finish.

The questions provided to the small working groups were based on the following topics:

- general character of the project area - strengths, weaknesses, ideas for enhancement (25 minutes);
- outside factors and influences on the project area (20 minutes);
- form and quality of development (60 minutes);
- quality of the public environment (30 minutes); and
- summary vision statement (45 minutes).





From those assembled at the workshop, 19 small working groups of between six and eight people were formed. The groups worked for 3 hours recording their ideas on flip charts, followed by a one hour session where representatives of each of the small groups reported back to the meeting as a whole on their Summary Vision Statements.

Those who attended the workshop were very appreciative of the opportunity to work through a creative planning process, were pleased to hear what others had to say and expressed a strong desire for the City to follow through on the workshop. They were pleased that the City was listening to them and enthusiastically expressed their thanks to the organizers for the session. Many expressed the opinion that the approach taken through the Smart Choices Pilot Project was very positive.

## **C. Summary of Comments from the Workshop**

The verbatim comments from the evaluation comment sheets provided at the workshop are presented in a separate report entitled “Grovenor Glenora Visioning Workshop – Participants’ Evaluation”.

The verbatim comments from each of the small working groups are presented in a separate report entitled “Grovenor Glenora Visioning Workshop – Working Group Results”. The groups produced approximately 200 pages of hand written notes on the flip charts and several notes and drawings on accompanying maps.

A summary of the small working groups’ responses is presented in the following pages.

### **1. General Character of the Project Area**

#### **Project Area Strengths**

In identifying strengths of the Project Area, most groups looked at the Project Area in the context of the larger community or communities of Grovenor and Glenora. Most groups emphasized the fact that they lived in a strong family oriented community, a mature neighbourhood where there was a feeling of community mindedness, an interconnectedness of community members, a strong sense of community and a pride of ownership. Some groups mentioned factors such as the walkability (sidewalks, lanes, pathways) of the community, the “small town feel” as being attributes.

More than one group suggested that the Carruthers Caveat was a strength and many groups emphasized that they lived in a quiet, safe neighbourhood, one with “residential tranquility” and “adequate density”. One group referred to their neighbourhood as a “Jewel” in listing the strengths.



The social aspects of the community were considered to be a major strength. Some groups commented on the diversity of people and homes, the variety of age, income and cultural groups. Several groups pointed out that there were many different types of services available to residents as well as convenient schools, churches, Community League facilities and other community resources. The availability of good transit was also mentioned by several groups.

Most groups mentioned the central location of the neighbourhoods, the easy access to all parts of the City, the closeness to locations such as the Downtown, the University and the west end.

The physical attributes of the area, such as the mature trees, green space, boulevards, architectural diversity, character and heritage homes were seen as important strengths. People also mentioned particular aspects of the neighbourhood such as the rear garages and lanes, the grid street pattern, the lack of front driveways and the setback of the housing as strengths.

### **Project Area Weaknesses**

The two most often mentioned issues in response to this question were (1) redevelopment pressures and (2) traffic.

A number of groups had Crescent Place on the top of their list of weaknesses. It was suggested that it is out of place, is too dense, is too high, lacks design quality, creates a shadow and wind effect on neighbours and causes parking and traffic problems. Participants also felt there were a number of older dilapidated buildings which were not being maintained properly, with several groups mentioning houses along Stony Plain Road as being particularly problematic.

Several issues related to redevelopment activity in the area were mentioned. This was expressed in different ways, with some comments being that developers were “nibbling at the edges”, that the City was allowing developments which do not maintain the character of the neighbourhood, that there is “fragmented development” because there is no plan for the larger area. The terms “dog’s breakfast” and “tacky infill” were mentioned.

Traffic in general was another common issue amongst the groups. Concerns focussed on the high volumes, speed and noise of traffic travelling on 142 Street and Stony Plain Road and the problems this causes for pedestrian safety and access to the community. Several groups also mentioned traffic congestion, poor signalization and turning movement issues at the 142 Street / Stony Plain intersection as being problems. There was a general consensus that the intersection was not pedestrian friendly and needed both functional and pedestrian environment improvements.

It was felt by many groups that the traffic issues were directly related to, or responsible for, the poor quality of the residential environment along Stony Plain Road, especially the stretch west of 142 Street.

Other traffic-related issues cited included short-cutting traffic through the neighbourhood, the narrow sidewalks directly adjacent to the busy roads, “safety for school children crossing major arteries”, “crosswalks – scary” and “buses that just go through, not stopping”.

There were a number of concerns with the quality of the commercial environment in the area, especially the area centred on the intersection of Stony Plain Road and 142 Street. The groups mentioned issues such as poor quality architecture, vacant and old businesses, a parking shortage for commercial development, a lack of small community stores (grocery stores, non-franchise café / coffee shops) and “patchwork commercial development”.

Lack of affordable housing, or starter homes, was mentioned by a number of groups, with the concern being that economic pressure and the “rising cost of land makes homes out of reach for young families”. Related to this concern, for Grovenor residents especially, was the issue of keeping their local school open.

### **Ideas for Enhancement - Project Area**

The vast majority of suggestions for improving the project area related to providing controls on the quality and scale of redevelopment to be allowed in the area. Many groups mentioned they wanted to see architecture that was compatible with the neighbourhood, with height restrictions (low to medium density) and strict design guidelines applied. They expressed the opinion that residents should have more control over development and that development should benefit residents and add to land values.

Two groups mentioned they did not want to see more “monster houses” built. Other groups mentioned they were in favour of options such as “living space lofts over double garages” and “single family dwellings with suites” as a way to provide for more density in the community. It was mentioned that any new townhouses should look as nice as the new brownstones on Stony Plain Road.

A number of groups emphasized the need for positive redevelopment of derelict houses and substandard/vacant properties and vacant lots. Some groups said they would like to see ecologically friendly development, with the suggestion that buildings should meet environmental standards such as LEED (Leadership in Energy and Environmental Design).

There were a number of ideas put forward on enhancing the public environment as well. Participants would like to see wider sidewalks, green boulevards with trees to provide protection from the street, more green space, flower planting, street furniture, walking trails and recreational areas and more gathering places for friends.

There was a general consensus that something should be done to find ways to reduce traffic on 142 Street and Stony Plain Road, but the question of what to do seemed to be difficult to answer. Some specific ideas put forward were to reduce the speed limit to 50 mph (30 km/hr), to widen the intersection and improve traffic light coordination and to build an overpass at the intersection.

## **2. Outside Factors and Influences**

### **Benefits - Outside Factors**

As in responses to question 1, the area's central location was considered to be a major positive feature. One comment was that the area had "good routes to everywhere, including downtown". The benefit most often mentioned was proximity to the river valley and ravine system. Other factors mentioned as being positive outside factors included the closeness of schools, churches, "all major services / cultural facilities", the nearby historical areas and the Museum.

The "good access to retail in the outside area" was also considered to be a positive feature, with Jasper Gates and the nearby Business Revitalization Zone being mentioned specifically.

The groups again mentioned a number of positive physical attributes of the general area, including the tree-lined streets, "green spaces in family dwellings and parks", the mid-rise apartments and the walkability of the neighbourhood. Two groups mentioned the character and quality of surrounding neighbourhoods as being a benefit. One group suggested a positive was that the area was "originally zoned for residential / single family dwellings – from 149 St to 124 St".

Social factors including "people resources", "community resources" were mentioned as being attributes, as was "good transit".

### **Problems - Outside Factors**

The responses to the question on outside problem factors influencing the Project Area were similar to the responses to question 1 regarding issues, with the two most often mentioned problems being redevelopment pressures and traffic.

In citing outside influences, the most common theme was that "outside developers, not in sync with the neighbourhood's vision" were creating "extreme development pressures" on the community. There were a number of critical comments regarding zoning practices in general, the DC2 zoning process and the confrontational planning approach created by redevelopment pressure. There was a feeling that with DC2 zoning, the control is too much "in the hands of developers".

The concern was expressed that there were not enough resources in the City's Planning and Development Department to keep up with the city's growth and the redevelopment pressures placed on the mature neighbourhoods. One group suggested there was a lack of respect for the Department and another group suggested that "growth has been unquestioned".

The most common theme regarding traffic issues revolved around the concern that "West end traffic (commuters from far west and south)" were congesting their streets. There was mention that there were problems relating to congestion on the Whitemud Freeway, and that this was having an impact on the area. Specific problems mentioned were: noise, pollution, safety, the need for better access to 107 Avenue, through-traffic congestion and cut-through traffic.

Concern was expressed by a number of groups about the proposed Bus Rapid Transit (BRT) in terms of possible negative impacts but there was a general feeling that the transit system should be improved.

In commenting on outside factors, groups suggested that the area's "hard" infrastructure has been "neglected by the City for a long time", that there were "no civic resources to maintain and repair sewers, water, phone lines, etc".

### **Suggestions for Resolving Problems – Outside Factors**

The suggestions for resolving problems focussed on two areas of concern – redevelopment issues and traffic issues.

Participants suggested a number of mechanisms to address the redevelopment pressures facing the communities. One group suggested there was a need to "empower the community to control density issues", that an Area Redevelopment Plan was needed and that the Mature Neighbourhood Overlay provisions should be localized. Another group also emphasized the need for a Community Plan, suggesting that the plan include other neighbourhoods such as Crestwood, Parkview and Laurier. This group also suggested that the highest density development be kept to the downtown and Oliver.

There were several suggestions relating to establishing ground rules for development, including standards dealing with architectural design, aesthetics, green spaces and "creative items". There were comments that there was a need to build on the sense of community in planning for the area and that the historical nature of the community should be preserved.

The most commonly suggested solution to the traffic issues in the area was that an LRT line should be built to the West end. Several other transit related suggestions were offered, including providing "better transit / park and ride in west end communities", providing for express buses and introducing a better system of Bus Rapid Transit. The comment was made that LRT should be built along 107 and 111 Avenues as these are "routes that were built for heavy traffic and with few homes on the street".

A few groups suggested that something should be done to divert more traffic to 107 Avenue, while one group suggested diverting traffic down the McKinnon Ravine.

### **3. Form and Quality of Development – Project Area**

#### **Land Use and Zoning**

The workshop participants expressed a high degree of agreement on the form and quality of development they would like to see in the Project Area, with most groups opposed to high rise development while supporting medium density family oriented development.

The following points provide a summary of the overall land use and zoning the groups favour for the Project Area:

- A good mix of residential, retail and commercial uses, with commercial that serves the community
- Low to medium rise residential with a majority of groups suggesting they would like to see a maximum height of 6 storeys
- Several groups emphasized - no high rises
- Less reliance on DC2 zoning or DC2 zoning should be abolished
- Unified and integrated development on all 4 corners of 142 St and Stony Plain Rd
- Preservation of the mainly single family residential character
- Building heights reasonable in relation to those around them
- An increase of multiple-family dwellings south of Grovenor School (between the school and Stony Plain Rd.)
- Densification near main streets and corners; denser transitional housing on busy roads, family housing everywhere else
- On-site and underground parking needs to anticipate use (no spillover into neighbourhood)
- Need more density to keep schools open.

#### **Built Form and Urban Design**

Workshop participants felt that the design and built form of new development in the Project Area should be compatible with that of the existing community. They emphasized their strong preference for low to medium density forms such as single family dwellings, row housing, town housing and brownstones, making the following suggestions regarding specific built form and urban design qualities they would like to see:

- Architectural controls, establishment of an authority to enforce good design
- Construction in the style of historic homes (and good modern styles too)
- Variable setbacks and design characteristics, no front garages
- Balance and scale, harmonize with the existing community
- Focus on design and interaction with the neighbourhood
- Environmentally positive building practices e.g. low energy footprint, local power creation (active and passive), geothermal, solar, on-demand water heating, reduced property taxes for “going green”
- Setbacks of 20 ft, no more than 20% of property built on
- Concern for light / shadow on existing buildings
- Attractive landscaping, usable green space, preservation of mature trees.



## **Housing Type and Tenure**

In terms of the type of housing appropriate for the Project Area, participants wanted to see housing serve the social needs of the community. They proposed a variety of solutions, including:

- A mix of ownership and rental units
- Seniors housing and affordable housing, with groups suggesting different ways (or formula) for providing seniors and affordable units in new developments
- Keep seniors in the community – “freeze property tax for seniors – take taxes out when senior moves out”
- A mix of high end and modest residential
- Housing for current residents looking to downsize and stay in the neighbourhood
- Diversity in the size and price of housing
- A percentage of units with universal design (barrier free), handicapped accessible / assisted living units
- Co-op housing
- In-law suites, housing above garages.

## **Commercial Development**

Based on comments from the small groups, it is clear that there is a strong desire to limit the type of commercial development in the Project Area to smaller, convenience, service and up-scale commercial uses that primarily serve the local community. Some of the main points were:

- Localized neighbourhood services, coffee shops, deli's, convenience stores, patios, bookstore, bistros, small healthcare / pharmacy, public spaces
- No strip malls
- Pedestrian friendly commercial/residential, similar to Crestwood shopping centre
- Pockets of unique, charming walkable stores
- Broad sidewalks / treed boulevards in front of commercial
- Sufficient parking for commercial

#### **4. Quality of the Public Realm – Project Area**

The responses to the kind of public environment participants would like to see in the Project Area were in many cases brought out before in their responses to questions 1 and 2 where the groups presented ideas for enhancing the Project Area. There was considerable agreement that the area should be a walkable, safe, pedestrian oriented environment with a “small community feel”. Several suggestions related to providing well-treed boulevards, inviting green spaces and a reduction in the impact of the automobile. Many of the groups emphasized the importance of enhancing the environment to accommodate bicycle use and transit.

Some of the more specific comments on public realm qualities participants wanted to see were:

- Wide sidewalks and boulevards, with unique pedestrian oriented lighting (e.g. period piece light standards) and amenities such as artwork, garbage bins and street furniture
- Safety features including “improve traction on sloping sidewalks”, the application of CPTED (Crime Prevention Through Environmental Design” principles, a safety program for school – walk lights and audible walk signals built into all pedestrian crossings
- Retention of existing residential characteristics, including the building setback, treed boulevards with the sidewalk set back from the street, and back lanes
- Improved social interaction through design of parks, more pockets of park environments, outdoor patios and a community gathering space at the 142 St / Stony Plain Rd intersection
- A boulevard down Stony Plain Rd – “a community identity”
- Community facilities including community use in schools, a drop-in centre for seniors and a recreation area for children and teenagers
- A pedestrian overpass, “don’t want pedestrian bridges over streets”
- Better pedestrian crossing at 142 St / Stony Plain Rd intersection, pedestrian crossing lights at 103 Ave and 142 St, traffic lights at 107 Ave and 136 St
- Bus rapid transit as a priority, “plan now for more transit”, pull-ins for buses, improved bus shelters
- Bike lanes on Stony Plain Rd
- Move east-west traffic to 107 Ave as part of a long term vision
- Outdoor patios, controls on commercial signage, adequate free parking for commercial customers

## **5. Vision Statement for Project Area - Summary**

There was a wide variation in the presentation of the groups' summary vision statements but considerable similarity in the themes and content of what they envisioned for the Project Area. The major themes were that the area should have the following qualities:

### **Community**

- A strong sense of community, people oriented, and socially diverse – a place for all age groups, young families, seniors, homeowners and some renters
- Safe, walkable, a connection to the outdoors, with family / child friendly developments (e.g. skating rinks, playgrounds, parks) – building on existing values and amenities
- Affordable housing, starter homes, good choices for housing, multiple family types
- Street parties on designated days!

### **Design**

- Design that respects the traditional character of the neighbourhood
- Environmentally friendly construction (e.g. geothermal, solar)
- Quality architecture, a timeless architectural image, use of LEED (Leadership in Energy and Environmental Design) environmental standards and CPTED (Crime Prevention Through Environmental Design) guidelines

### **Built Form**

- A graduation of density with single family housing away from the arterials and medium density next to "transitional zones" / the arterials, tall buildings restricted to the 142 St / Stony Plain Rd intersection
- No rezoning until a Community Plan is in place
- Human scale in setbacks, heights, public space
- Parking to not affect residential streets
- Community input into permitted land uses

### **Commercial**

- Pockets of charming, attractive commercial that primarily serves the community – promotes walking and minimizes automobile traffic
- Office space for medical services, pharmacies and other professionals
- No large box stores, drive-throughs

### **Streets**

- Traffic solutions to make the community safe and walkable
- Add bus rapid transit, LRT
- A traffic plan for the diminishing use of cars over time
- Integrity of the existing street system maintained
- Good street lighting, safe crossings to schools
- Bicycle lanes, trails and pathways

### **The Public Realm**

- Wide sidewalks with treed boulevards and additional landscaping
- Treed boulevards to be added along major roadways

### **Parks and Open Spaces**

- Visually pleasing green spaces, gathering places
- Connected to the River Valley and Downtown via multi-use trails
- Existing trees maintained and preserved

## **V. Recommendations for Developing a Plan for the Project Area**

The reasons for undertaking Phase 1 of the Grovenor Glenora planning project are outlined earlier in this report: continued development pressure; dilapidated buildings in the area; contentious DC2 zoning proposals; need to address the collective impacts of development; and the opportunity to have the area develop as a well-planned, vibrant, mixed-use neighbourhood centre.

Having completed a review of recent development occurring in the area, a preliminary scan of issues and a major Visioning Workshop in the community, it is clear that there is a need for land use planning policies, design guidelines and revised zoning to manage growth in the area.

The planning work undertaken during Phase 1 has shown that all stakeholders in the redevelopment process have issues with the existing land use and zoning regime for the Project Area.

The Grovenor and Glenora communities have not been subject to comprehensive planning work since their inception, many decades ago. The existing zoning for the area was developed in the mid 1900s and has not been reviewed or updated from a localized perspective since that time. As there is no statutory plan for either of the communities, there are no planning mechanisms in place, other than the existing zoning regulations, to guide development in the area. The lack of recent planning for this area makes it difficult for all parties to determine the best “Smart Choices” policy for the area, from both a local and a city-wide perspective.

For all of the above reasons, the City should follow through on Phase 1 and prepare a plan for the Project Area and an Area Redevelopment Plan (ARP) for the two communities of Grovenor and Glenora.

The following recommendations present some fundamental options and a recommended course of action for undertaking Phases 2 and 3 of the planning process.

## **Recommendation 1**

**A Project Area Plan, to be adopted by City Council, should be prepared for the Project Area centred on 142 Street and Stony Plain Road, as Phase 2 of the planning process. The planning process should continue to involve the Grovenor and Glenora communities and all other area stakeholders.**

The Plan should:

- **finalize the community vision / objectives for the area;**
- **establish a land use development concept for the area; and,**
- **create new zoning regulations and design guidelines to guide and integrate private sector development over the immediate and long term.**

The Project Area Plan is needed to address a comprehensive set of land use and transportation issues, given the significant development pressures occurring in the Project Area. This Plan should follow directly after completion of Phase 1, build on the visioning work carried out during Phase 1 and be prepared within a nine month time frame.

Both Grovenor and Glenora have requested that an Area Redevelopment Plan be prepared for each of their communities in previous years. The Plan for the Project Area will be an effective use of resources, as it will focus on issues affecting that part of the two communities experiencing the most development pressure – the development “hotspot”.

The planning process will focus on addressing the issues identified by all parties and build on the preliminary vision as expressed by the 120 community stakeholders who attended the March 10, 2007 Visioning Workshop.

## **Recommendation 2**

**A Design Charrette should be carried out as a central component of the planning process for the Project Area, as it is an expedient and empowering vehicle for developing solutions to complex design problems involving many stakeholders. This would entail the community working with design professionals to develop draft concepts and alternatives for the Project Area Plan.**

The Design Charrette should be carried out in two stages:

1. A major Design Charrette involving community members and the design professionals in the development of detailed design concepts, transportation improvement concepts, zoning regulations, design guidelines and other implementation mechanisms.
2. An Open House involving exhibits and presentations, to review the results of the Design Charrette, to test the draft concepts and to receive further input from the community.

The process would require considerable preparation by the various professionals prior to involving the community in the working sessions. The Design Charrette process is an empowering and expedient format for fleshing out and detailing the community vision developed during Phase 1. Given the enthusiasm and technical expertise shown by residents participating in the Visioning Workshop, it bodes well for a successful charrette.



### **Recommendation 3**

**A development moratorium on rezoning applications should be considered for the Project Area, until such time that a Project Area Plan is adopted by City Council.**

A moratorium is recommended for the following reasons:

- There is a need to consider the potential cumulative impacts of pending redevelopment, and to establish a Land Use Development Concept to ensure their proper coordination;
- Further redevelopment in advance of an overall Land Use Development Concept for the area might preclude or reduce options for optimal development; and
- Further redevelopment in advance of a Council decision on the BRT Route and Station Location would jeopardize this major City Transportation initiative, and make it difficult to integrate land use with the future station.

A moratorium on rezoning in the Project Area at this time is justified, given the fact that a development application for high density development is currently being processed, another proposal for a high density project is being considered and a BRT Station is being proposed for this relatively small area, an area already conflicted by transportation issues. The potential land use, transportation, pedestrian circulation and urban design impacts of these proposed developments are significant.

Smaller scale infill redevelopment proposals, as permitted under the existing zoning, could be allowed within the Project Area during the moratorium, as these lower density residential and commercial projects provide opportunity to improve the area without causing undue pressure on the development capacity of the area.

### **Recommendation 4**

**An Area Redevelopment Plan (ARP) should be prepared for the two communities of Grovenor and Glenora as Phase 3 of the planning process. The ARP should incorporate the planning policies and concepts for the Project Area developed during Phase 2, in addition to addressing the broader issues and opportunities facing the communities.**

The ARP should be undertaken over a period of six months, with the timeframe partially overlapping with the Project Area planning process. The undertaking of one ARP for the two communities, in concert with the preparation of the Plan for the Project Area will produce economies of scale as it will build on the momentum created during the preparation of the special area plan.

The ARP preparation process should include a series of special-topic work components, including:

- A Land Use and Zoning Review, culminating in the establishment of a new Land Use Plan and Zoning Amendments for the Grovenor and Glenora neighbourhoods;
- A Transportation Plan that includes a Traffic Management Plan, a Pedestrian Circulation Plan, and a Bikeway Plan;

- A Parks, Open Space, and Streetscape Improvement Plan;
- An Infrastructure Improvement Strategy; and,
- Housing Policies and Strategy to achieve diversity in housing mix, including family-oriented housing and affordable housing.

Additional information on the key topics which will need to be addressed, and the recommended content requirements of the ARP are outlined below:

- **transportation and related land use issues for lands along all major arterials within and bordering Grovenor and Glenora** (e.g. Stony Plain Road, 102 Ave and 107 Ave, from Groat Road to 149 St; 142 and 149 Streets; all major intersections and 102 Ave from Groat Road to 149 St; major intersections; 142 and 149 Streets); the ARP should include (1) a strategy for the transportation / land use interface, (2) a transportation / transit management plan and implementation program, and (3) land use policies, new zoning regulations and new design guidelines
- **the accommodation of Bus Rapid Transit, other transit priority measures and associated roadway changes;** the ARP should include an analysis of the land use implications of accommodating improved rapid transit (BRT and future LRT) systems through the Project Area and elsewhere within or bordering the two communities. It should determine appropriate densities for any potential Transit Oriented Development (TOD) area as well as provide recommendations for addressing associated transportation impacts.
- **opportunities to address pedestrian and traffic safety issues** related to the major arterials and all streets within the two communities; the ARP should include a proposed program for the implementation of improvements to pedestrian and traffic safety issues throughout the communities
- **the maintenance and improvement of aging infrastructure and the capacity of infrastructure to manage growth in the two communities;** the ARP should include the review and evaluation of existing infrastructure and the development of a long term infrastructure improvement strategy and implementation program
- **possible redevelopment / small scale intensification (Smart Choices) opportunities for other areas within the two neighbourhoods,** including such areas as the lands around Glenora Community Hall and Grovenor School; the ARP should include land use policies, new zoning regulations and new design guidelines for other areas with potential for small scale intensification.
- **improvements to the public realm in both communities;** the ARP should include a strategy to improve the public realm environment over the long term, with concepts and implementation/funding strategies for improvements to commercial area streetscapes along the major arterials and parks, open spaces, pedestrian walkways, bicycle routes and connections.
- **the promotion of family oriented housing and affordable housing in the two communities;** the ARP should include (1) a review of potential programs, funding mechanisms and development regulations, and (2) an implementation program to facilitate the provision of more family oriented housing and affordable housing, both rental and ownership units, within the two communities.

## **Recommendation 5**

**The Plan for the Project Area and the ARP for Grovenor and Glenora should be undertaken by Planning and Development Department planners, with assistance from an interdepartmental project team as well as consultants assigned to specific components.**

In general terms, there are three fundamental project team staffing options for undertaking Phases 2 and 3 of the planning process:

1. Consultants prepare the Plan under the direction of the Planning and Development Department.
2. Community residents (Community Leagues) prepare the Plan, with local professionals volunteering their time, with funding assistance provided by the City and with the assistance of outside consultants.
3. Planning and Development Department planners prepare the Plan, with assistance from an interdepartmental project team as well as consultants assigned to specific components.

### **Option No. 1 – Consultants Prepare the Plan**

Option Number 1, where consultants prepare the Plan, can be effective in the short term and is appropriate in many cases. However, over the long term this approach has the disadvantage that consultants are hired for a set time period and the implementation of plans is a long term initiative.

This option has a critical disadvantage in that City planning staff who deal with the mature neighbourhoods on a long term basis would not gain the understanding nor the credibility required to work with mature neighbourhoods on a day-to-day basis. The application of the land use and design guidelines, and other Plan implementation mechanisms is the primary responsibility of the administration and thus it is necessary for planning staff to have a wide range of experience and capabilities in this area.

### **Option No. 2 – Community Residents Prepare the Plan**

Option Number 2, where the community is funded to prepare the Plan has similar disadvantages as Option Number 1. It also has the disadvantage of requiring communities to be blessed with a variety of appropriate specialists required to undertake a comprehensive plan. This approach may work reasonably well for a select few communities, but most older neighbourhoods will not have residents with the necessary skills, experience or time availability. The use of local professionals volunteering their time would also require the workloads of the volunteers, paid or otherwise, to coincide in an effective, timely manner to enable the team to carry out the work.

Since the preparation of community plans involves decisions with regard to rezoning and property values, a high degree of neutrality and objectivity is required. As a result, where residents are making recommendations regarding these matters, there is a potential issue of neighbours being in conflict with one another, whether or not there is a real conflict of interest or simply a perceived conflict of interest. Furthermore, since community plans require coordination and ongoing communication between a number of functional areas and departments within the City administration, it would make smooth coordination and accountability a difficult task for resident project teams.

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### **Option No. 3 – Planning and Development Department Planners Prepare the Plan**

Planning and Development Department staff have a long history of preparing Area Redevelopment Plans and other forms of comprehensive, statutory and special purpose land use plans for Edmonton's mature neighbourhoods. However, over the last 10 - 15 years the number of staff designated to undertake community plans in the mature neighbourhoods has been significantly reduced and there is a critical need to increase this function.

Grovenor and Glenora are two mature neighbourhoods, amongst many, that are experiencing increasing development pressures as a result of the recent upturn in economic and population growth in Alberta. Given these growing pressures and the need for more up-to-date planning regulations, design guidelines and Plans to manage this growth, there is a need to strengthen the Planning and Development Department's experience in this area. This special project, initiated as a pilot project under the Smart Choices program, provides an excellent opportunity to further this objective.

An effective planning program for the mature neighbourhoods will be one which benefits neighbourhood residents, City staff hired to undertake community planning and developers committed to developing quality redevelopment projects under the appropriate circumstances.

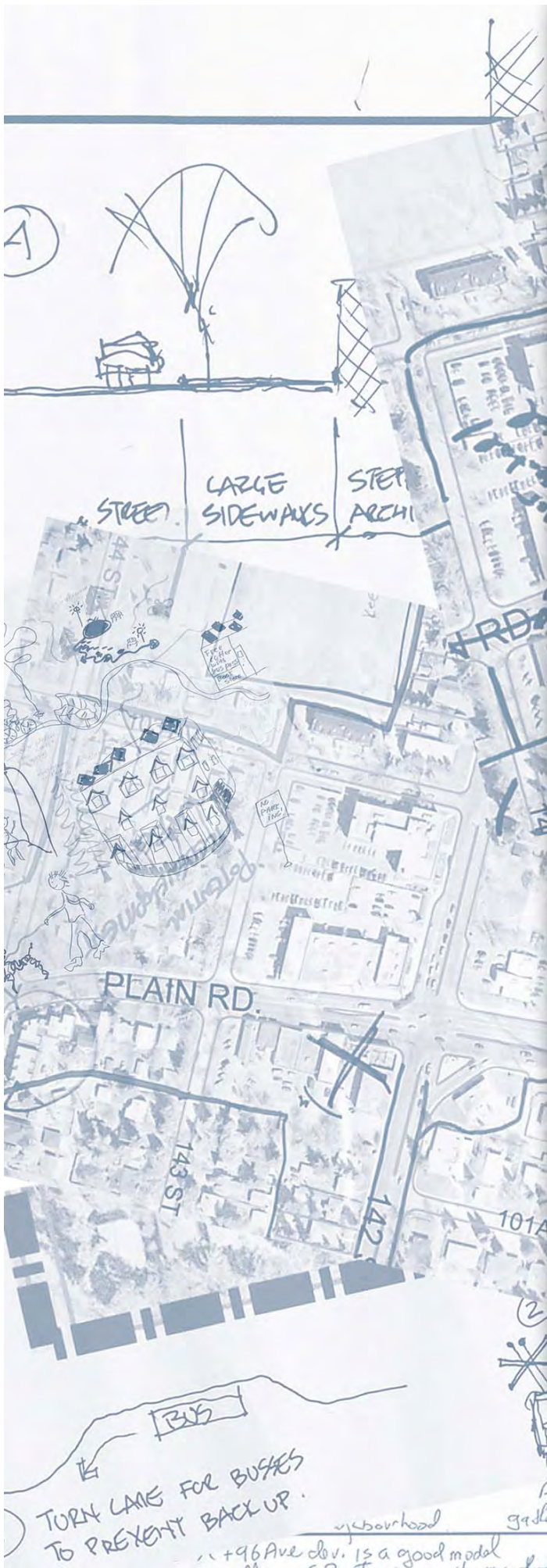




# APPENDIX I

## GROVENOR GLENORA VISIONING WORKSHOP WORKING GROUP RESULTS

March 10, 2007



SmartChoices  
for developing our community



## **Grovenor Glenora Visioning Workshop**

### **– Working Group Results –**

Grovenor - Glenora  
Planning Project:  
**Phase One Report**  
**Appendix I**

The purpose of the Grovenor Glenora Smart Choices Visioning Workshop was to engage area stakeholders, residents, property owners, community organizations and citizens-at-large in a visioning exercise to develop ideas for improving the quality of development in the Project Area centred on 142 Street and Stony Plain Road.

The Visioning Workshop was held at the Glenora Community Hall on Saturday, March 10, 2007, from 9:30 a.m. to 3:00 pm.

The questions provided to the small working groups were as follows:

**1. The general character of the Project Area: 10:45 – 11:10 a.m.  
(25 minutes) [airphoto of Grovenor and Glenora]**

Describe and mark on the map those areas, features, buildings, blocks or characteristics of the "Project Area" that you feel are **strengths** and / or **weaknesses**.

Provide ideas for **enhancing the quality and character** of the area.

**2. Outside factors and influences on the Project Area: 11:10 – 11:30 a.m.  
(20 minutes) [airphoto of Grovenor and Glenora]**

Describe and mark on the map those things **outside the Project Area** that:

- pose the greatest problems
- provide the greatest benefit or opportunity
- provide suggestions for resolving the problems and/or building on the positives

**3. Form and quality of development: 11:30 a.m. – 12:30 p.m.  
(60 minutes) [airphoto of Project Area]**

Describe the kind of **redevelopment you would like to see** in the Project Area, using the following topics as a guide:

- land uses, land use mix - residential, commercial, other uses
- building types, densities, built form, massing, height of buildings
- housing to retain the neighbourhoods' seniors, affordable housing
- building design qualities, landscaping on private property
- orientation of housing to the sidewalk / street
- transition from Stony Plain Road and 142 Street to adjacent housing
- location of on-site parking
- support services needed to serve variety of residents

Give consideration both to the existing conditions and possible future changes resulting from "smart growth" or more intensified development.

**4. Quality of the public environment: 12:30 – 1:00 p.m.  
(30 minutes) [airphoto of Project Area]**

Describe the kind of **public environment you would like to see** in the Project Area, using the following topics as a guide:

- the overall experience of walking in the area
- the pedestrian environment (sidewalks, streets, lanes, crosswalks, traffic controls, lighting, amenities, greenspace).
- parks, open spaces, and special areas (amount, quality, use, connections).
- traffic management, traffic controls, pedestrian crossings, transit facilities, bicycle facilities

**5. Summary Vision Statement: 1:00 – 1:45 p.m.  
(45 minutes) [use of map or airphoto not necessary]**

Provide an overall "Vision Statement" for the Project Area that describes how you would like to see the area developed in the future.

*You may use point form, sentences (or a combination of both) to describe your overall vision.*

Below are some **suggested topic areas** you may want to consider, but feel free to create your own series of statements.

- residential development, housing
- commercial development, mixed commercial / residential, other uses
- social aspects, social interaction, affordability, diversity, safety
- the street system and the pedestrian environment
- design
- environment and open space

**6. Report Back on Vision Statements to Large Group: 1:45 – 2:45 p.m.  
(60 minutes)**

The Visioning Workshop was very well attended, with 140 members of the community attending over the course of the morning and afternoon. Members of the following organizations were present: the Community Leagues of Grovenor and Glenora, the Stony Plain Road Business Association and Edmonton Public Schools. The workshop was also attended by developers, consultants and representatives of various businesses and institutions from the area.

Approximately 120 members of the public participated in the small group working session from start to finish.

From those assembled at the workshop, 19 small working groups of between six and eight people were formed. The groups worked for 3 hours recording their ideas on flip charts, followed by a one hour session where representatives of each of the small groups reported back to the meeting as a whole on their Summary Vision Statements.

The verbatim comments from each of the small working groups are presented in the following pages.

## **Workshop Group Number 1**

### **1. General Character of the Project Area**

#### **Strengths**

- Location – central
- Mature – single family
- Greenery – trees
- Pedestrian friendly
- Commercial convenience
- Schools & churches

#### **Weaknesses**

- Parking – commercial
- Resistance to change
- Unkept homes in some areas
- Affordable housing
- Low family density (Grovenor)
- Lack of green space

### **2. Outside Factors**

#### **Strengths**

- Good transit
- Schools and Churches
- Community resources
- River valley

#### **Weaknesses**

- Traffic
- Large developments
- Pollution and noise

#### **Enhancements**

- B.R.T. – system
- Working as a community
- Corridors to ravine & river valley
- Subsidized family & senior homes

### **3. Form and Quality of Development**

- Mixed usage
- Easy access to ravine and river valley
- Insensitive to repair exterior all main routes
- More density to afford essential services
- Legislative input (community)

### **4. Quality of the Public Environment**

- Close Stony Plain Road from the bridge – fill in with greenery & B.R.T.
- Overpass to other communities
- More small commercial convenience stores
- Access to bike parks
- Street furniture (ART)
- Environmentally attractive lighting (unique)
- Narrow 142 Street to two lanes (road dieting) and add bus rapid transit
- New construction to have environmental guidelines
- CPTED Crime Prevention through Environmental Design



## **5. Summary Vision Statement**

- Increase mixed population
- Reduce lanes and add bus rapid transit
- Adapt CPTED guidelines
- Pedestrian friendly
  - use of overpasses and eliminating ground level crossing
- Aesthetic environmentally friendly architectural design

## **Workshop Group Number 2**

### **1. General Character of the Project Area**

#### **Strengths**

- Crescent Place
  - Green space around it
  - Place for seniors to move
- Carruthers Caveat
- Ortona seniors residence
- Streets – green – walkable
- Pathways in ravines
- Historical legacy – people, place, structures
- Desirability – mix of ages, people look after homes, diversity
- Some areas have residential tranquility
- Trees, boulevards, sidewalks
- Social aspects excellent
- Ethical development
- Westgrove Medical facility
- Professional health services
- Businesses that serve the community
- Leadership – interconnectedness of community members

#### **Weaknesses**

- Crescent Place is ugly, too tall and a community unto itself
- Not enough seniors residences
- Grocery store needed
- Rising cost of land makes homes out of reach for young families
- Schools full (Glenora)
- Glenora, Grovenor unconnected in planning, purpose
- Traffic – critical
- Not enough cross lights for school children
- Lack of scale in redevelopment
- Major variances in some new development from zoning bylaws have been allowed non-ethical development
- Food services
- Difficulty making voices heard
- Community issues second to development profit

#### **Enhancements**

- Balance between usable, public green space and development
- Height restrictions – mainly low rise
- Seniors' housing projects
- Better public transit that is unobtrusive
- Residents need more control over development
- Development should benefit residents

## **2. Outside Factors**

### **Weaknesses (Bad)**

- West end traffic (Commuters from far west and south) congesting our streets
- Extreme development pressures- from developers and from city for densification
- Infrastructure is in bad repair....old roads, sewers
- No civic resources to maintain and repair sewers, water, phone lines, etc.
- Newcomers may be disconnected to the community, crime
- Confrontational planning approach
- Use of DC zoning – puts in hands of developers

### **Strengths (Good)**

- Mid rise apartments in neighbourhood
- Central neighbourhood
- Close to schools, facilities
- Close to river valley, ravines
- People resources
- Family, people oriented community

### **Suggestions**

- City resources for local groups, like neighbourhood business organizations
- Localize mature neighbourhood overlay
- Creating Area Redevelopment Plan
- Improve 107 Avenue to move traffic east/west
- Recognize traffic problems by realizing impact on local community
- Empower community to control density issues

## **3. Form and Quality of Development**

- Land use: Residential and light commercial
- Less reliance on DC zoning
- Keep residential units in areas where they were before instead of turning them into commercial
- Lot widths should be a factor when duplex development replaces single family
- Commercial development should serve the community
- RF1 should be in scale with the community building types
  - RF1 should mainly be RF1 low heights
  - Respect existing residents and housing
  - No more high rises- max. 5 storeys
  - Concern for light/shadow on existing dwellings
  - Multi family dwellings confined to areas where they currently exist
  - Row housing
- Seniors, affordable housing
  - Some units in new development should be affordable housing and / or seniors
- Building design
  - Architectural controls
  - Heritage structures...help to maintain
  - Gables
  - Brick, stucco
  - No new flat roofs
- Tax increase moratorium on senior's homes until seniors sell the home

### **Summary (Form and Quality of Development)**

- Low rise (maximum 6 storeys) residential, light commercial that serves the community
- Town house development with reasonable setback from street
- Balance and scale, harmonize with existing community
- Preserve the mainly single family nature of the neighbourhood (it's a bit like a suburban neighbourhood)

### **4. Quality of Public Space**

- City needs to develop a level playing field between communities and developers  
–Communities are disadvantaged from the start
- Large development should be more focused towards communities that are floundering or on more appropriate lands
- Use land wisely
- In areas where there is strong public environment like Glenora and Grovenor development needs to be carefully capped to enhance the existing neighbours
- Walking – safe, sidewalks useable-repaired- (water snow problem)
- Keep and maintain back lanes
- Maintain street setback at all cost
- Keep and improve boulevards
- Safe guard trees, replant, re-establish
- Keep parks alive
- Protect ravine and natural
- More traffic lights
  - at 107 Avenue – 136 Street
  - at 142 Street and 103-104 Avenue
- Safety program for school for school-walk lights
- More four way stops, improving walkability and connectedness to the community
- Trim trees
- Amenities: more garbage bins for public
- Fix streets, sidewalks, alleys/drains
- New building brings new and big machines that are further endangering roads
- Parking controls for large vehicles
- Traffic volume statistics need to be done at peak hours: studies are misleading

### **5. Summary Vision Statement**

- Glenora/Grovenor are people orientated neighbourhoods with vibrant diversity community mindedness
- Primarily RF1, with gradual share and capped density increase with maximum level at RA8 (higher level at construction-elevators for seniors)
- Higher densities confined to transitional zones
- Street level commercial only; commercial development should service needs of the community and be scaled to this
- Developments need to accommodate seniors and young people
- Build wonderful existing social fabric – families, elderly, youth to preserve mixed demographic that existed forever
- Maintain affordability
- Integrity of existing street system, maintain infrastructure
- High quality design (design that builds on character of the community)
- Preserve environment and open spaces
  - Keep it green by taking care of existing trees
  - Maintain trees on the boulevards
  - Any new development to respect the greenery of the communities
- Maintain streetscape and step back of 25 feet
- Work on traffic solutions to make community safe and walkable (traffic lights, stop signs, pedestrian lights)

## **Workshop Group Number 3**

### **1. General Character of the Project Area**

#### **Strengths**

- Lot size
- Green space
- Boulevards
- Mature
- Transit
- Proximity to downtown and river valley

#### **Weaknesses**

- Population growth
- Grovenor School
- Traffic
- Communities' threshold on development heights
- Retail, new merchants
- Streetscape / façade
- Walkability
- Parking (off street)

### **3. Form and Quality of Development**

- Streetscape
- Main floor/street level retail
- Housing, mixed use
- Current residents looking to downsize therefore staying in the neighbourhood
- Green space
- Off street underground parking
- Attract street level retail

### **4. Quality of the Public environment**

- Promote walkability, include design and lighting
- Green space
- Public transit

### **5. Summary**

- Achieve growth through mutual density thresholds
  - Building heights / appropriate parking
  - Street scape / green space / community focused retail / senior and young families
  - Owner occupied therefore creating community involvement

## **Workshop Group Number 4**

### **1. General Character of the Project Area**

#### **Strengths**

- Few front drives
- Older houses with character
- Trees
- Good mix of income types
- History
- Low density
- Good access to river valley, city centre, good traffic access, good bus connections to downtown, U of A , and west Edmonton
- Business
  - Good access to medical services
  - Music retail
  - Restaurants

#### **Summary of Strengths**

People are out and about, the area is very walkable, safe and not noisy

#### **Weaknesses**

- Housing
  - Crescent Place is out of scale , has poor parking, historically inappropriate
  - Poor care by developers on block along Stony Plain Road ( 143 Street and 144 Street)
- Parks
  - No parks except Grovenor school ground
- Traffic and Access
  - South on 142 Street and east on 102 Avenue No left turn creating traffic on 101 Avenue
  - Traffic getting to volume limits
  - Buses that just go through, not stopping
- Business
  - Improve the mix

### **2. Outside Factors**

#### **Problems**

- Traffic from west to downtown
- City finances
- Climate and weather issues (tall building creates a microclimate)
- City growth in population
- History of city development (growth has been unquestioned)
- Zoning practices

#### **Benefits**

- River valley
- Trail system
- Central location
- Therefore is attractive to new people or people coming for recreation, wedding pictures, walks
- Good access to retail in the outside area



### **Enhancements (Opportunities)**

- LRT for west end
- Keep residential density down to keep a handle on traffic
- More bus- bike connections
- More sensitivity to community by the city

### **3. Form and Quality of Development**

- Not all the density in one site , needs to be distributed
- Mix of commercial and residential at 102 Avenue, 142 Street and Stony Plain Road.
- No big retail but independent shops
- Diversity of residential
- Exclude big box shops
- Residential that increases connection to the community
- Building types- a mix of owners and renters
- Low to medium density residential
- Architectural design to fit nature of community (history, etc.) urban village
- Six storey maximum
- Environmentally positive building practices
- Low energy foot print, Local power creation (active and passive)
- Mix of high end and modest residential
- Green spaces
- Senior, affordable housing
  - Any project over 20 residential units must provide opportunities for citizens who are seniors or are “working poor” etc.
  - Over 100 units must provide a minimum of 1 unit with excellent accessibility for those with disabilities
- Building Design and Landscaping
  - Landscaping consistent with architecture and history
  - Landscaping has positive impact on environment
  - Check Christopher Alexander’s website
  - Landscaping for winter, not just summer
  - Use building materials and design to reflect the community
- Orientation of Housing
  - Single family- no front drive garages (except where no back lane)
  - Landscaping between street and commercial building and large residential buildings
  - Commercial projects must have parking underground or in the back, not on the street scape
- Transition
  - Building heights reasonable in relation to those around them
  - Don’t allow the existence of Crescent Place (which is an aberration)
- On site Parking
  - Amount of parking sufficient to prevent street parking (residential and commercial)
  - Underground
- Transit
  - Better ETS and shelters and longer hours
- Support services
  - Community development to increase and maintain connection to community (businesses that support community and residents who are involved)
  - Senior housing incorporated in development (could stand alone or incorporated in complex)
  - Diversity- see previous comments (size and type of residential units)

#### **4. Quality of the Public Environment**

- Better pedestrian access on 142 Street and Stony Plain and 102 Avenue
- Maintain and improve pedestrian safety and comfort
- Audible walk signals built in to all pedestrian crossings
- Inviting and maintained green spaces
- William Whyte – work on public spaces
- Redo Crescent Place green space!
- Maintain and improve overall walking environment
- Keep safety
- Bike racks! And Paths and Lanes and education for drivers

#### **5. Summary Vision Statement**

- Architecturally sympathetic development
- Maintain and improve the community
- Distribute density throughout the area
- Controlled density increases (location, density, and time)
- Medium density
- Limits on heights of buildings
- Diversity of buildings, people and activity
- Sustainability issues i.e. environment, traffic, social
- Gradual change in density
- Safe

## **Workshop Group 5**

### **1. General Character of the Project Area**

#### **Strengths**

- Playground and skating
- Schools – elementary and junior high
- Primarily residential
- Large lots
- Proximity to river valley
- Character homes
- Green space
- Variety of buildings
  - Mostly owner/resident (not rental)
- Glenora property not derelict
- Access to the rest of the city
- Brick townhouses on Stony Plain Road fit in
- Quiet residential streets
- House set-back
- Short drive
- Limited commercial
- Beautiful historic
- Businesses are low volume
- Post office is convenient
- Unique homes
- Sidewalks
- Trees

#### **Weaknesses**

- No high school
- Appearance of Crescent Place (ugly)
- Crossing Stony Plain Road for school
- Crescent Place doesn't fit in (too dense, too high)
- Stony Plain Road/Grovenor are derelict
- Stony Plain Road/142nd Street are too busy for pleasant walk
- Rentals in Grovenor
- Roof top units on industrial building in Grovenor is noisy
- Proximity to XXX shops

#### **Enhancements**

- Demolish Crescent Place
- Leave existing single family in place on Glenora
- Grovenor- derelict houses replaced with townhouses on Stony Plain Road
- No high rises
- Empty lot- put something there
- New townhouses to look as nice as the new brownstones on Stony Plain Rd.
- Height restriction-no more than 4 stories
- Nothing monolithic-variety
- Improve/remove LaRoma
- Add small businesses, under 2000 square ft. ie. Coffee shop, book store, deli, restaurant, home boutiques
- Reduce traffic on Stony Plain and 142 Street
- Safe crossing when walking especially for kids
- Nice looking pedestrian bridge in area of school in Glenora and somewhere on 142nd Street to Grovenor (help school enrol in Grovenor and give access to business both sides when walking etc.)
- All west end filters onto Stony Plain Road so provide another route

## **2. Outside Factors and Influences on Project Area**

### **Problems**

- All West Edmonton to downtown goes through
- Break-ins of vehicles and vandalism within project area
- Traffic

### **Benefits**

- Good routes to everywhere in city including downtown
- River valley and ravines
- Museum nearby, green space

## **3. Form and Quality of Development**

### **Redevelopment we would like to see**

- Construction in style of historic homes
- Allow good design in modern style too
- Mainly residential
- No high rise
- Small size business only- boutique shops and services
- No big bars
- Sufficient parking for residents, visitors and customers
- Avoid " Oliverization " in both Grovenor and Glenora
- Traffic routes in/out that are more convenient than cutting through neighbourhoods
- Pedestrian overpass with good aesthetic
- Mixture of buildings
- No building more than 4 stories
- Walkability – i.e. Walk through the project area because it's large
- Preserve mature trees
- Percentage of units with universal design (barrier free)
- For apartments a combo of underground and surface
- Free parking for visitors and customers so not tempted to save by parking residential streets
- Commercial development has enough parking
- Provisions for owners to reside in units, not rentals
- 3-4 storey apartment buildings
- Some town houses, duplex, 4-plex
- Set-back of at least 20 feet (consistent with present)
- Statues (art objects) trees, landscaping
- Wide sidewalks
- Townhomes like the new brownstones on Stony Plain Road
- Nothing else like Crescent Place
- In single family area, maintain lot sizes (no more than 40% of property built on)
- No problem with in-law suites and above garage as long as looks nice and well maintained
- No front garages
- Back lane access
- Commercial businesses provide
- Geothermal, solar, other environmental controls (insulation, windows, on-demand water heating)

#### **4. Quality of the Public Environment**

- Quiet
- Wide sidewalks
- Avoid shadow from towers, high rises
- For higher buildings expand green space surrounding to avoid shadows even for 3-4 stories
- Safe
- Low crime
- Relaxing experience for walking about
- Not congested
- Low traffic
- Park/ playground
- Set back of buildings
- Bike lane
- No bells at intersection (quiet)

#### **5. Summary Vision**

- No high rises
- Primarily residential with boutique shops and services-restriction on square footage
- Prevent commercial parking or cut-through driving on existing residential streets
- Good looking – most agree should appear historical - but architectural, modern okay in Grovenor
- Single family, townhouses, duplexes and low-rise apartments (up to 4 stories)
- Proportion of apartments- barrier free
- Wide sidewalks, (20 feet plus set-back)
- Preserve mature trees, add landscaping
- Bike lanes
- No intensification of traffic congestion on Stony Plain Road and 142nd Avenue
- Residential properties inhabited by owners – no rentals
- Safe i.e. Crossings to schools, less population density, owner occupied
- Single family, maintain large lots and not more than 40% of property as buildings
- Construction in environmentally friendly way (geothermal, insulation, solar)
- Family/Child friendly developments (skating/playground/park)

## **Workshop Group Number 6**

### **1. General Character of the Project Area**

#### **Strengths**

- Neighbourhood, small density feel
- Trees
- Limited positive –character and scale (appropriate to scale of homes) i.e. family restaurant, corner store
- Single family homes
- Historic and individuality to homes
- Some good and appropriate scale infill
- Community minded
- Attractive architectural homes
- Not a transient community
- Open access/walkability
- River valley
- Schools

#### **Weaknesses**

- Crescent Place
- Traffic overload/access barrier
- Parking overload
- Speed of traffic
- Not pedestrian friendly, both quality and access (142 Street and Stony Plain Road)
- Some tacky infill
- Not particularly attractive commercial
- Lack of safety due to increased traffic
- Some run down homes
- Too much traffic via Whitemud

#### **Enhancements**

- Keep scale low profile and low density. Keep traffic access off Stony Plain Road. and 142 Street
- Less commercial; quality commercial Focus on residential- i.e. on Stony Plain Road 143 -144 Street
- Maintain and enhance green space
- Wider sidewalks
- Reduce 142 Street to 50 mph as it once was
- Find ways to reduce 142 Street and Stony Plain Road traffic (consider 107 Avenue as a corridor)
- Fewer commuters, friendly
- More Mothers with strollers and dogs; joggers, pedestrian routes, linear parks
- Bring pastoral neighbourhood feel to project area through Grovenor and North Glenora
- Single family dwellings with suites
- Keep our lanes
- Development attractive to families and seniors and respectful of pricing
- Environmental standards - LEED (Leadership in Energy and Environmental Design )
- Quality buildings ( Belgravia apts, corner building at 149 Street/Stony Plain Road, City of Victoria
- No high rises
- 3 or 4 stories maximum
- Setback from wider sidewalks



## **2. Outside Factors**

### **Problems**

- Traffic – current growth, not enough options, anticipated widening of Whitemud
- DC2 zoning/planning process
- Outside developers, not in sync with neighbourhood/planning
- Lack of resources in planning
- Lack of respect for planning department

### **Benefits and Opportunities**

- Ravine/river valley
- Character and quality of surrounding neighbourhoods
- Schools and community leagues, rinks and playgrounds

### **Suggestions**

- Highest density development downtown and Oliver
- A community plan
- A community plan that includes other neighbourhoods i.e. Crestwood Parkview, Laurier
- Not a plan in one afternoon workshop

## **3. Form and Quality of Development**

- Increase residential
- More green space
- Decrease commercial-no increase in % of commercial, no commercial creep, increase quality
- Pockets of unique, charming, attractive walkable stores, boutiques i.e. Highlands, Belgravia, Vi's for Pies block
- Building types- townhouses, low rise apartments i.e. The Uplands in Riverbend
- Density RF1, RF3, RF5, RF6
- Height no higher than three stories
- Built form: Masonry, glass, wood, LEED standards
- Massing: not one big mass, different heights not identical, but consistent
- Agree with housing for seniors, affordable and green with access to outdoors
- Summer/winter landscape to increase pastoral element of community
- Replace; widen sidewalks, well lit on main roads, kept clean!!!!
- Transition: have Stony Plain Road and 142 Street more like all other roads and homes in neighbourhood (both residential and commercial i.e. Vi's for Pies)
- Don't cause a problem and need a transition, make sure what is new in project area fits the neighbourhood
- Parking: parking to meet needs of homes and commercial without infringing on neighbourhood Parking in 142 Street except for a.m. and p.m. Not street side, parking behind
- See land uses

## **4. Quality of the Public Environment**

- Density will affect the quality of environment, hence low density required. Glenora is already close to desired maximum density
- Feel comfortable, like walking in your own neighbourhood, with positive connection to the outdoors
- Pedestrian traffic: Accessible, less of a barrier on 142 Street/Stony Plain Road Traffic controls, shorter lights, better pedestrian crossing This is no longer the route to Jasper
- Bike path extended routes , Stony Plain Road transition into a bike route

- Transit and traffic movement: Plan now for more transit, bikes, fewer cars, move east-west traffic to 107 Avenue as part of long term vision
- Small community feel, safe, easy access to river valley

## **5. Vision Statement**

- Not a gateway to downtown
- Maintaining characteristics we have now, not introducing a new concept
- Build on existing values and amenities of community
- No rezoning until an community approved plan is in place
- Build on pastoral and beautiful nature (river valley rather than Crescent Place)
- Pocket areas of charming, attractive, commercial (e.g. Belgravia, Vi's for Pies block)
- Diversity of age groups
- Room for intensifying, within 4 storey limits
- Walking – feel comfortable; home neighbourhood; connection to the outdoors
- Spaces for families with young children, joggers etc.
- Plan over time for diminishing the use of cars
- Pedestrian safe, better crossings, good lighting and lights

## **Workshop Group Number 7**

### **1. General Character of the Project Area**

#### **Strengths**

- Trees
- Easy access to all parts of the City
- Great transit service
- Safe neighbourhood
- No bars / or noisy patrons
- Good low density commercial services
- Grid pattern (streets) no cul de sacs
- Pride of ownership
- Architectural diversity

#### **Weaknesses**

- Redevelopment pressures
- Old infrastructure
- Traffic flow/signal pattern at 142 Street & Stony Plain Road
- Driveways opening onto main roads
- Speeding on main roads

#### **Enhancements**

- Enhanced traffic flow (changing light at 142 Street and Stony Plain Road)
- More green space & walking trails, replanting & replacing elms
- Landscaping and fewer zero lot development
- No more monster house infill!
- Support for eco-retrofitting ( including net metering)
- Make Crescent Place put up wind generators or solar panels (high quiet) on their roof
- Allowing living space lofts above double garages

### **2. Outside Factors**

#### **Problems**

- Traffic
- Developers & urban sprawl – transit improvement (LRT)
- City planners, City not keeping up lanes & sidewalks
- Police helicopter

#### **Benefits**

- Good traffic control
- Proper development
- Proximity to Downtown or anywhere
- Proximity to River Valley (recreation, fountain, etc.)

#### **Resolving Problems**

- Better transit/park and ride in west end communities
- Express buses & make it cost effective

### **3. Form and Quality of Development**

- High density as redevelopment north of 111 Avenue
- Fairly good mix now
- Overall any redevelopment should be low to low-medium density residential with some commercial – a “few little things within walking distance”
- Quiet

- Good to have professional services in area – e.g. Medicentre / pharmacy
- Maximum height of buildings of 8 to 10 floors at 142 Street / Stony Plain Road intersection in narrow tower
- Also, some want no towers (maximum of 3 stories like La Roma)
- Architectural controls to match with existing housing stock
- Affordable, Co-op housing & seniors housing component to any redevelopment (handicapped accessible / assisted living)
- Mix of ownership & rental (no absentee landlords)
- Set back from streets needs to be well back
- Traffic & parking need to be fully addressed
  - On site parking & underground parking need to anticipate use (i.e. no spillover into neighbourhood)
  - Parking must be part of any redevelopment
  - Resident only permit zone around any development – ENFORCED
- High quality development to increase property values (not decrease)
- Seniors housing would be good north of S.P.R. between 143 & 144 Streets (close to medical / buses – wouldn't have to cross any major streets).

#### **4. Quality of Public Environment**

- Pleasant, green & accessible
- Snow removal & proper signage – designated snow dump areas
- Replanting trees
- Better sidewalks & curbs
- 142 Street / Stony Plain Road better traffic management
- Children and teenagers recreation area
- Community use in schools / multiuse
- Drop in centre for Seniors

#### **5. Summary Vision**

- Clean, safe, workable, quiet place that fosters community spirit
- Street parties on Designated Days!!
- No high towers
- Medium density – mostly

## **Workshop Group Number 8**

### **1. General Character of the Project Area**

#### **Strengths**

- Access to medical
- Access to nursery/garden
- New more creative low rise
- Boutique shopping

#### **Weaknesses**

- Poor access to community food shopping
- Crescent Place design
- Traffic
- Poor air quality

#### **Enhancements**

- Parking in rear / commercial
- Boutique retail
- Additional multi-family development
- Need more people in area
- New development need access main roads
- Better planning any new development
- High rises with more creativity
- No more crap

### **2. Outside Factors**

#### **Strengths**

- Close to downtown
- Close to river valley
- Mature area / established
- Boutique shopping
- Access to recreation facilities
- Safe
- School, museum
- Ambience

#### **Weaknesses**

- Limited access to river valley
- Access to recreation facilities
- Cut through traffic
- Better access to 107 Avenue
- Limited opportunities to travel to the west
- New museum
- Traffic

#### **Enhancements**

- Alternative traffic to downtown / west
- Establish ground rules for any development – high rise/low rise
- Not saying no to development but need creative items
- L.R.T.

### **3. Form and Quality of Development**

- Not averse to high density development
- Improved high level exterior finishes
- Parking (high rise, commercial) in rear – like Jasper Avenue/112 Street
- No bare wall faces on main access
- No strip malls on main access
- Prefer mixed use with individual shops
- Prefer no high rise
- Rezoning of homes at main intersections not so bad if decent mixed use
- No major commercial (Safeway store)
- Reasonably good idea to convert closed school in residential
- Need more density to keep schools open
- New developments should entertain family design
- Localized neighbourhood services required
- Art related
- Do not mind live/work residences
- Prefer underground parking (for both residents & commercial)
- Make sure City also makes efforts to improve streetscapes in front of new development (124 Street example)
- More pedestrian friendly commercial/residential
- Similar to Crestwood shopping centre
- Any new development – tree lined – important
- Density could make area vibrant – safer
- New business in area would be welcome
- Environmentally sensitive

### **4. Quality of Public Environment**

- More bike paths
- Increased pedestrian activity
- Do not remove trees
- Introduce more pockets of park environments
- Spay foundation
- McKinnon Ravine – mentioned but not totally endorsed! (understatement)
- Lighting increased
- Period piece light standards
- Improve design of bus shelters



## **Workshop Group Number 9**

### **1. & 2. General Character of the Project Area / Outside Factors**

#### **Weaknesses**

- High traffic areas on Stony Plain Road & 142 Street
- Intersection at Stony Plain Road, 104 Avenue/142 Street – dangerous for pedestrians
- Developers “ nibbling” at the edges
- “Hard” infrastructure neglected by City for a long time
- Slum housing neglected on Stony Plain/143-144 St

#### **Strengths**

- Originally zoned for residential/single family dwellings (from 149 Street to 124 Street)
- Walkable
- Access to river valley

#### **Enhancements (Ideas)**

- Lower taxes / better services
- Overpass at intersection
- LRT on 102 Street & Stony Plain Road.
- Stony Plain Road & 102 Street for local traffic only
- Make 107 Avenue or 111 Avenue arterial roads
- Make 149 Street an arterial road to Whitemud
- Make 142 Street for local traffic only

### **3. Form and Quality of Development**

- Height of buildings – no more than 6 storeys with underground parking only, including visitors
- New housing must be “green” i.e. solar heat / panels, geothermal heat, etc
- Offer existing home owners reduced property taxes for “going green”
- Dedicated bicycle lanes
- Sound barriers to aid transition from Stony Plain Road & 142 Street

### **5. Vision Statement**

Extend the Carruther’s Caveat to include all of Glenora and Grovenor

## **Workshop Group Number 10**

### **1. General Character of the Project Area**

#### **Strengths**

- Central location
- Close to green space
- Walking neighbourhood
- Walkable services nearby
- Postal outlet nearby
- Character homes
- Back lanes
- Lots of trees
- Transit access

#### **Weaknesses**

- Busy traffic routes
- Older dilapidated buildings
- Empty lots
- Parking for visitors
- Lack of variety
  - services
  - retail
- Lack of affordable housing
- Safety – traffic speed
- Crime rate
- Dirty, litter, graffiti etc.
- Poor maintenance
  - snow removal
  - sidewalk etc
- Sidewalks directly adjacent to busy roads
- Crosswalks – scary

#### **Enhancements**

- More green space required for new developments
- Maintenance requirements for empty lots
- Upgrade sidewalks – widen, green buffer
- Slow traffic
- Street furniture
- Encourage flower planting etc. “Communities in Bloom”
- Public parking spaces – off street
  - Redevelop area – directed

### **2. Outside Influences**

- Through traffic – congestion
- Developers, landlords who live elsewhere
- Visitors with nowhere to park
- Lack of housing supply in Edmonton
- Economic boom

#### **Solutions**

- Mandate – green space, parking requirements per unit
- Architectural standards, theme, aesthetics
- 8 stories maximum

### **3. Form and Quality of Development (Redevelopment we would like to see)**

- Mix of rental , higher end multi-family residential units / commercial-retail-services
- Brick, stucco facades – colour, detail
- Lots of green space, trees, public park / plaza
- Maximum 8 stories, medium density
- Front entrances towards street
- Public – off street parking

## **Workshop Group Number 11**

### **1. General Character of the Project area**

#### **Strengths**

- Quiet residential area – strong community
- Good schooling
- Diversity – multi cultural, housing
- Unique home designs
- Proximity to river valley & walking areas, downtown and university
- Pride of ownership
- Centrally located
- Mature landscape – rear garages & alleys
- Spacing & set-backs of homes – ratio of house to lot is better
- Upscale neighbourhood
- Historical value – “designated” sites
- Family oriented community

#### **Weaknesses**

- Heavy traffic – overly congested – night noise, buses & motorcycles
- Derelict properties
- Proposed BRT route
- Tacky signage on side of roads – portable signs
- Parking shortage in commercial area around 142 Street
- Lack of maintenance of city property i.e. trees on boulevards
- City is allowing developments which do not maintain the character of the neighbourhood
- Must have quality development

### **2. Outside Factors**

- Increased traffic from west & south-west
  - pressures on community
- Potential BRT route through area
- Whitemud Freeway problems – impact traffic
- Traffic is a hazard to all children going to & from schools – Glenora, St Vincents, Westminster
- Potential for commercial over development

### **Suggestions**

- Develop rapid transit to north – i.e. routes that were built for heavy traffic & with few homes facing on streets – 107 & 111 Aves – Also assist business areas
- Reduce traffic to one lane on 102 Avenue
- Close Stony Plain from 139 Street to bridge on ravine
- Bridges (walk-ways) across ravines
- Divert traffic down McKinnon

### **3. Form and Quality of Development**

- Future development should only be for betterment & service of current community
- Boulevard down centre of 102 Avenue & Stony Plain Road to edge of area
- Low rise brownstones with streetscapes & max green space for pedestrians
- Redevelopment of heritage trails – bridges across ravines
- Some combo of commercial & residential ( multiple use ) boutiques – restricted
- Future development should be for betterment of family oriented community
- Establishment of authority to enforce design
- Establishment of increased building code requirements for multiple housing efforts
- Abolish DC2 zoning
- Max of “medium density” – compatible with community
- Groupings rather than a “mass” project
  - space in between
- High quality materials – long lasting
- Street friendly – with sidewalks
- Off street parking
- Freeze property tax for seniors – take taxes out when senior moves out
  - want to keep seniors in community
- Abolish education tax for seniors \* seniors at risk!

### **4. Form and Quality of Public Environment**

- Don't want pedestrian bridges over streets
- Maintain & expand unique lighting to whole area
- Inviting corner that attracts pedestrians & is community centre – gathering space
- Boulevard down Stony Plain Road – “a community identity”

### **5. Vision**

- Retention of a strong sense of community i.e. primarily residential, lower density, family oriented which maintains & improves on its history, diverse & unique character
  - a gathering place that is pleasantly landscaped
  - lower traffic flow
  - boulevards with good lighting
  - quality of design & building in keeping with residential area

## **Workshop Group Number 12**

### **1. General Character of the Project Area**

#### **Strengths**

- Location
- Safe area
- Proximity to river valley
- Mature vegetation
- Low density
- Public transit
- Excellent North, South, East, West access
- Strong sense of Community
- Good schools in area
- Good walkability (lanes, sidewalks etc)
- Stable land values

#### **Weaknesses**

- Traffic from suburbs
- Walkability along Stony Plain Road
- Safety for school children crossing major arteries
- Poor quality commercial development at Stony Plain Road & 142 Street
- Crescent Place
- Commercial parking
- Cars short-cutting through residential areas

#### **Enhancements**

- Stricter architectural guidelines for commercial development and residential
- Ensure development adds to land values

### **2. Outside Factors**

#### **Problems**

- Traffic from outside
- Potential for undesirable commercial (xxx, pawn etc)
- Proposed BRT

#### **Benefits**

- Schools
- Strength of surrounding areas

#### **Suggestions**

- Insist on quality commercial such as: High Street, Crestwood shops
- Significantly expand (west) LRT underground

### **3. Form and Quality of Development**

- Mix of commercial and residential
- Larger sidewalks using bigger setbacks
- Separation between traffic and pedestrians
- Low to medium density
- Higher densities if done appropriately
- Architectural features that are appropriate for the area – more texture such as cobblestone
- Vehicle ingress and egress must work for all residents and businesses
- Public art
- Attractiveness must have a long life

- Developments should be landscaped nicely and incorporate usable green space
- Should require attractive lighting fixtures providing excellent light for aesthetic and safety purposes
- Take into consideration energy efficiency
- Improve 142 Street & Stony Plain Road intersection

#### **4. Quality of Public Environment**

- Encourage social interaction through design (grassy areas, park benches)
- Permitted commercial uses should be appropriate for family-oriented neighbourhood
- Maximize site area available for pedestrian use
- Bicycle access and parking
- Fix Stony Plain Road & 142 Street intersection – i.e. turning lanes in all directions
- Improve sidewalks
- Have unique features
- Have commercial signage controls
- Quality entertainment venues as opposed to Whyte Avenue style

#### **5. Vision**

- The intersection is a gateway into downtown from points south and west. The traffic passes by and through some of the most sought after residential neighbourhoods in Edmonton. Any redevelopment should reflect that.
- The architectural image must be timeless
- Commercial uses must be family and neighbourhood friendly
- Scale is important: Setbacks, heights, public space, human scale
- Avoid wind tunnel effects
- Finishes should add warmth and be inviting
- Attention paid to pedestrian environment



## **Workshop Group Number 13**

### **1. General Character of the Project Area**

#### **Strengths**

- Convenient
- Lots of shopping Easy access to transit
- Nice tree-lined streets
- Quiet residential area
- Many different types of services available – doctors, dentists, etc
- Schools & Churches
- Recreational facilities – lots of green areas

#### **Weaknesses**

- Heavy traffic
- Old / dilapidated buildings
- Patchwork commercial development
- Poor quality architecture
- Bus stops – increased traffic jams
- Poor signalization allowing access to arterial roads
- Bus lines – slows traffic & frequent breakdowns
- Ravine – accessibility issues

### **2. Outside Factors**

#### **Problems**

- Increased traffic flow due to increased development outside project area
- Increased taxes
- Increased traffic

#### **Benefits**

- Promoting renewal for the area (development)
- Increased property values

#### **Suggestions to resolve issues**

- Improved transit system
- Tax credit to beautify
- Quality architecture on Stony Plain Road
- Bicycle paths

### **3. Form and Quality of Development**

- Senior's housing
- Convenient retail
- Small healthcare / pharmacy
- Small commercial locally-supported businesses
  - coffee shops
  - deli's
- Building type
  - Stepped architecture – aesthetically pleasing!
  - Patios / dining
  - Varied height of buildings – acceptable if aesthetically pleasing & parking issues considered
  - Low rise & high rise buildings
  - Stepping back from the street
  - Affordable housing
  - Housing to retain the neighbourhoods' seniors

- Quality architecture
- Housing choice for all age groups – i.e. seniors, young couples
- Plaza type
  - outdoor space
  - “people watching”
- Underground parking
- Services:
  - Convenience stores
  - Coffee shops
  - Patios – outdoor
  - Ice cream / hot dog stand
- Services for kids:
  - Fitness facility
  - Daycares
- Bicycle paths

#### **4. Quality of the Public Environment**

- Improve traction on sloping sidewalks
- Appropriate setbacks for sidewalks
- Patios (outdoor)
- Varying widths – sidewalks
- Green rooftops / rooftop gardens
- Heated alcoves for those waiting for bus
- Architecturally pleasing

#### **5. Vision Statement**

- We desire a community that:
  - is safe
  - walkable
  - is for the neighbourhood
- Quality architecture for both low & high-rise buildings
- Supports multiple family types
- Offers good choices for housing
- Appropriate use of high density

## **Workshop Group Number 14**

### **1. General Character of the Project Area**

#### **Strengths**

- Lots of trees
- Heritage type residences
- Crescent Place Park
- Medical & dental services
- Restaurant
- Garden shop
- Glenora Village & businesses it provides
- Quiet neighbourhood
- School
- Bus service
- Church

#### **Weaknesses**

- Traffic
- No bank
- Traffic in neighbourhood from parents dropping kids off at school
- Unappealing appearance of 142 Street intersection
- Lack of variety of stores
- Noise, traffic, sirens
- Very old, unkept houses along Stony Plain Road
- Shadow of Crescent Place
- Parking

#### **Enhancements**

- Widen intersection at 142 Street & improve traffic light coordination
- Provide wider variety of shopping services
- Green spaces
- Visually appealing “space” with art work and resting spaces – walking paths
- Development that includes children
- “Low rise” – not high rise
- Combination of style and density
- Gathering places for friends
- Keep medical, dental
- Architecture compatible with neighbourhood and history

### **2. Outside factors influencing the area**

- Parents out of the neighbourhood dropping kids off – “traffic – traffic – traffic” (negative)
- Proximity to downtown core (positive)
- Bus service (positive)
- Parking for visitors to the area (positive)

#### **Solutions**

- Parking on one side
- Parking passes for residents

### **3 and 4. Quality and Form of Development and the Public Environment**

- Unified and integrated development on all 4 corners
- Attractive to whole community
- Attract pedestrian traffic
- Attractive to all age groups
- Pedway system / overpass – pedestrians
- Bookstore, library, bistros
- Underground parking with convenient access
- Outside spaces for coffee, lunch, visiting
- Space for activities for kids
  - Music lessons
- Keep below 4 or 5 stories
- Keep foot clinic
- Place towers away from existing residences
- Bistros, public spaces
- Pedestrian friendly

### **5. Summary Vision**

Development of the project area should be:

- Integrated into 4 corners
- People friendly – sidewalks, bike trails
- Visually stimulating
- No high rises – maximum 4 stories
- Environmentally friendly
- Manageable traffic flow
- Variety of building levels, architecture

## **Workshop Group Number 15**

### **General Character of the Project Area**

#### **Strengths**

- Location (downtown, ravine & university)
- Public transportation
- Mature neighbourhoods (trees, non “cookie cutter” homes)
- Elementary schools (if they are kept)
- Diversity of people & homes

#### **Weaknesses**

- Traffic congestion (main arteries)
- Aging , deteriorating homes
- Crescent Place highrise – out of place
- Poor condition of back lanes (causes too much street parking)
- Lack of “small” community stores (grocery stores, cafe/coffee – non franchise) independently owned

#### **Enhancements**

- Design standards (mature trees, type of building / material utilized)
- Transportation improvements (142 Street / Stony Plain Road intersection redesign)
- Improve / rebuild aging homes
- Bring in independently owned shops, grocers –NO DRIVE THROUGH OR FRANCHISES!!!

## **2. Outside Factors**

### **Problems**

- Traffic corridor from West to downtown
- ‘Street’ people further west
- Pressure for redevelopment – acting too quickly & not taking consideration for redevelopment

### **Positives**

- BRZ is positive influence
- Ravines
- Desirable area viewed from outside residences

## **3. Form and Quality of Development**

- Low-medium density
- Limit high density developments
- Maintain the character of the original dwellings
- Improve the type of existing businesses that cater to the residences (independent café, grocers, video store etc.)
- Utilize mature landscaping in new developments
- Identify a “node” (Crescent Place) to assure developments do not increase in height beyond that building
- Broad sidewalks / treed boulevard in front of commercial use buildings – more greenery

#### **4. Quality of the Public Environment**

- Boulevard with trees to separate traffic from pedestrians
- Tall buildings to incorporate green space on north side of buildings to avoid shadow casting on other residences
- Eliminate tall buildings on south side of Stony Plain Road to avoid shadowing
- Make ravine more accessible to residences on Northside of Stony Plain Road (where ravine meets Stony Plain Road west of 146 Street)
- 142 Street & Stony Plain Road in need of improvement especially if more medium/high density developments commence in the area
- Utilize commercial space to reflect the style / trend of High Street

#### **5. Summary Vision Statement**

- Do not destroy the character of the neighbourhood
- Commercial development to be a direct benefit to the residents of the community
- No development that will cause an increase in traffic flow (e.g. Canadian Tire, Large Box stores, Drive-throughs etc.)
- Parking to not affect residential streets – underground
- Mandatory underground parking attached to the condo unit ownership
- Shadowing cannot affect residential homes or major artery sidewalks
- Adequate transitional space between commercial & single family homes
- Treed boulevards to be maintained and added along major roadways & arteries



## **Workshop Group Number 16**

### **1. General Character of the Project Area**

#### **Strengths**

- Accessibility of Foot Clinic
- Medical building
- Green space around Crescent Heights and Grovenor School
- Family focused housing
- Bussing to downtown easy

#### **Weaknesses**

- Vacant and old businesses on S.W. corner of 142 Street intersection
- Traffic congestion into Medicentre – parking lot & turning left from 103 Avenue onto 142 Street
- LaRoma deteriorating
- Empty lot
- Lack of lighting in lanes around school
- Houses (derelict) facing Stony Plain between 144 & 143 Streets (on North side)
- In general, the whole intersection & traffic congestion

#### **Enhancements**

- Walkability: increase width of sidewalks on main arteries
  - put in green boulevards, trees bushes to protect sidewalk from street

### **2. Outside Factors and Influences**

#### **Problems**

- 107 Ave traffic circle
  - Traffic from West Edmonton and back from downtown
  - level park on West side of 149 Street for safety reasons
  - Development with no green spaces does not encourage family dwellings

#### **Benefits**

- McKinnon Ravine and River Valley
- Jasper Gates
- Grovenor Community League & rink used constantly – Also Glenora's
- Tree-lined streets
- Single family & other family-oriented homes
- Green spaces in family dwelling & parks
- Museum

#### **Solutions to Outside Factors**

- Green spaces required for new developments
- Make 107 Avenue traffic circle into a traffic-lighted intersection
- Divert more traffic to 107 and 111 Avenues
- School enrolment needs to be addressed
- Family housing near existing schools to reduce urban sprawl

### **3. Form and Quality of Development**

- Increase multiple-family dwellings south of Grovenor School (between the school and Stony Plain Road.) – the square block between Stony Plain Road and 103 Avenue / 144 and 143 Streets
- Move businesses back from the arterial roadways
- Consider pedway (under or over) the intersection of Stony Plain Road and 142 Street

- Address desire to maintain the family-oriented dwellings – multi high rises are negative here
- Consider affordable housing as part of the general mix (not just as in our first point) about 10-15%
- Towers pose challenges – at most one or two “skinny” towers (minimize shadows)
- In Grovenor make N.W. corner more residential (closer to school), SW corner more commercial
- Limit towers to 9 – 12 stories if necessary, limit to NE and SW corners
- Transitional green space around new developments
- Existing businesses don’t meet community/family needs. Businesses need to rely on foot traffic because there is not enough parking
- Not enough parking to support too much intensification
- Consider row housing East side 142 Street
- Common architectural theme in new developments
- Denser transitional housing on busy roads. Family housing every where else

#### **4. Quality of Public Environment**

- Wider sidewalks along Stony Plain Road & 142 Street
- Safety of children crossing Stony Plain Rd. to get to school from south Grovenor a concern
- Pedways over or under
- Trees and green spaces encourage walking
- Transit shelter needed on 142 Street for Westminster students
- Increase transit frequency
- Offer cycling alternative lane to increase safety
- Architectural feel must be traditional

#### **5. Summary Vision Statement**

- Residential
  - Retain the family orientation of the neighbourhood by ensuring that new homes are suitable for children as well as adults
- Commercial
  - Businesses that respond to community needs, to promote walking and minimize automobile traffic
- Social
  - Keep the community friendly
- Streets
  - Develop pedway system and include wider sidewalks
- Design
  - There must be consistency in design and respect for the traditional character of the neighbourhood
- Environment
  - Incorporate green space to encourage family development

## **Workshop Group Number 17**

### **1. General Character of the Project Area**

#### **Strengths**

- The Jewel
- Walkability
- Mature and safe
- Great access to downtown
- Adequate density
- Strong community identity
- High % of homeowners
- Treed boulevards
- Carruthers Caveat
- Good access to river valley, schools, libraries etc (walkability)
- Vibrant community
- Good selection of schools
- Good emergency services
- Variety of age groups & income groups

#### **Weaknesses**

- Heavy traffic (142 Street / Stony Plain Road)
  - safety & noise concerns
  - short cutting
- Junction (142 Street and Stony Plain Road) – run-down & lack of commercial
- Parking on south side
- Impact of Crescent Place (shadow, wind, parking)
- Noisy generators

#### **Enhancements**

- Balanced development of retail, commercial & residential at intersection (in line with community needs/values)
  - Low-mid density – Restriction of no more than 4 storeys
  - Adequate parking (visitor / retail)
  - Green spaces
  - Wide sidewalks/trees
  - Boulevards
- Moderate traffic flow
- Continuing community input
- Ecologically friendly
- Variety of designs & sizes
- Retain character of area (Jewel)
- Recreational areas
- Pedestrian / bike paths to downtown & river valley

### **2. Outside Factors and Influences**

#### **Problems**

- Traffic
  - noise
  - pollution
  - safety
- Sleazy area – Stony Plain Road

### **Benefits (opportunities)**

- Access to river valley
- Access to downtown
- Access to all major services / cultural facilities

### **3. Form and Quality of Development**

- Semi-detached bungalows for seniors
- Garages at back (keep alleys)
- Boulevards
- Adequate set-back from road
- Front of house facing road
- Discreet parking areas
- Retail development – NO expansion beyond existing areas

### **4. Quality of the Public Environment**

- Experience of walking
- Safety on main roads
  - lighting, wider sidewalks, boulevards (e.g. 107 Avenue from 101 to 109 Streets)
  - Look at alternative traffic routes e.g. 111 Ave
  - Pull-ins for buses
  - Improved bus shelters
  - Bus rapid transit as a priority
  - Bike paths!
- Keep parks and green spaces

### **5. Vision Statement**

- An area that is developed to enhance the unique character of Glenora / Grovenor.
- The area is connected to the river valley & downtown via multi-use trails.
- Any commercial development is controlled to reflect the needs of the community. Residential development will meet the needs of young families and seniors.
- Excessive traffic volumes have been addressed and resolved.
- The community is safe, clean, environmentally friendly & supports the health & well-being of its residents.

## Workshop Group 18

### 1. General Character of the Project Area

#### Strengths

- Transit stops
- Accessibility in the city
- River valley
- Strong sense of community
- Great schools
- Trees (boulevard)
- Housing styles
- Lanes & lot size
- Walkability
- Small town feel
- Green space
- Young families here & coming
- Sports/community facilities
- Safe

#### Weaknesses

- Parking – Crescent Place
- Infrastructure – Gas/sewer (age) sidewalks/roads
- Traffic increase
- Getting in & out
- Houses right on the street (existing & new)
- Not a lot of land to work with (not self contained)
- Poor quality building (Crescent Place/Roma)
- Small houses on Stony Plain Road
- Schools under utilized
- Evening transit
- Fragmented development (no plan) for the larger areas
- Affordability
- Dogs breakfast
- Pressure to sell for big bucks

### 2. Outside Factors and Influences on Project Area

- Widening Quesnel bridge (no plan to widen streets)
- Increased traffic pressure
  - people will cut through
- Creepy derelict buildings on Stony Plain Rd (further west)
- Economic pressure
  - affordable housing
- No transit plan (parking at transit centre)
- Traffic circle
- Sewer/ power etc. – infrastructure
- No benefits
- Does the new development infrastructure have positive or negative impact on the surrounding (in place) infrastructure?

### 3. Form and Quality of Development

- Enhance quality & character
- Well planned development
- Blend with current character
  - Height restriction
  - Green spaces

- More families with kids (to fill schools)
- Streetscapes
- Arterial road plan – traffic safety
- Reasonable living / land density / people / space
- Family oriented businesses
- Self contained free parking
- Owner occupied (pride of ownership)
- Good commercial
- Specific permitted uses
  - Vi's for Pies / Dr's / Clinic
  - High Street (no apartment)
  - Urban Fare & across avenue apartment & row
- Self contained free – convenient free parking
- Average city density (people/land)
- No high rise RA7 max (4 storey)
- Fits in with look & feel of what is here now

#### **What Do We Want Now?**

- Reasonable set back house – street
- Minimum 2 free parking spaces per residence & lots of visitor parking
- Row housing (owner occupied) preferable to low rise apartments
- How to provide adequate parking
- Residential parking zones
- Green space (not shady)
- Quick timely construction
- Charming, trees, planters, outside coffee/patio
- No front garages
- Breathing spaces
- Don't want Toronto/Vancouver
- Historical flavour – Reasonable
- Classic exteriors (timeless)
- Trees! (fully grown)
- Integrated in the community

#### **4. Quality of the Public Environment**

- Well lit sidewalks
- Green sunny spaces
- Nice to look at store fronts
- No billboards
- Adequate, free public parking in behind (Joey Tomatoes Jasper Avenue)
- Left turn arrow 142 Street to Stony Plain Road
- Facades to blend with existing
- Public art (not static) musicians / coffee outside

#### **5. Summary**

- Integrated into the existing community (brownstone facades)
- Maximum density people/land at average for the city
- Maximum height 4 storeys
- Owner occupied
- Adequate free parking
- Various sizes to choose from
- Visually pleasing, green space & walkability
- Community related business (High Street)
- Input into permitted uses
- Traffic plan to ensure no bottlenecks – all roads lead to traffic!)



## **Workshop Group Number 19**

### **1. General Character of the Project Area**

#### **Strengths**

- High quality single family homes
- High quality businesses
  - Medicentre
  - Dentist
  - Stereo-shop
  - Ladies clothing
  - Garden shop
- Sense of Community
- Historical Character
- Walkability
- Proximity – downtown & river valley
- Greenery
- Excellent public transit (ETS)
- Park – Crescent Place
- Access to sunshine
- Schools
- New townhouses – Stony Plain Road

#### **Weaknesses**

- Low quality run down houses
- Low quality vacant businesses
  - Blue Chicago
- Vacant lots
- High traffic
  - Cut-through traffic
  - Crescent Place
  - Stony Plain Road
- Lack of starter homes
- Limited housing mix
- Expensive apartments
- Car oriented businesses
- Crescent shadow
  - Winter
- Poor left turn – Stony Plain – 142 Street
- One poor home – Cup Hill

#### **Enhancements**

- Enhanced architectural guidelines
- Positive redevelopment of substandard / vacant properties
- Improve traffic
  - Left turn
- Pedestrian friendly commercial
- Provide generous parking
- Parks & trees
- Family oriented housing

### **2. Outside Factors and Influences on Project Area**

#### **Problems**

- Suburbs traffic increases sprawl
- School traffic densification
- Politics

### **Benefits**

- River valley
- Schools
- Museum
- Nearby historical areas
- 2<sup>nd</sup> & 3<sup>rd</sup> generations

### **Resolutions**

- Build on sense of community
- Preserve historical nature of community
- Traffic control

### **3. Form and Quality of Development**

- Fulsome mix of residential / retail / commercial uses
- Densification near main streets & corners
- Positive change that fits the character of the neighbourhood
- Enhance relevant community-friendly businesses – e.g. dentists, Medicentre, Urban Fare, grocery store, pharmacy
- Sufficient parking
  - Building residents
  - Guests
  - Clients
- 142 Street & Stony Plain Road
  - NE smallest
  - NW bigger
  - SW biggest
- Stepped down towards existing residential
- Focus on design & interaction with neighbourhood
- Variable setbacks and/or design characteristics
- Larger pedestrian-oriented sidewalks away from road to avoid traffic, puddles, windrows (treed boulevard)
- No cheap stucco/chipboard apartments (like Oliver Square)
- Architectural controls
- Moderate building heights, e.g. 3 - 8 not 18
- No nightclubs
- \* Affordable / Seniors / Entry Level housing units in any developments
- South corners better for higher buildings as shadows fall on Stony Plain Road more than existing housing
- Higher buildings also most appropriate if shadows fall on commercial lots rather than family residential lots

### **4. Quality of the Public Environment**

- Walkability
- Access to neighbourhood through large developments – development shouldn't be like a wall
- Maintained alleys for pedestrians at least
- Bicycle access / lanes especially given increases traffic – Stony Plain Road / 102 Avenue
- Oversize sidewalks, grass boulevards, mature trees setting sidewalk back from road
- Addition of stacking lanes for entrance to businesses
- Pedestrian crossing lights at 103 Avenue and 142 Street
- Maintain or INCREASE park land
- Improve left turn Stony Plain E-bound onto 142 St N-bound

## **5. Vision Statement**

- Controlled development maintaining the history & character of the neighbourhoods including architectural controls (no chipboard)
- Higher density redevelopment along arterial paths with regard to shadowing of existing residential property. e.g. highest allowed site should have least shadowing effect on existing houses.
- Decreasing densities / heights allowed progressively away from the intersection – 142 Street & Stony Plain Road.
- Pedestrian friendly sidewalks including mature trees, wide sidewalks & grass boulevards separating sidewalk from roadway (safety)
- Maintain single family RFI/RF3 zoning character away from major arterials
- Tall buildings limited to intersection corners (142 St and Stony Plain Rd) & limited in height – less than 5 stories
- Maintain ground level & 2nd floor commercial & professional space for Dentists, Medicentres, Rexall Pharmacy etc. – enhance to encourage neighbourhood grocery store, tea shoppe
- Highest density corner developments should include commercial / professional on ground & 2nd floors, residential above
- Decrease traffic cut through
- Affordable / Seniors / starter units in any development. Not all luxury! Family friendly.
- Pedestrian access & bicycle lanes given increasing traffic on Stony Plain Road
- Environmental standards for all new buildings



## APPENDIX II

# GROVENOR GLENORA VISIONING WORKSHOP

March 10, 2007

① TURN LANE FOR BUSES  
TO PREVENT BACK UP.  
+ 96 Ave

**Smart Choices**  
for developing our community

Also - a Dutch Reformed church for developing our community. St 15 reasonable.  
gardening place/meeting place/plaza/square.

## **Grovenor Glenora Visioning Workshop – Participants' Evaluation –**

*Those who attended the March 10, 2007 Grovenor Glenora Visioning Workshop were asked to provide their comments on the workshop. They were given an open ended question, allowing them to evaluate the workshop or provide additional ideas on the development of the project area and the communities of Grovenor and Glenora.*

The following are the verbatim comments provided by the 54 workshop attendees who completed the comment sheets.

### **Verbatim Comments:**

1. This is an exciting opportunity to develop the area in a progressive, sound way, conforming to historic and community needs.
2. I consider this to have been a positive event. I am pleased that the City wants to consult communities regarding development and I am pleased that the City appears to be interested in good development.
3. As an owner of a single family property on 145 Street and Stony Plain Road, I came to hear the ideas and concerns of the residences in these communities. The home on my property is not worth restoring & I would like to rebuild maintaining style & character of the communities.

I'm glad that the communities came together to address their concerns and hope the City takes their consideration in maintaining one of Edmonton's best communities.

4. Excellent workshop! Great brainstorming session (and a good way to meet some more of my neighbours).
5. Smart Choices is a great idea to improve Glenora/Grovenor using well designed / ethical & environmentally responsible projects. Vision for the corner is the best idea yet to hit Edmonton & will be a highly viable addition to the edges of Glenora.

6. A very positive experience.

A great opportunity to pool ideas.

Interesting to discover that all participants were of like mind.

The people we worked with were flexible and consensus oriented. We had good discussions and came up with a good vision statement.

I enjoyed the day and am glad I made the effort to come.

I hope to be included in further plans & discussions.



7. I think it was useful. Same things I have heard before. I don't think many people are opposed to redevelopment, just don't want Glenora/Grovenor turned into the Oliver area. (I used to live there & saw the decline of that area as a community neighbourhood.) Glenora is a great area to live. We chose it for its closeness to everywhere and its trees and great close sense of community. If I had wanted to live in a high rise area I would have stayed in Oliver. High rises create unfriendliness. High rise dwellers do not know each other & do not "buy into" the community.

Nothing wrong with small town houses or row houses if you have a green space for yourselves. You have more chance of meeting other neighbours & integrating & taking part in the spirit of the community.

8. Small groups are a good approach.

Presentation by individual groups is also a good approach.

Any report for this workshop from the City prior to the next workshop?

9. Lots of energy, lots of good discussion. My table had some well qualified people.

Suggestion: during introduction, ask people by show of hands to identify their experience with construction, development, zoning, traffic, city procedures, length of residence (0-2 yrs, 2-5, 5-10, 10 +) having kids in school, being a teacher in a school...

Some feeling of class distinction with references to "affordable housing", "street people", "quality of housing attracting quality people"

10. The workshop brought up many areas that were of great interest. It went along keeping it to a friendly, low density area and with areas for all to walk safely and places to just go and sit to enjoy a time. Try to get us to join as a group for different activities.

11. Great session, well organized. It could have been shorter as there was some overlap and repetition in the various categories...although this is probably necessary to properly identify the issues/concerns. This workshop has provided residents with an opportunity to have a voice & express their vision for the community. I look forward to reading the "wrap up" from the Planning Department on this session & what the next steps will be.

12. I wait with great interest as to whether the City Planning Department is able to incorporate our vision in the planning process and feel strongly that no major zoning changes should be approved until a community plan has been developed and approved by the community.

13. An interesting process. The questions you ask determine the answers you get. This is critical to all development.

It is dangerous to plan based on past or present trends. The current building boom in Edmonton will end – the people in the community will remain.

I enjoyed the process and my table mates worked well together.

A second round might be beneficial to all parties.

In this process it would be wise to "make haste slowly".

14. I believe the attendance level at the meeting reflects the community's involvement and concern for the area.

There appears to be uniformity in the concerns expressed about the development of high density housing.

Traffic volumes were also a common theme and clearly needs to be addressed. The use of other routes: 149 Street, 107, 111 and 118 Avenues should be considered.

I personally hope that the Smart Choices Program works. It is a useful project.

Clearly, there is much work to be done, but I believe the community is ready and willing to develop an overall plan for the communities of Glenora and Grovenor.

Further ideas:

- An area that is developed to enhance the unique character of Glenora/ Grovenor. The area is connected to the river valley and downtown by way of walking/bicycling trails.
- Any commercial development is controlled to reflect the needs of the community. Residential development will meet the needs of both young families and seniors.
- Excessive traffic volumes have been addressed and resolved.
- The community is safe, clean, and is environmentally friendly It supports the health and well being of its residents.

15. I found the workshop helpful and hope the City will rely on comments when developers seek permission to develop the area. It appeared that the majority of participants had a very similar view with respect to a vision for the community being mainly residential with limited commercial that would consist of boutique shops / services and have restricted square footage.

If this process is to be respected within the community and City, the people's will should be given great deference, especially where there is a consensus, as in the case here.

I look forward to seeing the City's reaction.

16. All information (i.e. visions) from other groups made available on a website so we can refer to others' ideas and those who were unable to attend can view the proposals.

If as a community we are forced to accept "infilling" should we, as communities not have the right to choose our own developers and the concepts (buildings) that best fit our communities.

This has been much more positive than meetings with the developers who didn't seem to care or be interested in any of the community's ideas or concerns. This meeting felt like finally someone was listening to us. Hopefully you are taking us seriously.

Acoustic flooring is all "apartment style" dwellings.

Many seniors are choosing to stay in their own homes and bring in the services they require.

Any development should be barrier free as disabilities exist in all age groups.

We are already vibrant communities – a new development should add to rather than take from the existing communities' quality of life.

Great ideas from all other groups... Best part of the day! Thank you for listening to us!

17. Excellent way to be informed and to inform others of your views.

18. Good opportunity.

Consistent messages from the community.

But what's next? What now?

Informative about what my neighbours want – not a lot about what the City thinks or will do.

19. I'd like to thank all those in City Departments and in the communities who have given us the opportunity to participate in the workshop.

20. Thanks for the opportunity for input!

Good process and documentation provided.

Thanks for lunch.

Not surprisingly that we all want the same things.

21. We are playing catch up to developer's initiative but as we live here we have a stake in how the community develops.

We would like to:

- restrict density where feasible
- control traffic and parking
- maintain a safe community, particularly for pedestrians
- see more local retail services
- have a public meeting space
- maintain quality architectural standards
- encourage more green space.

22. We all want the same, feel the same and celebrate change but want to protect the community and enhance not destroy.

But traffic is an issue before developments can be embraced.

23. Make 149 Street and 107 Avenue as major road way.

Make Stony Plain Road and 102 Street – LRT .

24. The agenda seemed formidable, but we found that the overlap among the questions had us going over the same ground a couple of times.

It may have been useful to have a number of facilitators to focus the discussion and help with timelines

The reporting back, although I found much of the information was useful, could have been more streamlined. Perhaps clusters of tables could have reported to each other, then each cluster report back to the general meeting. As well, each cluster could have been asked to report on specific issues.

The report back was too long, but good information was there. The written summaries will be very useful. Thanks.

25. This workshop was a vehicle for Glenora and Grovenor residents to officially voice their opinions and feelings concerning infill development. I have trouble seeing how it will change proposed developments unless our City Council has the will and courage to make developers wait while they formulate a comprehensive plan.
26. Thank you for the "Smart Choices" initiative ....this pilot project seems to be well on its way to success.
27. Concern: High traffic, bus transit request consideration. Phase out the trolley bus i.e. slow, frequently broken down, further aggravating the traffic congestion. Bus-stops to set-back into walkway and not on Stony Plain Road Better walkways, prune trees to have brighter street lights. Better access to ravine. Properly border the ravine to not block the ravine paths.  
  
Small businesses good – like coffee shops, ice cream / hot dog stands. Patio or bench seats.  
  
High density development to be limited to manageable density and compatible to the existing already built.
28. Level of community involvement very gratifying.
29. In the Joint Bulletin it states "we need the community to come to the workshop, to balance the voices of other stakeholders". I noticed that developers were part of this workshop.  
  
I hope that community members will be invited to "The City has hired a consultant to meet with stakeholders" any meetings with developers the consultant is setting up.  
  
If the City would just leave the zoning the way it is I would spend more time with my family than going to continuous meetings because the City allows the zoning to be challenged by developers.  
  
How many Developers do we have to fight to get it across, we do not want development areas rezoned.
30. Maintaining family orientation of the neighbourhood is a primary concern. High rises and adults only complexes are not wanted or needed. Walkability and bikability are to be maintained and improved. Please do not be swayed by greedy developers into destroying the character of our lovely neighbourhood.
31. I hope our opinions are actually implemented, rather than ignoring us and ruining this lovely neighbourhood.

Developments should improve our neighbourhood.

There should be safeguards against more development encroachment, such as developers buying more homes and running them down.

32. Extending the Smart Choices Area to include the entirety of both neighbourhoods would improve the process.

33. Location was good. Thanks for the microphone to improve acoustics. Do not have an event like this without a microphone!

Thanks for the history re Smart Choices – gave good information for perspective.

Thanks for the good quality print on everything but this form.

Thanks for all the maps.

Thanks for the behavioural reminders – they help set the tone for the workshop.

Everyone seemed to work very well together – most of these people have had lots of experience working in groups.

However, if I presented this workshop to a different, less experienced group, I would do a lot of modelling and reinforcing good behavioural expectations. For instance, I would ask each group to select recorder, presenter, time keeper – give them 3 minutes to do this, and then continue with the exercise.

Also, I would post the agenda & the expected timelines around the room to help groups stay on time.

34. Good meeting. Now we need to start using this process to inform City Hall so they can direct developers.

35. A good process. I would like a copy of any report from the consultant.

Are development economics ever revealed to the community so we begin to understand what is possible? If not, why not?

36. It was a good experience. I look forward to knowing about and being involved in the next step in the process. Thanks.

37. Thank you and the organization for providing the residents of Grovenor / Glenora the opportunity to give input.

Hopefully our thoughts and concerns are considered in the final plans.

38. I found a consensus and support for a shared vision for Glenora and Grovenor. That was very reassuring.

One thing I think would be beneficial is a “public” gathering space like a block of green space – a plaza or square around the intersection of 142 Street and Stony Plain Road. This could be donated by the developer, or purchased by the City.

It could host outdoor concerts and even include a community office which would offer public information, bus tickets, etc.

39. This was a pleasant experience that indicated overwhelming community support for no high towers in the project area.

Areas that had an almost universal appeal was for a reassessment of traffic flow – especially at 142 Street and Stony Plain Road.

It appeared that most presentations were for some kind of development that maintained single family, affordable housing with provision for seniors.

Criticisms – Vague consultant preamble, vague on outcomes.

Bouquet – Good catering!!

40. Need more clarity on process. How Smart Choices pilot will be used. How our input could affect current developments.

41. Should be presented to City Council very soon.

We do not need an octopus building 18 stories high.

We do need 103 Avenue close to 146/147 Street south side on 103 Avenue demolished.

42. I would like to have seen an emphasis that at the conclusion, the groups adhere to the mandate of what the workshop was set up to look at and also emphasize time controls on conclusions given by each group.

I would like to add a suggestion of having a C-train or a rapid transit system going north & south along 142 Street to 107 Avenue then east/west down 107 Avenue to the downtown area. Both 142 Street and 107 Avenue are wider than either Stony Plain Road or 102 Avenue & therefore a more reasonable route into and out of the downtown area!

There are very few schools – in regards to crossing busy roads – in these areas. Down 142 Street have side roads & down 107 Avenue have homes with back yards and lanes and green spaces bordering 107 Avenue.

43. Intensify Grovenor and Glenora gradually over time – allow townhouse infill and medium density multiples along Stony Plain Road & 142 Street. Maximum 6 storeys. No High density.

Distribute new density throughout study area – not just on the few corners on sites.

Restrict commercial development to neighbourhood level.

Keep diversity of people – allow rental and ownership tenure.

Encourage housing for families to support Grovenor School.

Don't strive for new development to be entirely "upscale". Accommodate people with middle incomes with modest development. Too much new development in Edmonton targets the affluent people.

Provide some housing for seniors and special needs.

Maintain quality streetscapes and landscaping – include evergreens for winter colour.

44. I welcome this opportunity for community input. While our group spent over-long on abstractions, nevertheless we agreed on a few concrete principles – if not on very practical suggestions. I guess it takes everyone some time to move through dismay, blame, confusion to generation of practical proposals.

Say “NO” to the current development proposal at 142 Street and Stony Plain Road NE!

45. Enjoyed the balanced discussion. I thought most ideas were very proactive.

Now we need to extend the concepts to the larger community.

A community does not exist in and of itself...it would then be a hamlet.

A community exists because it is part of the bigger whole.

Great job Ken!

Look forward to reading the report.

46. An excellent opportunity to meet with residents of these two very special communities. Shared ideas, concerns and anxieties were discussed and the general feeling is that we do not want any high rise development in this area.

I think a background check may be wise in terms of the owner/developer. We know so little of his background – more needs to be known.

We welcomed this opportunity for free and frank discussion.

A huge thank you to all the planners, volunteers and our committees. You did a wonderful job. Our community supports all your endeavours. Keep up the good work. It's like David and Goliath all over again.

47. Increased density in form of multihousing duplexes, row housing, low-rise apartments – through the community.

Do not want professional offices on 2nd floor Davidoff proposal for development.

Limit possible high-rise apartments to Stony Plain Road – street only – and only maximum of 6-8 stories – or silhouette of max 10 stories. No more than 2 on Stony Plain Road only. (My personal opinion – many people want no high rises)

Continue with the Carruthers Caveat in the Glenora area.

48. Today's meeting was most interesting if not too informative about the cities actual plans. I hope the city planners were listening. The majority do not want:

(1) High rises & high density development.

(2) Or any large commercial development.

They want:

(1) The character & ambience of the area to remain the same.

(2) Traffic problems to be addressed.

(3) Small boutiques etc. along main arteries only.

(4) Single dwelling homes mainly. Not apartments.



I have a main concern: Why Glenora? Why not areas that are not revitalizing themselves? Is this a money driven project or a true Smart Choices Program? We definitely had developers among us. I think the land owners had many reservations with good reason. Does the City listen to homeowners or developers? I hope homeowners!

49. Smart Choices are the result of comprehensive town planning, not the piecemeal approach that results from DC zoning. I believe the City Council is using DC zoning to circumvent the comprehensive planning that is, or should be, incorporated into the zoning bylaw.

DC zoning is used to approve the ideas of developers and not the interests of the communities. It will be a tragedy if the four corners of 142 St and Stony Plain Rd. are developed independently of each other.

50. While it was interesting talking to friends and neighbours, and while there does seem to be a consensus that people in the neighbourhood do not want high rise development and are bedevilled by traffic, I guess I am pessimistic that the community's wishes will hold sway against the powerhouse of developers who are motivated by greed rather than concern for the community.

Glenora / Grovenor are already thriving communities and are being vitalized. Where development should be encouraged is in communities that are floundering. Most of us are terrified that Glenora will become more and more like Oliver and thus destroy the very qualities that have attracted people to Glenora in the first place.

51. Useful, good ideas. Anxious to see summary of everything.

52. Reducing Stony Plain Road. to two lanes would be the best way to alleviate major traffic problems that are currently happening and will continue to get worse. In conjunction, a very frequent, dedicated bus service will encourage more people to use transit to access the downtown core.

53. Every mature community should have a similar opportunity to revitalize itself.

Family-friendly housing is crucial.

Thanks for your hard work Ken!

54. Great idea, appreciate food and drink and opportunity for the two communities.

Obviously changes need to be made to better delineate DC2.