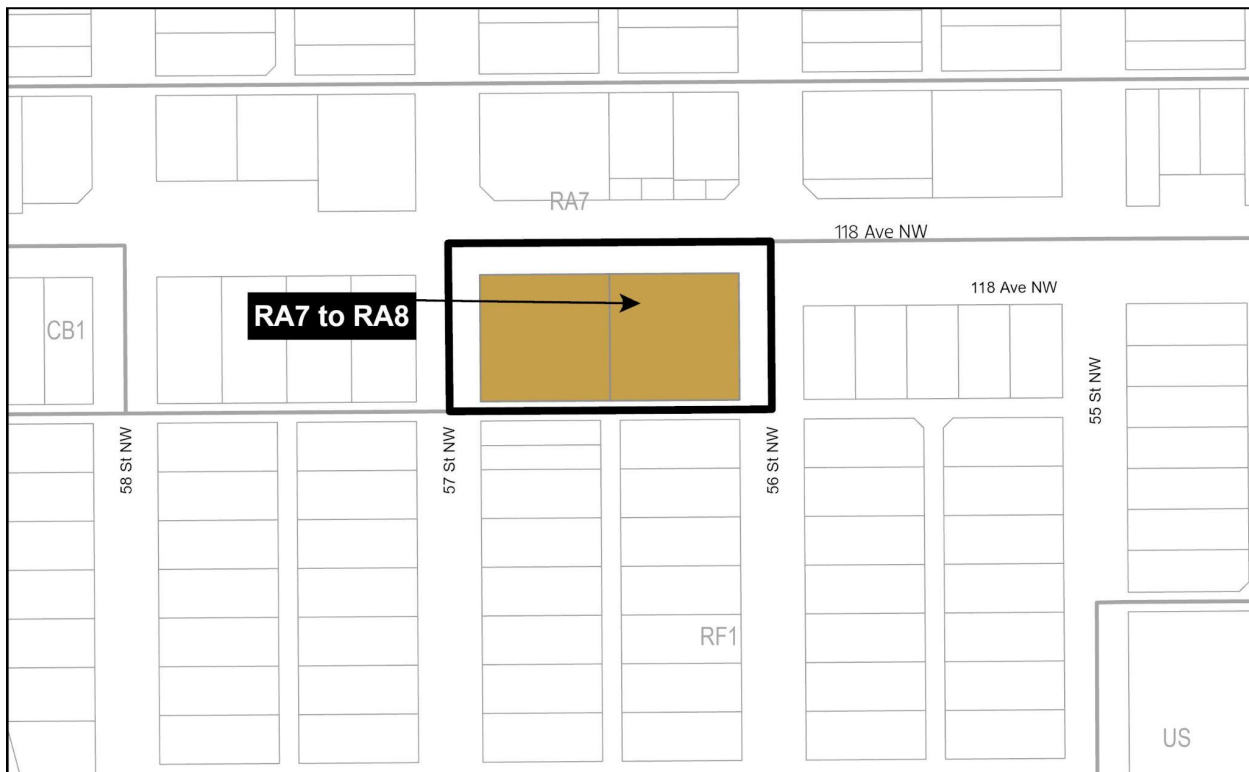


## Units 101 to 104, 201 to 204, and 301 to 304, 5607- 118 Avenue NW, and Units 101 to 104, 201 to 204, and 301 to 304, 5615 - 118 Avenue NW

To allow for medium rise multi-unit housing



**Recommendation:** That Charter Bylaw 20536 to amend the Zoning Bylaw from the (RA7) Low Rise Apartment Zone to the (RA8) Medium Rise Apartment Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- It supports intensification along a primary corridor and city-wide mass transit route, as identified in The City Plan.
- Helps to achieve The City Plan target of adding 50% of net new units through infill city-wide and contributes to the livability and adaptability of the area.
- Is compatible in scale with the existing surrounding development, and is separated by public roadways on all sides.

## Application Summary

This application was accepted on March 16, 2023, from Omega Finishing Solutions.

**CHARTER BYLAW 20536** proposes to amend the Zoning Bylaw, as it applies to the subject site, from the (RA7) Low Rise Apartment Zone to the (RA8) Medium Rise Apartment Zone. The proposed RA8 Zone would allow for a 23 metre high building (approximately 6 storeys) intended for residential uses such as multi-unit housing, lodging houses and supportive housing as well as limited commercial opportunities at ground level, such as child care services, general retail stores and specialty food services.

The proposed rezoning conforms with The City Plan direction for primary corridors by allowing for a mid-rise building which would contribute to residential intensification within a 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 of the same category in the Zoning Bylaw (RA7 to RA8). The basic approach included the following techniques:

### **Mailed notice of proposed land use changes, March 28, 2023**

- Number of recipients: 33
- Number of responses with concerns: 8

### **Webpage**

- [edmonton.ca/rezoningapplications](http://edmonton.ca/rezoningapplications)

### **Common comments heard throughout the various methods include:**

- Rezoning would decrease property values.
- The current property is not well maintained, and has a high emergency vehicle presence.
- Only those experiencing poverty would be willing to live on 118 Avenue in multi-unit housing.
- Larger multi-unit building would likely translate to more drug use, criminal activity, and a high impact on emergency services.
- The opportunity for commercial uses would increase the community's exposure to criminal activity and drug use.
- Do not allow supportive services, lodging houses, liquor stores, cannabis retail stores, pharmacies, or convenience stores.
- On-street parking congestion will increase if the development does not provide sufficient on-site parking.
- What will the city do to deter crime in the area while densifying the neighbourhood?
- Supportive of the proposed built form (size and height)

- A desire for the applicant to partner with *At Home in Highlands* to save some units for rent subsidised tenants.
- This rezoning may encourage other properties along 118 Avenue to also apply for a rezoning, and medium-rise development along 118 Avenue NW will not add to its future success as an identified corridor.
- Preference for a shorter building with a larger site coverage to maintain human scale.
- Would like to see minimal parking provided on-site, and no parkades. If parking is provided for each unit, it will increase traffic and congestion and is incompatible with The City Plan goal of a low carbon future.
- Would like to see a requirement for affordable and family-friendly units.
- Support for ground level retail and food services.
- Tenants in the building were not notified, excluded from the process, and found out about the rezoning when the signs were put up. Tenants now need to find other housing.

The Highlands Community League did not provide feedback at the time this report was written.

## **Site and Surrounding Area**

The two corner sites are collectively 0.32 hectares in area, and are surrounded by roadways on all sides. The sites abut the northern edge of the neighbourhood (118 Avenue NW). The 118 Avenue NW corridor (from 54 Street NW to 64 Street NW) allows for low-rise multi-unit housing with limited ground level commercial opportunities. South of the sites, small scale housing is the predominant form.

The site is well connected to active transportation, open space, and gathering places. ETS currently operates frequent and local bus service on 118 Avenue NW, with a bus stop directly adjacent to the site. Open space and gathering places in proximity to the site include Highlands Park, Gaby Haas Park, Highlands Public School, Highlands Community League, and Buttercup Farm Park.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITES</b>	(RA7) Low Rise Apartment Zone	Multi-unit housing
<b>CONTEXT</b>		
North	(RA7) Low Rise Apartment Zone	Multi-unit housing
East	(RF1) Single Detached Residential Zone	Single detached house
South	(RF1) Single Detached Residential Zone	Semi-detached house, and single detached house
West	(RA7) Low Rise Apartment Zone	Multi-unit housing



*View of the site looking southwest from the 56 NW Street and 118 Avenue NW intersection*



*View of the site looking east from 57 Street NW*



*View of the site looking northeast from the rear lane*

# Planning Analysis

## The City Plan

The sites are within the 118 Avenue NW primary corridor where the typical massing/form is anticipated to be mostly mid-rise with some high-rise. Primary corridors are defined as prominent urban streets designed for living, working, and moving, serving as a destination, and providing critical connections between nodes. The proposed rezoning for mid-rise multi-unit housing with commercial opportunities at the ground level conforms to the direction provided in The City Plan and contributes to residential growth and intensification in the corridor. Additionally, the proposed rezoning helps to achieve The City Plan target of adding 50% of net new units through infill city-wide and contributes to the livability and adaptability of the area by increasing density in proximity to active transportation, open space, and gathering places. 118 Avenue NW at this location is also identified as a Citywide Route on the Mass Transit Network. Given this context, the site is suitable for the proposed RA8 Zone.

## Land Use Compatibility

The proposed (RA8) Medium Rise Apartment Zone would allow for a mid-rise residential building with limited commercial opportunities at the ground level. The uses within the current and proposed zone are identical, and are appropriate at this location.

The proposed built form that the RA8 Zone would allow for is compatible at this location. The site is adequately separated from adjacent properties by public roadways and setbacks on all sides. In addition, adjacent sites to the north and west are zoned RA7, and allow for a 16.0 m high building (approx. 4 storeys), which is compatible with the proposed RA8 Zone (23.0 m / approx. 6 storeys height maximum).

The current RA7 Zone and the proposed RA8 Zone are very similar with regards to allowable built form. The setback requirements in the zones are identical. The proposed RA8 Zone allows for approximately two additional storeys in height (7.0 metres more) than the current RA7 Zone. A comparison summary between the current RA7 Zone and the proposed RA8 Zone is provided below:

## RA7 & RA8 Comparison Summary

	<b>RA7: Current</b>	<b>RA8: Proposed</b>
<b>Principal building</b>	Multi-unit housing	Multi-unit housing
<b>Minimum density</b>	14 Dwellings (45 du/ha)	24 Dwellings (75 du/ha)
<b>Maximum floor area ratio</b>	2.3 - 2.5 <sup>1</sup>	3.0 - 3.3 <sup>2</sup>

<sup>1</sup> Under the RA7 Zone, the maximum floor area ratio may be increased from 2.3 to 2.5 if: a minimum of 10 percent of dwellings have a floor area greater than 100 m<sup>2</sup> and the average number of bedrooms in these Dwellings is at least three.

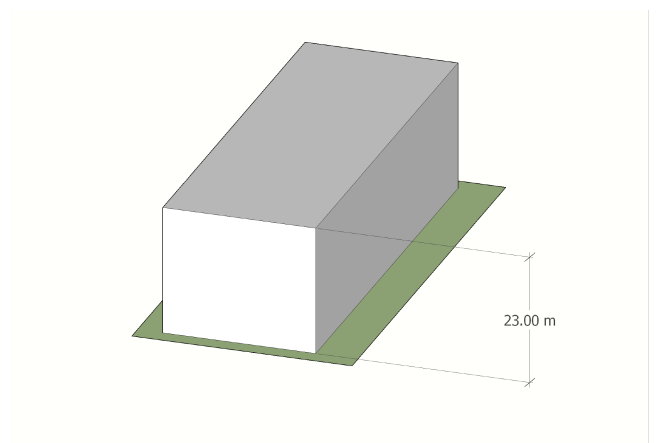
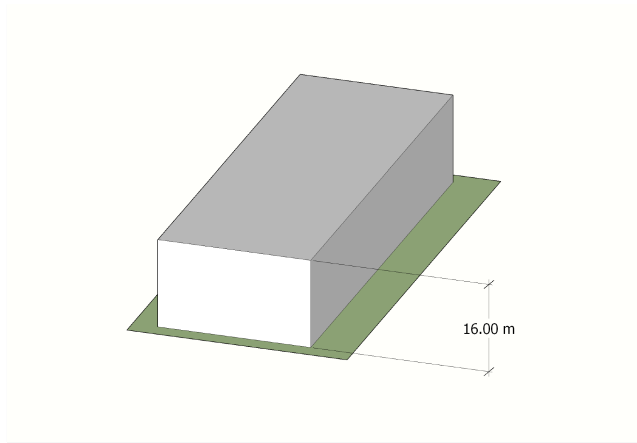
<sup>2</sup> Under the RA8 Zone, the maximum floor area ratio may be increased from 3.0 to 3.3 if: a minimum of 10 percent of dwellings have a floor area greater than 100 m<sup>2</sup> and the average number of bedrooms in these Dwellings is at least three.

<b>Maximum height</b>	16.0 m (Approx. four storeys)	23.0 m (Approx. six storeys)
<b>Minimum setbacks<sup>3</sup></b>		
<b>front setback</b>	4.5 m	
<b>side setback</b>	3.0 m	
<b>flanking side setback</b>	3.0 m	
<b>rear setback</b>	7.5 m	

**POTENTIAL RA7 BUILT FORM**

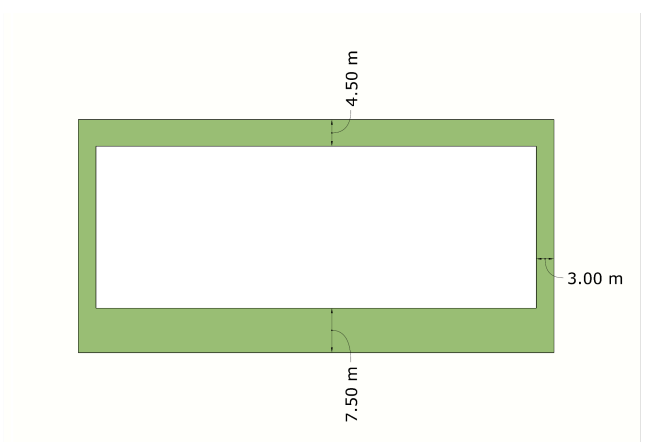
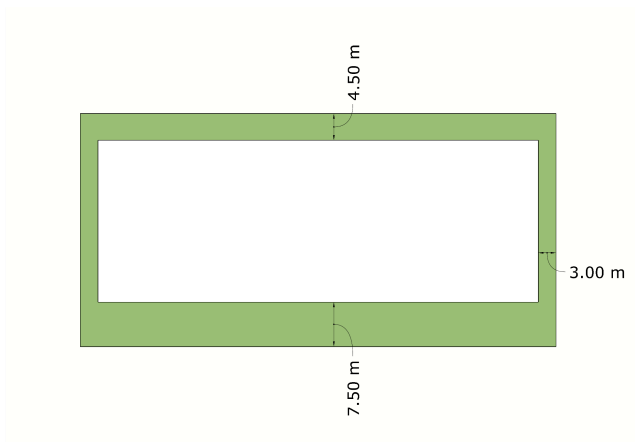
**POTENTIAL RA8 BUILT FORM**

**Top view**



**3D view**

4



<sup>3</sup> The site is a double fronting site. Double fronting sites are defined as a site which abut two public roadways (other than a lane), which are parallel/nearly parallel. At the Development Permit stage, the Development Officer will choose which setback applies to each lot line. Minimum front, side, flanking side, and rear setbacks are stated in the table above.

<sup>4</sup> Refer to footnote 3.

## **Technical Review**

### **Transportation**

The subject site is well connected with transportation infrastructure and transit service to support all modes of transportation. 118 Avenue NW is a primary corridor and an existing district connector bike route. Vehicle access for the site will be from the lane, and based on the scope and scale of redevelopment, infrastructure improvements to the sidewalk north of the site may be required at the development permit stage.

### **Transit**

The subject site is served by frequent and local ETS bus routes along 118 Avenue NW. The applicant will be required to upgrade the bus stop pad adjacent to the site as a condition of a future Development Permit to support the increased usage anticipated to result from this development.

Additionally, there are two mass transit routes anticipated to operate along 118 Avenue NW as part of the future mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

### **Drainage**

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application. Development allowed under the proposed zone would be required to include on-site stormwater management techniques 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 is functionally compliant with the municipal standards. Therefore, upgrades to existing municipal fire protection infrastructure are not required. This could potentially 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

<b>Application Type:</b>	Rezoning
<b>Charter Bylaw:</b>	20536
<b>Location:</b>	South of 118 Avenue NW, between 56 Street NW and 57 Street NW
<b>Addresses:</b>	Units 101 to 104, 201 to 204, and 301 to 304, 5607- 118 Avenue NW, and Units 101 to 104, 201 to 204, and 301 to 304, 5615 - 118 Avenue NW
<b>Legal Descriptions:</b>	Units 1-12, Condominium Plan 0821285 and Units 1-12, Condominium Plan 0821286
<b>Site Area:</b>	0.32 hectares (3211 m <sup>2</sup> )
<b>Neighbourhood:</b>	Highlands
<b>Ward:</b>	Métis
<b>Notified Community Organizations:</b>	Highlands Community League, Newton Community League
<b>Applicant:</b>	Omega Finishing Solutions

### Planning Framework

<b>Current Zone and Overlays:</b>	(RA7) Low Rise Apartment Zone
<b>Proposed Zone and Overlays:</b>	(RA8) Medium Rise Apartment Zone
<b>Plan in Effect:</b>	None
<b>Historic Status:</b>	None

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