

9103 & 9107 - 84 Avenue NW

Position of Administration: Support



Summary

Charter Bylaw 20592 proposes a rezoning from a (DC2.949) Site Specific Development Control Provision to the (RA8) Mid Rise Apartment Zone to allow for mid rise multi-unit housing.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Approximately 8 people were heard from. Most were opposed and stated concerns related to increased parking congestion and adverse impacts from the additional height such as shadowing and less privacy.

Administration supports this application because it:

- Supports intensification within a Primary Corridor at a location that is well connected to transit, as directed by The City Plan.
- Provides the opportunity for additional density at a location that is well supported by walkable amenities and adjacent to the Campus Saint-Jean of the University of Alberta.
- Mitigates land use conflicts with the abutting property through setback and stepback requirements.

Application Details

This application was submitted by Situate Inc. on behalf of YEG Architectural and Hasco Development.

Rezoning

The proposed (RA8) Medium Rise Apartment Zone would allow development with the following key characteristics:

- A maximum height of 23 metres (approximately 6 storeys).
- A maximum Floor Area Ratio of 3.0 to 3.3.
- A minimum density of 75 Dwellings/hectare (approximately 7 dwellings).
- Limited commercial opportunities at the ground-level.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	(DC2.949) Site Specific Development Control Provision	Single detached housing
North	(AJ) Alternative Jurisdiction Zone	Residence St. Jean (4 storeys)
East	(RA7) Low Rise Apartment Zone	Low-rise apartment
South	(RF3) Small Scale Infill Development Zone	Single detached housing
West	(RF3) Small Scale Infill Development Zone	Single detached housing



View of the site looking southeast from 84 Avenue NW



View of the site looking west from 91 Street NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application proposes the use of a standard zone that allows for development that is in alignment with the direction of The City Plan. The basic approach included:

Mailed Notice, May 2, 2023

- Notification radius: 120 metres
- Recipients: 91
- Responses: 7

- In support: 1
- In opposition: 7

Site Signage, June 6, 2023

- One rezoning information sign was placed on the property facing the intersection of 91 Street NW and 84 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Bonnie Doon Community League
- French Quarter Area Business Improvement Area

Common comments heard:

- Increased traffic and parking congestion, including safety concerns.
- The proposal will yield a building that is not in character with the rest of the neighbourhood.
- Reduced privacy and access to sunlight.

Application Analysis

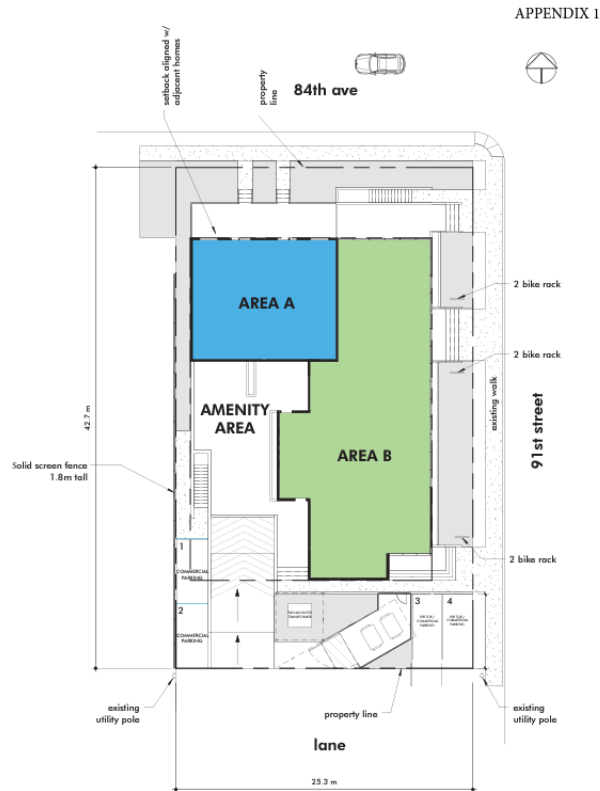
The City Plan

Combining both the Municipal Development Plan and the Transportation Master Plan, The City Plan is the city's strategic direction for planning and development. Recognizing the essential connection between land use and transportation, The City Plan identifies key areas within the city in a Nodes and Corridors system where population, business and employment growth are to be focused.

Whyte Avenue NW is identified as a Primary Corridor which is intended to be one to two blocks on each side of the street. The subject site, being two blocks north of Whyte Avenue, falls within this corridor area. Typical massing/form is anticipated to be mostly mid-rise with some high-rise. This corridor is also part of Edmonton's Mass Transit Network, which is currently supporting frequent bus service, but may support even more significant bus-based services in the future. Given this context, the proposed RA8 Zone at this location, is in alignment with the direction of The City Plan and will facilitate the development of the Whyte Avenue Primary Corridor as a prominent area that supports living, working and moving.

Land Use Compatibility

The existing DC2 Provision, approved in 2017, allows for a low-rise building up to 15.5 metres in height (approximately 4 storeys) with limited commercial opportunities at ground level, with regulations that are tailored specifically for this site (see site plan below). Of particular note, are regulations designed to transition the building to the west, where the site shares a property line with an existing single detached house. One of these key regulations of the DC2 Provision is the limitation of height within Area 'A' to 10.0 metres (approximately 3 storeys).



Site plan for DC2.949

This DC2 Provision is indicative of guidelines for infill development that played a prominent role during the time of its review and approval; namely, the Residential Infill Guidelines (RIGs). The RIGs place a significant emphasis on ensuring that infill development that is of a medium scale, such as low-rise development, is to be located around the edge of a neighbourhood and along an arterial roadway. Infill development of this scale that was proposed within the interior of the neighbourhood, like this site, would often need to go to greater lengths to mitigate impacts to the abutting property by tailoring regulations, through the use of a DC2 Provision, that respond to that context-specific condition. The RIGs, though still in effect, are superseded by the more recent direction in The City Plan when reviewing applications within nodes and corridors where expectations around infill development have changed.

The proposed RA8 Zone is the Zoning Bylaw's standard zone for a mid-rise building up to 23 metres in height (approximately 6 storeys). Unlike the existing DC2 Provision, the RA8 Zone does

not include any site-specific regulations and no site plan or building details are available at this stage. With newer policy direction from The City Plan which anticipates this type of development at this location, and the site itself not yielding any unique characteristics which require site specific regulations to address, the use of the standard RA8 Zone is appropriate.

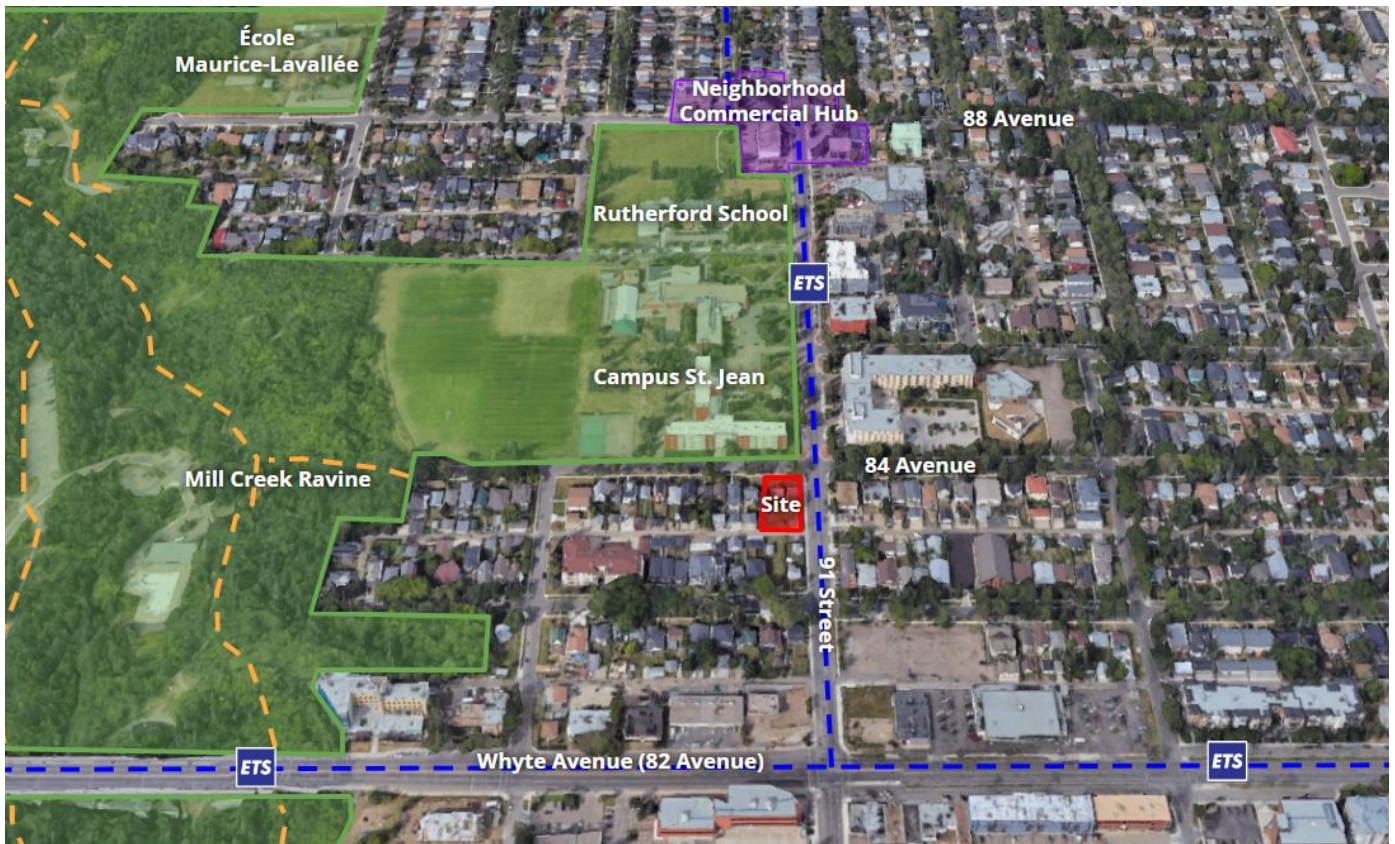
	DC2.949 Current	RA8 Zone Proposed
Typical Uses	Apartment Housing (now Multi-unit Housing) Limited commercial uses at ground level	Multi-unit Housing Limited commercial uses at ground level
Maximum Height	10.0 (Area A) 15.5 m (Area B)	23.0 m
Minimum Front Setback (84 Avenue NW)	6.0 m	6.0 m
Minimum Interior Side Setback	2.0 m - 4.5 m ¹	3.0 - 6.0 m ²
Minimum Flanking Side Setback (91 Street NW)	3.5 m	3.0 m
Minimum Rear Setback (Lane)	7.5 m	7.5 m

¹ The portion of the building that exceeds 6.60 metres in height shall slope back a minimum angle of 45 degrees for a minimum horizontal distance of 4.5 metres.

² Any portion of the building above 14.5 metres must be setback a minimum of 6.0 metres.

Number of Principal Dwellings	11 maximum	7 minimum ³
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The site remains a very good location for infill development. The area has good access to transit, with bus service available along both Whyte Avenue NW and 91 Street NW. Mill creek ravine is within walking distance and provides connections to the city's broader shared use path network.



Site analysis context

The proposed RA8 Zone is compatible with the character of 91 Street NW which, between 84 Avenue NW and 88 Avenue NW, is already supporting low and mid rise buildings. This area along 91 Street NW, anchored by the Campus St. Jean, is notable for its mix of land uses which includes multi-unit residential and a concentration of commercial uses along 88 Avenue NW that forms a neighbourhood-servicing commercial hub. These amenities and services, all within walking distance of this site, will support the increase in density proposed by this application. Moreover,

³ The RA8 Zone has a minimum density regulation of 75 dwellings per hectare, which equates to a minimum of 7 dwellings for this site.

post secondary campuses, like the Campus St. Jean, act as important employment centres and hubs of activity, making surrounding land, like this site, a good location for additional density.

Being located on a corner, the site has the benefit of being surrounded by primarily road right-of-way which creates natural buffer space between this site and surrounding properties. This helps reduce impacts from a larger building such as massing and overlook from windows and balconies. With the site sharing its eastern property line with a single detached house, the transition between a mid-rise building and this house can be abrupt, if not properly managed. To mitigate this, the RA8 Zone, requires the following:

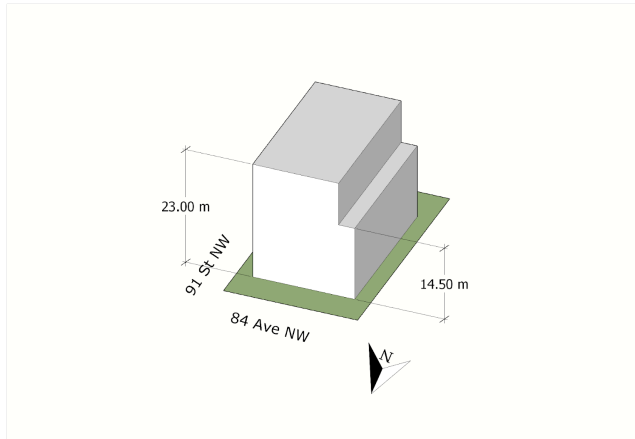
- The interior side setback increased to 3.0 m when the building is taller than 10.0; and
- An additional stepback of 3.0 m above a height of 14.5 m when abutting a site zoned to allow single detached housing, such as this.

To further mitigate privacy issues that may arise from a larger building on this site, a Development Officer, during their review of a Development Permit application, can require information regarding the location of windows and amenity areas, such as balconies, onto adjacent properties to ensure they are placed at ideal locations to minimise impacts from overlook.

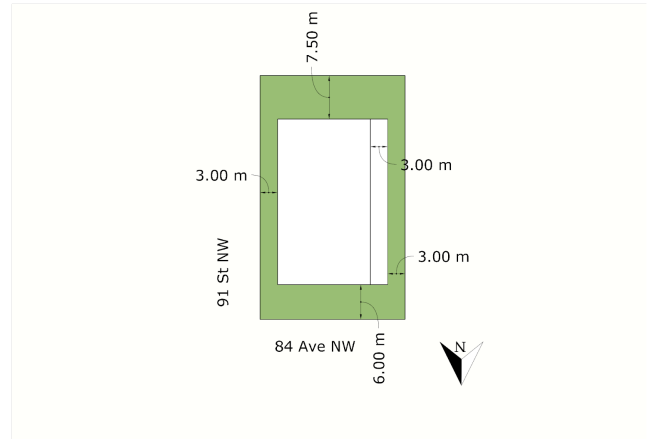
A Sun Shadow Study was analysed with this application to determine what changes in shadows could be expected for properties near the rezoning site (see the full Sun Shadow Study in Appendix 1 of this report). During the equinoxes and summer solstice, the abutting property to the west will be impacted by the shadow in the morning. However, the shadow impacts only last until approximately noon, at which point the shadow begins to head eastward, where the shadow in the afternoon lands mostly on the intersection of 84 Avenue NW and 91 Street NW.

RA8 Zone - Potential Built Form

3D View



Top View



Mobility

This rezoning is not anticipated to have a significant impact on the transportation network. The site is adjacent to the future district connector route along 91 Street NW, as identified in the Edmonton Bike Plan.

Vehicular access to the site shall be from the abutting lane which is currently substandard in width and the owner may be required to provide a 0.5 m hard surfaced setback along their lane frontage, and may be required to upgrade the lane to a commercial alley standard between 91 Street NW and the site access. These requirements will be reviewed at the Development Permit stage.

ETS operates bus routes nearby along 91 Street NW and 82 Avenue NW. Bus stops on both corridors are within a 250 metre walking distance.

Additionally, the site is approximately a 1 kilometre walking distance to the Bonnie Doon stop on the Valley Line LRT. Two mass transit bus routes are planned to operate south of the rezoning site, along Whyte Avenue NW, as part of the future mass transit network associated with the 1.25 million population scenario of The Edmonton City Plan.

Utilities

A Drainage Servicing Report was reviewed and accepted with this application, and directs the future sanitary and storm servicing requirements. With redevelopment, onsite stormwater management, a reduced discharge rate, and a private drainage system consisting of a storm sewer service connection and/or low impact development (LID) will be required.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that the subject site is functionally compliant with the municipal standards for hydrant spacing and that no upgrades to existing municipal on-street fire protection infrastructure are required to support this application.

Appendices

1. Sun/Shadow Analysis

Written By: Stuart Carlyle

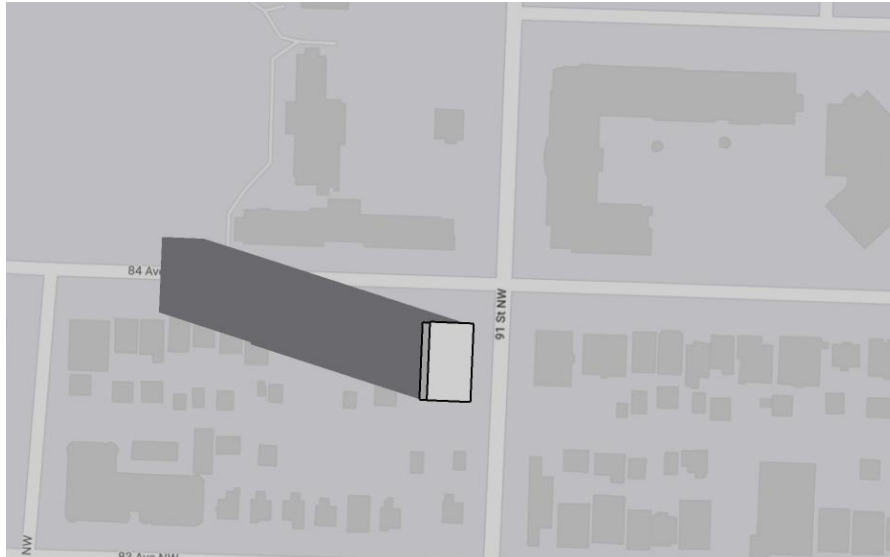
Approved By: Tim Ford

Branch: Development Services

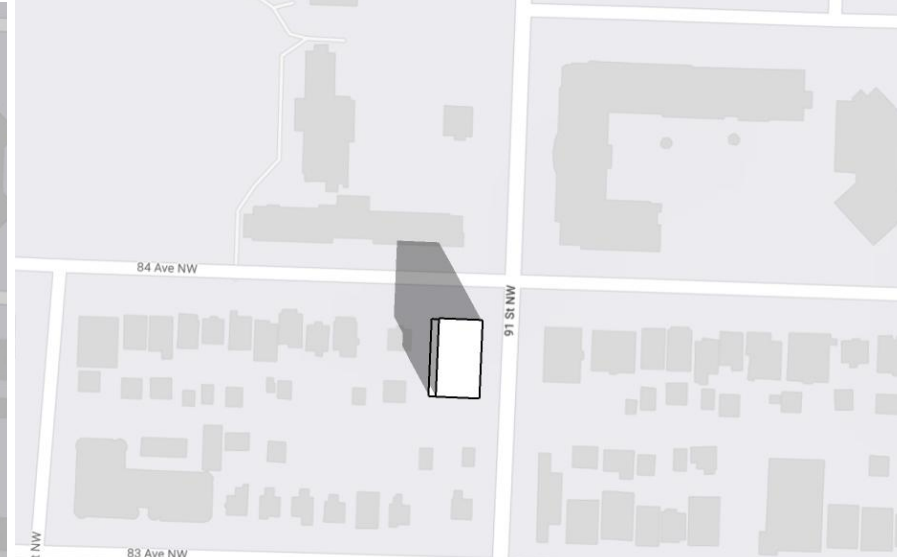
Section: Planning Coordination

SUN/SHADOW STUDY | 9103 & 9107 - 84 AVENUE NW

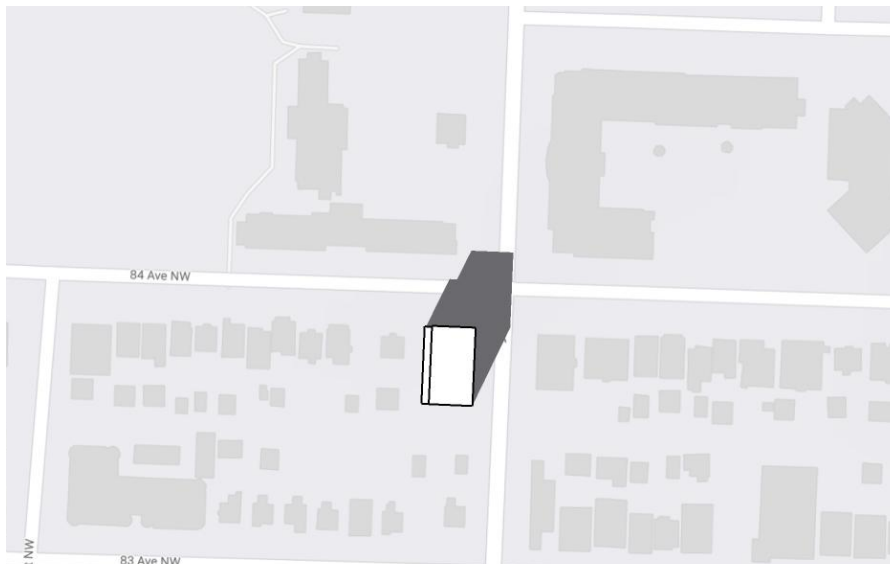
March/September 21



9AM



12PM



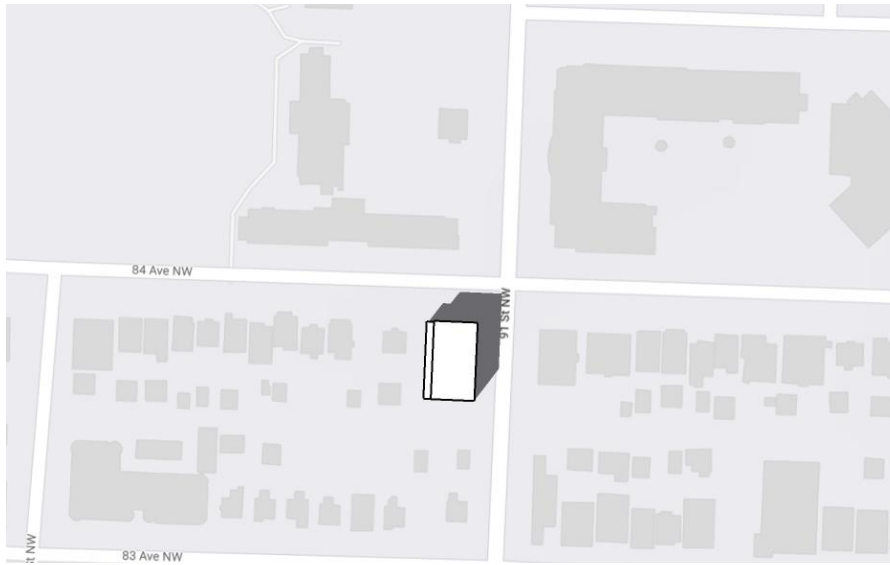
3PM

June 21



9AM

12PM



3PM

December 21



9AM



12PM



3PM