

9854 and 9860 - 75 Avenue NW

Position of Administration: Support



Summary

Charter Bylaw 20551 proposes a rezoning from the (RF3) Small Scale Infill Development Zone to the (RA7) Low Rise Apartment Zone to allow for a low-rise residential building with limited ground level commercial opportunities.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Approximately 8 people were heard from, with 1 in support, 4 in opposition, and 3 with questions. Most concerns were related to neighbourhood character, traffic volumes and on-street parking congestions, and the building scale being too large.

Administration supports this application because it:

- Diversifies housing types in the Ritchie neighbourhood.
- Aligns with the infill objectives of The City Plan by allowing for intensification within the intersection of the 76 Avenue NW and 99 Street NW secondary corridors.
- Increases density abutting an arterial roadway in proximity to commercial opportunities, open space, and gathering places.

Application Details

This application was submitted by Eins Consulting.

The proposed (RA7) Low Rise Apartment Zone would allow development with the following key characteristics:

- Low-rise multi-unit housing with limited ground level commercial opportunities.
- Maximum height of 16.0 metres (approximately four storeys).
- Maximum floor area ratio between 2.3 - 2.5.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	(RF3) Small Scale Infill Development Zone	Single detached house
North	(CNC) Neighbourhood Convenience Commercial Zone	1-2 storey commercial buildings
East	(RF3) Small Scale Infill Development Zone	Single detached house
South	(RF3) Small Scale Infill Development Zone	Single detached house
West	(IM) Medium Industrial Zone	Automotive and equipment repair shop



View of the sites looking north from 75 Avenue NW (Google Maps)



View of the sites looking east from 99 Street NW (Google Maps)



View of the sites looking southeast from 99 Street NW (Google Maps)

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes a low-rise building along an arterial roadway. The basic approach included:

Mailed Notice, May 24, 2023

- Notification radius: 60 metres
- Recipients: 30
- Responses: 8
 - In support: 1
 - In opposition: 4
 - Mixed/Questions only: 3

Site Signage,

- Two rezoning information signs were placed on the properties. One faces both 99 Street NW and 75 Avenue NW, and the other faces 75 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Ritchie Community League

Common comments heard:

Opposition:

- Four storey scale is not appropriate at this location (height, shading, visual impact)
- Four storeys does not fit the character of the area
- Densify in a manner that integrates with the character of the community under the current zone instead (secondary suites, garden suites, duplex, small scale multi-unit housing)
- If approved, the application could set a precedent in the area for similar rezoning which would impact the livability of the neighbourhood and qualities that made it attractive for buyers
- Concern surrounding mature tree removal

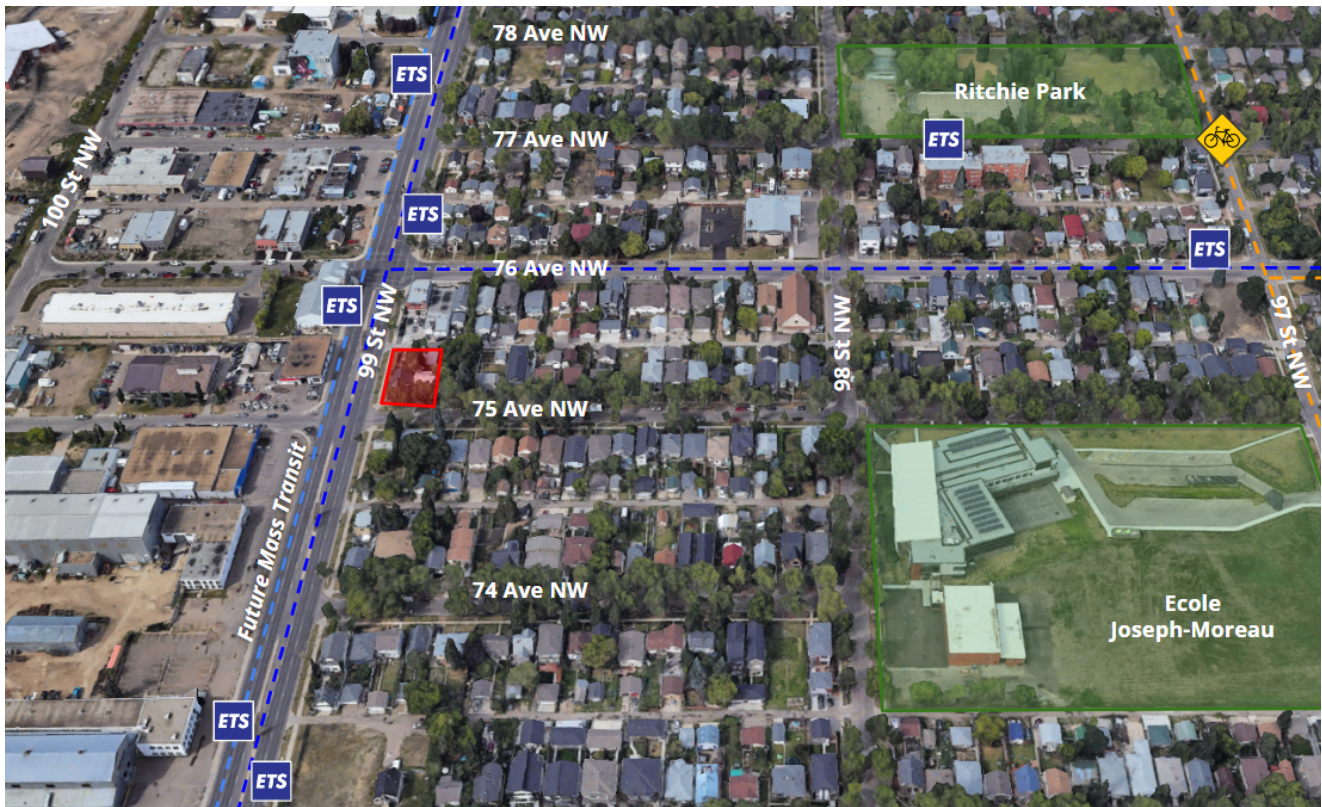
- Increased vehicular traffic and on-street parking use on a currently overcrowded street (short-cutting, on-street parking use to access nearby retail, and bus traffic from nearby schools), creating safety issues and illegal parking
- Eyesore to charming neighbourhood community
- Preference for unit ownership versus rental units (no “undesirable characters”)
- Concern that drainage infrastructure in the area cannot support new infill

Support:

- Support for residential and commercial intensification along 99 Street NW and in the area
- Support for additional housing types near public transit, open space, and commercial amenities
- Additional people (density in the area are needed to support desirable amenities (both commercial and recreational)).

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

Application Analysis



Site analysis context

The City Plan

The sites are located within the intersection of the 76 Avenue NW and the 99 Street NW Secondary Corridors. Secondary Corridors are envisioned to be vibrant residential and commercial streets that serve as a local destination for surrounding communities. The typical massing envisioned for secondary corridors is low-rise and mid-rise. The proposed rezoning for low-rise multi-unit housing with ground level commercial opportunities conforms to the direction provided in The City Plan, and contributes to residential 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, public transportation, open space, commercial opportunities, and gathering places.

Land Use Compatibility

The proposed RA7 Zone allows for a 16.0 metre tall building (approximately four storeys), with limited opportunities for commercial uses at ground level.

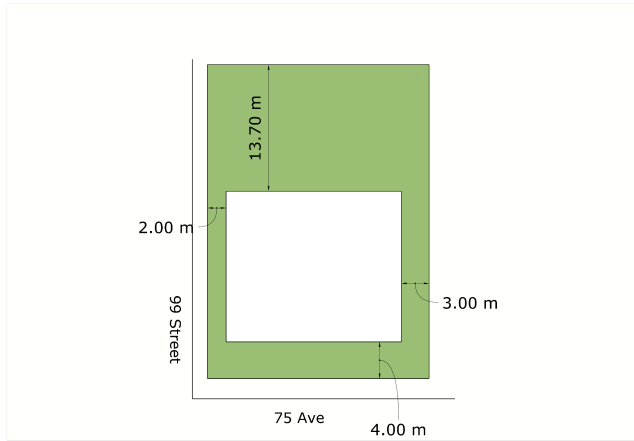
The proposed RA7 Zone introduces a potential for limited commercial uses on the site including, but not limited to: child care services, specialty food services, and general retail stores. Regulations are included that restrict them in size (275 m² of floor area) and location (ground

floor only) to ensure compatibility with residential development both within the same building and on adjacent sites.

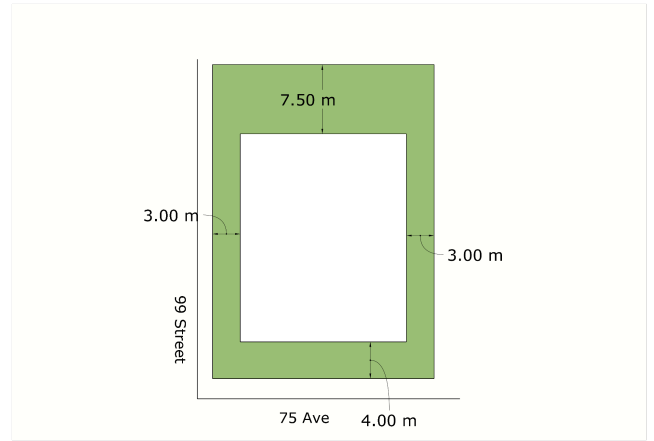
The scale of the proposed RA7 Zone is compatible with lower intensity residential forms such as single detached houses, and small scale multi-unit housing (see comparison table and graphics below), and it is common for these forms to exist adjacent to one another, particularly along important corridors such as 99 Street NW. A more detailed comparison between the current RF3 Zone and the proposed RA7 Zone is provided below:

	RF3 Zone + MNO Current	RA7 Zone Proposed
Typical Uses	Multi-unit housing	Multi-unit housing Limited commercial opportunities
Maximum Height	8.9 m	14.5 m (flat roof) 16.0 m (pitched roof)
Maximum FAR	n/a	2.3-2.5
Front Setback Range (75 Ave NW)	4.0 m - 6.0 m	4.0 m
Minimum Interior Side Setback	3.0 m	3.0 m
Minimum Flanking Side Setback (99 Street NW)	2.0 m	3.0 m
Minimum Rear Setback (Lane)	13.7 m	7.5 m
Maximum Site Coverage	45%	n/a
Maximum Number of Principal Dwellings	Five (5)	n/a

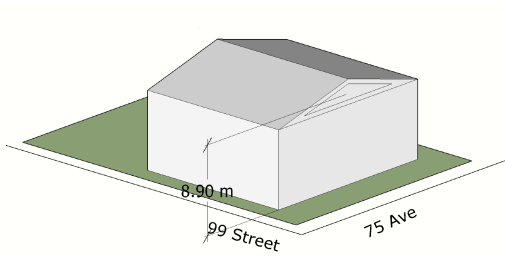
Top View



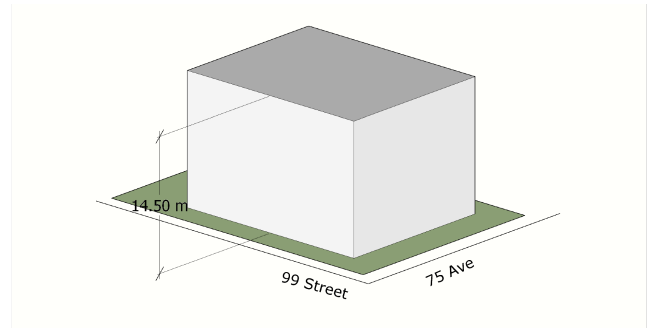
Top View



3D View



3D View



Mobility

The site is well-connected to transportation and transit networks. The Bike Plan identifies existing and future district connector routes along 97 Street NW and 76 Avenue NW. The closest signalized pedestrian crossing to the site is located at 76 Avenue NW and 99 Street NW.

The developer will be required to reconstruct the sidewalk along the south of the site on 75 Avenue NW to improve pedestrian safety and access to the site and the rear lane may require upgrades to a commercial standard. Both of these items are triggered by and determined at the development permit stage.

ETS currently operates bus service on 99 Street NW with bus stops at 76 Avenue NW and 99 Street NW which is approximately 100m walking distance from the rezoning site.

The future mass transit network (associated with the 1.25 million population scenario of the Edmonton City Plan) will include mass transit bus routes on 82 Avenue NW and 99 Street NW (north of 82 Avenue NW).

Utilities

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

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.

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