

11416, 11420, 11419 and 11423 - 78 Avenue NW

To allow for two transit oriented mid-rise residential buildings with limited commercial uses fronting on public open spaces.



Recommendation: That Bylaw 20246 to amend principles, policies and figures to the McKernan-Belgravia Station Area Redevelopment Plan, Charter Bylaw 20247 to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (DC2) Site Specific Development Control Provision, Bylaw 20244 to close portions of road right of way (north-south lane and 114 Street), and Bylaw 20245 to close a portion of road right-of-way (78 Avenue) be **APPROVED**.

Administration **SUPPORTS** this application because:

- the height and density proposed is appropriate along a busy, key Secondary Corridor in support of the infill objectives of City Plan;
- the proposed amendments to the McKernan-Belgravia Station Area Redevelopment Plan that sets a higher standard for the introduction of a mid-rise building at the key intersection at 78 Avenue and 114 Street;

- the proposed built form and site layout have excellent urban design that integrates well with the internal neighbourhood portions; and
- the site connects and promotes active travel modes through an open space plaza-connector linking to LRT services and the broader 114 Street 'Green Spine' open space network.

Application Summary

The City received this application from Precision Buildings on behalf of property owner Pinto Properties Inc. to redevelop properties on the north and south sides of 78 Avenue NW immediately west of 114 Street NW and LRT right-of-way.

The application has been revised since it was first received by the City on February 21, 2020. The initial rezoning proposal was for two lots located at 11416 and 11419 - 78 Avenue NW to allow development for two 4-storey low rise residential buildings. This proposal included the construction of five (5) metre wide alleys along the western property lines of the site and road closures along 78 Avenue NW and 114 Street NW to facilitate the proposed redevelopment. The road closure areas along 114 Street NW were intended for consolidation with the lots, however, this only retained approximately 6.0 m for the abutting shared use path (Green Spine) between the site and LRT tracks.

As a result of the City's review and public feedback, the applicants acquired additional lands to the west located at 11420 and 11423 - 78 Avenue NW and revised the application which was received on October 27, 2020. The application proposes two mid-rise buildings with larger public areas for the new alleys and shared use path with greater widths. As a result of these considerations, the application includes the following components:

BYLAW 20246 to amend the McKernan-Belgravia Station Area Redevelopment Plan by reconfiguring land uses and to change built form policies for properties of a proposed rezoning by allowing heights up to 7 storeys along the west side of 114 Street NW, adjacent 78 Avenue NW and the McKernan-Belgravia LRT Station. This Bylaw would amend a guiding principle, three policies sections, and two figures in the plan to reflect the rezoning proposal.

CHARTER BYLAW 20247 will amend the Zoning Bylaw, as it applies to the subject site, from (RF1) Single Detached Residential Zone to (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for the development of two (2) mid-rise residential buildings with the following characteristics:

- A maximum height of 23.0m, approximately 7 storeys
- Up to 142 residential dwellings (maximum of 71 dwellings per building)
- A maximum Floor Area Ratio of 4.0
- Opportunities for limited ground level commercial uses up to 100 m²
- Opportunities for Major Home Based Businesses including dayhomes

- Minimal vehicular parking and loading areas that are accessed from the proposed north-south lanes west of the properties
- Public improvements and contributions including the construction of a public open space between the two buildings.

BYLAW 20244 to close portions of road right-of-way (lane and 114 Street NW) for the purpose of consolidation with the adjacent parcels to the west.

BYLAW 20245 to close a portion of 78 Avenue NW road right-of-way west of 114 Street NW, to allow construction of a public open space plaza-connector in accordance with the McKernan-Belgravia Station ARP policies for improved connectivity and enhancements to public realm areas.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Broadened Approach. This approach was selected because it requires amendments to the McKernan-Belgravia Station Area Redevelopment (ARP) to accommodate future growth along 114 Street NW, an important corridor as recognized in the ARP and the City Plan.

The Broadened Approach for this application included the following techniques:

DC2 Pre-Application Notification, November 25, 2019

A pre-application notification letter was mailed out by the applicants to surrounding property owners of the site, the presidents of the Mckernan and Belgravia Community Leagues, and the president of the Central Area Council of Community Leagues to solicit initial feedback on a proposed Direct Control Provision to construct two low-rise buildings.

- Number of recipients: 78

Advance Notice (Two - Low Rise Apartments), April 7, 2020

The first notification (postcard) was mailed out to surrounding property owners of the site, the presidents of the Mckernan and Belgravia Community Leagues, and the president of the Central Area Council of Community Leagues advising them of the proposed rezoning, road closures and plan amendment to the redevelopment of the lots allow two low-rise buildings.

- Number of recipients: 92
- Number of responses with concerns: 25

Advance Notice (Two - Mid-Rise Apartments), November 23, 2020

The second notification (letter) was mailed out to surrounding property owners of the site, the presidents of the Mckernan and Belgravia Community Leagues, and the president of the Central Area Council of Community Leagues advising them of the revised proposal for two mid-rise buildings with associated plan amendments and road closures.

- Number of recipients: 92

- Number of responses with concerns: 10

Engaged Edmonton Webpage, August 12, 2021

A third notification (postcard) mailed out to surrounding property owners of the site, the presidents of the McKernan and Belgravia Community Leagues, and the president of the Central Area Council of Community Leagues advising them of the opportunity to provide feedback on the updated application via the City's Engaged Edmonton online platform.

- Number of visits: 828
- Number of Engaged Visitors: 120
 - Number of responses in support: 9
 - Number of responses with concerns: 108
 - Number of responses with mixed positions: 10
- See Appendix 1 - "What We Heard" Public Engagement Report

Planning Applications Webpages

- edmonton.ca/mcKernanaplanningapplications
- edmonton.ca/metro78

Summary of Comments

The most recurring comments of concerns heard were:

- Deviation From Planning Policies: Some members of the community firmly believe that the guidelines established in the McKernan-Belgravia Station Area Redevelopment Plan (ARP) should be adhered to. The neighbourhood invested a lot of effort in establishing this plan and indicated frustration that this proposal deviates from the guidelines.
 - A mid-rise multi-unit housing development is not in character with the rest of the McKernan Neighbourhood, a 4 storey proposal is more appropriate for this site.
 - ARP proposes a diversity of land uses and housing diversity, this application should expand on this.
 - Increased density exceeds density maximums captured in the ARP and Transit Oriented Development Guidelines.
 - The transit plaza is too small to be considered a plaza.
 - Commercial uses should be included when high density is proposed.
- Building Size and layout: The buildings are out of scale with the neighbourhood and should be built in accordance with the guidelines of the Area Redevelopment Plan (up to 4 storeys). Specifically, the

height and setbacks proposed of the structures will result in a loss of privacy, minimal landscaping and represents a lack of transition from the abutting single detached homes.

- Loss of Greenspace: There is a strong worry that selling a portion of the shared use path will set a precedent. Several comments identify that the Area Redevelopment Plan calls for the greenspace to be 12m wide. Reducing the width to 9m in this location will result in a “tunnelling” effect and may lead to increased congestion and even crime.
- Traffic/Parking: The area experiences heavy congestion around the intersections of 115 Street NW and 76 Avenue NW, and 115 Street NW and University Avenue NW. While the proposal caters to a car free lifestyle, there is apprehension that additional visitors to the site will increase this issue. These additional visitors may also increase demand for the limited on-street parking which is already in short supply. Lastly, the narrow lanes will result in large vehicles having to back into the proposed plaza, this is a safety concern for residents utilising this space.
- Other concerns or comments for improvement:
 - This proposal will decrease surrounding property values
 - Cost of infrastructure upgrades will only serve this development and should not be considered with the rationale for increasing the number of storeys
 - Housing diversity not met
 - Applicants should pay for upgrades of the nearby alleys including the entirety of the east-west lanes to the north and south of the site
 - Limited room to allow for landscaping
 - Child care should be included as an allowed use
 - Edmonton Design Committee review should be conducted for this application
 - Subsidized Transit passes should be a minimum of 10 years (not 3 years)
 - 8 short-term covered public bicycle parking should be provided and located in a visible area next to the building(s) for surveillance purposes
 - Affordable housing contributions to purchase a set number of units by the City is not feasible for rental units
 - Community Amenity Contributions should consider that the public requirements/needs, including considerations to provide funding for nearby Charles Simmonds Park
 - Developers should pay for the maintenance of the proposed open space
 - That a Good Neighbourhood Agreement to include construction schedules, operations, noise protocol and contact information be a requirement of the DC2 provisions.

The most recurring comments of support heard were:

- Location: The site’s proximity to public transit and large institutions (University of Alberta and Hospital) will allow additional people to easily access these resources/services.

- Amenities: The commercial opportunities and public plaza will provide additional gathering spaces for the community.
- Density: Proposed density is appropriate for this area based on its proximity to the LRT. Commercial Amenities have also suffered in the area including those along 76 Avenue NW. To ensure viability of commercial uses that are locally available, increased density is needed to support the residents of this neighbourhood and to achieve the 15-minute district as envisioned in the City Plan.

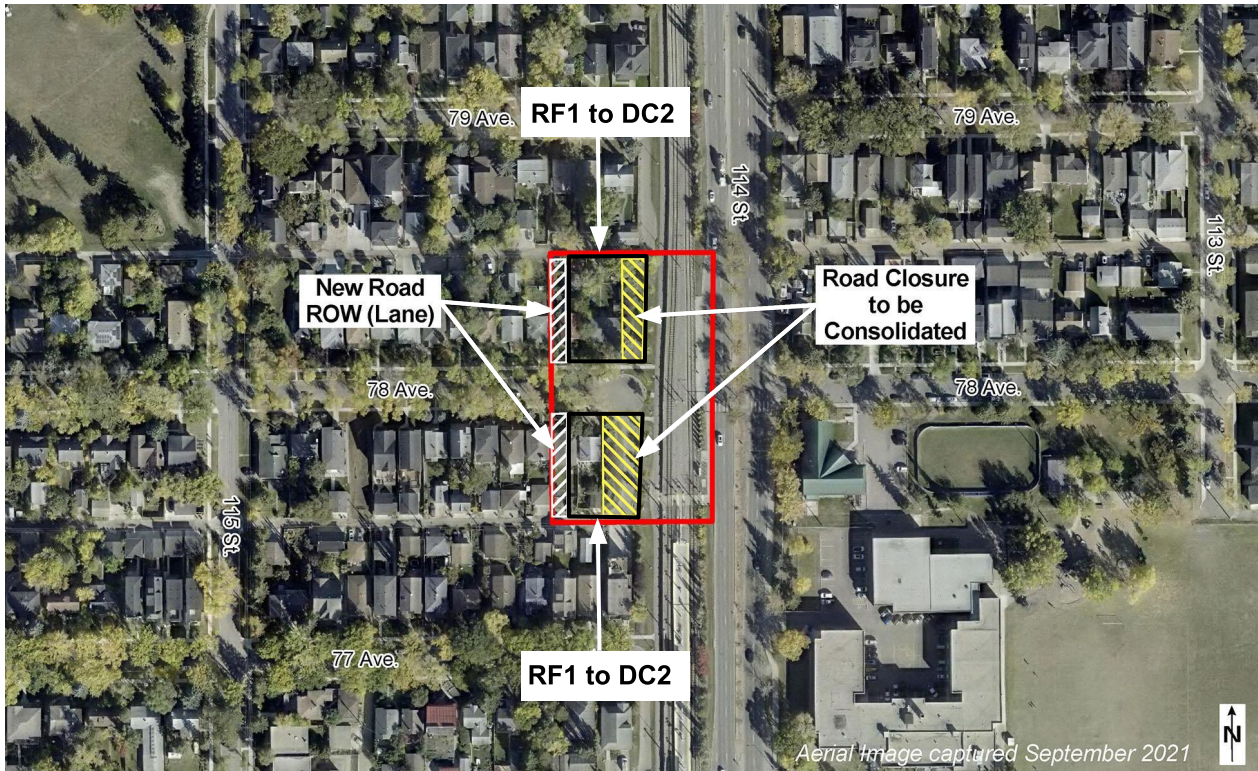
No formal feedback or position was received from the McKernan Community League at the time this report was written. Administration, however, was made aware that a good neighbour agreement was being developed with the developers and that numerous meetings were held with regards to the Charles Simmonds Park contributions.

Site and Surrounding Area

The subject site comprises four single detached lots approximately 1,944 square metres and is located in the western portion of the McKernan neighbourhood on the north and south sides of 78 Avenue NW and immediately west of 114 Street NW and Capital Line LRT tracks. Once consolidated with proposed road closure lands to the east and the construction of the proposed lanes are complete, the new site area will measure approximately 2,400 square metres.

The site sits adjacent to the north tip of the McKernan-Belgravia LRT platform with easy access to the station through a shared use path located between the site and just west of the LRT tracks. To the east and southeast across 114 Street NW is the McKernan Community League building and McKernan School/Gowan Park sites respectively. An additional public park space is also in close proximity where the Charles Simmonds Park is located to the northwest of the site at 115th Street NW near 79th Avenue NW. Surrounding the site to the north, west and south are Single Detached Houses.

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Single Detached Homes
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached Homes
East	(RF3) Small Scale Infill Development Zone (AP) Public Parks Zone	Single Detached House McKernan Community League
South	(RF1) Single Detached Residential Zone	Single Detached Homes
West	(RF1) Single Detached Residential Zone	Single Detached Homes



Aerial view of application area - Proposed Rezoning, consolidation areas for consolidation, and new lanes



Aerial view of application area - Proposed 78 Avenue Road Closure for future open space plaza-connector

The intersection of 78 Avenue NW and 114 Street NW is a key junction connecting McKernan properties to the west of the neighbourhood with other properties to the east by way of an existing pedestrian crossing. This allows for residents on both sides of 114 Street NW, respective of their location, access to the LRT station and other community amenities previously mentioned. Other key intersections in the general vicinity that connect both sides of 114 Street NW include University Avenue NW to the north where higher density multi-unit housing has commenced construction, and 76 Avenue NW to the south which is a corridor that includes local commercial uses in close proximity to the southern end of the McKernan-Belgravia LRT Station. These areas form part of what is known as the 'Pedestrian Priority Area' for the neighbourhood.



Figure 10: Pedestrian Priority Area excerpt from the McKernan-Belgravia Station ARP



*View of the site on 78 Avenue NW looking east towards 114 Street NW
(78 Avenue cul-de-sac closure in the distance)*



View of the north portion of the site looking northwest from the 114 Street shared use path and 78 Avenue



View of the south portion of the site looking southwest from the 114 Street shared use path and 78 Avenue



View of the proposed closure area (lane) looking south from 78 Avenue cul-de-sac



View of the proposed closure area (114 Street- Green Spine) looking north from 78 Avenue cul-de-sac

Planning Analysis

This application was challenging to analyze within a conflicting and shifting policy context and with the proposed buildings having both positive and negative features. Administration's evaluation considered site size constraints against older policy and guideline documents, and The City Plan, containing the overarching direction to prioritise infill locations along nodes and corridors in an effort to expand the City's population within existing boundaries. The review concludes that the recent direction from City Plan identifying 114 Street NW as a secondary corridor with its corresponding built form and intensity recommendations takes precedence over existing direction from the McKernan-Belgravia Station Area Redevelopment Plan (ARP) and the Transit Oriented Development (TOD) Guidelines. Despite this, the proposed DC2 provision better provides a well designed, sensitively integrated mid-rise building relative to its context and it achieves many other guiding principles and policies of the ARP.

Land Use Compatibility

The site and other properties along both sides of the 114 Street NW corridor are intended to serve as a defined zoning border with higher intensity uses and built forms to transition from a homogenous area of low scale development on the west and east of the corridor (almost entirely RF1 or RF3 respectively). The corridor itself is currently and predominantly zoned low density residential except for ongoing trends to densify near key intersections such as 114 Street NW and University Avenue NW to the north where properties have been granted zoning approval for mid-rise buildings. A trend to increase development intensity near 76 Avenue NW and 114 Street NW to the south is also sought with low rise building forms as highlighted in the ARP. These densification trends are highly linked to the placement of the McKernan-Belgravia LRT station which is one of the key components of the Guiding Principles of the Area Development Plan. Compatibility of this proposal to its surrounding areas is therefore best evaluated with

respect to the (RA7) Low Rise Apartment and (RA8) Medium Rise Apartment Zones (See Zoning Comparison visuals and table below).

West Elevations

The proposed DC2 regulations for built form and setbacks provide adequate transitions to adjacent properties and the public realm areas, when compared with the standards provided under the RA7 and RA8 zones. The more crucial and sensitive setback are from the low density areas to the west which would normally require a 3.0 m setback based on the orientation fronting the avenue by definition of the Zoning Bylaw. This DC2 proposal establishes the frontage along 114 Street NW and includes 7.5 m ground level rear setback along the west property line, with added stepbacks provided above the 4th storey. Privacy screening is required along the edge of the roof top level to provide additional buffering to the single detached houses.



The above visual shows the new 6.0 m wide north-south lane adjacent to the north building with setbacks of 5.5 m - 9.5 m for upper level storeys above the ground level storey. This results in a minimum 11.5 metre separation between the single detached lots to the west and the closest portions of the mid-rise buildings.

Green Spine and New Open Space Plaza-Connector

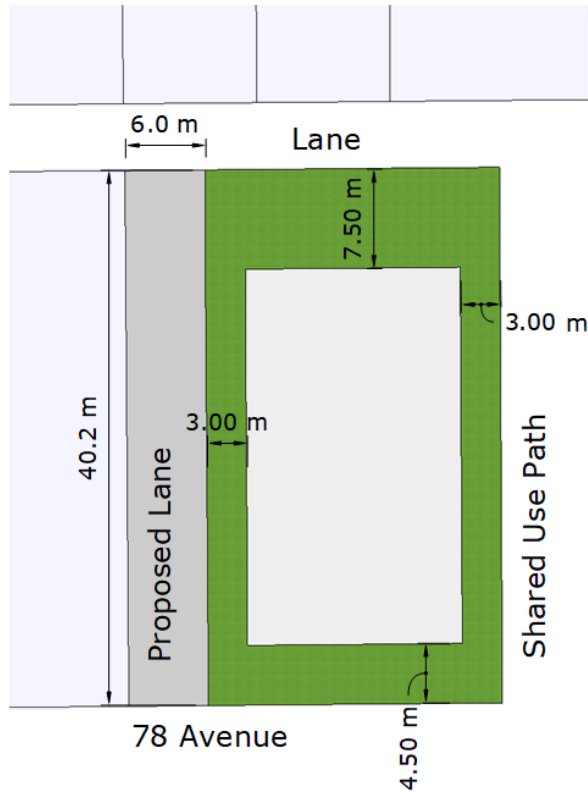
Ground oriented units face east along the Green Spine and LRT wall/114 Street and this is considered the front of the buildings. The setback here is 3.0 m including on-site landscaping plus 9.0 m for the shared-use path results in 12.0 m from the building to the LRT wall. This is considered an appropriate street wall interface for these frontages along the Green Spine shared use path areas. These 3.0 m setbacks along 114 Street from the consolidated road closure areas form part of the site and would allow for 12.0 m between the buildings and the LRT wall; leaving approximately 9.0 m for the Green Spine. When compared to the shared use path areas adjacent to other properties along the west side of 114 Street's shared use path, the proposed 9.0 m widths are similar to the properties to the immediate north and south of the site. Other areas along the Green Spine vary in width as narrow as 3.5 m just south of 76 Avenue NW and 32.7 metres south of 74 Avenue NW. The proposed road closure at the cul-de-sac of 78 Avenue is intended to be redeveloped as open space for both a gathering and active mode connector located in between the two proposed buildings adjacent to the Green Spine. Here, additional ground oriented units and a commercial space face the proposed open space measuring 20.0 metres in width providing for an attractive and functional area for public use.



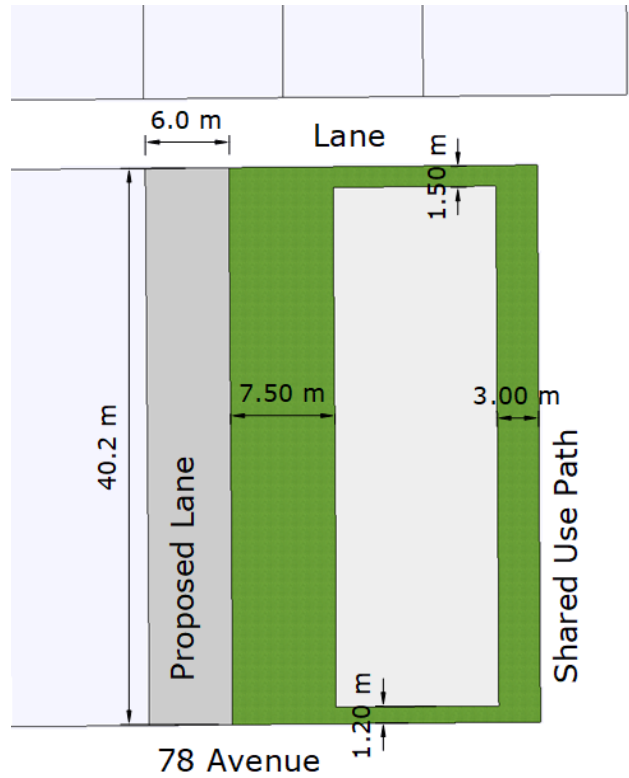
Artist rendering of open space plaza-connector looking west from the LRT Tracks

Throughout the review we heard community concerns that by fronting onto the 'Green Spine' the buildings were potentially turning their backs to the rest of the community to the west. To alleviate this issue, the buildings' main common entrances were oriented to face west with architectural entrance features that wrap around the frontages of the open space between the buildings to allow them better integration with the rest of the neighbourhood and the open space plaza-connector in between.

Zoning Comparison



RA7/RA8 Ground Level Setbacks



Proposed DC2 Ground Level Setbacks

Zoning Comparison Summary - North Building Only¹

	RF1 + MNO Current	RA7/RA8 Comparable	DC2 Proposed
Principal Building	Single Detached	Multi-Unit Housing	Multi-Unit Housing
Maximum FAR	N/A	RA7: 2.3-2.5 RA8: 3.0-3.3	4.0
Maximum Height	8.9 m	RA7: 16.0m RA8: 23.0 m	23.0 m
Front Setback	4.05m (South)	4.5m (South) ²	3.0m (East) ³
Rear Setback	16.1 m (40% of Site Depth) (North)	7.5 m (North)	7.5 m (West)
Side Setback	1.2 m (West)	1.5 m (West)	1.2 m (South)
Side Setback	1.4 m (East)	3.0 m (East)	1.5 m (North)

Number of Dwelling Units	Two (2) Principal Dwellings	Maximum N/A	Maximum 71 Dwelling Units
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1. For comparison purposes, only the north building information is shown. The south building provides similar setbacks but is mirrored based on its abutting east-west lane to the south and the open space plaza-connector to the north.
2. Under Zoning Bylaw criteria, applying the RA7 or RA8 Zoning at this location requires the front to be south facing onto 78 Avenue, unless variances are considered at the Development Permit stage.
3. The proposed orientation of the buildings 'front' predominantly onto 114 Street NW as per ARP Policies.

Sun-Shadow Impacts

A Sun Shadow Study was provided as part of this application to demonstrate the potential impacts on adjacent properties. While impact on sunlight penetration and shadow casting is a common concern with infill developments, there are no City standards or guidelines specifically for these items. It is anticipated that shadow impacts on the lots in the west are most notable during the morning hours and shadows casting to the north occurs mid-day to mid-afternoon. For lots east of 114 Street NW, shadow casting is expected to occur in the mid-afternoon.

A full Sun-Shadow Study is found in Appendix 2 of this report.

Uses

The proposed uses are primarily focused with the provision of residential and residential related uses. They include Multi-unit Housing and opportunities for resident-operated Home Based Businesses or Live Work Units. Home Based businesses further provide opportunities for limited child care services up to 6 children and other compatible smaller scale business activities already permitted within the existing (RF1) Single Detached Residential Zone. Based on concerns from neighbours that the residential units may operate as a short term rental accommodation, specific regulations proposed in the DC2 have been included to prohibit this activity.

This application further includes limited and compatible commercial uses that are strategically located along the eastern edge away from the single detached houses and adjacent to the LRT tracks/shared use path. The commercial uses are further placed in a manner fronting the proposed public open space between the two buildings area along 78 Avenue NW to help activate these public realm areas through the intent for local focused commercial uses such as but not limited to food service uses and personal service shops.

Plans in Effect

This application conforms to a significant amount of ARP policies including the following:

- provision of increased development intensity appropriately located to front along 114 Street NW;
- the construction of north-south lanes to separate the site from lower density forms to the west; and
- the replacement of a cul-de-sac with an open space plaza that allows connectivity to the LRT Station and Green Spine network.

This application does not meet the ARP's recommendations for building height and Green Spine width. To realize the redevelopment of the site along with the public realm features, the policies related to height and clarification provided for an acceptable Green Spine width between the proposed buildings and the LRT wall is included in this proposal.

A list of applicable ARP Guidelines and Policies have been included in Appendix 3 and were reviewed against the application.

The City Plan

The City 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 future growth within Edmonton's existing boundaries. To do this, 50% of all new residential units are intended to be created at infill locations such as McKernan, focusing near key nodes and corridors such as 114 Street NW and 76 Avenue NW.

Within The City Plan, this segment of 114 Street NW is identified as a Secondary Corridor. A Secondary Corridor is intended to be a vibrant residential and commercial street that serves as a local destination for surrounding communities. Along a secondary corridor, The City Plan includes a wide range of activities supported by low and mid rise mixed-use developments targeting an overall desired density of a minimum 75 people or jobs per hectare. These targets are expected to be satisfied with future redevelopment based on the current rezoning proposal that includes both residential and commercial units.

Being in close proximity to 76 Avenue NW and the location of the LRT stop that extends south to this avenue, the intersection of these two Secondary Corridors provides an opportunity to recognize this area as a 'Local Node'. Although no Local Nodes have not been formally identified in any location within the city, Local Nodes as described by the City Plan typically include a 200 m radius from a node which seeks to provide the community as a focal point of business, gathering and housing. The subject site is located approximately 165 metres from this important intersection is considered a part of this node.

Public Contributions

A required contribution for this proposal of \$167,019.22 is required to comply with City Policy C599 Community Amenity Contributions in Direct Control Provisions.

This application complies and exceeds with this policy through the provision of the following amenities:

- \$280,000 towards three bedroom dwellings designed suitable for families
- \$62,972.00 towards the construction of two north-south lanes built to a commercial alley standard
- \$350,000 towards the construction of the public plaza-connector including repair facility accessible for public use

- \$100,000 towards amenity improvements to McKernan's Charles Simmonds Park

In the early stages of this application the DC2 proposed the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution, in accordance with City Policy C582 - Developer Sponsored Affordable Housing, City Council has since repealed Policy C582 and without a policy in place, this meant having to remove the original affordable housing clause from the current DC2.

Technical Review

Transportation

McKernan has among the highest mode splits in the City, with approximately 36 percent of trips to work made by an alternative mode (not driving a vehicle). The proposed development is ideally situated to take advantage of existing transportation infrastructure including shared use paths along 114 Street NW and 76 Avenue NW and LRT at the McKernan/Belgravia station. The development is required to provide Transportation Demand Management (TDM) measures including subsidized transit passes, increased bike parking spaces and a bicycle maintenance facility which will further encourage and support the use of alternative transportation modes.

On June 23, 2020, City Council approved Open Option Parking, which provides developers' flexibility to choose the amount of parking that they feel is appropriate for their projects. The proposed development does not provide parking for the residents and will be marketed as non-auto oriented development due to its proximity to the LRT station. Minimal on-site vehicle parking will be provided at ground level adjacent to the north-south alleys for people with mobility impairments, visitors and car-share programs. The McKernan neighbourhood currently has a residential parking program in effect where on-street parking is restricted to a maximum of two hours between 8:00am and 6:00pm, Monday through Friday, except for residents possessing a valid permit. Additionally, the City is developing a Curbside Management Strategy to redefine the management of curbside spaces like on-street residential parking and help balance parking congestion with broader city-building goals. The area's on-street parking has capacity to accommodate any occasional spike in short-term parking demand resulting from visitors and deliveries.

The applicant has submitted a Transportation Impact Assessment (TIA) that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application. Traffic volumes on 78 Avenue NW, 115 Street NW and adjacent alleys are within acceptable capacity thresholds. Considering the existing alternative transportation infrastructure, the planned TDM measures and absence of on-site parking for residents, the development generated traffic is expected to be minimal and will not significantly impact area traffic operations. Two new north-south alleys along the west side of the site will be constructed to a commercial alley standard connecting the existing east-west alleys to 78 Avenue NW. The existing east-west alleys will also be reconstructed to a commercial alley standard along the site's abutting frontages. The site will be serviced from the newly constructed north-south alleys which was reviewed by and is satisfactory to both

Waste Services and Fire Rescue Services. To preserve existing curbside parking spaces along 78 Avenue NW, Fire Trucks will use a portion of plaza-connector space to make necessary manoeuvres exiting the area without compromising the functionality of the public open space.

There are existing operational issues (long queues and delays) at the University Avenue/115 Street, University Avenue/114 Street and 114 Street/76 Avenue intersections in the peak hours resulting from LRT operations along the 114 Street corridor.

Transit

ETS operates numerous bus routes near the site on 76 Avenue NW and 114 Street NW. The site is within close walking distance to McKernan/Belgravia LRT Station and bus stops on 114 Street NW.

Due to the proximity of the development to the nearby LRT right-of-way, the applicant may be required to enter into agreements with the City of Edmonton at the Development Permit stage to ensure there are no impacts to LRT infrastructure resulting from construction.

As a condition of Development Permit, the applicant is required to enter into an agreement with the City of Edmonton to provide subsidised transit passes to building occupants. Transit passes will be provided to each unit at a subsidised rate of 50% of the purchase price and the program will operate for a minimum of ten (10) years.

Drainage

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application. Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilising a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage.

EPCOR Water

The applicant/owner will be responsible for all costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by this application. The requirements include the construction of two water mains from 115 Street NW along the parallel lanes north and south of 78 Avenue NW which shall be connected to the proposed north-south lanes west of the site. In addition, the applicant/owners shall be required to install three hydrants at 90 metre spacing along the shared use path abutting the site. Further review of the required water servicing, including hydrant supply, shall be further examined at the Development Permit stages for this redevelopment.

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

Appendices

- 1 "What We Heard" Public Engagement Report
- 2 Sun/Shadow Analysis
- 3 ARP Policy Analysis
- 4 Application Summary



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA20-0066 - Metro 78

PROJECT ADDRESS: 11416, 11419, 11420, and 11423 78 Avenue NW.

PROJECT DESCRIPTION: **Rezoning:**

The City has received a proposal to rezone properties on the north and south sides of 78 Avenue NW between 114 Street Street and 115 Street NW. The application includes 11416, 11419, 11420, and 11423 78 Avenue. The developer's name for the project is Metro 78.

This application has been revised since it was first received by the City on February 21, 2020. The initial rezoning proposal was for two lots located at 11416 and 11419 78 Avenue NW to allow for two 4-storey low rise residential buildings. As a result of the City's review and public feedback, the applicant has decided to revise their proposal and include lots located at 11420 and 11423 78 Avenue NW.

The proposed zoning from the current [\(RF1\) Single Detached Residential Zone](#) to a [revised \(DC2\) Site-Specific Development Control Provision](#) would allow for the development of two mid-rise apartment buildings with the following characteristics:

- A maximum height of 23 .0 m per building or approximately 7 storeys (previously 14.5 metres or approximately 4 storeys)
- Up to 71 residential units per building for a total of 142 units (previously 55 residential units per building for a total of 110 units)
- A maximum floor area ratio of 4.0 (previously 2.45)
- Ground level commercial space fronting a public

plaza-connector and the 114 Street shared use path. Opportunities for commercial uses include specialty food services, retail, and personal service shops.

- Vehicular surface parking that is accessed from the proposed north-south lanes west of the properties.
- [Community amenity contributions](#) in the form of a public plaza-connector along 78 Avenue between the two buildings, cash contributions towards the Charles Simmonds Park redevelopment, provision for family oriented units, and the construction of two lanes abutting the site.

Road Closures

The application also includes a proposed closure of portions 78 Avenue, portions of 114 Street abutting the site, and the laneway south of 78 Avenue between the site and 114 Street. New 6-metre wide (previously 5-metre) north-south lanes are proposed along the western boundaries of the rezoning site to provide connections to the remaining lanes parallel to 78 Avenue and to provide access to the proposed development.

McKernan-Belgravia Station Area Redevelopment Plan

This application includes proposed changes to the McKernan-Belgravia Station Area Redevelopment Plan to amend policies that do not support development of this intensity at this location and to allow for mid-rise buildings at this location.

PROJECT WEBSITE: <https://www.edmonton.ca/metro78>

ENGAGEMENT Online Engagement Webpage - Engaged Edmonton:

FORMAT: <https://engaged.edmonton.ca/metro78>

ENGAGEMENT DATES: August 16 - September 6, 2021

NUMBER OF VISITORS:

- Engaged: 120
- Informed: 178
- Aware: 418

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

ABOUT THIS REPORT

The information in this report includes summarized feedback received between August 16 to September 6, 2021 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

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

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) approximately three (3) weeks prior to a scheduled public hearing for the file.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included an overview of the proposed development, information on the development and rezoning process and contact information for the file planner. Two "tools" were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

FEEDBACK SUMMARY

This section summarizes main themes collected.

Number of Responses:

In Support: 9

In Opposition: 108

Mixed: 10

The most common **concerns** heard were:

Deviance from the ARP: The community firmly believes that the guidelines established in the McKernan-Belgravia Station Area Redevelopment Plan (ARP) should be adhered to. The neighbourhood invested a lot of effort in establishing this plan and indicated frustration that this proposal deviates from the guidelines.

Building Size: The buildings are out of scale with the neighbourhood and should be built in accordance with the guidelines of the Area Redevelopment Plan (up to 4 storeys). Specifically, the height of the structure will result in a loss of privacy and represents a significant transition from the abutting single detached homes.

Loss of Greenspace: There is a strong worry that selling a portion of the shared use path will set a precedent. Several comments identify that the Area Redevelopment Plan calls for the greenspace to be 12m wide. Reducing the width to 9m in this location will result in a “tunneling” effect and may lead to increased congestion and even crime.

Traffic/Parking: The area experiences heavy congestion around the intersections of 115 Street and 76 Avenue, and 115 Street and University Avenue. While the proposal caters to a car free lifestyle, there is apprehension that additional visitors to the site will increase this issue. These additional visitors may also increase demand for the limited on-street parking which is already in short supply. Lastly, the narrow lanes will result in large vehicles having to back into the proposed plaza, this is a safety concern for residents utilizing this space.

The most recurring comments of **support** heard were:

Location: The site’s proximity to public transit and large institutions (U of A) will allow additional people to easily access these resources.

Amenities: The commercial opportunities and public plaza will provide additional gathering spaces for the community while the additional residents will help support the existing businesses in the neighbourhood.

WHAT WE HEARD

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

REASONS FOR OPPOSITION

Built Form/Site Layout/Neighbourhood Character

- The height of the building is too large, exceeds the Area Redevelopment Plan, and will not fit with the character of the neighbourhood (54)
- The additional storeys will result in a lack of privacy (21)
- The height of the building will cast a large shadow (10)
- The scale of the building is too large and the location is inappropriate at the end of a cul-de-sac/dead end street (8)
- Density/F.A.R is too great (8)
- Building will reduce sightlines along the shared use path/decrease safety (4)
- Building will be of poor quality (2)
- Setbacks are insufficient.
- Development is not a single family home.

Greenspace/Mature Trees

- The proposal will reduce the size of the shared use path and does not conform with the guiding principles depicted for the 114 Street Green Spine concept within the Area Redevelopment Plan (30)
- Insufficient landscaping and/or impacts to existing landscaping along the shared use pathway (3)
- Fire Truck turnaround within the plaza area will impede proper plaza programming.
- Does not provide additional greenspace

Traffic/Parking/Safety

- Will increase traffic congestion in the neighbourhood (65)
- Will increase demand for on-street parking (31)
- Emergency/services vehicles will be unable to maneuver and access the site, and alternative site design for maneuvering should be considered (11)

- Vehicles backing up into the public plaza will be a safety hazard (10)
- The rear lane will begin to experience traffic similar to a roadway (4)
- Poor condition of existing rear lanes

Other

- The proposal should follow the guidelines of the Area Redevelopment Plan (50)
- Concerns about the removal of Child Care Services from the proposal (13)
- Buffer between the new lane and existing houses is inadequate (10)
- The type of dwellings being offered will increase the amount of students/transient residents living in the neighbourhood and not enough diversity of housing options for families (10)
- Proposed plaza removes parking areas for LRT maintenance vehicles and snow clearance (2)
- Increased crime (2)
- Increased noise levels (3)
- The applicant's engagement 'summary and project revisions' document is not fully accurate
- Commercial uses not appropriate for context
- Impacts to existing drainage infrastructure
- Neighbourhood needs more single family homes

SUGGESTIONS FOR IMPROVEMENT

- Keep the height at 4 storeys (17)
- Provide additional pedestrian/cyclist connections (3)
- Add additional bicycle parking and support infrastructure (bike sharing, tune up stations) (2)
- Greater focus on climate impacts (2)
- Commercial opportunities to focus on food/grocery services
- Include community garden/composting
- No commercial business that will operate late at night
- Increase the number of 3 bedroom units.
- Cater to citizens with mobility challenges.

REASONS FOR SUPPORT

- Increased density/proximity along the LRT corridor (6)
- Opportunity for additional commercial amenities in the neighbourhood/greater support for existing businesses (3)

- Car free design (3)
 - Creates a gathering space for the community
 - Provides additional opportunities to live close to the University.
 - Allow more people to access existing amenities in the area.
 - Supports the 'missing middle'
-

Questions & Answers

1. Is there a density (3 or 4 storeys) which does not trigger EPCOR Water Infrastructure upgrades, or has a cost share been looked at?

EPCOR Water has provided comments for two scenarios under the initial proposal for two low rise apartment buildings (110 Dwellings) and the current proposal for two mid rise apartment buildings (142 Dwellings). Based on these reviews, both proposals require updated water infrastructure upgrades. No other review has been provided by EPCOR water based on the scope of the application.

Response from Applicant:

The project was submitted to the [EPCOR cost share program](#) under application ICSA-2021-020, but rejected based on the following:

- o This is a major infrastructure upgrade and that this project would take up the majority of the allocated \$1.2 million funding for the entire 2020-2021 program.
- o The criteria that the project needed to be at the development permit stage by way of a pre-application meeting submission which cannot occur unless the rezoning is approved.
- o 2022 EPCOR Water Cost Share Program has not been funded.

2. Can you clarify which day Metro 78 garbage and recycling pick up will be?

Each building with 71 Units would receive approximately 18 cubic yards of garbage service and 9 cubic yards of recycle services per week. According to the applicant, the waste storage room for each building would be adequately sized for approximately three 4-cubic yard wheeled bins and three 4-cubic yard wheeled recycling bins.

Based on this information, the anticipated frequency of pickup with these amounts of bins would be two times per week for garbage and one time per week for recycling. The specific days of collection shall be determined once the developer makes the request for service.

3. And is it correct to assume Metro 78 garbage pick-up will not be on the same as community garbage pick-up (Thursday)?

Separate garbage and recycling pick-up will be required for the Metro 78 buildings from the rest of the single detached homes in the community. This is due to different operational trucks needed to service the different dwelling types using either bins or the cart programs.

4. Has it been assessed whether the Metro 78 garbage trucks will be able to turn from the new north south lane into 78 avenue, when cars are parked on both sides of 78 avenue, and Metro 78 parking is full.

In consultation with Waste Services and review of the turning maneuvers, the intent is to have the bin collection vehicles enter from the abutting east/west lanes for each building. For the north building, the vehicle would continue east and exit north onto 79 Avenue. For the south building, the intent is to turn into the newly created north/south lane and exit after collection onto 78 Avenue. In all cases, turning maneuvers have been assessed and confirmed as satisfactory for the City's waste truck operators.

5. Is the garbage area in the building large enough to accommodate the garbage from any commercial units? And if not, does this mean another day of garbage pick-up?

The commercial units will be required to go with private waste removal companies and separate waste loading areas will need to be considered for the commercial component which is not mandated for City-provided service. This will also require additional bins to be sited in the waste storage area. If this is not possible, the commercial component will be required to use City-provided services at City-determined rates. According to the applicant, the garbage/recycling rooms shall be designed to accommodate the required number of bins to service both residential and commercial components.

6. With the garbage bins being kept inside Metro 78, will the garbage company have access to open the door, or will Metro 78 need to leave the garbage bins outside before they come?

Typically with wheeled bins that are stored indoors, the City's Waste Services staff would bring out the bins to the collection area if the distance is within the allowable guidelines (9 meters indoors plus 6 meters outdoors). It is ultimately the decision of the development on how they best see fit to provide access for Waste Services. Some ways of access could be a keypad with a code for the overhead door or access into the building to open the overhead door from the inside.

7. Will the document entitled 'applicant engagement and project revisions' be revised

for its omissions (including the following bullets below)

These developer-hosted engagement sessions were independent from and in addition to the City-hosted engagement on the application held from August 16 to September 6, 2021. These developer hosted sessions were held to receive feedback during the initial stages of a project and to help inform any refinements during the application review. It is the responsibility of the applicants to share the information received from these sessions with City Administration and to ensure they are complete and accurate.

While the City does take these developer-hosted engagement feedback summaries into account as part of its review of the application, they are considered in conjunction with a number of other factors. These factors include feedback collected from the City-hosted engagement, technical considerations (such as traffic and drainage impact assessments) and alignment to City land-use related plans and policies (eg the City Plan, the McKernan-Belgravia Area Redevelopment Plan, etc).

To provide some clarification on the 'applicant engagement and project revisions' document, the applicant has provided the following responses to the bullet points mentioned below:

- **Feb 7, 2021. The meeting was with representatives from BCL, BelMac and MCL, not just BelMac.**

Response from Applicant:

The meeting was recorded in Green Space Alliance (GSA) Consulting's What We Heard report according to the community group that requested or initiated the event, which in this case, was the BelMac group.

- **March 24, 2021. This is not included in the summary and was a meeting with representatives from BCL, BelMac, MCL, and the Charles Simmonds Park committee to discuss a contribution to Charles Simmonds Park.**

Response from Applicant:

The purpose of the meeting held on March 24, 2021, was to provide an opportunity to the Charles Simmonds Park committee representative to get clarification from City Administration as to how the Community Amenity Contribution policy applies to Direct Control rezoning applications. Green Space Alliance (GSA) Consulting does not consider this meeting an engagement activity

- **May 2021. This is not included in the summary. BelMac requested several times to have a follow-up meeting between representatives of BelMac, MCL, BCL and the developer, and the developer declined June 9, 2021.**

Response from Applicant:

Between September 2020 and December 2020, Green Space Alliance (GSA) Consulting held several meetings with the BelMac group and a professional consultant who indicated she was hired by this group to discuss the project with the developer. Subsequently, in 2021, additional meetings were held at the request of the BelMac group.

On June 7, 2021, GSA organized a meeting with the McKernan Community League Board. The meeting was open to the general public and the BelMac group.

- **The developer met with adjacent neighbours to discuss a fence. This is not included.**

Response from Applicant:

Green Space Alliance (GSA) Consulting's approach to drafting What We Heard reports is to not include either meetings held between property owners or ones not facilitated by GSA staff.

- **We requested a buffer not a fence (16)**

Response from Applicant:

The developer attended a meeting with the two adjacent neighbours to the west of the project site to discuss screening options. The meeting was productive. Both neighbours indicated that they favoured the approach of building new screening solutions to delineate their property. The developer and the two adjacent neighbours agreed that having the same screening material for both the north and south properties would be aesthetically the best solution. Follow-up steps/action items were for the developer to research screening styles and provide images to the two adjacent neighbours.

- **Summary of October and February meetings. Height and setbacks were also discussed, but these topics are missing.**

Response from Applicant:

Building height is a specific topic on page 2 of the report under Meeting #2 (October 2020).

Setbacks and stepbacks were also discussed and recorded under Building Design. The discussion about height at Meeting #7 (February 2021) revolved around the interface between single-detached houses and mid-rise buildings. This topic is in the report, and examples were provided as a follow-up to the meeting.

- **Project revision table is inaccurate. Appears may have removed all green spine landscaping to offset Charles Simmonds Park Contribution and this was not discussed (6)**

Response from Applicant:

As per the City Administration calculation, the community amenity contribution owed for this rezoning application is approximately \$181,000. This amount is offset by the number of family-oriented units provided. Any additional public amenity contributions that the developer has committed to are above and beyond the minimum required by the Community Amenity Contribution policy.

- **Childcare is no longer in the proposal (7),**

See applicant response under Question #12 below.

- **the community did not request west balconies (12),**

Response from Applicant:

A recurrent comment about building design was a contemporary versus traditional architecture style. Some residents indicated that balconies would make the design align better with a preferred traditional architecture style. Ultimately, we recorded a comment from a resident who remarked that balconies are how they meet our neighbours.

- **We requested once weekly garbage collection (13),**

Response from Applicant:

The number of bins calculated for the development is based on the City Waste Management guidelines. At the rezoning stage, the frequency of waste collection is estimated as the design of the waste storage rooms is within the scope of a future Development Permit application.

8. **Why is the 'plaza' called a 'plaza' and not a 'mid-block accessway'. Although the intent may be to function as a plaza, it clearly does not meet the definition of a plaza**

in the TOD guidelines, and shouldn't the terminology in the DC2 used be consistent with the City's definition?

'Urban Plazas' are defined in the Transit Oriented Development (TOD) Guidelines as follows: Predominantly hardscaped plazas within an urban setting that primarily serves the local community.

For this application, the 'Urban Plaza' term is used to clarify its intended programming and implement the McKernan-Belgravia Station Area Redevelopment Plan's desired conversion of the cul-de-sacs west of 114 Street to 'open-spaces'. The intended programming captures some of the TOD Guidelines for Urban Plazas, such as including guiding principles for these areas reflected as typical open space next to LRT stops with features such as predominantly paving material, seating areas, retail/active frontages dubbing the 'plaza' term appropriate for this context.

9. Why is the height of the building measured from the flat roof instead of from the top of the canopy?

Building height is measured according to the regulations on [Section 52 of the Zoning Bylaw](#). For flat roofs, the maximum building height shall be measured from the horizontal plane through grade to the midpoint of the highest parapet and shall not extend more than 1.7 metres above the maximum permitted building height of the zone. Section 52 also states that elements such as elevator housings, roof stairways, and entrances are excluded from the calculation of the maximum building height. According to the applicants, they anticipate revising the design to reduce the size of the canopies, thus, the perceived mass of the rooftop.

10. Has there been any assessment of whether current street parking will be able to accommodate the estimated additional 304 vehicles per day?

The estimated daily trips represent a combination of inbound and outbound trips expected to be made by the tenants, visitors, deliveries, ride shares and service vehicles, etc. which will be spread out over the course of a 24 hour period. The buildings are proposed to be constructed without on-site parking for the residents (as permitted by [Open Option Parking](#)) and will be marketed with this information; it is expected that potential residents of the development will choose to live in the building with this knowledge. Residents of the development will not be able to participate in the neighbourhood residential parking program (given the multi-family nature of these buildings). Given the proximity to the LRT

and the lack of parking, it is likely the majority of the residents will not have a car. The parking demand generated by visitors, deliveries, ride shares and service vehicles are expected to be short term and will be accommodated on-site through the supply of on-site parking for visitors, rideshare and loading. On-street parking in the area has some capacity to accommodate any spill-over short term parking demand generated by the development.

11. Has there been any assessment of the safety of children, cyclist crossing the new North-South lane to access the mid-block accessway, considering parked cars will need to back up to exit their parking stall, the increase in traffic, and the backing up of large vehicles when the loading zone/garbage zone/corner cut zone is occupied.

A separate detailed safety assessment for pedestrians and cyclists has not been completed as these reviews are generally completed for an area or section of roadway with high traffic volumes and frequent collision records. Based on the traffic impact assessment report, the development generated traffic volume is expected to be 26 trips in the busiest hour which translates into less than 1 trip every two minutes. Given there will be no parking provided for the residents of the building, the actual trip number could be lower than what is projected.

The scenario proposed with the development is not unique within Edmonton. There are examples in the city where midrise and highrise developments take access off the alley and generate significantly more traffic compared to Metro 78 generated traffic. In some of these cases, the intersecting roadway with the alley contains a bike route or major pedestrian corridor where no significant operational issues were reported.

Upon the completion of the development, traffic volume including pedestrians and cyclists are expected to continue to be low. Given these low volumes and that the interactions between modes will be in a low speed environment, no significant safety hazard is anticipated.

12. Why had childcare been removed as a possible use?

Response from Applicant:

- Child Care Services was never part of the original application; therefore, it was not removed.
- Through the engagement process, the developer received feedback from the community that Child Care Services would be something they would like to see in the building.
- The Zoning Bylaw deems Child Care Services a commercial use that is more intense than typical neighbourhood commercial uses. Child Care Services should comply with additional regulations in the Zoning Bylaw. These regulations create challenges for providing this service in residential buildings. The developer brought this issue to City Administration's attention. After extensive discussions with City Administration, the developer decided to create a specific space in the south building to have a day-home to accommodate the community's request. A day-home is a home-based business and is already allowed in the (RF1) Single Detached Residential Zone.

13. Why have setbacks been decreased by .5m on the west and east side compared to the previous DC2?

Response from Applicant:

We have not modified the setbacks since the building height increased from four to six storeys. In the previous concept (when there were only two lots), the west setback was 5.5 m, and the east setback was 2.0 m.

14. Will the platform structures on the east and the west of the building project an additional 1.5m, in addition to the reduction of the setback of 1m and 2m on the west and east side respectively up to 16.5m in height?

Response from Applicant:

- Section 44 of the Zoning Bylaw allows platform structures to project within required setbacks and separation spaces according to the standards provided in that section. The design fully complies with the regulations outlined in Section 44.
- There are two types of balconies designed for the buildings. The majority are Juliet balconies which are essentially false balconies or railings at the outer plane of a window opening connected to the building facade without a deck to walk on. On a limited number of units on each level, there are actual balconies designed with a minimum depth of 1.5 m to meet the Amenity Space regulations. Since they are recessed 0.5 m, they project 1.0 m into the setbacks.

15. There appears to be a 2m buffer between the Metro78 parking area and Metro78, but

the developer won't consider a buffer area between the directly adjacent neighbours and the new north-south lane. Why not?

Response from Applicant:

There is a 2 m sidewalk at the ground level between the parking area and the buildings. As requested by the community, we provided a range of examples of similar context in Edmonton and Calgary where mid-rise buildings are adjacent to single-detached houses separated by a rear lane. The proposed buffer seems not to be characteristic in this type of neighbourhood block configuration.

16. The developer previously supported their assertion that the development site is a gateway using the results of their survey. Is it correct to assume the developer will no longer use the survey results as support given they indicate in the engagement summary “this survey is not intended to be representative sample of the community”?

Response from Applicant:

Green Space Alliance (GSA) submitted an amendment to the Area Redevelopment Plan (ARP) to reclassify the project location as a pedestrian gateway. The amendment is based on our professional opinion, not on the community responses to the survey.

17. The review of the survey was done by Avens Evaluation Group. According to Avens' website, one of the two consultants at Avens is Dorothy Pinto. Shouldn't an arm's length firm have reviewed the survey?

Response from Applicant:

The survey intended to gather information and perspectives from the residents on the project. Green Space Alliance (GSA) and the developer wanted to ensure that questions were unbiased. The developer hired an expert to review the survey question to ensure they were well worded. The developer's wife has a Ph.D. and is a professional and expert in the field thus qualifying her consultancy practice to conduct this type of work.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council:

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via edmonton.ca/meetings.
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

If you have questions about this application please contact:

Marty Vasquez, Planner
780-495-1948
marty.vasquez@edmonton.ca

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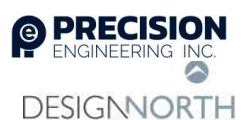
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Shadow Study

Daylight Savings
MARCH 21

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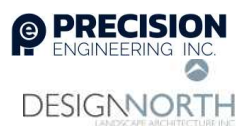
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Shadow Study

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Shadow Study

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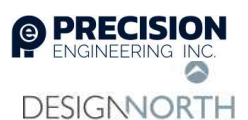
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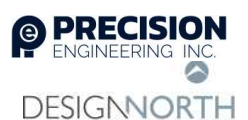
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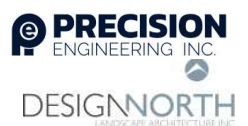
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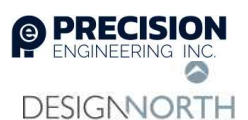
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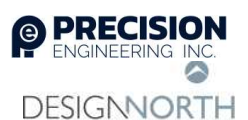
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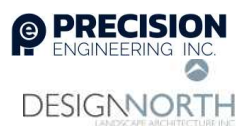
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Daylight Savings
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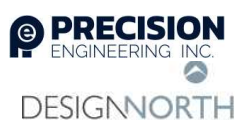
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STANDARD TIME
DECEMBER 21

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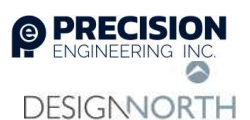
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DECEMBER 21

submitted by:



McKernan-Belgravia Station ARP Policy Analysis

The following table provides a list of applicable McKernan-Belgravia Station Area Redevelopment Plan Objectives and Policies against the proposed redevelopment at 11416, 11419, 11420, and 11423 78 Avenue NW.

Reference Type	Reference	Meets	Does Not Met
Land Use Objective	Support higher density development along 114 Street, University Avenue, 76 Avenue and 71 Avenue. (Section 4.4)	x	
Land Use Objective	Provide for a wider range of housing choice including provisions for family oriented housing, seniors housing and student housing. (Section 4.4)	x	
Land Use Objective	Require new development to respect the existing scale, form, massing and style of the neighbourhoods through height limits and building design. (Section 4.4)	x	
Land Use Objectives	Encourage urban design that reflects Edmonton as a winter city. (Section 4.4)	x	
Land Use Objectives	Incorporate the principles of Crime Prevention Through Environmental Design in new development (CPTED). (Section 4.4)	x	
Land Use Objective	Designates the Site as Residential (4 Storeys Max) (Section 4.4, Figure 15)		x
Street Network	Reconnect the urban grid pattern by introducing alleyways parallel to 114 Street enabling the reorientation of infill development to face on to 114 Street as illustrated in Figure 9: Proposed Street Network. (Section 4.2.1.1)	x	
Street Network Policy	Redevelop existing cul-de-sacs into open spaces along the west side of 114 Street and shared-use path as new development and alleyway are completed. (Section 4.2.1.2)	x	

Character Streets Policy	Require development proposals and public street improvements to be designed in alignment with the street cross sections in this plan as shown in Figure 13: 114 Street Cross Section and Figure 14: University Avenue Cross Section. (Section 4.3.2.1)		x
114 Street Green Spine	Redevelop existing cul-de-sacs into open spaces adjacent to the shared-use path as alleyways servicing the new development along 114 Street are completed. (Section 4.3.2.3)	x	
	Design new development along the west side of 114 Street to face onto the shared-use path and linear open space. (Section 4.3.2.4)	x	
114 Street Corridor Policy	Permit consolidation of properties and surplus road right-of-way within this precinct as identified in this plan to facilitate redevelopment along the 114 Street Corridor. (Section 4.4.2.1)	x	
114 Street Corridor Policy	Require through subdivision the dedication and construction of rear alleyways parallel to 114 Street to service new development along 114 Street. (Section 4.4.2.2)	x	
114 Street Corridor Policy	Redevelop existing cul-de-sacs into open spaces adjacent to the shared-use path as alleyways servicing the new development along 114 Street are completed. (Section 4.4.2.3)	x	
114 Street Corridor Policy	Permit residential development to a maximum of 4 storeys within this precinct in the form of row housing, stacked row housing and low rise apartments. (Section 4.4.2.5)		x
114 Street Corridor Policy	Design new development along the west side of 114 Street to face 114 Street with the front doors and windows facing onto the shared-use path and linear park and vehicular access from the new rear alleyway. (Section 4.4.2.6)	x	

Building Heights Policy	Permit a maximum of 4 storeys for all new development along 114 Street, 76 Avenue and 71 Avenue in the form of row housing and low rise apartments. (Section 4.4.7.2 and Figure 23 - Height Strategy)		x
Building Types Policy	Provide for a mix of unit types as defined by size, amenity space and access where possible in future residential development. Family oriented housing will be encouraged. (Section 4.4.8.1)	x	
Building and Site Design Policy	Encourage articulation of building elevations, appropriate building massing and activation of the frontage of buildings. (Section 4.4.9.1)	x	
Building and Site Design Policy	Ensure that buildings on corner sites provide attractive facades on both sides of the street and avenue. (Section 4.4.9.2)	x	
Building and Site Design Policy	Orient development to face onto the street to help create a pedestrian-friendly environment. (Section 4.4.9.3)	x	
Building and Site Design Policy	Require higher density residential development along University Avenue, 114 Street, 76 Avenue and 71 Avenue to provide an attractive facade oriented to existing lower density housing and new infill development separated by an alleyway. (Section 4.4.9.4)	x	
Building and Site Design Policy	Require higher density residential development to feature individual private entries for ground floor units and incorporate porches and windows at ground level (Section 4.4.9.5)	x	
Building and Site Design Policy	Ensure pedestrian scale design through smaller block lengths, building massing, facade design and detail, active ground floor, mid-block green space or walkways providing continuous landscaping. (Section 4.4.9.7)	x	

Building and Site Design Policy	Locate access to sites and any at-grade parking off the adjacent alleyway and along the rear of the building to the satisfaction of Transportation Services. (Section 4.4.9.9)	x	
Building and Site Design Policy	Require use of sympathetic, quality, contextually appropriate building materials. (Section 4.4.9.10)	x	
Building and Site Design Policy	Ensure appropriate transitions to existing adjacent 1-2 storey residences through means such as side yards and building stepbacks. (Section 4.4.9.11)	x	
Accessibility Policy	Provide a range of housing design options as they relate to visitability, accessibility, and barrier free design in family and seniors housing (Section 4.4.12.1)	x	
Accessibility Policy	Provide at-grade front access to all housing within the plan area where feasible (Section 4.4.12.2)	x	
Accessibility Policy	Provide family oriented housing with a minimum of 2 bedroom units; individual unit access; flexible interior layout to accommodate changing life cycle needs; sufficient space for bulk storage either in suite or within easy access of the unit; and child-friendly design of interior space, private and common outdoor amenity areas (preferably visible from the kitchen). (Section 4.4.12.3)	x	
Accessibility Policy	Where possible, provide outdoor equipment or opportunities to exercise in the design of public open spaces for a range of users. (Section 4.4.12.4)	x	
Affordable Housing Policy	Provide high quality, safe and attractive housing for all. (Section 4.4.14.1)	x	

<p>Affordable Housing Policy</p>	<p>Provide a mix of housing types and tenures that cater to a diverse range of household sizes, abilities, ages, incomes and lifecycle needs such as family oriented housing, student and seniors housing. (Section 4.4.14.2)</p>	<p>x</p>	
<p>Affordable Housing Policy</p>	<p>Strive for design and architectural excellence that does not discriminate affordable housing from for-profit market housing in terms of building type, massing, façade treatment, materials and quality of finishes. (Section 4.4.14.3)</p>	<p>x</p>	

Application Summary

Information

Application Type:	Road Closures, Plan Amendment and Rezoning
Bylaws/Charter Bylaw:	Bylaws 20244, 20245, 20246 and Charter Bylaw 20247
Location:	North and south of 78 Avenue NW and west of 114 Street NW
Addresses:	11416, 11420, 11419 and 11423 - 78 Avenue NW
Legal Descriptions:	Lots F and G, Block 3, Plan 244HW, and Lots 31 and 30, Block 2, Plan 2064S
Site Area:	1,944.4 m ² (Current) 2,391.01 m ² (After land exchange)
Neighbourhood:	McKernan
Ward:	papastew
Notified Community Organizations:	McKernan and Belgravia Community Leagues, and Central Area Council of Community Leagues
Applicant:	Precision Buildings

Planning Framework

Current Zone and Overlay:	(RF1) Single Detached Residential Zone and the Mature Neighbourhood Overlay
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	McKernan-Belgravia Station Area Redevelopment Plan
Historic Status:	None

Written By:	Marty Vasquez
Approved By:	Claire St. Aubin
Branch:	Development Services
Section:	Planning Coordination