

10521 – 78 Avenue NW

To allow for medium rise multi-unit housing



Recommendation: That Charter Bylaw 20348 to amend the Zoning Bylaw from a (DC2.1013) Site Specific Development Control Provision to the (RA8) Medium Rise Apartment Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Allows Edmontonians to live locally, with access to diverse and affordable housing options in communities that support their daily needs.
- It supports intensification along a Primary Corridor, using a standard zone.
- Aligns with The City Plan target of adding 50% of net new units through infill city-wide while contributing to the creation of 15-minute districts.

Application Summary

This application was accepted on September 21, 2022 from Situate Inc. on behalf of BRASS III 78 Avenue Ltd.

CHARTER BYLAW 20348 will amend the Zoning Bylaw, as it applies to the subject site, from a (DC2.1013) Site Specific Development Control Provision to the (RA8) Medium Rise Apartment Zone for the purpose of accommodating medium rise Multi-unit Housing with limited ground level commercial opportunities. The proposed rezoning aligns with the City Plan target to accommodate 50% of net new units through infill city-wide while increasing density in a Primary Corridor.

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 rezoning to a standard zone and few responses to advanced notification were received.

The Basic Approach included the following techniques:

Advance Notice, September 29, 2022

- Number of recipients: 62
- Number of responses with concerns: 2

Webpage

- edmonton.ca/queenalexandraplanningapplications

Common comments heard throughout the various methods include:

- General support for the proposed mid-rise residential building with ground level commercial opportunities on a currently vacant and underutilized site.
- Concern about the proposed increase in Height from 5 storeys to 6 storeys.
- Concern regarding the affordability of the proposed units and availability to families (i.e. number of bedrooms).
- Concern about the current state of the vacant lot (weeds, hole in the ground, unusable, unsafe, etc.,).
- Existing on-street parking congestion which could become worse with the proposed rezoning. Additionally, could create additional drop off/pick up challenges at nearby schools.
- Mitigate traffic impacts to the Lane (suggested mitigating measures including upgrading the Lane, installing speed bumps, installing signage and reducing speeds).

No formal feedback or position was received from the Queen Alexandra Community League, the Central Area Council of Community Area Council, or the Old Strathcona Business Association at the time this report was written.

Site and Surrounding Area

The vacant subject site is approximately 2,019 square metres in area, located mid-block within the interior of the Queen Alexandra neighbourhood. There is a lane present to the south. The site is an excellent location for increased density as it is in proximity to active transportation, public transportation, open space, gathering places, commercial and service opportunities. Bike routes in proximity to the site are located along 76 Avenue NW, and 106 Street NW (both are protected bike lanes). Bus routes in proximity to the site are located along 76 Avenue NW, and 104 Street NW. Open space and gathering places in proximity to the site include Rollie Miles Athletic Field, Strathcona High School, the Queen Alexandra Community League, Our Lady of Mt. Carmel School, Queen Alexandra School, Joe Morris Park, and Tipton Park. A variety of commercial and service opportunities are available to the east and north of the site, including but not limited to, grocery stores, convenience retail stores, and commercial schools.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC2.1013) Site Specific Development Control Provision	Vacant
CONTEXT		
North	(RA7) Low Rise Apartment Zone	Low Rise Apartment
East	(RA7) Low Rise Apartment Zone	Semi-detached House
South	(RA7) Low Rise Apartment Zone	Low Rise Apartment and Single Detached Housing
West	(RA7) Low Rise Apartment Zone	Low Rise Apartment



View of the site looking south from 78 Avenue NW.



View of the site looking north from the Lane.

Planning Analysis

Land Use Compatibility

The proposed (RA8) Medium Rise Apartment Zone is compatible with the existing surrounding context. The proposed RA8 Zone allows for a 23 metre high (approx. 6 storey) residential building with limited commercial opportunities on the ground level, whereas the current DC2.1013 allows for a 18.5 metre high (approx. 5 storey) residential building. Commercial uses are not allowed in the current DC2 Provision. The proposed RA8 Zone allows for an additional 4.5 metres in Height (approximately 1 additional storey), and the Stepbacks in the current DC2 would no longer apply. The proposed 23 metre height is compatible with the surrounding RA7 zone which allows for 14.5 metre high buildings and the 3 metre setbacks are considered appropriate. The maximum Floor Area Ratio and minimum Side Setbacks are identical in the current and proposed Zone.

Additional information about the similarities and differences between the current DC2.1013 Provision and the proposed RA8 Zone is provided in the table below:

DC2.1013 & RA8 Comparison Summary

	DC2.1013 Current	RA8 Proposed
Maximum F.A.R	3.0	3.0 ¹
Maximum No. Dwelling	50	n/a
Minimum Density	n/a	15 Dwellings
Maximum Height	18.5 m (5 Storeys)	23.0 m (6 Storeys)
Minimum Front Setback (78 Avenue NW)	5.5 m	4.5 m
Minimum Side Setbacks	3.0 m	3.0 m
Minimum Rear Setback (Lane)	4.0 m	7.5 m

¹The maximum F.A.R may be increased to 3.3 under the (RA8) Medium Rise Apartment Zone where a minimum of 10% of Dwellings have a Floor Area greater than 100 m² and the average number of bedrooms in these Dwellings is at least 3.

Stepbacks	Applicable ²	n/a
Minimum Parking Requirements	One underground vehicle space per Dwelling, and visitor spaces (3 surface, and 3 underground).	Open Option Parking ³

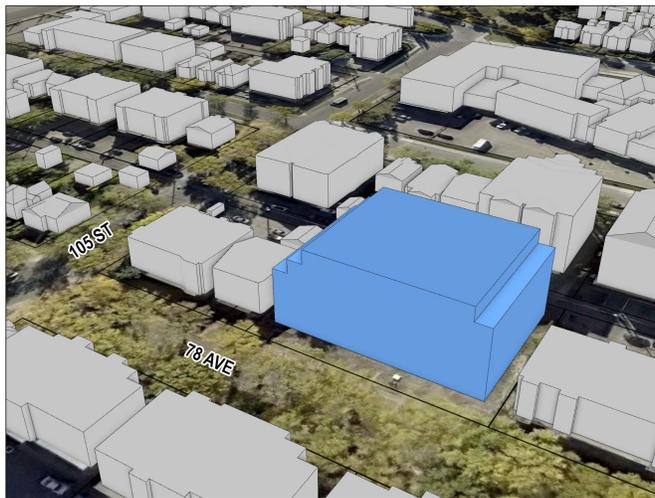
POTENTIAL DC2.1013 BUILT FORM

POTENTIAL RA8 BUILT FORM

Top view



3D view



² The current (DC2.1013) includes Stepbacks, which would no longer be applicable if rezoned to RA8.

³ Open Option Parking was approved by City Council on June 23, 2020 at Public Hearing and came into effect on July 2, 2020. Open Option Parking removed minimum parking requirements from the Zoning Bylaw allowing homeowners and businesses to decide how much on-site parking to provide.

Plans in Effect

The City Plan

The proposed rezoning adheres to the direction provided in the City Plan. The site is located within the Gateway Boulevard/Calgary Trail Primary Corridor. Primary Corridors are defined as prominent urban streets designed for living, working, and moving; they serve as a destination, while also providing critical connections between nodes, throughout the city, and beyond. The typical massing/form envisioned for Primary Corridors is mostly mid-rise with some high-rise opportunities. The RA8 Zone provides for mid-rise Multi-unit Housing with ground level commercial opportunities, aligning with direction in the City Plan. Additionally, the proposed rezoning aligns with The City Plan target of adding 50% of net new units through infill city-wide, and contributes to the creation of 15-minute districts by increasing density in proximity to services, open space, and public/active transportation opportunities.

Technical Review

Transportation

The site is well located to take advantage of the area transportation network including 76 Avenue and 106 Street bike facilities. The planned bike facility upgrade on 104 Street will provide the residents additional opportunity to use alternative transportation modes. Vehicular access to the site will be from the rear alley. Alley upgrade requirements and waste accommodation will be reviewed at the development permit stage.

Transit

ETS currently operates local and community bus service on 76 Avenue and 104 Street/Calgary Trail. The site is roughly 250 m walking distance to bus stops on both 76 Avenue and 104 Street/Calgary Trail.

The future B1 (Century Park LRT Station/Transit Centre to Castle Downs Transit Centre via downtown) and Airport Connector (Edmonton International Airport to downtown) rapid bus routes are anticipated to operate on 104 Street/Calgary Trail as part of the mass transit network associated with the 1.25 million population scenario of The City Plan.

Drainage

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required on-site stormwater management will be reviewed at the Development Permit stage.

EPCOR Water

An Infill Fire Protection Assessment (IFPA) concluded that upgrades to municipal fire protection infrastructure are not required for the proposed rezoning. This may be re-evaluated at the Development Permit stage.

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

Appendices

1 Application Summary

Application Summary

Information

Application Type:	Rezoning
Bylaw(s)/Charter Bylaw(s):	20348
Location:	South of 78 Avenue NW and west of 105 Street NW
Address(es):	10521 - 78 Avenue NW
Legal Description(s):	Lot 8, Block 27, Plan 1921918
Site Area:	2,018.8 m ²
Neighbourhood:	Queen Alexandra
Ward:	papastew
Notified Community Organization(s):	Queen Alexandra Community League, Central Area Council of Community Area Council, and the Old Strathcona Business Association
Applicant:	Jeff Booth

Planning Framework

Current Zone(s) and Overlay(s):	(DC2.1013) Site Specific Development Control Provision
Proposed Zone(s) and Overlay(s):	(RA8) Medium Rise Apartment Zone
Plan(s) in Effect:	None
Historic Status:	None

Written By:	Saffron Newton
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination