

9903, 9905, 9907 & 9919 - 80 Avenue NW

To allow for a mid and high rise building with a public plaza and limited commercial uses.



Recommendation: That Charter Bylaw 20515 to amend the Zoning Bylaw from the (RA7) Low Rise Apartment Zone and a (DC2.940) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision and Bylaw 20514 to amend the Strathcona Area Redevelopment Plan be **APPROVED**.

Administration **SUPPORTS** this application because it:

- meets the intent of The City Plan for the type and scale of building located in a Primary Corridor near an intersection with a Secondary Corridor;
- employs a DC2 Provision that regulates a compatible built form with a sensitive tall building design that helps mitigate impacts to surrounding properties; and
- creates publicly accessible open space in accordance with the Strathcona Area Redevelopment Plan.

Application Summary

CHARTER BYLAW 20515 would amend the Zoning Bylaw, as it applies to the subject site, from the (RA7) Low Rise Apartment Zone and a (DC2.940) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a development with the following characteristics:

- Two buildings, separated by a public open space/plaza area
- Maximum building heights:
 - East tower building (at 99 Street NW corner) - 65 metres (approximately 19 storeys)
 - West building - 23 metres (approximately 6 storeys)
- A maximum floor area ratio (FAR) of 5.5
- Up to 230 new residential dwellings, at least 70 of which would have 2 or more bedrooms and 9 would have 3 bedrooms or more
- Up to 350 square metres of commercial floor area in the east building
- A maximum tower floor plate of 675 square metres for the east tower building

BYLAW 20514 would amend three objectives, two policies and one map within the Strathcona Area Redevelopment Plan to facilitate the proposed rezoning. Currently, the plan limits development on this site to low scale residential uses and prohibits taller buildings or buildings with a commercial component. Exemptions to the following objectives and policies would be created for this site and Figure 9: West Ritchie Land Use Concept would be adjusted to redesignate the site from “Low Rise Apartment” to a new “Mid/High-Rise Mixed-Use” category on the map

This application was accepted on February 9, 2022, from McElhanney on behalf of Casia Developments.

This proposal aligns with the goals and policies of The City Plan by increasing development intensity near an intersection of two key corridors that are well served by transit. The proposed DC2 Provision ensures a high quality site and building design that also provides publicly accessible open space for current and new residents.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using a broadened approach. This approach was selected because it is in an area where previous applications have prompted extensive public response and it required amendments to the neighbourhood statutory plan. The broadened approach included the following techniques:

Pre-Application Notice (from applicant), September 14, 2021

- Number of recipients: 91

- Number of responses (as reported by the applicant): 12
- Summary of comments received (as reported by the applicant):
 - Concerned about shadow impacts
 - Worried about on street parking congestion and parking impacts generally
 - Increased traffic flow will be a problem, including for nearby intersections
 - Want more green space along 99 Street
 - The development will decrease nearby property values
 - Building too tall
 - Better than the vacant site
 - Densification needs to happen here, good location

Mailed notice, May 5, 2022

- Number of recipients: 209
- Number of responses: 16

Engaged Edmonton Webpage, April 17 - 30, 2023

- Number of site visits: 291
- Aware: 192
- Informed: 62
- Engaged: 19
 - In Support: 7
 - In Opposition: 12

Webpage

- edmonton.ca/rezoningapplications

Common comments heard through City Administration’s engagement (number of similar comments in brackets beside comments below):

- Worried about adding to already strained street parking congestion with limited underground parking and no surface parking for the commercial uses (22).
- Shadow impacts from the tower will be too much/very negative, especially on the condo building to the north (14).
- Will negatively impact property values for surrounding properties (11).
- Existing four storey limit is good/taller too much/eyesore (10).
- Increase in traffic would cause more congestion at 99 Street/Whyte Ave, which is already very busy (9).
- Already plumbing/sewer issues in the area that would be made worse (9).

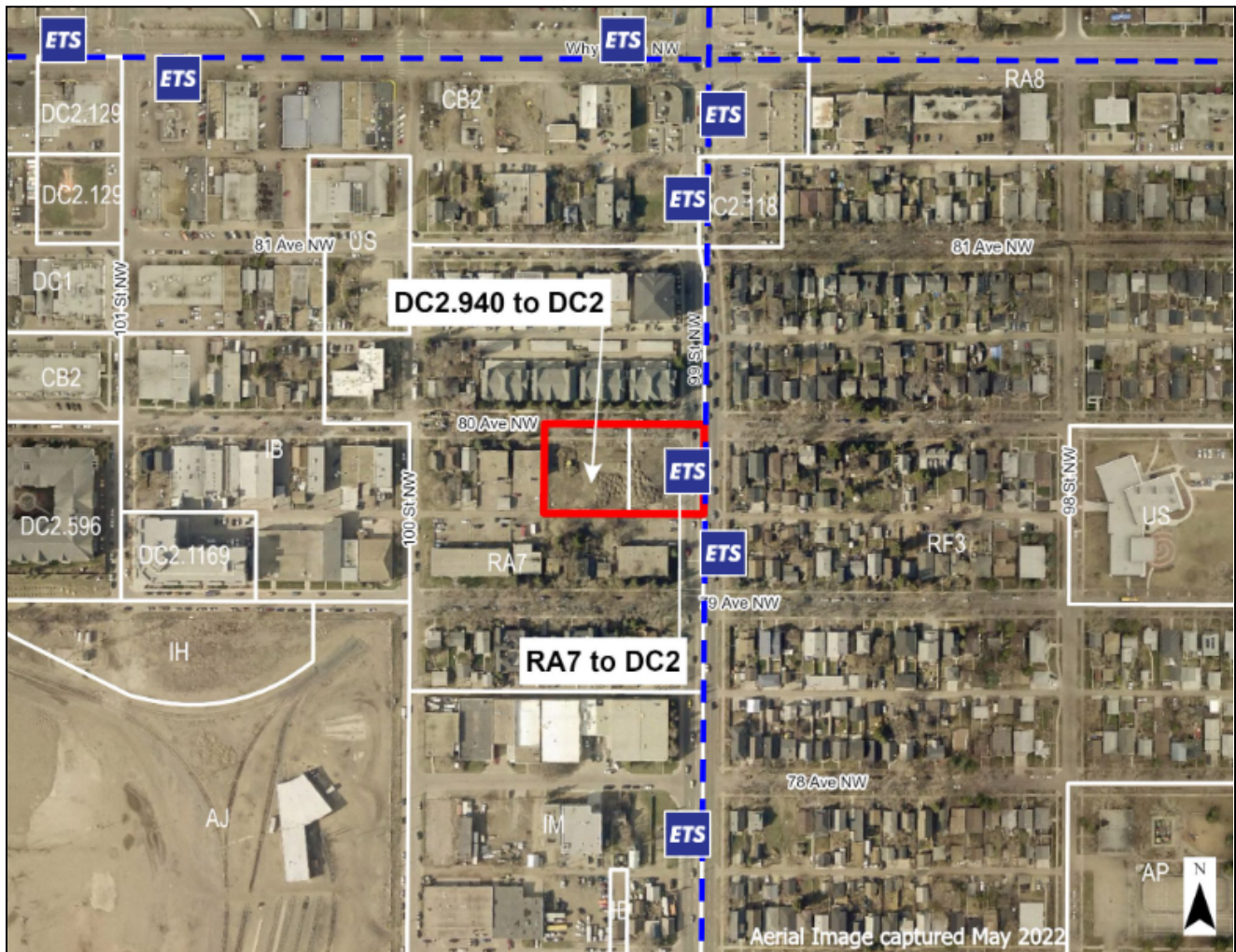
- This project aligns with the City Plan - 50% of population growth being infill development and 50% of trips made being by active or public transportation (4).

No formal feedback or position was received from the Ritchie Community League at the time this report was written.

A full “What We Heard” Public Engagement Report is found in appendix 1.

Site and Surrounding Area

The subject site is approximately 3,224 square metres in area located on 99 Street NW, just south of 82 (Whyte) Avenue NW, both arterial roads. There are a combination of frequent, local and school special bus routes on either 99 Street NW or 82 (Whyte) Avenue NW, with bus stops directly adjacent to this site.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RA7) Low Rise Apartment Zone (DC2.940) Site Specific Development Control Provision	Vacant site

CONTEXT		
North	(RA7) Low Rise Apartment Zone	Low rise multi-unit housing
East	(RF3) Small Scale Infill Development Zone	Single detached house
South	(RA7) Low Rise Apartment Zone	Low rise multi-unit housing
West	(RA7) Low Rise Apartment Zone	Low rise multi-unit housing



View of the site looking southeast from 80 Avenue NW



View of the site looking southwest from the corner of 80 Avenue NW and 99 Street NW



View of the site looking northeast from the rear lane

Planning Analysis

The analysis of this application focused on two main aspects: location and building design. From a location perspective this type and scale of building is appropriate within a Primary Corridor near an intersection with a Secondary Corridor. The building design meets expectations for a tall building to ensure it is compatible with surrounding built forms.

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 of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential dwellings are intended to be created at infill locations, focusing on key nodes and corridors.

In The City Plan, this site is within the Whyte Avenue Primary Corridor and along 99 Street NW, which is a Secondary Corridor. A primary corridor is a prominent urban street designed for living, working and moving and includes a wide range of activities supported by mixed-use development and mass transit. They are intended to be 3 to 5 blocks wide, consisting of mostly mid-rise with some high-rise buildings with higher densities at intersections or connections with selected nodes. A Mobility Hub (a place for trip origins, destinations and transfer points to allow people to seamlessly move from one travel option to another as needed) is also identified nearby at 82 (Whyte) Avenue and Gateway Boulevard NW.

This site is near the edge of the Primary Corridor in terms of block width, but given its proximity to the intersection with 99 Street NW, the fact that 99 Street NW is also a Secondary Corridor and busy arterial

road, and the area is well served by transit, a high rise building at this location is supported by The City Plan.

Strathcona Area Redevelopment Plan (ARP)

This site is within the West Ritchie Area of the ARP, which is intended to become a vibrant, historically-referenced urban village with quality urban design and architecture. Current objectives and policies limit development on this site to low scale residential uses and prohibit taller buildings or buildings with a commercial component. The proposed exemptions to three objectives, two policies and one map, help align the ARP with the more recent direction from The City Plan described above.

When reviewing this application, it was also noted that the ARP identifies a lack of public open space within West Ritchie to serve existing and future residential development. Through negotiations with the applicant on their required Public Amenity Contributions, an opportunity was identified to address this issue, and the proposed DC2 Provision contains a requirement for this development to provide a minimum of 390 square metres of public plaza/open space located between the two buildings.

Land Use Compatibility

Uses

The proposed development is primarily residential, with 350 square metres of commercial space allowed at ground level in the east tower podium. The potential commercial uses are compatible with residential development, with further restrictions on public space for restaurants and bars.

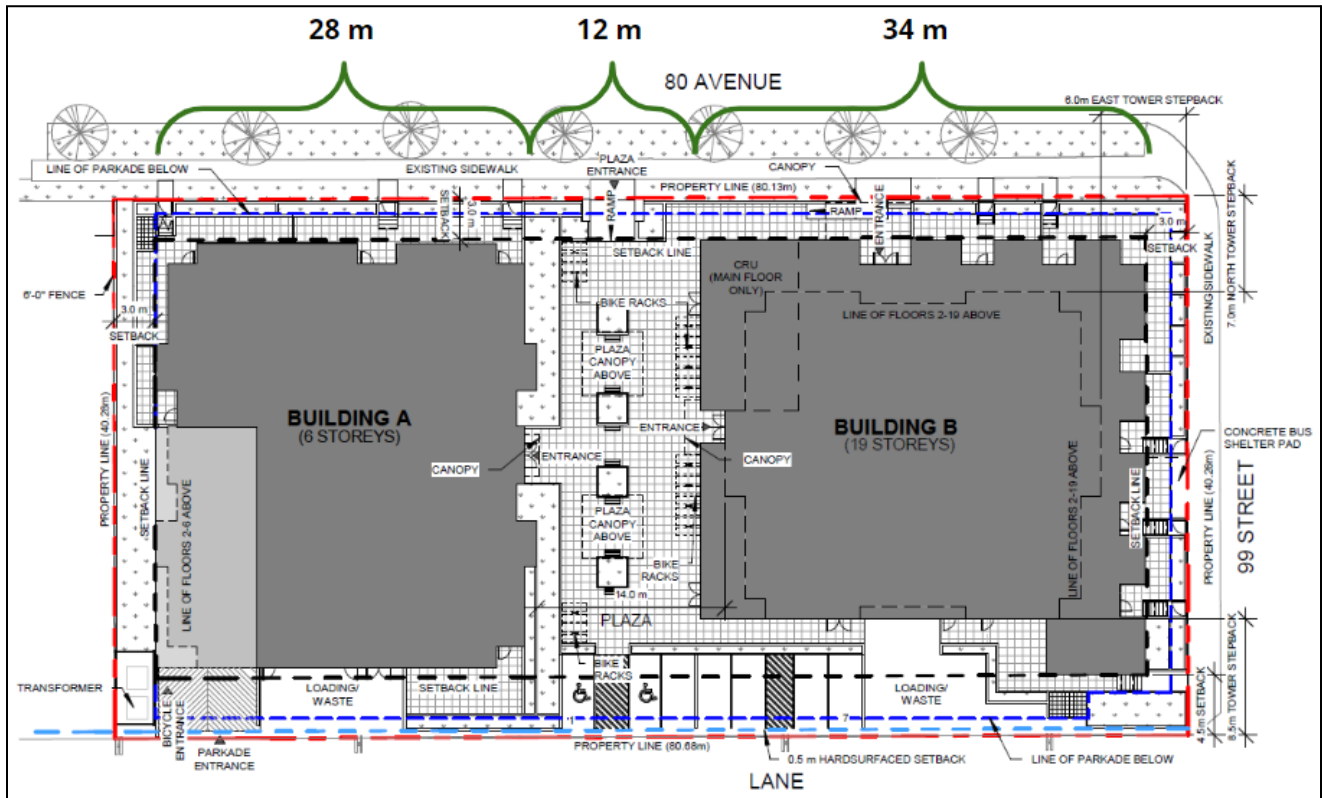
Site Layout

Although this location is generally appropriate for the proposed type and scale of buildings, the size of this site, particularly the length at approximately 80 metres, makes it a challenge to create a development that has appropriate architectural features and massing. The site length was one of the main reasons for the use of a DC2 Provision as opposed to a standard zone because it necessitated the need for specific and comprehensive regulations to ensure land use conflicts with neighbouring properties would be minimized and created a site with some unique characteristics that required specific regulations.

Mid-rise buildings on long sites have the potential to create long walls of monotonous building design taking up the majority of a block and cause negative impacts from a street interface and compatibility perspective.

The proposed DC2 Provision addresses this concern by splitting the development into two buildings and separating them by a publicly accessible plaza/open space. The approximate lengths of the facades along 80 Avenue NW are 28 and 34 metres, with approximately 12 metres between the buildings. To achieve the desired density, this results in one of the buildings being a high rise, but it also allows for variation in sun

access and creating space for people at ground level without reducing setbacks and pushing the building outwards towards the lot lines.



Site Plan from proposed DC2 Provision

Building Design

The proposed 6 storey building is appropriately located and scaled to be compatible with surrounding built forms towards the interior to the neighbourhood. This area is primarily zoned for 4 storey buildings under the existing (RA7) Low Rise Apartment Zone and there are no compatibility concerns between 4 and 6 storey buildings.

When considering the compatibility of the proposed 19 storey building, there are a number of factors to consider about its design, including the scale of the podium, its transition to the tower, and the tower floor plate. While the overall height is also a consideration, it is less important than the features closer to ground level or the overall scale of the building. This development proposes a two storey podium, which creates a human scaled street wall in the adjacent public realm. Combined with appropriate setbacks to the tower above the podium of 3 to 4 metres, the massing of the tall building transitions well to street level.

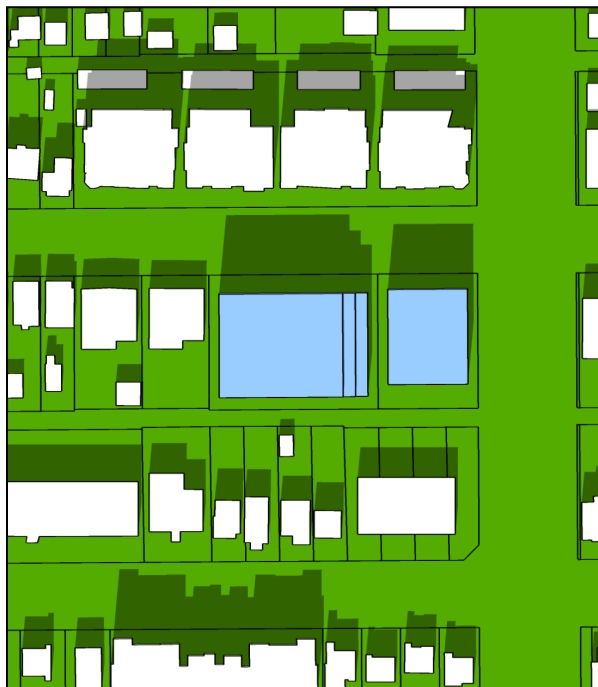
The proposed tower is also very slim, with a 675 square metre floor plate. For comparison sake, this is narrower than the standard (RA9) High Rise Apartment Zone, which allows for 850 square metres. This

also helps transition the tower mass down and away from the property lines through the narrowing of the building envelope.

Shadow Impacts

Property owners and residents of the multi-unit housing buildings directly to the north of the rezoning site expressed concerns about this application with regards to their loss of sunlight. A Sun Shadow Study was analyzed with this application to determine what changes in shadows could be expected for properties near the rezoning site. The March and September equinoxes were used as an average between high summer sun levels and low winter sun levels.

The proposed new tower would extend this shadow to all storeys of the buildings and slightly beyond the rear lane. However, the slim tower design ensures the shadow is narrow and will pass relatively quickly over these buildings, resulting in approximately 2 hours of shadow impact per day at the equinoxes when the days have approximately 12 hours of sunlight.



Current Zoning - Mar/Sep 21 - 12PM



Proposed Zoning - Mar/Sep 21 - 12PM

A full sun shadow study is found in appendix 2.

While reduced sunlight penetration is a common concern with infill development, there are no standards or guidelines specifically for this item. Considerate building separation combined with slimmer tower floor plates can help ensure these impacts are minimized. In order for the City of Edmonton to achieve recent infill and density goals focused on nodes and corridors, there will need to be a level of acceptance of more characteristics of urban living such as additional shadow impacts. However, the proposed DC2 Provision

ensures a slim tower and space between the buildings, which mitigates these impacts to a reasonable level, while still allowing for the intensification of the corridor.

Edmonton Design Committee (EDC)

This application was reviewed by the EDC on September 6, 2022 where they recommended non-support of the application based on the design at that time. Along with some specific recommendations, the committee stated:

"...massing appears too large at its current height / scale and the podium height is insufficient to create a human scaled experience along the adjacent streets, particularly with a limited tower step-back. The podium should be increased to two-storeys and a greater tower step-back should be provided to minimize the bulky massing of the building. The Committee would support an increase in building height, if required."

The applicant responded to these suggestions mainly by making the tower taller, but slimmer. This resulted in increased setbacks and more space between the buildings. The height of the podium was also increased to two storeys and all specific recommendations were addressed.

The revised application was once again reviewed by the EDC on April 18, 2023, where they recommended support of the application without any further recommendations or conditions.

The full letters of recommendation from the EDC are attached as Appendices 3 & 4.

Public Contributions

To comply with City Policy C599 - Community Amenity Contributions in Direct Control Provisions, this application is required to provide a total of \$372,524.34 of Public Amenity Contributions. The applicant has chosen to satisfy this requirement by:

- the provision of nine 3-bedroom dwellings designed to be attractive to families by a combination of enhanced bulk storage, extra bicycle parking, increased amounts of amenity area or communal play space in the building for children; and
- Public access to a 390 square metre public plaza/open space located between the two buildings.

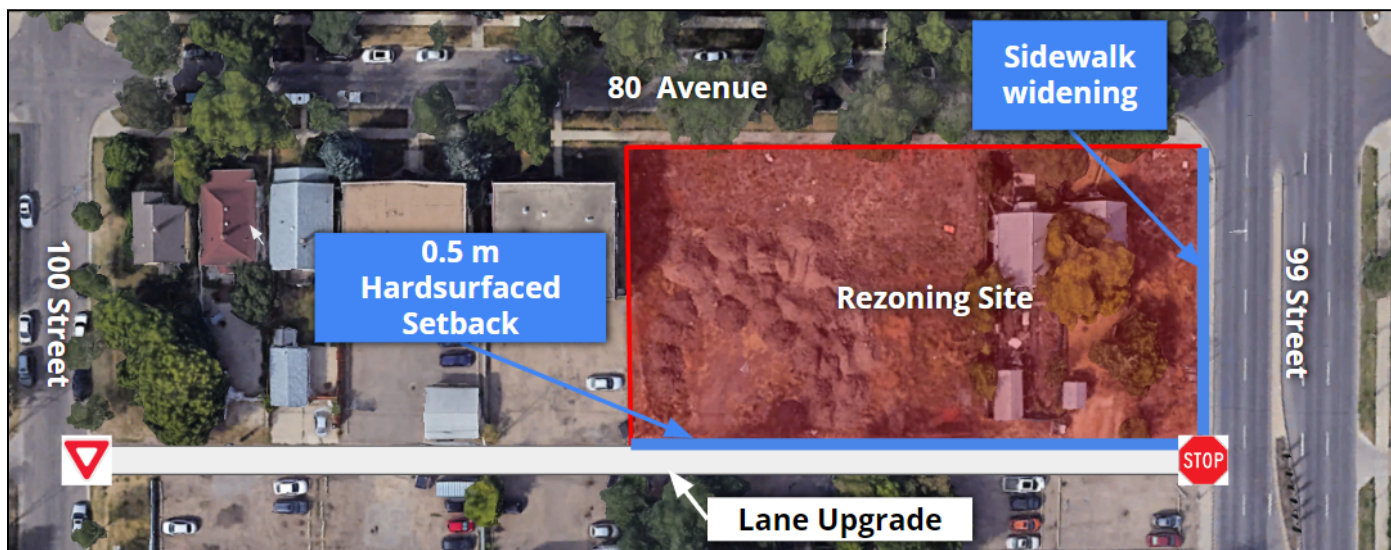
Technical Review

Transportation

The applicant submitted a Transportation Impact Assessment (TIA) that has been reviewed and accepted by Administration for the purpose of supporting this application. Based on the analysis, the TIA recommends

transportation improvements that will be required through the proposed DC2 provision, including sidewalk widening along 99 Street NW, lane upgrades, and enhanced bicycle amenities.

Vehicular access to the site will be from the abutting lane. The owner will be required to provide a 0.5 m hardsurfaced setback to functionally widen the lane directly abutting the site, and they must also upgrade the entirety of the east-west lane to a commercial alley standard between 99 Street NW and 100 Street NW. The lane will require a stop sign at the 99 Street NW, and a yield sign at the 100 Street NW approach. The developer will also be required to widen the sidewalk along 99 Street NW to approximately 2.4 metres, providing more space for people walking and rolling.



Required improvements to address transportation impacts (cost to developer)

Enhanced bicycle amenities include provision of a separate bicycle access ramp, and a bicycle wash, repair and maintenance station.

The City is currently exploring a Vision Zero Street Lab in Ritchie after hearing about street safety concerns in the area. Vision Zero Street Labs use adaptable traffic calming measures to address traffic safety concerns such as unsafe speeds, shortcutting, and pedestrian safety.

Transit

A bus stop is located adjacent to the rezoning site on 99 Street NW. The applicant is required to reconstruct this bus stop with a concrete pad to accommodate a bus shelter.

The future transit network in the area (associated with the 1.25 million population scenario of the Edmonton City Plan) will include mass transit bus routes nearby on 82 Avenue NW and 99 Street NW (north of 82 Avenue NW). Details of these routes (including infrastructure required to accommodate buses) is still to be finalized.

Drainage

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Administration for the purpose of supporting this application. Both Sanitary and Storm sewer servicing is proposed to be provided from the existing 2100 millimetre combined sewer along 80 Avenue NW. 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 stormwater management will be reviewed at the Development Permit stage.

EPCOR Water

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that the site has a low risk score and is considered functionally compliant with the municipal standards for hydrant spacing and fire flows. This could potentially be re-evaluated at the development permit stage. The applicant/owner will be responsible for all costs associated with adequate water supply including any changes to the existing water infrastructure required for future development.

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

Appendices

- 1 "What We Heard" Public Engagement Report
- 2 Sun Shadow Study
- 3 EDC Letter #1 (non-support)
- 4 EDC Letter #2 (support)
- 5 Application Summary

What We Heard Report

Ritchie

LDA22-0070

Edmonton

Public Engagement Feedback Summary

Project Address: 9903, 9905, 9907 & 9919 - 80 Avenue NW

Project Description: Rezoning from an existing [Site-Specific Development Control Provision \(DC2.940\)](#) and the [Low-Rise Apartment Zone \(RA7\)](#) to a new Site-Specific Development Control Provision (DC2).

The [proposed DC2 Provision](#) would allow for a development with the following characteristics:

- Two buildings, separated by a public open space/plaza area
- Maximum building heights:
 - East tower building (at 99 Street NW corner) - 65 metres (approximately 19 storeys)
 - West building - 23 metres (approximately 6 storeys)
- A maximum floor area ratio (FAR) of 5.5
- Up to 230 new residential dwellings, at least 70 of which would have 2 or more bedrooms and 9 would have 3 bedrooms or more
- Up to 350 square metres of commercial floor area in the east building
- A maximum tower floor plate of 675 square metres for the east tower building

The application also includes proposed amendments to the [Strathcona Area Redevelopment Plan](#) to facilitate the rezoning:

- Residential Objective #7: Proposed exemption for this site
- Commercial Objective #1: Proposed exemption for this site
- Historic Preservation and Urban Design Objective #3: Proposed exemption for this site
- West Ritchie Area Land Use Policy 4: Proposed exemption for this site
- West Ritchie Area Built Form Policy 1: Proposed exemption for this site
- Figure 9: Change rezoning site from Low-Rise Apartment to a new Mid-Rise and/or Commercial/Residential Mix category

Engagement Format: Receiving emails and phone calls in response to mailed notice

Online Engagement Webpage - Engaged Edmonton:

<https://engaged.edmonton.ca/mill99dc2>

Engagement Dates: Mailed notice: May 5, 2022
Engaged Edmonton page: April 17 - 30, 2023

Number of Responses to Mailed Notice 16

Number Of Online Engaged Edmonton Visitors:

- Engaged: 19
- Informed: 62
- Aware: 192

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 May 5, 2022 and April 30, 2023, through emails and phone calls received in response to the mailed notice or online engagement via the Engaged Edmonton platform.

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 those who emailed feedback and the 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, 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 Administration's report to City Council if the proposed rezoning and plan amendment goes to a future City Council Public Hearing for a decision. The 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 mailed notice included details of the application and contact information for providing feedback to the file planner.

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. The questions asked and their answers are also included in this report.

Feedback Summary

Number of responses to mailed notice:

In Support: 0

In Opposition: 16

Number of responses online through Engaged Edmonton:

In Support: 7

In Opposition: 12

The most common **concerns** heard were:

Traffic/Parking: Concerns related to the impact of the proposal on street parking and nearby traffic congestion were the most common topics of feedback received. Many stated that this area already has lots of congestion and this development would make it worse.

Height and Shadow Impacts: Many respondents felt that 4 or 6 storeys should be the maximum height for this site and this was most often related to concerns about the shadow impacts of a taller building especially on the condo building to the north of this site.

Property Values: Shadows and the loss of privacy, views and street parking were cited as reasons for how this proposed development would cause the property values of nearby sites to decrease.

Water and Sewer Infrastructure: Many respondents questioned the ability of the existing infrastructure in the area to accommodate the proposed increase in density, worried that issues already experienced would be exacerbated.

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

The City Plan: This project was seen as supporting The City Plan in having 50% of future population growth being infill development and 50% of trips made being by active or public transportation

Location: The location was identified as appropriate for the proposed increase in density because there are already existing multi-family buildings in the area and it is close to Whyte Avenue (transit, shops, etc.).

What We Heard

The following section includes a summary of collected comments with the number of times similar comments were recorded in brackets (comments received once do not have a number). Some participants responded to both the mailed notice and online through Engaged Edmonton. Each response was counted as a unique comment below, even if they were from the same person.

Reasons For Opposition

General/Other

- Would change the atmosphere of community/out of character with the neighbourhood (3).
- High rise infill should only be on edges of neighbourhoods/not here (3).
- Worried that the drinking water contains lead and more water volumes going through aged pipes means more lead spread (3).
- Public open space/plaza will attract homeless people (2).
- Don't want commercial here, already enough in the area and will increase traffic and noise (2).

- High density has a lack of landscaping and new trees (2).
- Construction noise and impacts will be for an extended period of time for such a large building.
- If these units will be for people who need them, that takes precedence over all other concerns.
- Worried that the tower will impact the view of downtown.
- Too many people live near GEF seniors' housing nearby.
- More thefts and vandalism as a result of more people.
- More cars and people too much for this neighbourhood.
- Huge mistake for this area, only benefits developers.

Planning Policy/Process

- Council should maintain existing plans/this proposal has too many plan amendments (3).
- No formal public engagement, only online communication between the community and the City. Online engagement should be only a part of the consultation with the community (3).
- Worried this will set a precedent for other sites nearby to also build tall buildings (3).
- Revised proposal worse than the first one, not addressing previous concerns (3).
- Current zoning fits well with the Strathcona ARP, proposed does not.
- If increasing the density of development is a long term goal, it should have a coordinated, long term plan.
- Some comments on the engagement page are not from residents but from the developer.
- Developer has no right to a zoning change.
- It appears that the bus routes and building access is much more important than the opinions of the community residents who actually live in the vicinity.
- Planning in the City of Edmonton has degenerated to rezoning properties for special interests. Existing zoning means nothing.

Building Design and Impacts

- Shadow impacts from the tower will be too much/very negative, especially on the condo building to the north (14).
- Existing four storey limit is good/taller too much/eyesore (10).
- Already plumbing/sewer issues in the area that would be made worse (9).
- Would take away the view of the sky/downtown (3).
- Privacy impacts from balconies (3).
- Height not a gradual transition, too tall, should abide by angular plane for height (3).
- A 6 storey building should be the max (2).
- Density too high. This is like taking 8 typical city blocks of houses and putting it in 1/4 of a block of space (2).
- Disproportionate bulk added to the skyline.
- Skinny homes and low rises should be enough for increased density.
- Noise and air pollution increases.
- Want to see winter shadow impacts.
- Worried about wind impacts on adjacent properties.
- New building will suffer from noise and traffic impacts from busy 99 Street.
- Privacy issues from increased foot traffic in the area.

Traffic & Parking Impacts

- Worried about adding to already strained street parking congestion with limited underground parking and no surface parking for the commercial uses (22).
- Increase in traffic would cause more congestion at 99 Street/Whyte Ave, which is already very busy (9).
- Improvements to roadways to accommodate additional traffic are not feasible due to narrow right-of-way (2).
- Will result in increased shortcutting through the neighbourhood (2).

- Having all traffic for buildings go through the alley will make the alley congested (2).
- Higher traffic will result in road reclassification to collector, which will have many negative impacts on vulnerable users.
- The draft mobility study didn't factor in parking enough.
- Street parking congestion would negatively impact local businesses.
- Nearby scramble crosswalks cause backlogs of traffic in this area.
- Larger units would have renters with multiple vehicles making traffic even worse.
- Noise pollution increase because of traffic increases.

Other Mobility/Safety

- This is not Transit Oriented Development (3).
- Increased traffic will make things less safe for people not driving (3).
- Transportation infrastructure insufficient to accommodate increase in density (2).
- The draft mobility study has many inaccuracies and errors, omissions and inappropriate conclusions and recommendations (2).
- The draft mobility study collected data during December 2021 when COVID-19 restrictions would impact the results.
- This development does not conform to many parts of the TOD Guidelines, including density and transportation impacts.
- Proposing buildings that are comparable to large buildings in the suburbs but without the transportation infrastructure to properly accommodate high density developments.
- The developer should have to pay for road safety improvements in the area.
- Not enough access points to main roads for cars.
- It's not good that bus routes have been cut back in this area.

Economic Impacts

- Will negatively impact property values for surrounding properties (11).
- Spot rezoning has created incentives for developers to propose larger buildings.
- Ad hoc, piecemeal re-zoning represents a total disregard for those who have invested in their properties.
- Don't want any luxury apartments, need more low-income/affordable housing in this area.
- No need for a change in zoning. There are plenty of existing towers in Edmonton.
- There is no housing crisis in Edmonton.

Reasons For Support

- This project aligns with the City Plan - 50% of population growth being infill development and 50% of trips made being by active or public transportation (4).
- Location makes sense - this area already has multi-family and condos/close to Whyte Ave (2).
- This type of development helps with housing shortage concerns/housing crisis (2).
- Will benefit local businesses (2).
- This gives more an opportunity to live near the local shops and Mill Creek School.
- Good access to transit.
- This coincides with the plans for the type of road 99 Street is and would only help foster a more vibrant neighbourhood.
- It will be great to have this vacant site filled.
- Good to have commercial uses in the building.
- Adds density along 99 Street.

Suggestions For Improvement

- Since this is a transit-oriented development, please set a maximum for parking available.
- Please allow for more 2+ bedroom units.

- Perhaps the developer and the city should establish an information kiosk at the site to solicit comments on their project.
-

Questions & Answers

While no specific questions were asked using the Q&A tool on the Engaged Edmonton page, the following questions were taken from within comments in the guestbook tool.

- 1. During day-time there is a high demand of on-street parking along 100 Street and in the adjacent streets. Isn't this lack of infrastructure a safety concern for the high number of residents of the proposed development?**

The applicant has stated that they intend to provide on-site parking through a combination of rear surface parking stalls and an underground parkade.

The City also has various parking management strategies that can be explored should evidence show that on-street parking has become too competitive and congested.

In terms of neighbourhood safety concerns for current and new residents, the City is currently exploring the use of adaptable traffic calming measures to increase street safety. For more information on the Ritchie Street Lab project, please see the City website: <https://engaged.edmonton.ca/ritchiestreetlab>

- 2. How can additional lanes be provided to meet traffic demand? How can this type of roadway cross-section be provided for the proposed development at the cost of the developer?**

A Transportation Impact Assessment (TIA) was submitted with the application and concludes that additional lanes are not required on the adjacent roadways as a direct result of the proposed development.

- 3. What is the plan for parking? All commercial land uses along 99 Street have been requested to dedicate enough surface in-situ parking. Why is this development not?**

In June 2020, City Council approved [Open Option Parking](#) which allows developers, homeowners and businesses to decide how much on-site parking to provide on their properties based on their particular operations, activities or lifestyle.

It's important to note that Open Option Parking doesn't necessarily mean no parking will be provided. In fact, it is more likely to result in the 'right' amount of parking as developers know their parking needs best and have an interest in ensuring they are properly met to appeal to potential clients who may lease or buy the space.

- 4. Why if there is another proposed development (at 99 Street and 89 Avenue), and potentially one more at 99 Street and 83 Avenue, the potential traffic impacts of all these developments (including this high-density development) are not addressed together in the Traffic Impact Assessment (TIA)? Can the City provide the TIAs for those developments, if there are any?**

The cumulative impact of multiple developments in an area can be addressed in different ways through a TIA, and are often added to background traffic assumptions. Background traffic, in the context of a TIA, refers to traffic that already exists in the study area that is not directly related to the proposed development.

For this application, the TIA assumed a background traffic growth rate of 2% along 99 Street NW to simulate the cumulative traffic impacts of nearby developments and general traffic growth along this corridor.

A TIA was completed for the site at the northwest corner of the 99 Street and 89 Avenue intersection. A TIA was not completed for the site near 83 Avenue NW. Reports are available upon request.

- 5. The developer wants to get a density of 697 dwellings per hectare. Not even the Transit Oriented Development (TOD) areas have such density. Why have the urban planners of the city not identified that this is an unusually high density (even for TOD sites) that will negatively impact the existing and adjacent single-family row houses? Why have the urban planners of the city not identified this concern and requested a proper gradual transition in height as per the requirement of the guideline?**

City Administration and the Edmonton Design Committee have provided detailed feedback to the applicant, including requesting changes to the height and built form transitions. The TOD Guidelines are not applicable to this site because it is not within 400 metres of an existing or planned LRT station or transit centre.

- 6. What is the impact that the new high density development will have with a higher demand for drinking water? Does more water volume and flow through these already aged pipes will likely increase the rate at which lead will fall from the pipes into our water?**

EPCOR Water has reviewed this application and will be able to provide an adequate supply of drinking water for the proposed development. One of the properties proposed for rezoning contains a lead connection which will need to be abandoned with redevelopment. The water main on 80 Avenue NW is cast iron, which is an acceptable water main material.

- 7. Where is the public engagement and consultation? Has the developer or the City made a concerted effort to engage members of the community? What would such engagement reveal? Are they afraid to find out the community's opinion? Do the proponents prefer to plan the development in isolation with consultants from their offices in Canmore?**

Generally speaking, City Administration has found that more people can be reached in accessible, cost-effective and less time consuming ways using various online engagement approaches.

In all engagement activities, we seek to mitigate barriers to access. Online engagement allows residents to participate at a time and location that is convenient for them; residents do not need to be available at a particular time or make their way to a specific location to share their perspectives. Access to the internet does not seem to be a significant barrier as, according to Statistics Canada, 97% of Edmonton residents have internet access.

The applicant was required to seek input from the public prior to making their application, which was done through a letter sent from them to surrounding property owners explaining the details

of their application and seeking feedback. A summary of the feedback they received was submitted with their application to City Administration.

The opportunities for residents to engage on this project included:

- Responding to the applicant's mailed notice and request for feedback in September 2021 prior to submitting the application.
- Responding to the City's mailed notice requesting feedback in May 2022.
- The online Engaged Edmonton page for the revised application (April 17 - 30, 2023)

8. It nullifies all our planning years ago for the future of this area. Why are we letting developers do that?

Anyone has the right to propose a rezoning and/or plan amendment application and have City Council consider it. Since its initial adoption in 1998, the Strathcona Area Redevelopment Plan has been amended by Council 49 times in response to changing priorities and land development applications brought to them.

9. Why is this request being considered?

City Administration is obligated to process any rezoning application received and bring it to City Council for a decision. Administration does not have the option of choosing to not consider an application.

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, Administration makes a recommendation of Support or Non-Support. The next steps are:

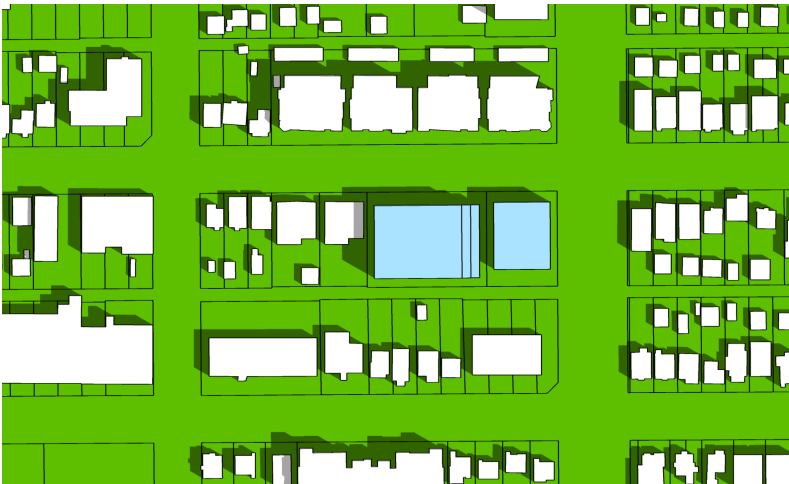

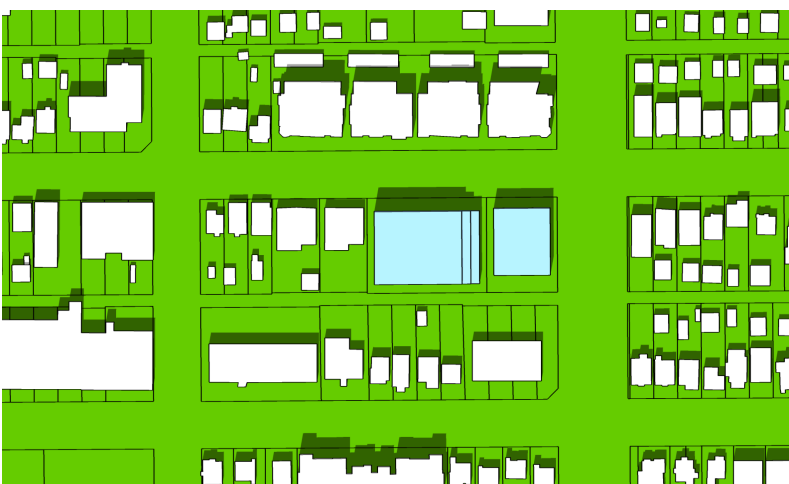

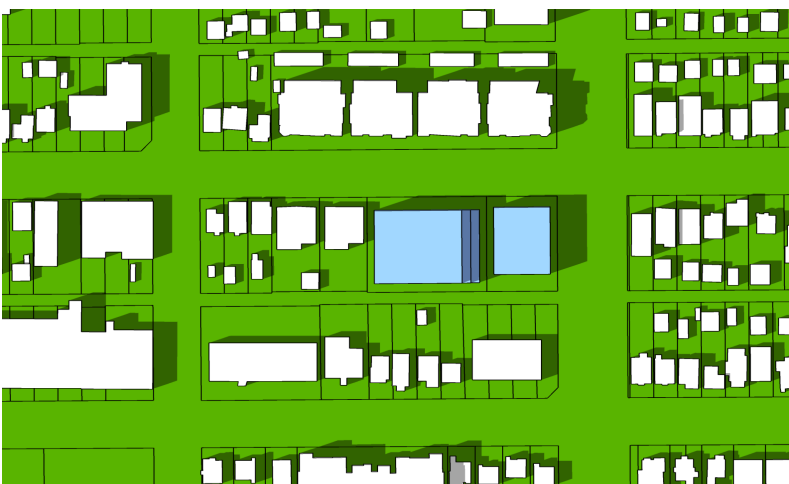

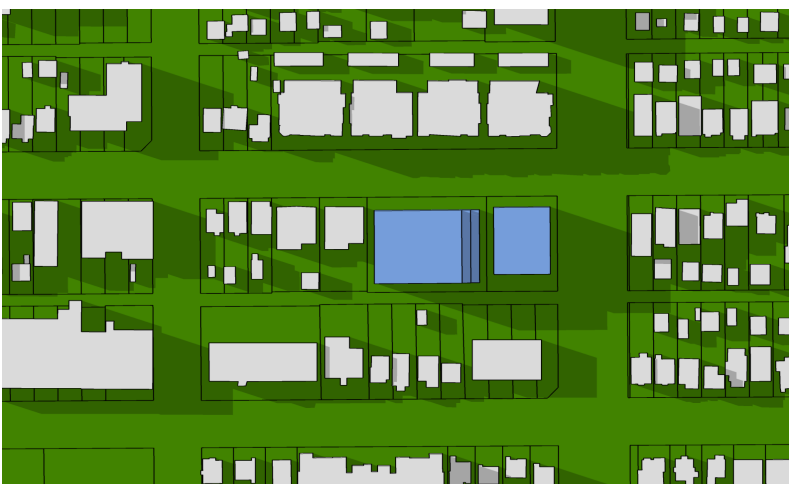

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings 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:

Andrew McLellan, Planner
780-496-2939
andrew.mclellan@edmonton.ca

Sun Shadow Study

Mar/Sep 21	Existing Zoning	Proposed Zoning
9AM		
12PM		
3PM		
5PM		

June 21	Existing Zoning	Proposed Zoning
9AM		
12PM		
3PM		
6PM		

Dec 21	Existing Zoning	Proposed Zoning
10AM		
12PM		
2PM		



EDMONTON ♦ DESIGN ♦ COMMITTEE

September 8, 2022

Kim Petrin, Branch Manager
Development Services, Urban Planning and Economy
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms. Petrin:

Re: **Mill 99 at Richie (RZ)**
Michelle Ouellette- Latitude Consulting

As determined by the Edmonton Design Committee at the meeting on September 6, 2022, I regret to pass on the Committee's recommendation of **non-support** for the **Mill 99 at Richie** project, submitted by Latitude Consulting.

While the Committee supports increasing density within major nodes and corridors, the proposed building B massing appears too large at its current height / scale and the podium height is insufficient to create a human scaled experience along the adjacent streets, particularly with a limited tower step-back. The podium should be increased to two-storeys and a greater tower step-back should be provided to minimize the bulky massing of the building. The Committee would support an increase in building height, if required.

The Applicant should also consider the following:

- Increasing tower separation from building A to building B - at present it is less than best practice;
- Incorporating a tower step-back on the west face of Building B to create a more human-scaled plaza space and to mitigate wind downdraft issues;
- Incorporating individual ground floor entrances to the residential units in the west building to provide greater animation of the public realm and greater livability/privacy for residents; and
- Ensuring the setback along 99 Street is sufficient to accommodate street furniture and the weather protected transit stop facing the public sidewalk, without impacting the pedestrian through-way.

You will notice that a copy of this letter is also being sent to the applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

Janice Mills,
EDC Chair

Edmonton Design Committee

JM/ps

- c. Michelle Ouellette- McElhanney
Andrew McLellan- City of Edmonton
Claire St Aubin- City of Edmonton
Edmonton Design Committee



EDMONTON ♦ DESIGN ♦ COMMITTEE

April 20, 2023

Kim Petrin, Branch Manager
Development Services, Urban Planning and Economy
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms. Petrin:

Re: **Mill 99 (RZ)**
Michelle Ouelette- McElhanney

As determined by the Edmonton Design Committee at the meeting on April 18, 2023, I am pleased to pass on the Committee's recommendation of **support** for the **Mill 99** project, submitted by McElhanney.

You will notice that a copy of this letter is also being sent to the Applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

A handwritten signature in black ink, appearing to read 'Janice Mills'.

Janice Mills,
EDC Chair

Edmonton Design Committee

JM/ps

- c. Michelle Ouellette- McLehenny
Andrew McLellan- City of Edmonton
Claire St Aubin- City of Edmonton
Edmonton Design Committee

Application Summary

Information

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	20514, 20515
Location:	Southwest corner of 99 Street NW and 80 Avenue NW
Addresses:	9903, 9905, 9907 & 9919 - 80 Avenue NW
Legal Descriptions:	Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan I17
Site Area:	3,224 m ²
Neighbourhood:	Ritchie
Ward:	papastew
Notified Community Organizations:	Ritchie Community League Old Strathcona Business Association
Applicant:	McElhanney

Planning Framework

Current Zone:	(RA7) Low Rise Apartment Zone (DC2.940) Site Specific Development Control Provision
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Strathcona Area Redevelopment Plan
Historic Status:	None

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination