

11414, 11416, 11426, 11428 and 11430 - 76 Avenue NW

To allow for a transit oriented, mixed use, mid-rise residential building.



Recommendation: That Bylaw 20439 to the McKernan-Belgravia Station Area Redevelopment Plan, Charter Bylaw 20440 to amend the Zoning Bylaw from (RF3) Small Scale Infill Development to (DC2) Site Specific Development Control Provision be **APPROVED**.

Administration **SUPPORTS** this application because:

- The height and density proposed is appropriate facing two Secondary Corridors in support of the infill objectives of The City Plan.
- It contributes to the McKernan-Belgravia Station Area Redevelopment Plan vision for a commercial main street next to mass transit.
- The urban design regulations promote integration with the surrounding area.

Application Summary

The City received this application from Green Space Alliance on behalf of property owner Westrich Management LTD to redevelop properties located on the north side of 76 Avenue NW immediately west of 114 Street NW and LRT right-of-way.

This proposed Site Specific Development Control Provision (DC2) for a 6 storey mixed-use building replaces the previous proposal to rezone the properties to Medium Rise Apartment Zone (RA8) to better conform with the commercial use requirements of the McKernan-Belgravia Area Redevelopment Plan (ARP) and to address certain concerns on impacts to adjacent properties. This application also increases the site area to include 11430 76 Avenue NW.

The application entails a proposal to amend the McKernan-Belgravia Station Area Redevelopment Plan (ARP) to align with the proposed rezoning to increase the allowable height. Currently the ARP identifies this site for Mixed Use Residential up to a maximum of 4 storeys.

BYLAW 20439 to amend the McKernan-Belgravia Station Area Redevelopment Plan by reconfiguring built form policies for properties of a proposed rezoning by allowing heights up to 6 storeys along the north side of 76 Avenue NW and immediately west of 114 Street NW and the McKernan-Belgravia LRT Station. This Bylaw would amend a guiding principle, policies sections, and a map in the plan to reflect the rezoning proposal.

CHARTER BYLAW 20440 will amend the Zoning Bylaw, as it applies to the subject site, from (RF3) Small Scale Infill Development to (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for the development of a mid-rise apartment with commercial uses at the ground level and the following characteristics:

- A maximum height of 20.0 m, (approximately 6 storeys)
- Up to 113 residential dwellings
- A maximum floor area ratio of 3.6
- Commercial uses and live-work units at ground level
- On-site parking accessed from the rear lane
- Public Improvements and Contributions

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 76 Avenue NW, at the corner of an important intersection as recognized in the ARP and The City Plan.

The Broadened Approach included the following techniques:

Mailed notice of proposed land use changes, August 18, 2021

The first notification of proposed land use changes 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 from the subject site from (RF3) Small Scale Infill Development to (RA8) Medium Rise Apartment Zone and to amend the McKernan-Belgravia Station Area Redevelopment Plan.

- Number of recipients: 178 Recipients
- Number of responses with concerns: 5

DC2 Pre-Application Notification, January 26, 2022

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 a mid-rise residential building with commercial uses on the main floor.

- Number of recipients: 186 Recipients
- Number of responses, as reported by the applicant: 9

Mailed notice of proposed land use changes, July 5, 2022

A second notification of proposed land use changes 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 from the subject site from (RF3) Small Scale Infill Development to the (DC2) Site Specific Development Control Provision and to amend the McKernan-Belgravia Station Area Redevelopment Plan.

- Number of recipients: 186 Recipients
- Number of responses with concerns: 12

Engaged Edmonton Webpage, December 12, 2022 through January 15, 2023

A third City notification 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 opportunity to provide feedback on the updated application via the City's Engaged Edmonton online platform.

- Number of visits: 378
- Number of Engaged Visitors: 25
 - Number of responses in support: 6
 - Number of responses with concerns: 12
 - Number of responses with mixed positions: 7
- See Appendix 1 - "What We Heard" Public Engagement Report

Webpage

- edmonton.ca/mckernanplanningapplications

Summary of Comments

The most recurring comments of concerns heard were:

- **Traffic/Parking:** The area experiences heavy congestion around the 3 access points to the neighbourhood with residents noting that these access points can be backed up for 30+ minutes at peak times. There is concern that despite the site's proximity to transit and active transportation this development will contribute to congestion in the area. Additional activity may also increase demand for the limited on-street parking which is already in short supply. Pedestrian/cyclist safety was another significant concern near shared use paths and in back lanes around this site. Lastly, there are concerns that there is insufficient capacity/planning for emergency vehicle access, delivery vehicles and visitor parking in this application. There is a strong belief that existing plans do not adequately address this concern and could lead to parking/idling in dangerous spots such as in front of this site on 76 Avenue NW.
- **Building size:** The community 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. There is a fear that if more of these developments are approved they will set a precedent and continue to grow in height and size.
- **Loss of greenspace:** There is a worry that development could impact the health of mature trees near this site. There is concern that the current setbacks do not allow for adequate greenspace on this site.

The most recurring comments of support heard were:

- **Increased vibrancy and amenities:** The commercial opportunities will provide additional neighbourhood amenities and increase vibrancy in the community with additional residents to help support the existing businesses in the neighbourhood.
- **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.
- **Contributions towards a sustainable and TOD development:** The existing single family homes are not an ideal use for this site that is close to an LRT station and existing amenities. This proposed development would increase density here and help contribute to sustainable growth.

On March 2, 2023 the McKernan Community League submitted a letter in support for the overall application (see Appendix 2) particularly on the proposed built form, commitment towards commercial uses on the ground floor, storage for bicycles and the provisions for cash contributions towards improvements of the Charles Simmonds Park. Additional Community League feedback provided within their letter includes a desire for less reliance on automobiles and an increase in more 3-bedroom units to

accommodate families. The applicant is also encouraged by the League on having additional engagement between themselves while considering community input received.

In response, the applicants hosted a meeting on March 14, 2023 to discuss the file with members of the McKernan and Belgravia Community Leagues. During the meeting neighbourhood traffic constraints were the focus of the discussion including traffic safety, neighbourhood short-cutting, access for emergency vehicles, and traffic enforcement. Some members expressed concerns on the cumulative traffic congestion impacts for new developments such as the subject application including delivery services for new residents under the proposed application and access to the building.

Site and Surrounding Area

The subject site comprises three single detached housing lots and two semi-detached housing lots measuring approximately 2,437 square metres in size. The site is located in the western portion of the McKernan neighbourhood on the north side of 76 Avenue NW and immediately west of 114 Street NW and Capital Line LRT tracks.

The properties are adjacent to the south end 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 across 114 Street NW is the McKernan School and Gowan Park sites. An additional public park space is also in close proximity where the Charles Simmonds Park is located to the northwest of the site at 115 Street NW near 79 Avenue NW. Aside from an ETS maintenance building to the north across the alley, surrounding the site to the north, west and south are Single Detached Houses.

The intersection of 76 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 tunnel below 114 Street along the 76 Avenue right-of-way. 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 78 Avenue NW to the north and 74 Avenue NW to the south where at-grade pedestrian crossings exist. These areas form part of what is known as the 'Pedestrian Priority Area' for the neighbourhood.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF3) Small Scale Infill Development Zone	Single Detached Homes Semi-Detached Housing
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached Homes ETS Maintenance Building
East	(US) Public Parks Zone	McKernan School and Gowan Park
South	(RF3) Small Scale Infill Development Zone	Single Detached Homes Semi-Detached Housing
West	(RF3) Small Scale Infill Development Zone	Single Detached House



View of the site looking northeast from 76 Avenue NW



View of the site looking northwest from 76 Avenue NW



View of the site looking southwest from rear lane and adjacent shared use path

Planning Analysis

Land Use Compatibility

The site and other properties along both sides of the 76 Avenue NW 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 north and south of the corridor (almost entirely RF1 zoning and the Mature Neighbourhood Overlay (MNO) regulations applied).

The properties along 76 Avenue NW in general are currently and predominantly zoned low density residential (RF3 and MNO) except for ongoing trends to densify further west at the corner of 116 Street under their current DC2 or (RA7) Low Rise Apartment zones. In close proximity but facing 114 Street, a recently approved rezoning was granted at 78 Avenue NW immediately west of the shared use path. 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 which promotes the 400 metre radius forming a pedestrian-priority area surrounding the LRT station. To further promote these principles and particularly along 76 Avenue NW, there is potential for growth of a localized node of commercial uses connecting the existing (CNC) Neighbourhood Convenience Commercial Zone centered around the northeast corner of 116 Street NW and additional commercial uses further east along the north side of the avenue zoned (CSC) Shopping Centre Zone between 113 Street NW and 112 Street NW as shown below.

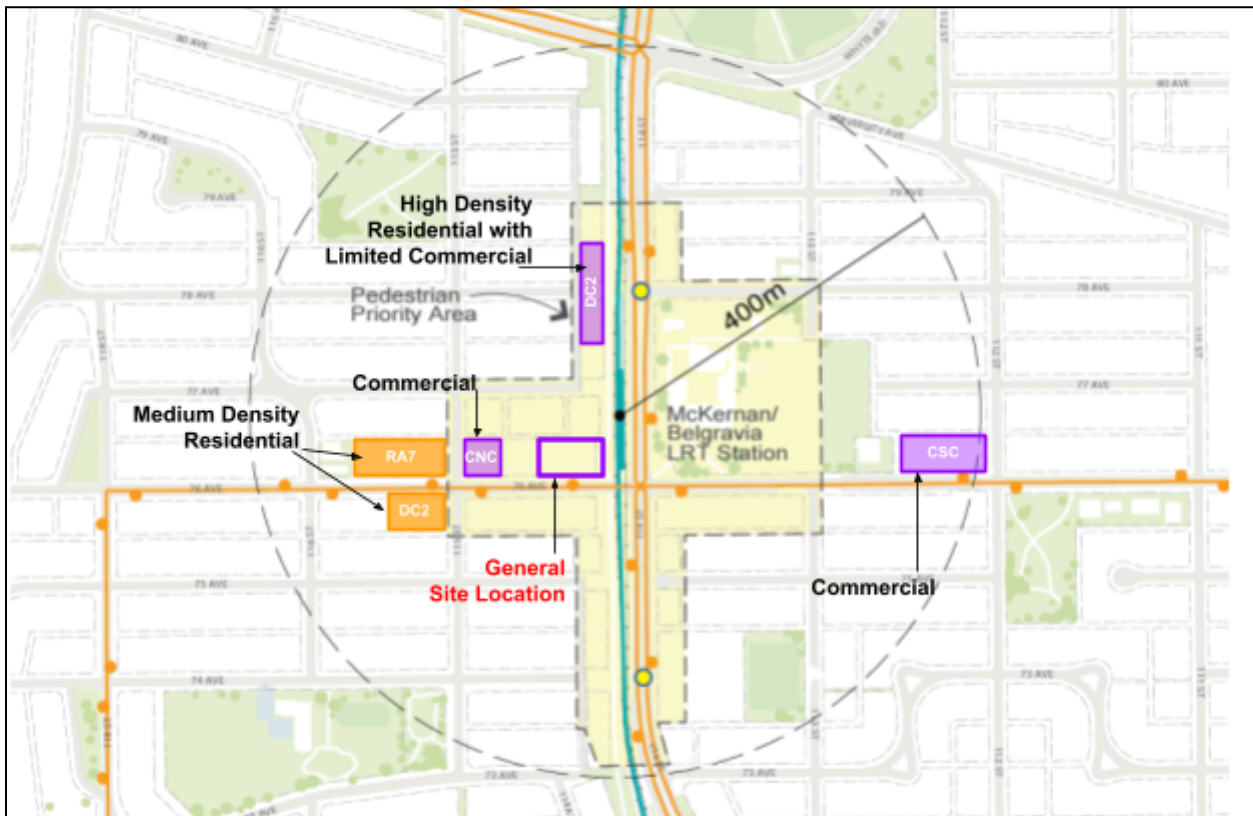


Figure 10: Pedestrian Priority Area excerpt from the McKernan-Belgravia Station ARP (with Commercial Zoned Sites Identified)

Uses

This application proposes primarily apartment housing units above ground level commercial units fronting 76 Avenue NW and 114 Street NW. The commercial units face the highly visible corner and integrate well with the LRT corridor. Along 76 Avenue NW, additional commercial uses are provided by way of two-storey live work units with their 'work' component required to be at the ground level. These live work units are intended to be designed in a manner that under certain market conditions, may convert to separate commercial uses with regular dwellings above. Applying either commercial or live work units under a Direct Control zone is intended to contribute towards an active commercial frontage for 76 Avenue NW and mandates the commercial uses that would otherwise be optional under RA7 or RA8 zoning.

Built Form and Setbacks

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 is from the low density areas to the west which would normally require a minimum 3.0 metre setback and an additional 3.0 metres above the 14.5m height mark (approximately above the 4th storey). This DC2 provides additional ground level setback proposing that portions of the building below the 5th storey along this western edge shall have a 4.5 metre minimum setback from the property line. Along the same side, portions above the 14.5m at the 5th and 6th storey levels are expected to adhere to an additional 1.5 m stepback requiring at those levels, a total 6.0m separation from the west property line.

At the rear, the building facing a 5.0 metre wide alley proposes a 3.5 metre rear setback from its north property line. To further help alleviate overlook for properties to the north, the prescribed design of the building proposes a U-shaped configuration and stepbacks above the 4th storey along portions of this facade. The rooftop amenity area is also concentrated at the southeast portion of the site providing a separation from the north facade of at least 19.5 metres and 39.0 metres from the west facade.

The DC2 Provision recognizes the existing and future potential of the 76 Avenue NW and 114 Street interface with the placement of ground level activated frontages and public realm features. The existing 76 Avenue streetwall west of 114 Street was also closely examined, setting a 4.0 metre front setback requirement that blends regulations under RA7/RA8 zoning and those of the Mainstreet Overlay by applying a good balance of activation and integration along this corridor. The 1.5 metre setback along the east facing the LRT and shared use path, further provides for a well contemplated interface between the site and public realm access with the proposed off-site improvements proposed. These improvements include a new retaining wall with added bicycle parking, landscaping that interacts well with the proposed east frontage canopy and other ground level architectural features.

As the area seeks for an increase in density and commercial uses in support of mass transit, compatibility of this DC2 proposal is therefore best evaluated with respect to the (RA8) Medium Rise Apartment Zone and the (CB2) General Business Zone with (MSO) Main Streets Overlay compared.

Zoning Comparison Summary

	RF3 + MNO Current	RA8 Comparable	CB2 + MSO Comparable	DC2 Proposed
Principal Building	Single Detached, Semi-Detached, Duplex, Multi-Unit Housing	Multi-Unit Housing w/ Commercial Opportunities	Commercial w/ Multi-Unit Housing Opportunities	Multi-Unit Housing + Commercial + Live Work Units
Maximum FAR	N/A	3.3	3.5 (Total) 2.0 (Multi Unit Housing)	3.6
Maximum Height	8.9 m	23.0 m	14.5 m	20.0 m
Residential Density	Maximum 16 Dwelling Units	Minimum 18 Dwelling Units	N/A	Maximum 113 Dwelling Units
Setbacks				
Min. Front Setback (south)	3.5 m - 6.50 m	3.5 m - 6.50 m	1.0 m - 2.5 m	4.0 m + 1.5 m Stepback above the 5th Storey
Min. Rear Setback (North)	16.0 m	7.5 m	0.0 m	3.5 m + 1.5 m Stepback on portions above the 4th Storey
Min. Side Setback (East)	1.2 m	3.0m	0.0 m	1.5 m
Min. Side Setback (West)	1.2 m	3.0 m	6.0 m	4.5 m + 1.5 m Stepback above the 4th Storey

Sun-Shadow Study

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. A full Sun-Shadow Study is found in Appendix 3, comparing the proposed DC2 Provision with the RA7 and RA8 Zones.

Plans in Effect

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. A 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 76 Avenue NW and 114 Street NW.

Within The City Plan, this segment of 76 Avenue 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 uses.

Being at the intersection of 114 Street and adjacent to the McKernan-Belgravia LRT stop, the intersection of two Secondary Corridors provides an opportunity to recognize this area as a future '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 considered a good candidate site towards the potential for creating a local node setting being at the most visible site north of 76 Avenue NW and west of 114 Street NW/LRT.

McKernan-Belgravia Station Area Redevelopment Plan

The McKernan-Belgravia Station Area Redevelopment Plan (ARP) is divided into six (6) Precincts as shown on Appendix 4 and is generally structured to place significant height and densities along key corridors. The site is currently located within the 76 Avenue Corridor Precinct. The general intent of this precinct is to provide for a mainstreet that is primarily residential with neighbourhood commercial uses encouraged on the ground floor within mixed use developments. New retail uses are required on the north side of 76 Avenue NW located between 114 Street NW and 115 Street where this site is situated and as close to the LRT station as possible.

To implement this vision, the ARP references either RA7 and CB2 zoning as appropriate zones for these portions of the 76 Avenue Corridor Precinct allowing for apartments with ground floor retail uses at a

maximum height of 4 storeys. However, in support of mandating commercial uses with the desired height and densities adjacent to the LRT station, the application uses the DC2 zoning instead of its closest equivalent conventional (RA8) Medium Rise Residential Zone with better assurances for land use compatibility.

The review concludes that the direction from The City Plan identifying 76 Avenue NW and 114 Street NW as secondary corridors adjacent to the site with its corresponding built form and intensity recommendations takes precedence over existing height limits as prescribed in the from the McKernan-Belgravia Station Area Redevelopment Plan (ARP). Overall, the proposed DC2 provision better provides a well designed, sensitively integrated mid-rise building relative to its context and it achieves the ARP goals for this segment of 76 Avenue NW as a commercial main-street with high visibility along 114 Street NW and its integration with mass transit.

Public Contributions

A required contribution for this proposal of \$10,000 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 \$20,000 towards amenity improvements to McKernan's Charles Simmonds Park.

The application further provides offsite improvements necessary to serve the redevelopment proposal, including laneway upgrades and connectivity improvements as previously mentioned between the site and adjacent shared use path.

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 its proximity to the McKernan/Belgravia LRT station. A number of traffic calming measures have been implemented in Belgravia (through neighbourhood renewal program) to manage traffic and discourage shortcutting through the neighbourhood.

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

nominally in the peak hours as a result of development generated traffic. Notwithstanding traffic volumes on 76 Avenue NW, 115 Street NW and adjacent alleys are within acceptable capacity thresholds.

Under the proposed DC2 regulations the development is required to provide Transportation Demand Management (TDM) measures including doubling the number of bike parking spaces required under Zoning Bylaw, the provision of two bicycle maintenance facilities and a parking space for car share programs. These measures are intended to further encourage and support the use of alternative transportation modes, and help reduce automobile dependence.

The east-west alley abutting the site will be reconstructed to a commercial alley standard between the eastern property line and the north-south alley to the west. The north-south alley west of the site will also be reconstructed to a commercial alley standard between 76 Avenue NW and the east-west alley. The site will be serviced from the abutting east-west alley. Considering the available alternative transportation infrastructure and the planned TDM measures in the DC2 provisions, the development generated traffic will not significantly impact area traffic operations.

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. Redevelopment 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 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 approximately 630 metres of new water mains along 115 Street NW, 76 Avenue NW and portions of the shared use path. In addition, the applicant/owners shall be required to install two hydrants at 90 metre spacing along the north side of 76 Avenue NW. 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 McKernan Community League Letter of Support
- 3 Sun-Shadow Study
- 4 McKernan-Belgravia ARP Precinct Map
- 5 Application Summary

What We Heard Report

Belgravia Heights

LDA21-0275

Edmonton

Public Engagement Feedback Summary

Project Address: 11414, 11416, 11426, 11428 and 11430 76 Avenue NW

Project Description: The City has received an application to rezone the properties from the Small Scale Infill Development Zone (RF3) with the Mature Neighbourhood Overlay to a Site-Specific Development Control Provision (DC2). The Mature Neighbourhood Overlay will no longer apply.

The proposed DC2 provision would allow for the development of a mid-rise apartment with commercial uses at ground level and the following characteristics:

- A maximum height of 20.0 meters (approximately 6 storeys);
- Up to 113 residential dwellings;
- A maximum floor area ratio of 3.6;
- Commercial uses at ground level facing 114 Street and portions of 76 Avenue; and
- On-site parking accessed from the rear lane.

This proposed Site Specific Development Control Provision (DC2) replaces the previous proposal to rezone the properties to Medium Rise Apartment Zone (RA8) to better conform with the commercial use requirements of the McKernan-Belgravia Area Redevelopment Plan (ARP) and to address certain concerns on impacts to adjacent properties. This application also increases the site area to include 11430 76 Avenue NW.

The application includes a proposal to amend the McKernan-Belgravia Station Area Redevelopment Plan (ARP) to align with the proposed rezoning. Currently the ARP identifies this site for Mixed Use Residential up to a maximum of 4

storeys.

Project Website: https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/mckernan-planning-applications

Engagement Format: Online Engagement Webpage - Engaged Edmonton:
<https://engaged.edmonton.ca/BelgraviaheightsDC2?page=1>

Engagement Dates: December 12, 2022 - January 15, 2023

Number Of Visitors:

- Engaged: 25
- Informed: 86
- Aware: 257

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 December 12, 2022 to January 15, 2023 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 Councilor, and will be an Appendix to the Council Report should the application proceed to a Public Hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council if 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 application, information on the development and rezoning process and contact information for the file planner. Two

participation 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 the main themes collected.

Number of Responses:

In Opposition: 12

In Support: 6

Mixed: 7

The most common **concerns** heard were:

Traffic/Parking: The area experiences heavy congestion around the 3 access points to the neighbourhood with residents noting that these access points can be backed up for 30+ minutes at peak times. There is concern that despite the site's proximity to transit and active transportation this development will contribute to congestion in the area. Additional activity may also increase demand for the limited on-street parking which is already in short supply. Pedestrian/cyclist safety was another significant concern near shared use paths and in back lanes around this site. Lastly, there are concerns that there is insufficient capacity/planning for emergency vehicle access, delivery vehicles and visitor parking in this application. There is a strong belief that existing plans do not adequately address this concern and could lead to parking/idling in dangerous spots such as in front of this site on 76 Avenue.

Building size: The community 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. There is a fear that if more of these developments are approved they will set a precedent and continue to grow in height and 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 solar access and privacy and represents a significant transition from the abutting homes.

Loss of greenspace: There is a worry that development could impact the health of mature trees near this site. There is concern that the current setbacks do not allow for adequate greenspace on this site.

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

Increased vibrancy and amenities: The commercial opportunities will provide additional neighbourhood amenities and increase vibrancy in the community with additional residents to help support the existing businesses in the neighbourhood.

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.

Contributes to sustainable/TOD development: The existing single family homes are not an ideal use for this site that is close to an LRT station and existing amenities. This proposed development would increase density here and help contribute to sustainable growth.

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/Use/Zoning

- The height of the building is too high and does not fit the neighbourhood (9)
- Increased shading of neighbouring properties/reduced solar access (8)
- Setbacks are not adequate to adjacent properties (3)
- Increased noise from initial construction and increased activity (3)
- Does not fit neighbourhood's character/quiet nature (2)
- Reduction in privacy (2)
- Existing zoning and planning policy does not allow for this oversized development
- Reduction in property values
- A large building will be an eyesore and detract from the visual quality of the neighbourhood

Traffic/Access/Traffic Safety

- Increase in traffic congestion and wait times to leave neighbourhood though limited access points (8)
- Decrease in pedestrian safety (7)
- Decrease in parking availability (4)
- Cars/delivery drivers parking along 76 ave could cause traffic to be backed up onto the LRT tracks (2)
- Current back alley infrastructure is insufficient for underground parking, deliveries and visitor parking for a project of this density (2)
- Emergency/service vehicle access is inadequate (2)
- Sidewalk in front of the building is a shared use path and any vehicle traffic that intersects with it increases the risk of collisions
- Residents trying to leave this site via car could face problems trying to merge onto busy streets

Public Engagement

- Disregarding community concerns/not adhering to the Mckernan-Belgravia Station ARP (6)
- Loss of trust in council from this project and similar projects approved in the area (2)
- City Council is out of touch with residents

- The time to signal for increased density near the LRT station was when it was built in the neighbourhood

Greenspace/Trees

- Protection of mature trees/concern for their health (2)
- The small setbacks with weather protection elements and balconies projecting into the setback will make the building footprint too big leaving little greenspace

Crime/Safety

- Increased crime
- Increased fire risk
- Increased risk of damage to neighboring properties during construction

Other

- The proposed development compromises existing green infrastructure on other properties while not contributing making its own contribution
- Increased strain on emergency services with increased density

Reasons For Support

- Increased neighbourhood vibrancy/commercial neighbourhood amenities (5)
- Proximity to amenities makes this a good location (LRT/bus service, River Valley, University) (4)
- Single family homes close to an LRT station does not make sense (3)
- Helps contribute to sustainable development/transit oriented development (2)
- Gives increased access to quality housing in a core neighbourhood. (2)

Suggestions For Improvement

- Increase the number of family units/mandatory 3 bedroom units (6)
- The building should be 4 storeys instead of 6 storeys (3)
- Make ground level commercial a mandatory requirement for this development not just Live Work units (2)
- Plan to organize underground parking access and delivery traffic for the site (2)
- Add sidewalk access to the shared use path from north, east and south of the building
- More projects in the 4-6 storey range around LRT stations are needed
- Adhere to standard zoning and existing planning policy in the area
- Upgrades are needed to sewer infrastructure to accommodate this density
- Ensure parking/idling enforcement in front of the building
- The exterior colour of the building should not be too dark
- The building should be setback from the sidewalk.
- Use the open parking policy and focus on pedestrian/transit
- The East-West and North-South Commercial Alleys should extend the full length of the block, not end partway through the length
- Homeowners along the block should be consulted about the margins of the alley since there are often height differences at the border and some of these should have retaining walls added when the alley is put in.

- The setbacks should be wider and not allow the weather protection elements and balconies to project into them
 - Maintain the current RF3 zoning
 - No variances should be allowed on the setback
 - Increase the height of this building
-

Questions & Answers

- What is the setback distance from the proposed building to the next neighbor house? and to the front walking pedestrian where public shares?
 - The proposed setback along the west property line is 4.5 m
 - The front setback proposed along 76 Avenue is 4.0 m
 - Are there fences and barricades surrounding the proposed building in design to separate surrounding houses from it?
 - A fence along the western property line is proposed.
 - No fencing is proposed along the north property line abutting the rear alley. However delineation by way of landscaping between the ground level units and north property line is proposed.
 - All the delivery traffic and the underground parking entrance will be via the back alleys. Please provide us with a detailed plan of how this will work.
 - Alley upgrades are required for this development as follows:
 - upgrading the east-west Lane abutting the Site to a commercial alley standard within the available right-of-way from the east property line to the north-south Lane west of the site;
 - upgrading the north-south Lane west of the site to a commercial alley standard within the available rights-of-way between 76 Avenue and the east-west Lane;
 - A zoning regulation requiring the provision of a 0.5m Setback from the north Lot line to allow for additional functional alley width for vehicular traffic has been included with the proposal. This setback shall be hard-surfaced and be kept free of any physical obstructions
 - Is this building a rental or is it to be condominium units for individual sale?
 - It is unknown at this time if the building will be rental or condominium units.
 - How many parking stalls will be in the underground parkade and will there be loading space for delivery/dropoffs, etc.
 - Final details on the parking supply shall be determined at the Development Permit Stage, however an estimate of 88 Residential parking, 10 visitor parking stalls are expected within the underground parkade.
 - One loading stall and one parking stall for commercial or car-share parking is provided at the rear of the building.
-

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](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- 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

McKernan Community League Letter of Support

Thursday, March 2, 2023

To Marty Vasquez, CoE Planner II

Re: LDA21-0275 Belgravia Heights DC2 Rezoning

The McKernan Community League (MCL) is writing this letter to express support for this development project located on 11414, 11416, 11426, 11428 and 11430 76 Avenue NW.

What we like:

- Developer's commitment to following the District General Policy
- Commitment to ground floor commercial
- Storage for bicycles
- Built form
- CAC contribution from the developer

What we would like to see:

- more focus on TOD building: less reliance on automobiles for transport and more focus on alternative modes (e.g., bicycles, transit, pedestrian)
 - this development is next to a LRT station and should focus more on transit rather than cars with minimal emphasis on parking
- more engagement between developer and MCL regarding community input
- more 3-bedroom units (more than the proposed 8%) to accommodate families

Overall, we support this project. Going forward, we would like developers to engage more with community leagues and focus more on the TOD concept rather than on automobile transport. To our knowledge, we have received no feedback, either supportive or not, from the community. We will send any feedback that comes our way to your office.

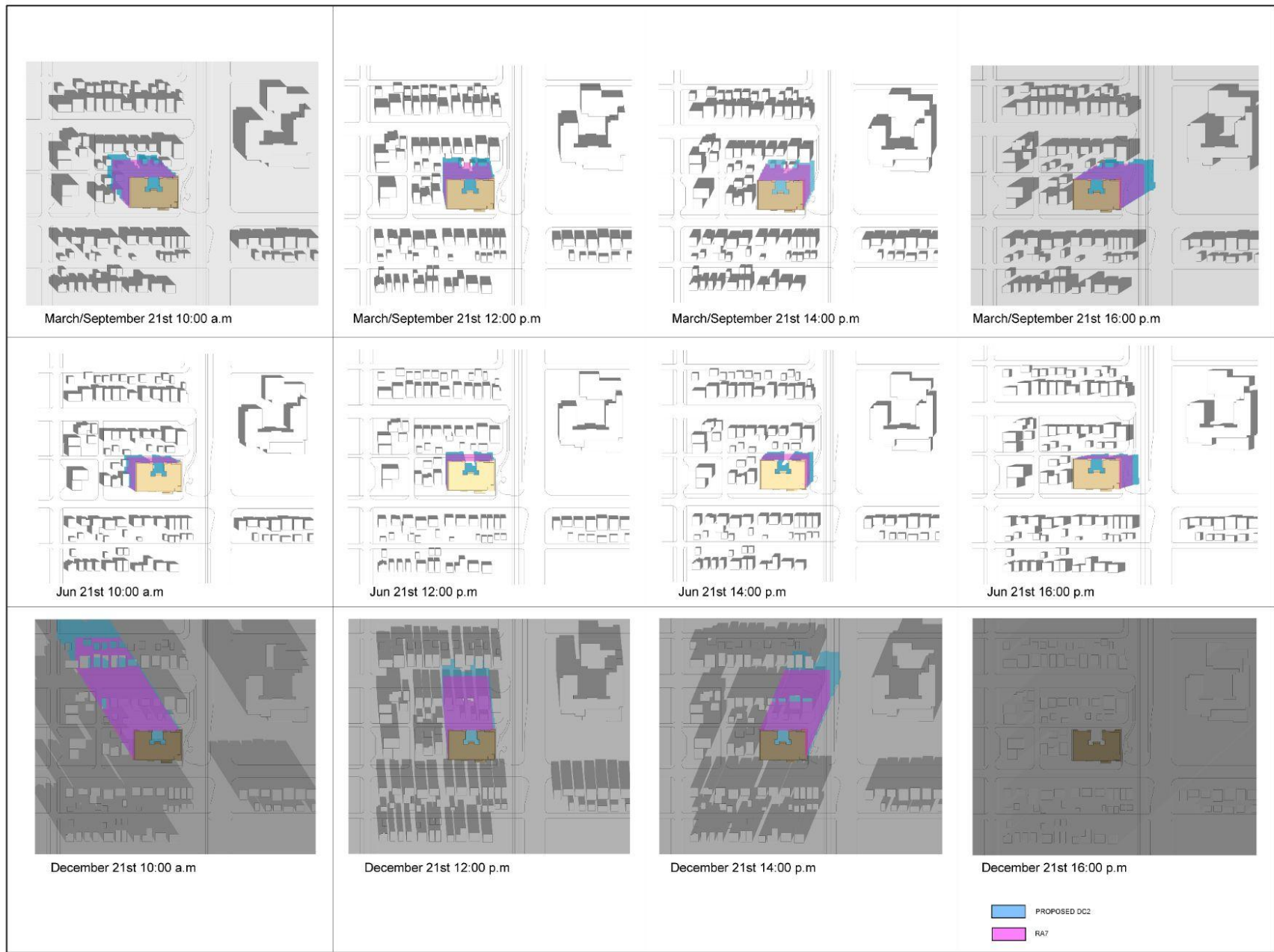
If there are any questions, please reach out to MCL Housing and Development (Vishal Sharma at sharmavishal21@hotmail.com)

Sincerely,

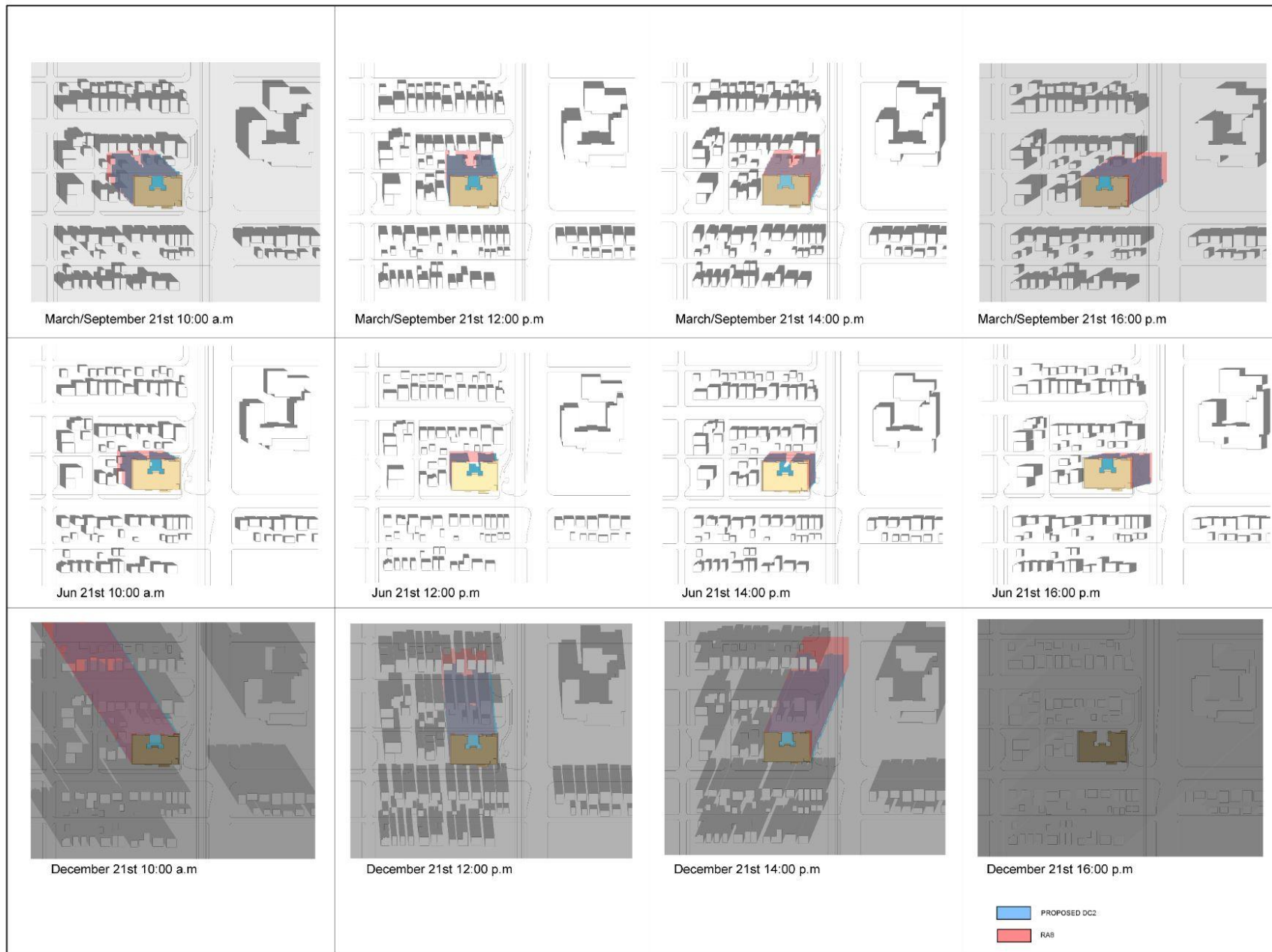


Phil Kloc, President McKernan Community League

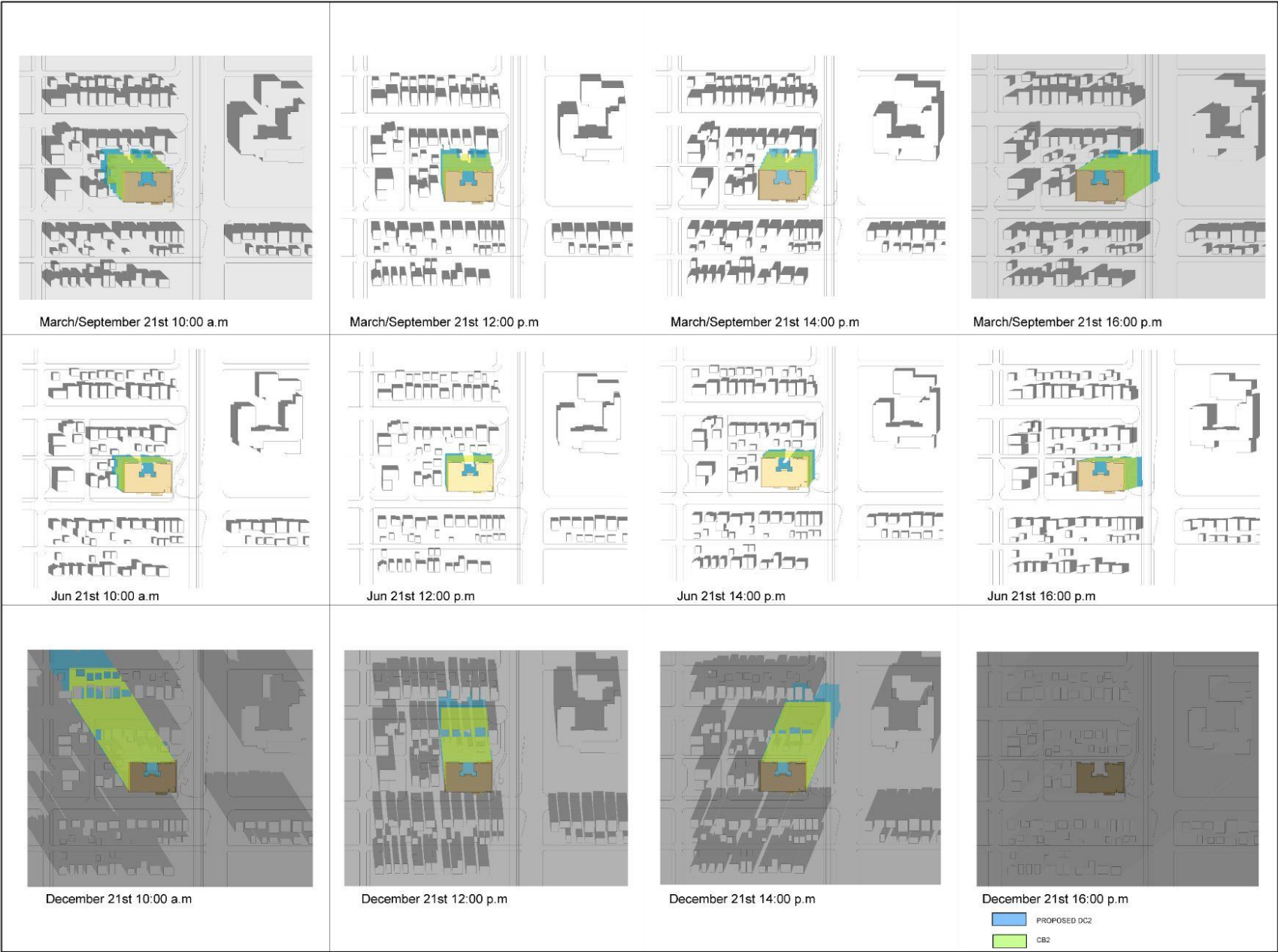
Sun-Shadow Study



Sun-Shadow Study



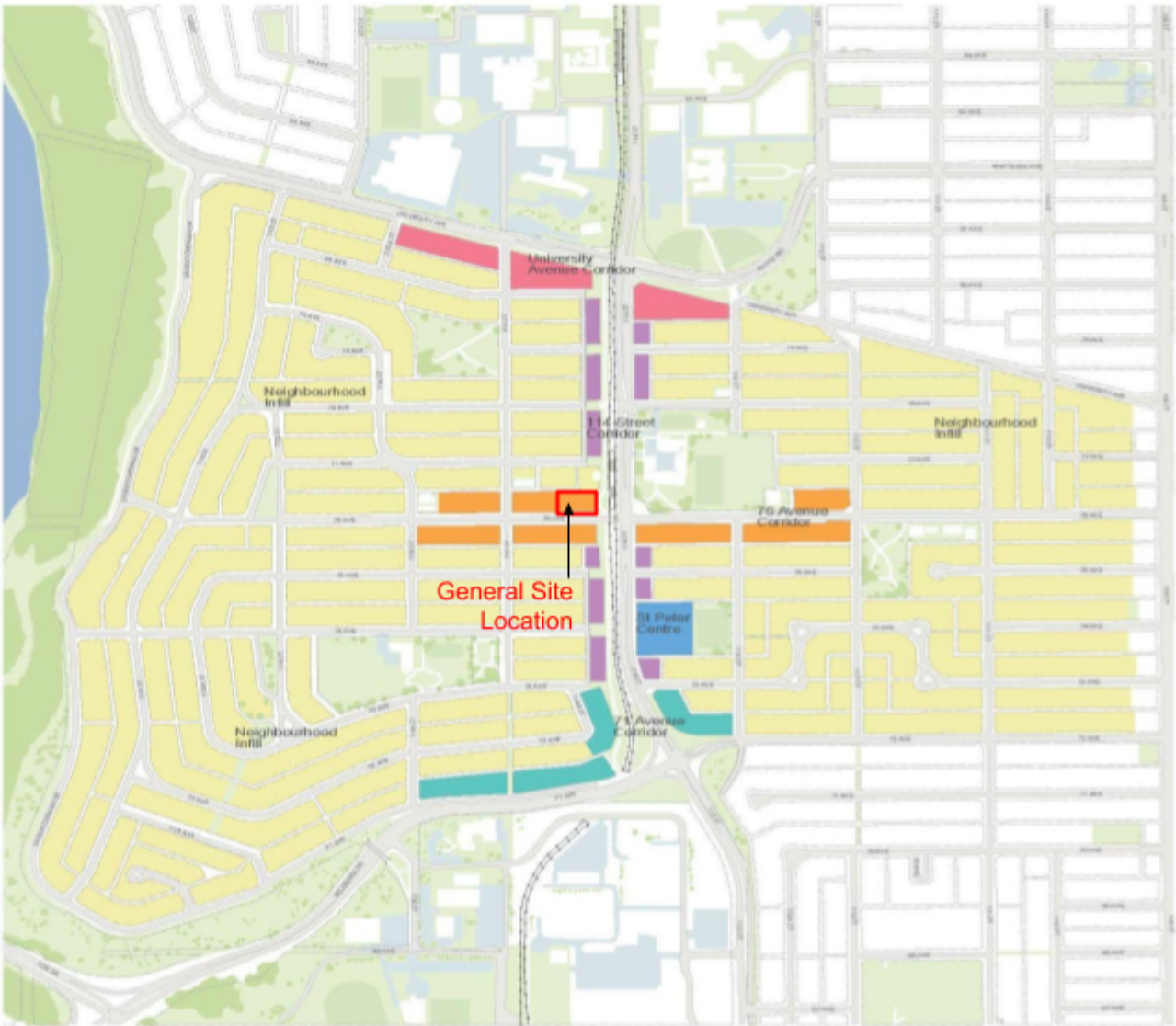
Sun-Shadow Study



McKernan-Belgravia ARP Precinct Map

Figure 16: Land Use Precincts

- University Avenue Corridor
- 114 Street Corridor
- 76 Avenue Corridor
- St Peter Centre
- 71 Avenue Corridor
- Neighbourhood Infill



Application Summary

Information

Application Type:	Plan Amendment and Rezoning
Bylaw and Charter Bylaw:	Bylaws 20439 and Charter Bylaw20440
Location:	North of 76 Avenue NW and west of 114 Street NW
Addresses:	11414, 11416, 11426, 11428 and 11430 - 76 Avenue NW
Legal Descriptions:	Lots 25 and 26, Block 1, Plan 0922538; Lots 7 and 8, Plan 2064S; and Lots R and S, Block 1, Plan 244HW
Site Area:	2,436.8 m ²
Neighbourhood:	McKernan
Ward:	papastew
Notified Community Organizations:	McKernan and Belgravia Community Leagues, and Central Area Council of Community Leagues
Applicant:	Green Space Alliance

Planning Framework

Current Zone and Overlay:	(RF3) Small Scale Infill Development 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:

Approved By:

Branch:

Section:

Marty Vasquez

Tim Ford

Development Services

Planning Coordination