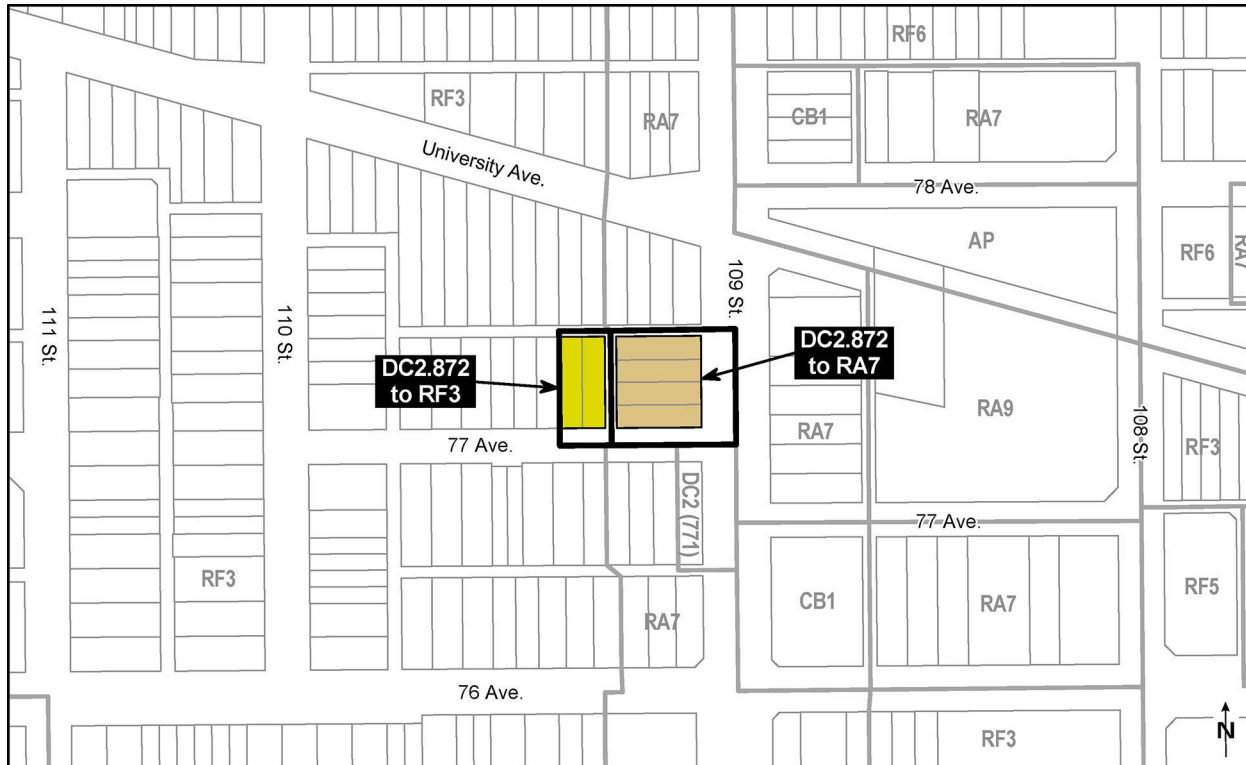


## 10902 - 77 Avenue NW

To allow for low rise multi-unit housing and a mix of small scale housing.



**Recommendation:** That Bylaw 20079, Bylaw 20080 and Charter Bylaw 20081 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone and the (RF3) Small Scale Infill Development Zone be **APPROVED**.

Administration **SUPPORTS** this application because:

- it allows for medium density housing on a corner site along the edge of the McKernan neighbourhood, while providing a sensitive transition into the neighbourhood interior; and
- it supports the objectives of both the 109 Street Corridor Area Redevelopment Plan and the McKernan-Belgravia Station Area Redevelopment Plan (ARP); and
- it aligns with the direction for future development within a Secondary Corridor as directed by The City Plan.

## Application Summary

1. **BYLAW 20079** to amend the 109 Street Corridor Area Redevelopment Plan (ARP) to update four maps to reflect the proposed rezoning by Charter Bylaw 20081:
  - Map 1 - Plan Area Within City Context
    - Shift plan boundary to remove the two western parcels.
  - Map 4 - Corridor Development Concept
    - Shift plan boundary to remove the two western parcels.
  - Map 5: Active Transportation Network
    - Shift plan boundary to remove the two western parcels.
  - Map 7: Medium Scale Residential District.
    - Shift plan boundary to remove the two western parcels and redesignate the remaining parcels from “Mixed Use Residential with Limited Commercial” to “Apartment Housing”.
2. **BYLAW 20080** to amend the McKernan-Belgravia Station Area Redevelopment Plan (ARP) to delete Bylaw 16895 and update three maps to reflect the proposed rezoning by Charter Bylaw 20081:
  - Figure 3 - Plan Area
    - Shift the boundary to include the two western parcels.
  - Figure 4 - 2011 Air Photo
    - Shift the boundary to include the two western parcels.
  - Figure 15 - Development Concept
    - Shift the boundary to include the two western parcels.
  - Bylaw 16895 Map - Amendment to McKernan-Belgravia Station Area Redevelopment Plan Development Concept.
    - Delete map.
3. **CHARTER BYLAW 20081** will amend the Zoning Bylaw, as it applies to the subject site, from (DC2) Site Specific Development Control Provision to the (RA7) Low Rise Apartment Zone and the (RF3) Small Scale Infill Development Zone for the purpose of accommodating low rise multi-unit housing and a mix of small scale housing.

This application was submitted by Watkins Land Developments LTD on January 12, 2022. The property owner has experienced difficulty selling the land under the current (DC2) Site Specific Direct Control Provision. They are proposing to return the land to standard zoning to increase marketability.

This proposal is compatible with the surrounding zones, existing buildings and will align with the policy objectives of both Area Redevelopment Plans. The application is further supported by The City Plan which

designates the site as within the 109 Street Secondary Corridor, an area supportive of low and medium rise developments.

## Community Insights

Based on the characteristics of this application, the file was brought forward to the public using the Basic Approach. This approach was selected because the application proposes a standard zone, generated little public response to advanced notices and restores the original boundaries of both Area Redevelopment Plans.

The Basic Approach included the following techniques:

### **Advance Notice**, February 02, 2022

- Number of recipients: 68
- Number of responses with concerns: 0
- Number of responses with questions: 2

### **Webpage**

- [edmonton.ca/mckernanplanningapplications](https://edmonton.ca/mckernanplanningapplications)

## Site and Surrounding Area

The subject site comprises six lots located on the eastern edge of the McKernan neighbourhood. The four easternmost properties face 109 Street NW, a busy arterial road, and form a corner lot of approximately 1,500 square metres. Separated by a north-south lane, the two remaining parcels create an internal lot of roughly 800 square meters. The properties' proximity to both 109 Street NW and 76 Avenue NW means they benefit from quick access to frequent bus service, with the nearest stop being a 25 metre walk away.

The site primarily borders RA7 zoned properties to the north and south, while abutting the RF3 Zone to the west. The surrounding built form generally consists of single detached housing; however, more recently the south side of 77 Avenue NW has seen the development of interior lot row housing.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(DC2) Site Specific Development Control Provision	Vacant Single Detached Housing
<b>CONTEXT</b>		
North	(RA7) Apartment House (RF3) Small Scale Infill Development Zone	Single Detached Housing
East	(RA7) Apartment House	Single Detached Housing Low-Rise Apartment
South	(DC2) Site Specific Development Control Provision (RA7) Apartment House (RF3) Small Scale Infill Development Zone	Personal Service Shop  Row Housing Single Detached Housing
West	(RF3) Small Scale Infill Development Zone	Single Detached Housing





View of the western lots looking north from 77 Avenue NW (Google Street View - July 2018)



View of the eastern lots looking west from 109 Street NW (Google Street View - April 2021)

# Planning Analysis

## Land Use Compatibility

The subject site is divided into two portions by a north-south lane, each with its own merits. The four lots east of the lane have been proposed as the RA7 Zone, while the two remaining lots west of the lane would be designated as the RF3 Zone.

The four proposed RA7 Zoned parcels would form a sizable corner lot surrounded by roadways on all sides. Facing 109 Street, a busy roadway and the edge of the McKernan neighbourhood, these properties are an ideal location for low rise apartments. Permitting the RA7 Zone at this location would also complete the corridor of RA7 Zoned properties that run along 109 Street NW from 74 Avenue NW in the south to 79 Avenue NW in the north.

The RF3 Zone, when applied to the two interior properties, will allow for a gentle transition in scale from future development along 109 Street and align the zoning with the remainder of the block. Furthermore, the Mature Neighborhood Overlay would apply to these lots to help ensure that future development is sensitive to the surrounding context.

## Zoning Comparison Summary

	<b>DC2 Current</b>	<b>RF3 + MNO Proposed</b>	<b>RA7 Proposed</b>
<b>Principal Building</b>	Mixed use residential/commercial	Multi-Unit Housing	Multi-Unit Housing
<b>Maximum Height</b>	20.0 m	8.9 m	14.5 - 16.0 m
<b>Front Setback Range</b>	1.0 m	4.6 m	4.5 m
<b>Minimum Side Setback</b>	1.0 m	1.2 m	1.5 m - 3.0 m
<b>Minimum Rear Setback (Lane)</b>	2.5 m	16.1 m (40% of Site Depth)	7.5 m
<b>Maximum Site Coverage/ FAR</b>	3.0	45%	2.3 - 2.5

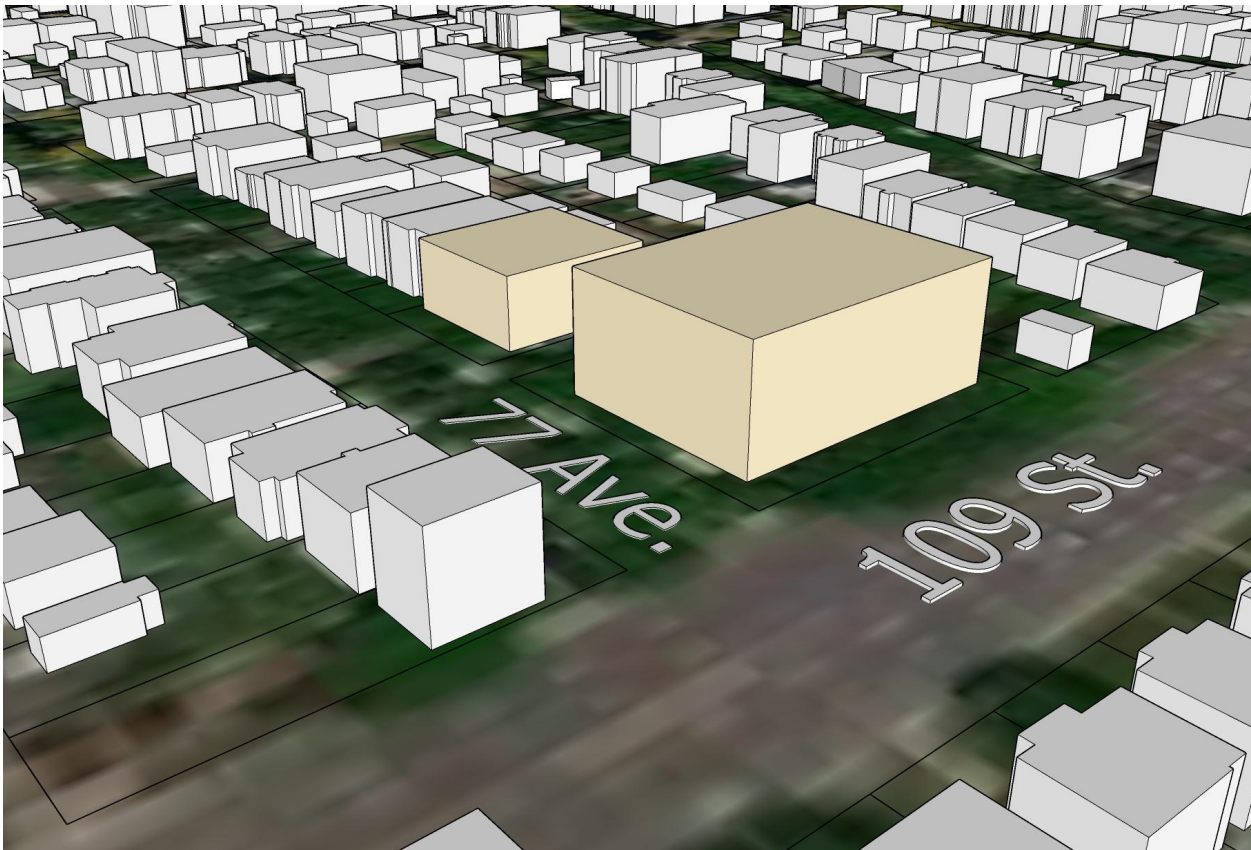


<b>Maximum No Dwelling Units</b>	39 Dwellings	Five (5) Principal Dwellings <sup>1</sup> Five (5) Secondary Suites Five (5) Garden Suites <sup>2</sup>	No maximum (6 minimum)
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<sup>1</sup> Assumes amalgamation of both lots.

<sup>2</sup> Due to practical limitations it is unlikely that multiple Garden Suite dwellings would be constructed per lot.

## POTENTIAL BUILT FORM



## Plans in Effect

### *109 Street Corridor ARP*

109 Street is an important thoroughfare in Edmonton. The roadway provides linkages to significant institutions and serves as a major commuter route. Most recently, the Corridor has begun to transition as the built form intensifies. This led to community concerns regarding the poor quality of infill and how it was changing the character of the established residential areas. The 109 Street Corridor ARP was adopted in 2013 to improve the quality and appearance of development while creating a denser and more walkable community.

The subject site is located within the Medium-Scale Residential District. To improve the vitality of the area, the plan supports greater housing choice through medium scale developments, while also permitting opportunities for small scale commercial and employment uses. The RA7 Zone aligns with this vision by enabling the site to be developed as low rise apartment housing with limited ground floor commercial spaces.

The ARP requires an amendment to reflect this rezoning. The boundaries of Maps 1, 4, 5 and 7 require adjustments to remove the two western parcels from the ARP, while Map 7 also requires the site be redesignated from Mixed Use Residential with Limited Commercial to Apartment Housing.

### *McKernan-Belgravia Station ARP*

Also adopted in 2013, the McKernan-Belgravia ARP was established to guide development of the community over the following 25 years, while working to enhance the local character of the neighbourhoods. The plan seeks to orient higher intensity development near the existing LRT station while allowing for sensitive infill that respects the existing scale, form and massing of the neighbourhood.

The two western parcels are located at the eastern edge of the plan boundary. These lots are interior to the neighbourhood and if incorporated back into the ARP, would form part of the Neighbourhood Infill Precinct. The ARP looks to maintain and enhance the neighbourhood interiors, limiting intensification opportunities to small scale forms of infill that are sensitive and compatible with existing built forms. This is supported through the RF1 and RF3 Zones.

The boundaries of Figures 3, 4 and 15 will need to be adjusted to reincorporate these two parcels within the scope of the ARP and Bylaw 16985 will be deleted.

### *The City Plan*

The City Plan provides high level policy for Edmonton's long term growth. A key objective of the plan is to have 50% of all new residential units be created at infill locations, focusing on key nodes and corridors.

The City Plan designates 109 Street NW as a Secondary Corridor, a vibrant residential and commercial street serving as a destination for the surrounding communities. Secondary Corridors achieve this through low and



mid rise buildings that support a minimum density of 75 people or jobs per hectare. As the eastern parcels front onto 109 Street, the RA7 Zone in this location is appropriate, while the RF3 Zone allows more modest infill interior to the neighbourhood. Both zones will enable the ongoing densification of the corridor and support the infill objectives of The City Plan.

## Technical Review

### Transportation

The existing DC2 Zoning included a shift of the north-south lane; however, with this proposal of standard zones it is understood that the current north-south lane will be maintained. In addition, it is recommended that an additional 0.5 m to 1.0 m hardsurfaced setback be provided along the lanes to facilitate vehicle movement.

Future development of the property may require other lane improvements such as widening, resurfacing or relocating utilities. These requirements will be reviewed at the development permit stage in alignment with the 109 Street Streetscape Design Vision and 109 Street Streetscape Design Guidelines.

Vehicular access to the site should preferably be from the north-south lane. Access will also be reviewed at the development permit stage.

### Drainage

Redevelopment allowed under the proposed zone would not have a significant impact on existing drainage infrastructure. Permanent sanitary and storm servicing for the subject area are available from nearby roadways.

### EPCOR Water

Lot 8 is currently serviced by a 20mm lead connection. This does not meet current standards and cannot be re-used for the proposed development. The service to Lot 8 must be abandoned back to the water main and a new service constructed at the applicant's/developer's expense.

A deficiency in hydrant spacing was identified adjacent to the proposed RF3 lots. Under the RF3 Zone, the maximum allowable spacing between fire hydrants is 90 metres; however, the hydrant spacing adjacent to the site is approximately 120 metres. Possible construction of a new municipal hydrant on 77 Avenue NW will be reviewed under a servicing agreement prior to the issuance of a Development Permit.

There is also a deficiency in fire protection adjacent to the proposed RA7 lots. The site requires a fire flow of 300 litres per second and a maximum allowable spacing between fire hydrants of 90 metres. Currently, the fire flows are below the required rate and the hydrant spacing is approximately 100 metres. Possible construction of approximately 120 metres of new water main and one new municipal hydrant on 109 Street NW will be reviewed under a servicing agreement prior to the issuance of a Development Permit.

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

## **Appendices**

### 1 Application Summary

## Application Summary

### Information

<b>Application Type:</b>	Rezoning and Plan Amendment
<b>Bylaw(s)/Charter Bylaw(s):</b>	20079, 20080, 20081
<b>Location:</b>	North of 77 Avenue NW and West of 109 Street NW
<b>Address(es):</b>	10902 77 Avenue NW
<b>Legal Description(s):</b>	Lots 6 - 10, Plan 4855EO and Lot 1, Block 18, Plan I24
<b>Site Area:</b>	0.23 hectares
<b>Neighbourhood:</b>	McKernan
<b>Ward:</b>	Papastew
<b>Notified Community Organization(s):</b>	McKernan District Community League
<b>Applicant:</b>	Watkins Land Development Ltd.

### Planning Framework

<b>Current Zone(s) and Overlay(s):</b>	(DC2) Site Specific Development Control Provision
<b>Proposed Zone(s) and Overlay(s):</b>	(RA7) Low Rise Apartment Zone (RF3) Small Scale Infill Development Zone Mature Neighbourhood Overlay
<b>Plan(s) in Effect:</b>	109 Street Corridor Area Redevelopment Plan McKernan-Belgravia Station Area Redevelopment Plan
<b>Historic Status:</b>	None

Written By:  
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