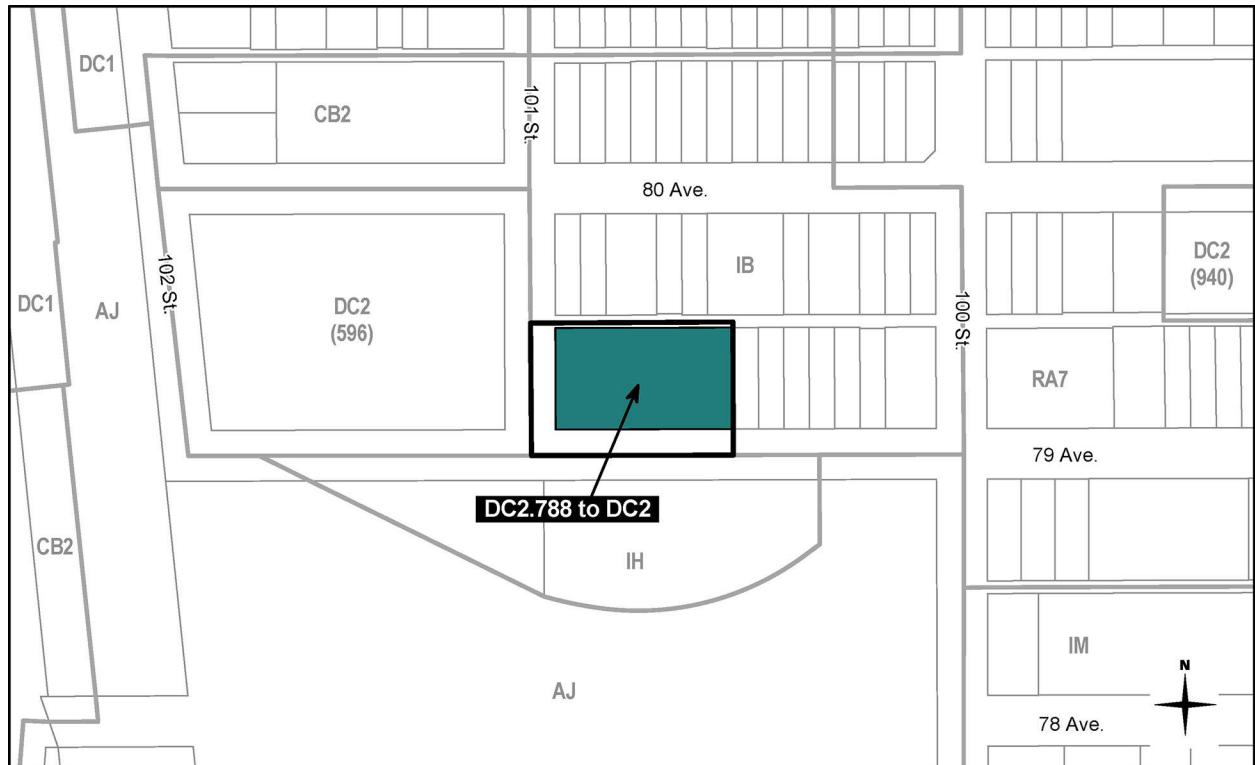




ADMINISTRATION REPORT **REZONING** RITCHIE

10054 - 79 AVENUE NW

To allow for a mid-rise residential building.



Recommendation: That Charter Bylaw 19792 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision be APPROVED.

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

- increases residential density that aligns with the infill objectives of the City Plan; and
- conforms with the Strathcona Area Redevelopment Plan's concept for a mixture of commercial and residential developments.

Report Summary

This rezoning application was submitted by Latitude Consulting Ltd. on March 19, 2021 on behalf of Centurion Apartment Properties (10054-79 Avenue) Inc.

The proposed DC2 retains much of the existing regulations under the current DC2.788 Provision for a mid-rise building but allows the option for either residential or commercial units on the main floor. The proposed DC2 will also update the building's elevation drawings in the appendices and other as-built details found in the existing development site. Key characteristics of the proposed DC2 including:

- A maximum height of 24.0 m (no change proposed);
- a maximum Floor Area Ratio of 3.0 (no change proposed; and
- Up to 112 residential dwellings (previously approved for 100 residential dwellings)

This proposal is supported with the applicable policies of The City Plan, Edmonton's Municipal Development Plan, by aligning with the goals and policies to accommodate all future growth for an additional 1.25 million population within Edmonton's existing boundaries. To do this, 50% of all new residential units are intended to be created at infill locations, focusing near key corridors such as nearby Whyte Avenue, Gateway Boulevard and 99 Street. This application also conforms with the Strathcona Area Development Plan seeking a mixture of residential and commercial developments in this sector of West Ritchie.

The Application

CHARTER BYLAW 19792 to amend the Zoning Bylaw to rezone the subject site from current DC2.788 Site Specific Development Control Provision to a new (DC2) Site Specific Development Provision to allow for the development of a mid-rise residential building with opportunities for commercial uses on the ground floor. The proposed building has the following characteristics:

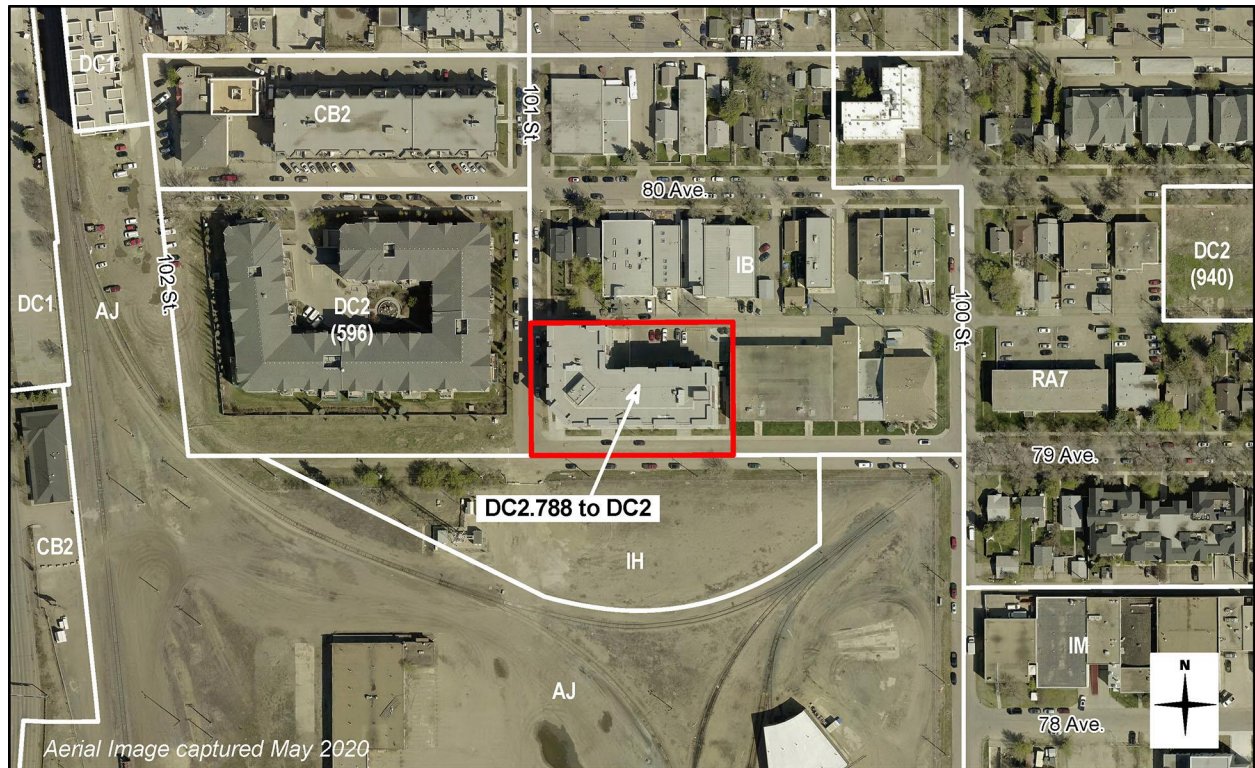
- A maximum height of 24.0 m;
- a maximum Floor Area Ratio of 3.0; and
- Up to 112 residential dwellings (previously approved for 100 residential dwellings)

According to the applicant, the purpose of this application is to allow for the conversion of the main floor commercial spaces to residential units and increase the maximum number of residential dwellings units from 100 to 112. This proposed change is based on the current low market demand for commercial tenants at this time. The applicant also proposes updates to the DC2 provisions by including revised appendices reflecting the as-built details and urban design features of the existing residential building constructed in 2012.

Site and Surrounding Area

The 0.3 hectare (2,829 m²) site is located on the northeast corner of 79 Avenue NW and 101 Street NW. It is currently occupied by a 6 storey mixed-use residential building with 12 vacant ground level commercial units. The site is situated within a mixture of uses in a transitioning

sector of West Ritchie. The land to the north and east is zoned IB Industrial business Zone and is occupied by industrial, commercial and residential uses. To the west is a low-rise residential development zoned DC2. To the south across 79 Avenue NW is the CPR Rail yard zoned (IH) Heavy Industrial. Other commercial uses and transit services within walking distances are located less than 300 m from the commercial corridors of Whyte Avenue and 99 Street NW.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC2) Site Specific Development Control Provision	<ul style="list-style-type: none"> 6 storey mixed-use building with multi-unit housing and ground level commercial units
CONTEXT		
North	(IB) Industrial Business Zone	<ul style="list-style-type: none"> Two Single detached housing buildings 1-2 storey commercial and industrial buildings
East	(IB) Industrial Business Zone	<ul style="list-style-type: none"> 2 storey commercial building
South	(IH) Heavy Industrial Zone	<ul style="list-style-type: none"> CPR Rail line and railyard
West	(DC2.596) Site Specific Development Control Provision	<ul style="list-style-type: none"> 4 storey residential building



VIEW OF THE SITE LOOKING NORTHEAST FROM
THE CORNER OF 101 STREET AND 79 AVENUE



VIEW OF THE SITE LOOKING SOUTHWEST
REAR LANE



VIEW OF THE SITE LOOKING EAST
FROM 101 STREET



VIEW OF THE SITE LOOKING NORTH
FROM 79 AVENUE

Planning Analysis

LAND USE COMPATIBILITY

The proposed changes to the site regulations are compatible with the existing condition within West Ritchie and other commercial uses in proximity to the site. The immediate and surrounding areas contain other multi-unit housing developments ranging in built forms from low and mid-rise residential apartment buildings to single detached dwellings scattered throughout West Ritchie. This area is seeing a transition from the industrial uses to new residential buildings and repurposed structures with commercial uses; meeting the objectives of the Strathcona ARP which envisions a mixture of both commercial and residential activities.

The structure takes the form of an L-shaped building facing south along 79 Avenue NW and wraps around its western property line along 101 Street NW forming unified architectural

treatments fronting these public roadways. Vehicular parking and access to the site is from the east-west lane located towards the rear of the property to the north. This L-shaped orientation and separation from on-site parking at the rear promotes a pedestrian friendly environment for areas along these abutting roadways with the introduction of commercial ground level weather protection through upper storey overhangs or the introduction of ground level residential units with private amenity spaces. Where commercial ground floor units are converted to residential units, ground level patios would provide some ground level activation, enhancing and adding to the pedestrian-friendly environment.

THE CITY PLAN

The City Plan, Edmonton's Municipal Development Plan, is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations such as West Ritchie, focusing near key corridors such as the Whyte Avenue, 99 Street and Gateway Boulevard.

STRATHCONA AREA REDEVELOPMENT PLAN (ARP)

The subject is located in the West Ritchie area as referenced in the Strathcona ARP which directs future land uses as a mix of commercial and residential developments. The proposed development supports the ARP's land use concept (See Appendix 1 - Context Plan Map) for West Ritchie as it provides for the opportunity of either a mixed-use building through its current state or the ability to convert the main floor commercial units to residential dwellings, forming a fully integrated residential development alongside other residential buildings and commercial uses found in the general vicinity.

The ARP further dictates the ability to ensure a reasonable variety of dwelling sizes and styles including family oriented dwellings. The proposed conversion of ground level commercial units allows for increased amenity spaces for residents along the main floor which could encourage the development of family-oriented dwellings. The previous requirement for amenity requirements of 7.5 m² per unit has been increased to a minimum of 15m² for the ground level residential units ranging from 16m² to 31 m² through private patios along 79 Avenue, 101 street and one unit located at the rear of the building.

PUBLIC CONTRIBUTIONS

Public contributions expectations from the original rezoning have been addressed through the issuance of the development permit for the existing building which was granted on December 5, 2012. This included off-site transportation improvements and contributions towards the provision of public art and affordable housing. Off-site improvement required by DC2.788 included the reconstruction of abutting curb ramps and boulevard walks, with trees having been planted along 79 Avenue and 101 Street abutting the site. Public contributions in the form of a \$100,000 letter of credit towards the provision for public art and the execution of an affordable housing agreement have been addressed through the site's issued Development Permit.

Technical Review

Transportation

Administration supports the application from a transportation perspective and advises that vehicular access shall remain from the rear lane along the northern property line where access to both an underground parkade and rear surface parking is located.

Due to the Zoning Bylaw updates on bicycle parking requirements, the new DC2 provisions have been revised to ensure that additional bicycle parking is provided and shall adhere to the current bicycle parking ratio of one (1) space for every two (2) dwelling units, and a minimum of one (1) bicycle parking per 140 m² of commercial floor area. The current provisions under DC2.788 require a minimum of 22 bicycle parking spaces, of which 8 stalls will be reserved for residential purposes and 14 for commercial uses. With these amendments, a new minimum of 70 stalls are required; 10 of which shall be conveniently located near the entrances or within the site's public realm.

Drainage

Permanent sanitary and storm servicing for the subject site is available from the existing drainage system in the area. Upon review of the existing drainage infrastructure in relation to the proposal to allow the possible conversion of commercial ground floor units to residential dwellings, it has been deemed the proposed change of use would not have a significant impact on the drainage infrastructure in the area.

EPCOR Water

EPCOR Water supports the proposed rezoning and advises that water main upgrades and a new fire hydrant are required along 79 Avenue to service the rezoning area and address on-street fire flow protection and hydrant spacing.

Based on an Infill Fire Protection Assessment conducted by Edmonton Fire Rescue Services (EFRS), the calculated required fire flow of 67L/s for the proposed development on site. Hydraulic modeling information provided to EFRS by EPCOR Water has indicated that the currently nearest hydrant has sufficient residual pressure to supply the required fire flow to serve a fire apparatus staged in proximity to the site. As a result, the existing water infrastructure provides sufficient capacity and availability such that water upgrades would not provide any additional operational benefit to EFRS for this site. EFRS concludes that the subject site has been deemed functionally compliant with the municipal standards for fire flows and that upgrades to the existing on-street fire protection next to the site are not required.

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

Community Engagement

PRE-APPLICATION NOTIFICATION February 8, 2021	<ul style="list-style-type: none"> • Number of recipients: 216 As reported by the applicant:
ADVANCE NOTICE April 30, 2021	<ul style="list-style-type: none"> • Number of responses with concerns: 1 • Number of recipients: 216 • Number of responses for information only: 1

	<ul style="list-style-type: none"> • Number of responses with concerns: 1
WEBPAGE	<ul style="list-style-type: none"> • https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/ritchie-planning-applications.aspx

Upon completion of the pre-application notification requirements, the applicant reported one resident provided non-support towards the conversion of main floor commercial to residential uses. The comments indicated that the removal of commercial uses would result in safety concerns and the elimination of at-grade surveillance typically found when commercial uses are present. The applicant responded that the commercial units have remained vacant and the proposed residential uses would help activate the street frontages. Further, the applicant indicated that regulations in the DC2 provisions shall include requirements to ensure crime prevention through environmental design guidelines (CPTED).

One email of non-support was received following the receipt of the rezoning submission and mailout of the application's advanced notices. Concerns indicated that the originally approved ground-floor commercial spaces in the building should be adhered to and would add to the area's walking-distance to commercial amenities.

No formal feedback or position was received from either the Ritchie Community League or the Old Strathcona Business Improvement Area at the time this report was written.

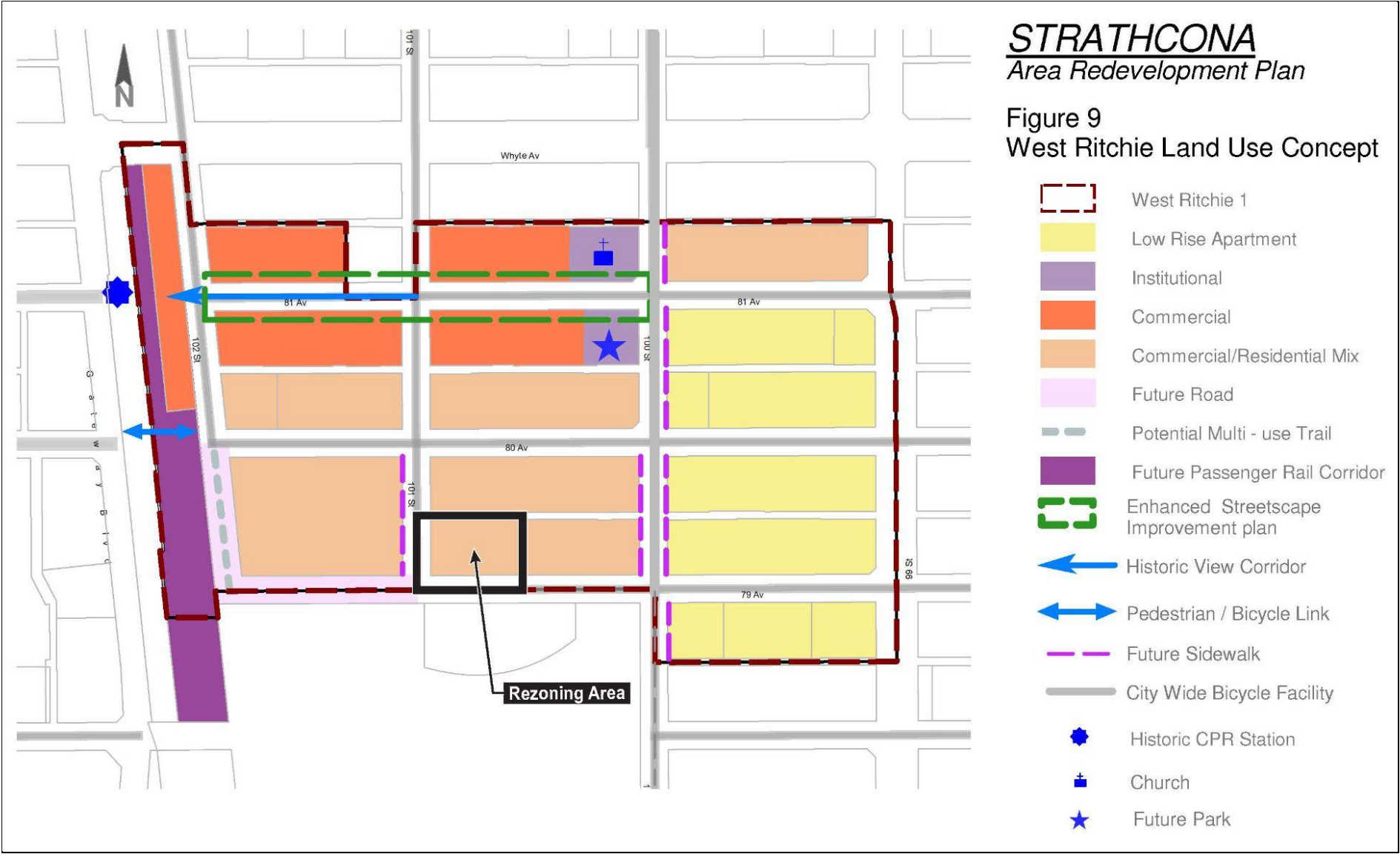
Conclusion

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

APPENDICES

- 1 Context Plan Map
- 2 DC2 Change Summary
- 3 Application Summary

CONTEXT MAP



DC2 Change Summary

Proposed DC2 Amendments	Summary of Changes
<p>(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION</p> <p>DC2.XXXX</p> <p>1. General Purpose</p> <p>To accommodate the development of a six (6) storey mixed use building consisting of five (5) residential floors with 100 residential units and main floor commercial uses with 112 residential units and an option for development of either residential or commercial units at grade level. On-site surface parking and underground parking will be provided and accessed from the lane north of the building. The site also provides on-site amenities and off-site improvements that recognize the unique locational characteristics of the site.</p> <p>2. Area of Application</p> <p>This Provision shall apply to Lots 24-30, Block 41, Plan I17, located on the northeast corner of 101 Street NW and 79 Avenue NW, as shown on Schedule "A" of the Charter Bylaw adopting this Provision, Ritchie.</p> <p>3. Uses</p> <ol style="list-style-type: none"> 1. Business Support Services 2. General Retail Stores 3. Health Services 4. Major Home Based Business 5. Minor Home Based Business 6. Multi-unit Housing <i>(Previously Apartment Housing)</i> 7. Personal Service Shops 	<p>1.0 General Purpose updated to reflect current proposal</p> <p>2.0 Area of application updated with current DC2 format guidelines.</p> <p>3.0 Uses updated to include Major Home Based Business and update previously used Apartment Housing use with Multi-unit Housing.</p>

<ul style="list-style-type: none"> 8. Professional, Financial and Office Support Services 9. Residential Sales Centre 10. Restaurants 11. Specialty Food Services 12. Fascia On-premises Signs 	
<p>4. Development Regulations for Uses</p> <ul style="list-style-type: none"> 1. Non-Residential and non-Residential-Related Uses shall be limited to the ground level Storey of the development facing a public roadway other than a Lane. 2. Residential Sales Centres shall be limited to the sale or leasing of on-Site condominium or rental Dwellings. 3. Restaurants and Specialty Food Services shall be limited to 240 m2 of Public Space. 4. Signs shall be integrated into the general architectural design of the building to the satisfaction of the Development Officer. A Comprehensive Sign Design Plan shall be prepared in accordance with Section 59.3 of the Edmonton Zoning Bylaw, and developed in with the following: <ul style="list-style-type: none"> a. Signs shall be limited to the first storey of the development. b. The sign area shall not exceed 1.37m² and shall be developed to a maximum height of 0.37 m. c. A minimum of one sign per commercial bay shall be permitted. d. Entrance canopy or window canopy signs are permitted 	<p>4.0 existing regulations</p>
<p>5. Development Regulations for Site Layout and Built Form</p> <ul style="list-style-type: none"> 1. Development shall be in accordance with these regulations and in general accordance with the attached appendices I-V. 2. The maximum number of Dwelling units shall not exceed 112+00. 3. The maximum Floor Area Ratio shall be 3.0. 4. The maximum Height shall not exceed 24.0m. 	<p>5.1 updated appendices references</p> <p>5.2 increased number of dwellings from 100 to 112.</p> <p>5.3 and 5.4 existing regulations.</p>

<p>5. The minimum Setbacks shall be:</p> <ul style="list-style-type: none"> a. 0.8 1.2 m from the south Lot line; b. 6.0 m from the east Lot line; c. 0.0 m from the north Lot line; and d. 2.3 1.2 m from the west Lot line. <p>6. Notwithstanding Section 5.e(i) and 5.e(iv), at grade Setbacks up to 3.81 m in Height shall be:</p> <ul style="list-style-type: none"> a. 2.7 m from the south Lot line; and b. 3.2 m from the west Lot line <p>to accommodate street related activities, such as patios, private amenity spaces, sidewalk cafes, architectural features, artwork and landscaping that contribute to the pedestrian-oriented character of the area.</p>	<p>5.5 and 5.6 updated setbacks to reflect as-built building.</p>
<p>6. Development Regulations for Building Design and Features</p> <ul style="list-style-type: none"> 1. Architectural treatment of all Façades of the building shall create a unified building exterior and generally wrapped around the development as shown in Appendix 2 Building Elevations, to provide a consistent profile facing public roadways. 2. The building shall incorporate design elements to reduce the perceived mass and add architectural interest, these design elements shall include but not limited to: <ul style="list-style-type: none"> a. clear articulation of the Façade, using colours to add variety; b. the use of a variety of exterior building cladding materials; c. variation of placement and physical breaks of material and architectural features; and d. a prominent front entrance. 3. All ground storey Dwellings shall have the following features: <ul style="list-style-type: none"> a. Dwellings shall be articulated as individual units; b. each Dwelling shall have individual and private entrance access to ground level. Entrances shall provide distinctive architectural features consistent with the style of the building. Sliding patio doors shall not serve as this entrance; and 	<p>6.1 and 6.2 existing regulations</p> <p>6.3 updated regulations to include residential at grade design requirements.</p>

<p>c. a private outdoor Amenity Area of at least 15 m2 shall be provided in front of each Dwelling. Landscape features, such as decorative fencing, shrub beds, rock gardens and/or built elements such as private entrance features, verandas or porches, shall be included.</p> <p>4. All mechanical equipment on the roof of the development shall be incorporated within the roof structure.</p> <p>5. The north façade of the development, located adjacent to the alley, shall lend visual interest to the development.</p> <p>6. Where ground floor non residential and non-residential related uses are proposed, the following shall apply:</p> <ul style="list-style-type: none"> a. the facade of the building shall be designed to break the appearance into 10.0 m sections or less to the satisfaction of the Development Officer; and b. floor to ceiling double glazed store front window systems on the west and south facade of the first storey to allow viewing into the development and to promote a positive pedestrian-oriented shopping street at grade. <p>7. The design shall include elements that mitigate negative impacts arising from possible accidents at adjacent industrial facilities, to the satisfaction of the Development Officer in consultation with Fire Rescue Services.</p> <p>8. The design shall incorporate noise abatement materials and acoustical sealing sufficient to ensure that noise levels do not exceed the maximum levels as defined by the City of Edmonton Community Standards Bylaw, The City of Edmonton Urban Traffic Noise Policy and the Canadian Mortgage and Housing Corporation, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).</p>	<p>6.4 through 6.8 existing regulations</p>
<p>7. Development Regulations for Parking, Loading and Access</p> <p>1. A maximum of 126 on-site parking spaces may be provided, of which a maximum of 25 stalls may be surface parking, to the satisfaction of the Development Officer and</p>	<p>7.1 updated City Unit name</p>

<p>Subdivision and Development Coordination (Transportation). Parking shall be in general accordance with Appendix 1.</p> <ol style="list-style-type: none"> Access to the site shall consist of two separate 7.5m wide accesses from the alley on the north side of the property, one access shall be to the surface parking lot; and the other shall lead to the parkade ramp. Parkade ramps must not exceed a slope of 6% for a minimum distance of 4.5 m inside the property line and the ramps must be at grade at the property line. The proposed retaining walls bordering the driveway and parkade ramp must not exceed a height of 0.3 m for a distance of 3 m from the property line; and no portion of the wall may encroach onto the road right-of-way or obstruct driver sight lines. Access to the surface parking lot must only be from the alley access on the north side of the property. A barrier not to exceed a height of 0.3 m must be placed between the 10 surface parking stalls along the north boundary of the site and the alley to ensure that parking does not encroach into road right-of-way. Garbage enclosures must be located off the alley and entirely within private property as illustrated in the Site Plan. Gates and/or doors of the enclosure must not open or encroach into road right-of-way. A minimum of 22 bicycle parking spaces, of which 8 stalls will be reserved for residential purposes and 14 for commercial, shall be provided in accordance with Section 54 of the Zoning Bylaw to the satisfaction of the Development Officer and Transportation Department and in accordance with Appendix I. Bicycle parking shall be provided in accordance with Section 54 of the Zoning Bylaw, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), and the following: <ol style="list-style-type: none"> a minimum of 60 total bicycle parking spaces shall be provided; and a minimum of 10 bicycle parking spaces shall be short term spaces, and shall be conveniently located near entrance or within the public realm. 	<p>7.2 through 5.6 Existing regulations</p> <p>7.7 updated bicycle parking regulations to align with current Zoning bylaw regulations increasing required bicycle parking from 22 spaces to 70 spaces.</p>
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<p>8. Development Regulations for Landscaping, Lighting and Amenity Areas</p> <ol style="list-style-type: none"> 1. A detailed Landscape Plan for the Site for on and off-site landscaping, including all existing and proposed utilities within the road right of way must be submitted by a registered landscape architect for review and approval by Development and Zoning Services in conformance with Section 55 of the Zoning Bylaw. 2. Decorative and security lighting shall be designed and finished in a manner consistent with the design and finishing of the development and will be provided to ensure a well-lit environment for pedestrians and to accentuate artwork. 3. Night-time light pollution shall be reduced by avoiding over-illumination of the development and use low cut-off exterior lighting fixtures which direct light downward, not upward and outward to ensure illumination does not extend beyond the boundaries of the development site. 	<p>8.0 Existing regulations</p>
<p>9. Other Regulations</p> <ol style="list-style-type: none"> a. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration. These elements may include, but are not limited to, elements that allow for natural surveillance, increased sightlines and use; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce the vulnerability of pedestrians by avoiding areas of concealment or entrapment such as: long public corridor spaces, stairwells, or other movement predictors; avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating parking areas close to building access points and using wayfinding mechanisms. The Development Officer may require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, and may apply conditions to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment. 	<p>9.0 Existing Regulations</p>

<p>10. Public Improvements and Contributions</p> <ol style="list-style-type: none"> 1. Prior to issuance of a Development Permit, the owner shall enter into an Agreement with the City of Edmonton for off-site improvements necessary to serve the development. The Agreement shall include an engineering drawing review and approval process, as well as an irrevocable Letter of Credit to cover 100% of construction costs. Improvements to be addressed in the Agreement shall include, but are not limited, to the following: <ol style="list-style-type: none"> a. Reconstruction of the separate walk on the east site of 101 Street abutting the site; b. Reconstruction of the mono-walk on the north side of 79 Avenue abutting the site; c. Reconstruction of the ramp on the northeast corner of 101 Street and 79 Avenue; d. Removal of the existing accesses to 101 Street and to 79 Avenue, construction of the curb and gutter, and restoration of the boulevards to the satisfaction of Subdivision and Development Coordination (Transportation). e. Planting of trees in the city boulevard along the 79 Avenue and 101 Street frontage to the satisfaction of Subdivision and Development Coordination (Transportation). f. Installation of new decorative medium height street lighting to the satisfaction of the Development Officer. 2. Details of any structures and pavement treatment to be located on road right-of-way must be included on the engineering drawings. 3. The owner is responsible for the location of all underground and above ground utilities and maintaining required clearances as specified by the utility companies. Any costs associated with relocations and/or removals shall be at the expense of the owner. 4. All roadway modifications required to facilitate access 	<p>10.1 through 10.5 Existing Regulations</p>
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<p>5. Prior to the issuance of a Development Permit, the Owner shall enter into an agreement with the City whereby the Owner shall contribute \$100,000 to the City for the commission of public art. The public art shall be:</p> <ul style="list-style-type: none">a. Acquired through a juried art procurement process administered by the Edmonton Arts Council; andb. Owned and maintained by the Condominium Association. <p>6. Prior to the issuance of a development permit for:</p> <ul style="list-style-type: none">a. building that contains 12 or more Dwelling units; orb. a building that contains less than 12 Dwelling units, but is part of a Site with 12 or more Dwelling units in total; <p>the Development Officer shall ensure a signed agreement has been executed between the City and the owner, requiring the owner to provide the City, at the time of each development permit approval, the option to purchase up to 5% of the proposed number of Dwelling units (rounded to the nearest Dwelling unit) in each building with Dwelling units, at 85% of market value or the equivalent value as cash in lieu (at the discretion of the owner) to the City.</p>	<p>10.6 Provision removed due to Council repeal of Policy C582 (July 5, 2021)</p>
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APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19792
Location:	North of 79 Avenue NW and east of 101 Street NW
Address:	10054 - 79 Avenue NW
Legal Descriptions:	Lots 24-30, Block 41, Plan I17
Site Area:	2,829.4 m ²
Neighbourhood:	Ritchie
Notified Community Organizations:	Ritchie Community League and the Old Strathcona Business Improvement Area
Applicant:	Latitude Consulting Ltd

PLANNING FRAMEWORK

Current Zone:	(DC2) Site Specific Development Control Provision
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Strathcona Area Redevelopment Plan
Historic Status:	None

Written By:
Approved By:
Branch:
Section:

Marty Vasquez
Tim Ford
Development Services
Planning Coordination