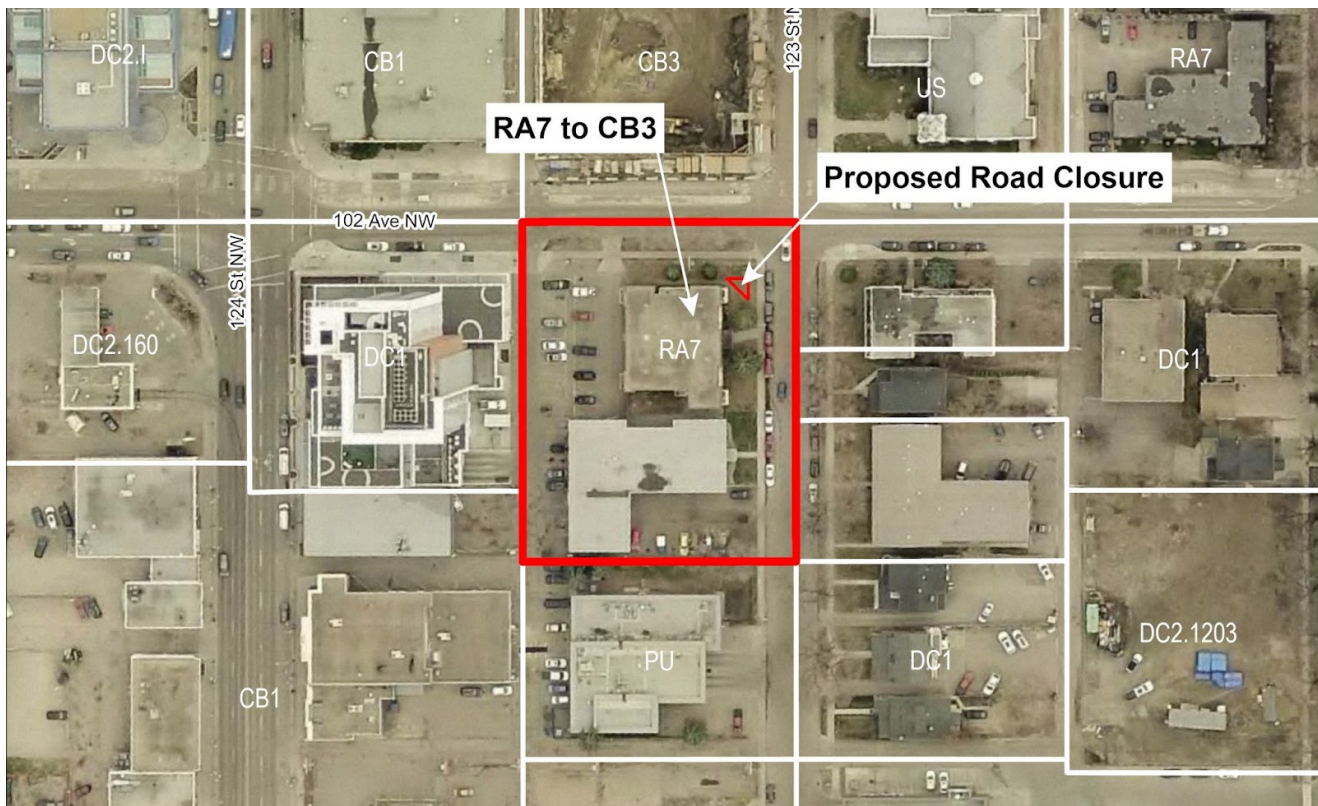


10138, 10140 & 10144 - 123 Street NW

Position of Administration: Support



Summary

Charter Bylaw 20594 proposes a rezoning from the (RA7) Low Rise Apartment Zone to the (CB3) Commercial Mixed Business Zone to allow for a mix of commercial and residential opportunities in locations that are well connected to mass transit. Bylaw 20593 proposes an amendment to the Oliver Area Redevelopment Plan to facilitate the proposed rezoning. Bylaw 20600 proposes a closure of a small corner-cut at the intersection of 102 Avenue NW and 123 Street NW.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Two people were heard from, both stating opposition to the application.

Concerns were related to the area experiencing too much redevelopment too quickly and that other land in the area zoned for higher density sits vacant.

Administration supports this application because it:

- Is an ideal location for the proposed intensity of development, supported by The City Plan.
- Meets the locational intent of the proposed zone.
- Provides regulations which will recognize and enhance the pedestrian-oriented nature of the area.

Application Details

This application was submitted by Stantec Consulting Ltd. on behalf of Autograph.

Rezoning

The proposed CB3 Zone, in combination with the Main Streets Overlay (MSO), would allow for the development of a high rise mixed-use building with the following key characteristics:

- A podium/tower design with the podium being a maximum height of 13.0 metres.
- A total maximum height of 75 metres (approximately 23 storeys) .
- A maximum tower floor plate size of 850 m².
- Vehicle access from the rear lane.

Plan Amendment

To facilitate the proposed rezoning, an amendment to the Oliver Area Redevelopment Plan is proposed. The amendment would change one map and one policy that currently designates the site as low rise apartment development to allow mid or high rise mixed-use development.

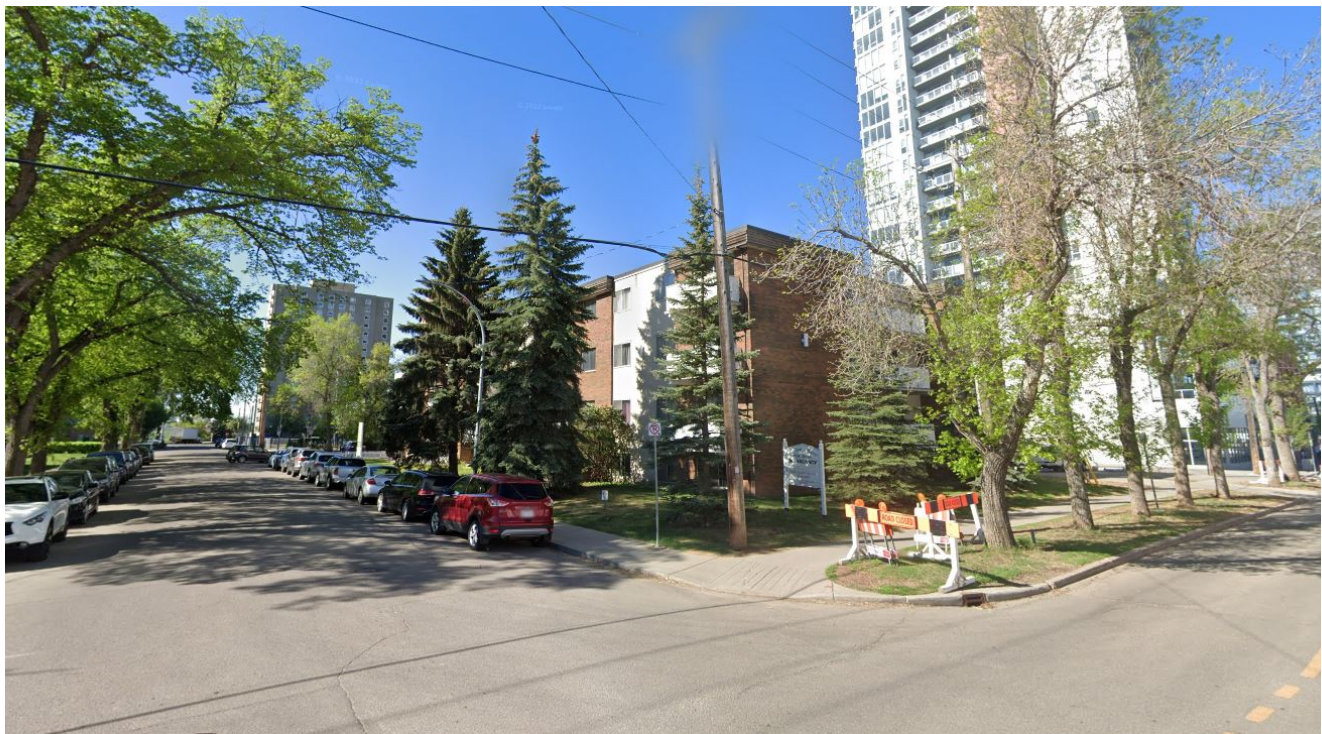
Road Closure

Closure of a small corner-cut at the intersection of 102 Avenue NW and 123 Street NW. The closure area is surplus to the City's needs and will be consolidated with the redevelopment site.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	(RA7) Low Rise Apartment Zone	Low-rise apartments (approx. 2 - 3 storeys)

North	(CB3) Commercial Mixed Business Zone	Mid rise mixed-use building (under construction) (approx. 7 storeys)
East	(RA7) Low Rise Apartment Zone (DC1) Direct Development Control Provision	Low-rise apartments Single detached house (approx. 2 - 3 storeys)
South	(PU) Public Utility Zone	Fire Station 22 (1 storey)
West	(DC1) Direct Development Control Provision (CB1) Low Intensity Business Zone	High rise mixed-use building (approx. 26 storeys) Commercial/retail building (approx. 2 storeys)



View of the site looking southwest from the intersection of 102 Avenue NW and 123 Street NW



View of the site looking northwest from 123 Street NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because few concerns were received in response to the initial mailed notification and the application is in alignment with the direction of The City Plan for redevelopment in this area. The basic approach included:

Mailed Notice, May 17, 2023

- Notification radius: 120 metres
- Recipients: 206
- Responses: 2
 - In opposition: 2

Site Signage, June 2, 2023

- One rezoning information sign was placed on the property facing the intersection of 102 Avenue NW and 123 Street NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Oliver Community League
- Westmount Community League
- 124 Street Business Association

Common comments heard:

- The area is experiencing too much redevelopment too quickly, putting strain on existing infrastructure and amenities.
- The area has several examples of similar sites that were rezoned for greater density, but have only sat vacant. Concern that this site may become another one of these examples.
- Concern over the loss of affordable housing and what will happen to the existing tenants.

Administration did not receive a formal position from the Oliver Community League at the time of writing this report.

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.

The subject site is identified as being within the Centre City, Edmonton's distinct cultural, economic, institutional and mobility hub with the highest density and mix of uses. Centre City is well served by all modes of transportation including the convergence of mass transit, cycling and walking. Typical massing/form is anticipated to be high rise and mid rise buildings. Given this context, the proposed CB3 Zone at this location, which will allow for the development of a high rise mixed-use building, is in alignment with The City Plan. It will facilitate the continued development of Centre City as the most prominent area supporting a critical mass of housing and employment that is integrated with Edmonton's active and mass transit networks.

Area Redevelopment Plan

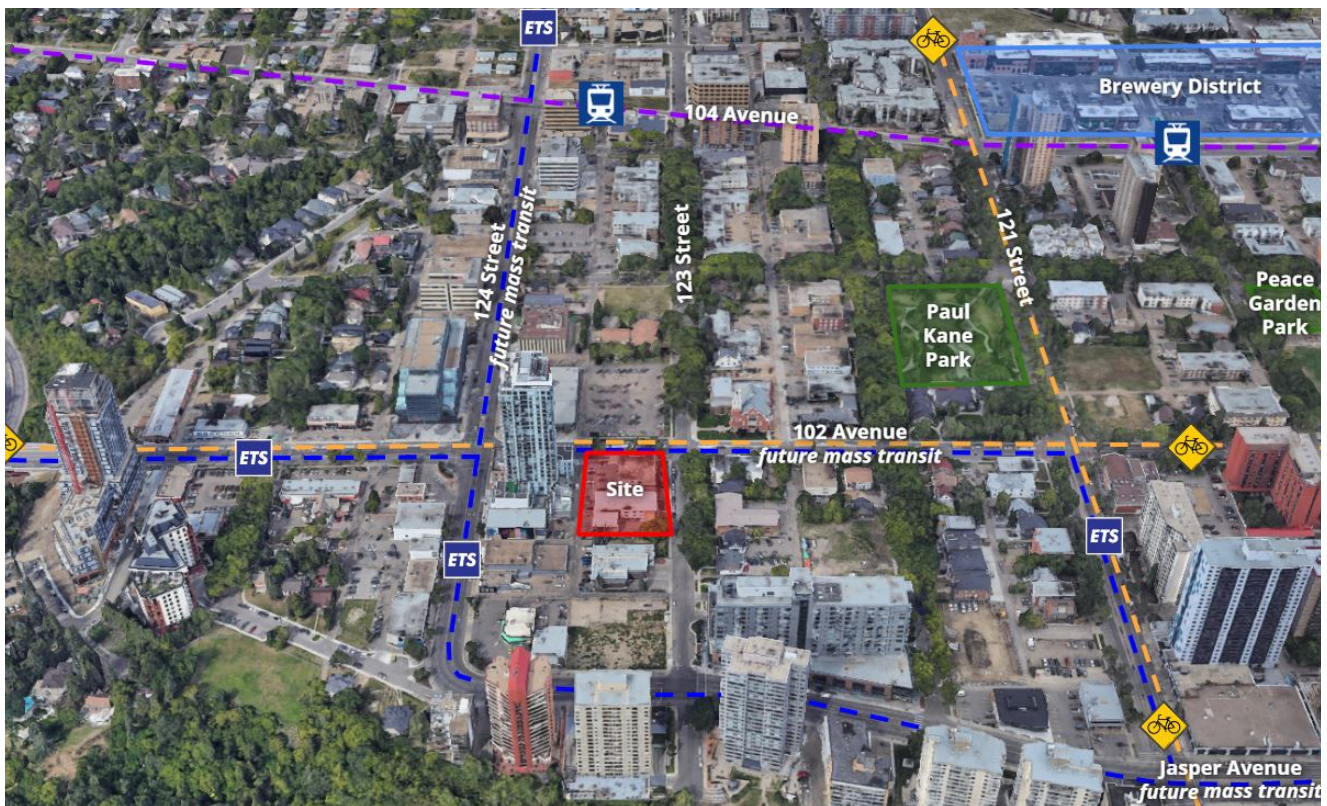
The Oliver Area Redevelopment Plan (ARP) is in effect for this area. The subject site is identified as being within Sub Area 1, the applicable policies of which are mainly oriented towards the retention of existing older housing stock and development of low-rise apartments and commercial businesses along 124 Street NW and Jasper Avenue NW.

In the last decade or so, Sub Area 1 has been amended several times to allow for higher density development along 124 Street NW and Jasper Avenue NW, and within the interior of the neighbourhood, along 123 Street NW and 122 Street NW.

The amendment proposed by this application will continue this trend, by proposing to amend policy 5.5.1.8, which allows for mid and high rise mixed-use buildings, to include this site as well. One map (map 6) will also be amended, to change the zoning to reflect the proposed CB3 Zone.

The amendment to the Oliver ARP is considered appropriate as it brings land use direction for this site in alignment with The City Plan which identifies the area as being an optimal location for the city's highest density and mix of land uses.

Land Use Compatibility



Site analysis context

The purpose of the proposed CB3 Zone is to allow for a mix commercial and residential development along or near high capacity transit nodes, including Transit Avenues. 124 Street NW, a designated Transit Avenue, is half a block to the west of this site, making it a suitable location relative to the locational intent of the CB3 Zone.

Beyond the location meeting the general purpose of the CB3 Zone, the site is well positioned for an increase in development intensity, as proposed. The site is situated along the western edge of Oliver, Edmonton's most populous residential neighbourhood. The edges of Oliver are generally considered to be compatible with taller and denser forms of development, where transit and commercial amenities are readily accessible, as is the case along 124 Street NW. Active

transportation is also available along 102 Avenue NW which supports a dedicated bike lane and functions as a key cyclist and pedestrian corridor to Downtown from the west. Given this, the immediate area surrounding this site has experienced a notable change in the last several years and is already supporting more significant forms of mixed-use development with the McLaren high-rise tower to the west, and the Mercury Block mid-rise building (under construction) to the north.

The CB3 Zone at this location will allow for the continued intensification along the western edge of Oliver that is appropriately situated amongst similar large-scale forms of development, and connected to the city's mass and active transit networks.

Uses

To encourage development that is mixed use, the CB3 Zone only permits residential uses when located above a commercial ground floor. A wide variety of commercial uses are permitted by the CB3 Zone such as bars and neighbourhood pubs, general retail stores, and restaurants. Mixed use development at this location, with a required ground floor commercial component, is appropriate given the area's higher population density and proximity to the 124 Street NW commercial corridor. The wide variety of uses permitted by the CB3 Zone is necessary to respond to the commercial needs of a rapidly densifying area, like the western portion of the Oliver neighbourhood. Moreover, with the application of the MSO, uses located on the ground floor will both encourage and strengthen the pedestrian-oriented character of the site's surrounding context by providing visual interest, transparent storefront displays, and amenities for pedestrians.

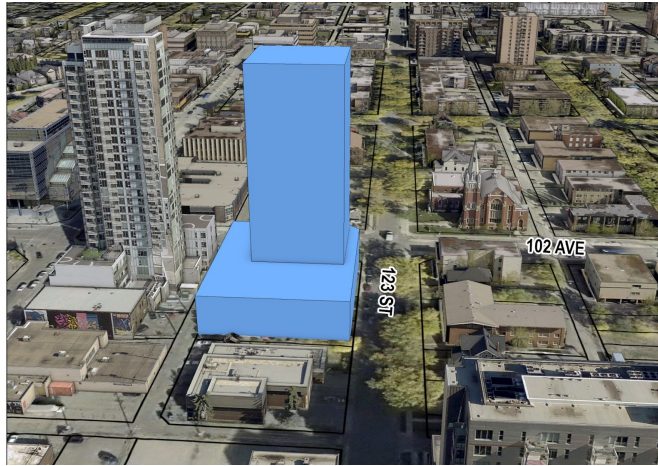
Built Form Analysis

The CB3 Zone, in combination with the MSO, requires that a high rise building be organised in a tower-podium configuration. This building configuration lends itself to a more comfortable pedestrian experience by allowing the podium, with a maximum height of 13.0 metres, to define the relationship with the public realm, rather than the tower massing above. The tower, located above the podium, must be set back a minimum distance of 4.5 metres, in an effort to keep it further away from the public realm.

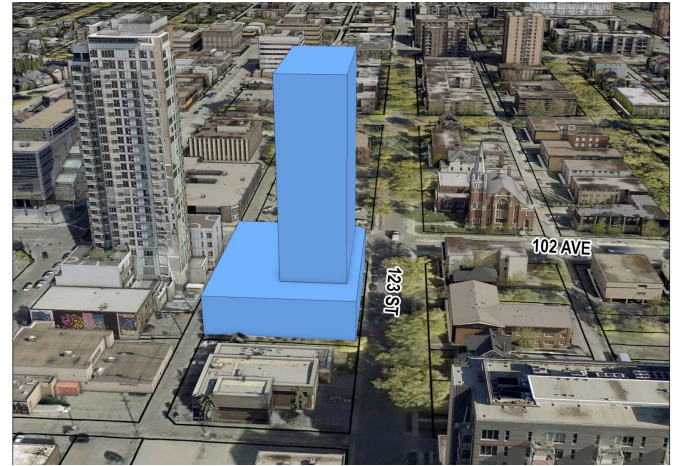
A Sun/Shadow Analysis was reviewed with this application and is attached as Appendix 1 to this report. The analysis assesses two distinct built form scenarios: a traditional square-shaped tower floor plate and an elongated tower floor plate, both of which are possible under the CB3 Zone. These built forms are further illustrated by the 3D models below.

CB3 Zone + MSO - Potential Built Form

3D View



Option 1 - square-shaped tower floor plate



Option 2 - elongated tower floor plate

The analysis indicates that the proposed development will produce longer shadows as a result of the zone's taller nature. Shadow impacts like this are anticipated along the edges of Oliver, and more broadly within the Centre City area defined by The City Plan, where tall tower development is expected. The MSO requires a maximum floor plate size of 850 m² which is considered a relatively slim tower size, comparable to requirements of the Zoning Bylaw's standard zone for high rise development, the RA9 Zone. A slimmer floor plate, as proposed, allows shadows to move more quickly across impacted land. Additionally, any tower on this site must keep a minimum distance of 25 metres from any adjacent tower (notably the McLaren tower), to ensure appropriate separation space and sunlight penetration. There are no public parks that are impacted by the shadows produced from this development.

	RA7 Zone Current	CB3 + MSO Proposed
Typical Uses	Multi-unit housing	Mixed-use
Maximum Height	16.0 m	75.0 m

Maximum Floor Area Ratio	2.3 - 2.5	4.0 ¹
Front Setback Range (123 Street NW)	4.5 m	1.0 - 2.5 m ²
Minimum Interior Side Setback	3.0 m	0.0 m
Minimum Flanking Side Setback (102 Avenue NW)	3.0 m	1.0 - 2.5 m ³
Minimum Rear Setback (Lane)	7.5 m	0.0 m

Mobility

Administration reviewed a Transportation Impact Assessment (TIA) in support of this application. This report assessed the cumulative development-related traffic impacts along the block bounded by 123 Street NW, 124 Street NW, 102 Avenue NW, and Jasper Avenue NW, with a specific focus on the human-scaled multimodal interactions along 102 Avenue NW and the north-south lane, where vehicle and pedestrian volumes are forecast to be high. 102 Avenue NW between 123 Street NW and 124 Street NW is a multimodal corridor that is particularly sensitive to development impacts as it currently accommodates a two-way protected bike lane, a floating bus stop, alley intersections, sidewalks, and on-street parking.

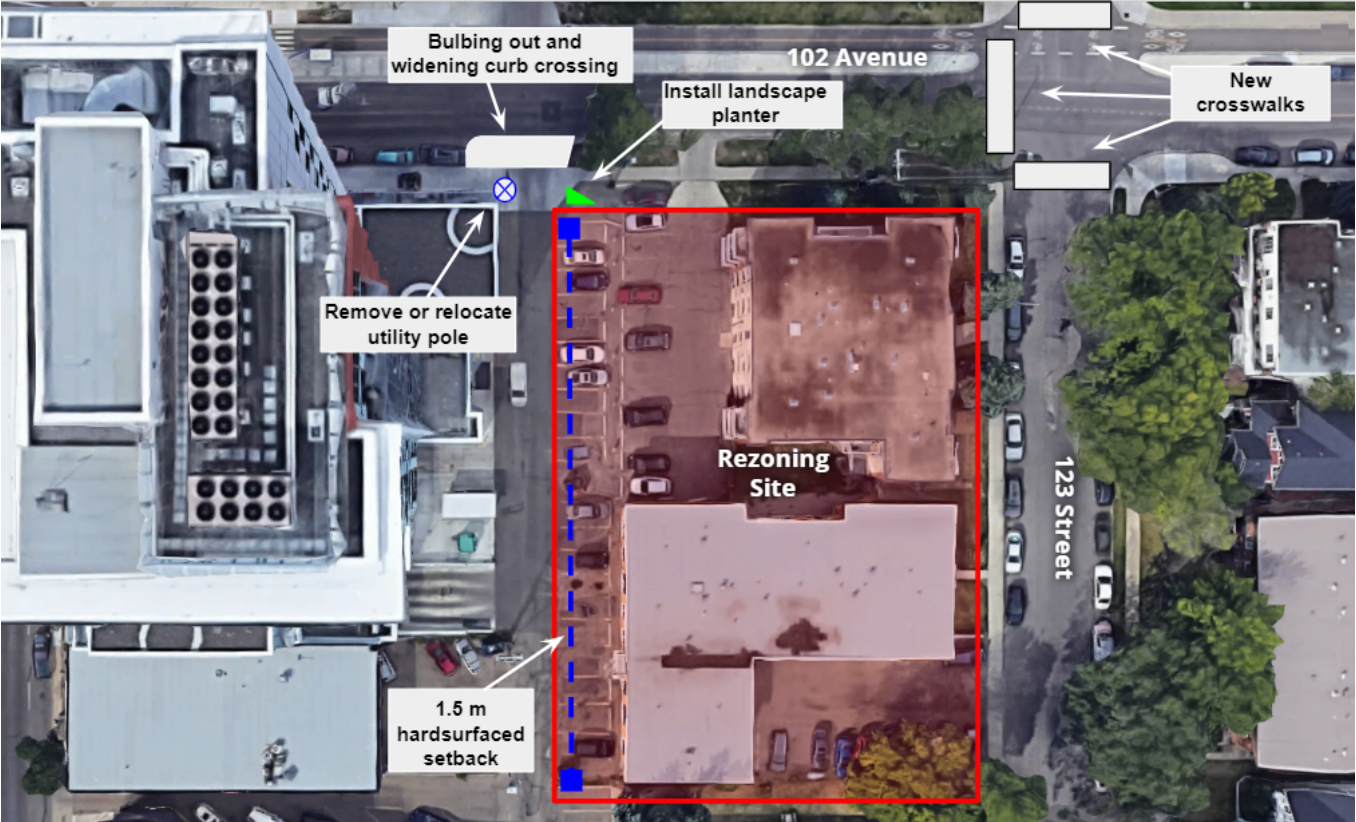
In order to enhance active modes circulation near the development while still accommodating vehicle access via the lane, the TIA recommends several infrastructure improvements that must be implemented when the site develops. These include:

¹ For a mixed-use building, the maximum Floor Area Ratio for non-Residential Use shall be 4.0, but no maximum shall apply to a building containing Residential or Residential Related Uses.

² The portion of the building that exceeds 13.0 metres in height shall be set back a minimum distance of 4.5 metres.

³ The portion of the building that exceeds 13.0 metres in height shall be set back a minimum distance of 4.5 metres.

- Relocating or removing the utility pole in the southwest corner of the 102 Avenue NW and north-south lane intersection.
- Widening the curb crossing and including a “bulb out” at the 102 Avenue NW and north-south lane intersection.
- Installing a landscape planter at the southeast corner of the 102 Avenue NW and north-south lane intersection to direct pedestrians into driver’s sightlines.
- Providing a 1.5 metre hardsurfaced setback to functionally widen the lane directly abutting the site.
- Installing pedestrian crosswalks on the south, west, and north legs of the 123 Street NW and 102 Avenue NW intersection.



Mobility Infrastructure Improvements

The proposed road closure of the southwest corner-cut at the 123 Street NW and 102 Avenue NW intersection included a sightline study that confirmed the proposed development would not negatively impact the safety or operations of the intersection.

There are three city projects in the surrounding area with construction timelines that are anticipated to coincide with development at this site. These projects are Oliver Neighbourhood Renewal, the 124 Street Business Improvement Area Alley Renewal, and Imagine Jasper Avenue (119 Street NW to 124 Street NW). Where possible, development-related off-site improvements and construction of the building will be coordinated with Administration to minimize traffic impacts.

Edmonton Transit Service currently operates frequent and rapid bus routes nearby on Jasper Avenue NW, 102 Avenue NW and 124 Street NW and the site is less than a 100 metre walking distance to the nearest bus stop.

Two mass transit bus routes are anticipated to operate nearby on Jasper Avenue NW, 102 Avenue NW and 124 Street NW as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan.

The site is approximately a 400 metre walking distance to the future 124 Street Stop on the Valley Line West LRT (located at the intersection of Stony Plain Road NW and 123 Street NW). Construction of the Valley Line West LRT began in 2021, with completion anticipated in 2027.

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

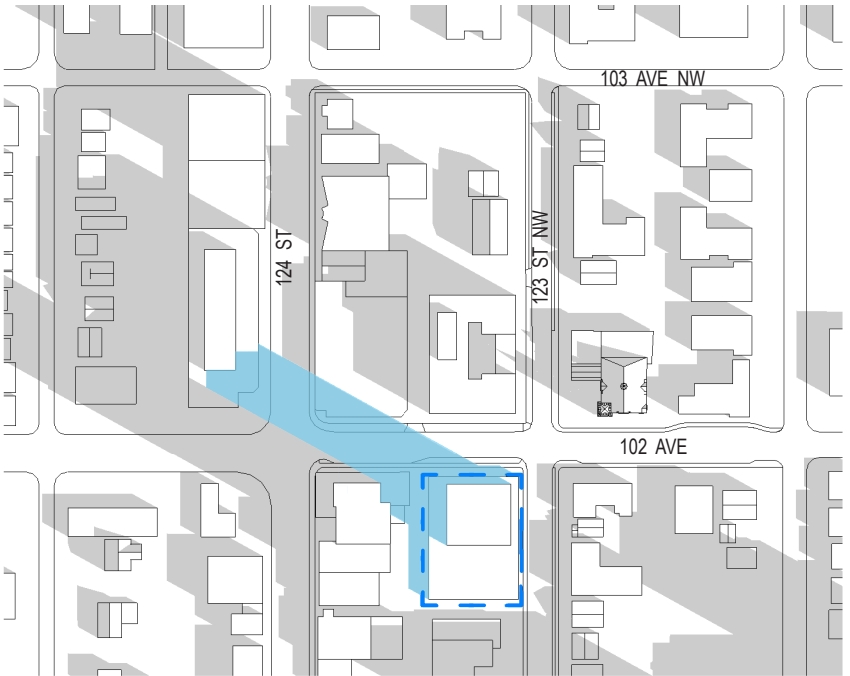
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Approved By: Tim Ford

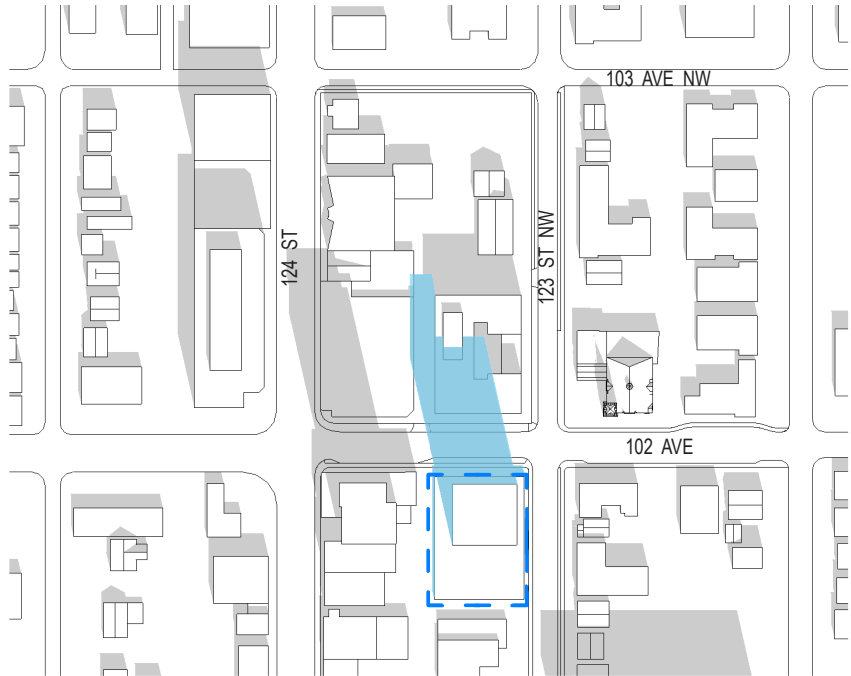
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Section: Planning Coordination

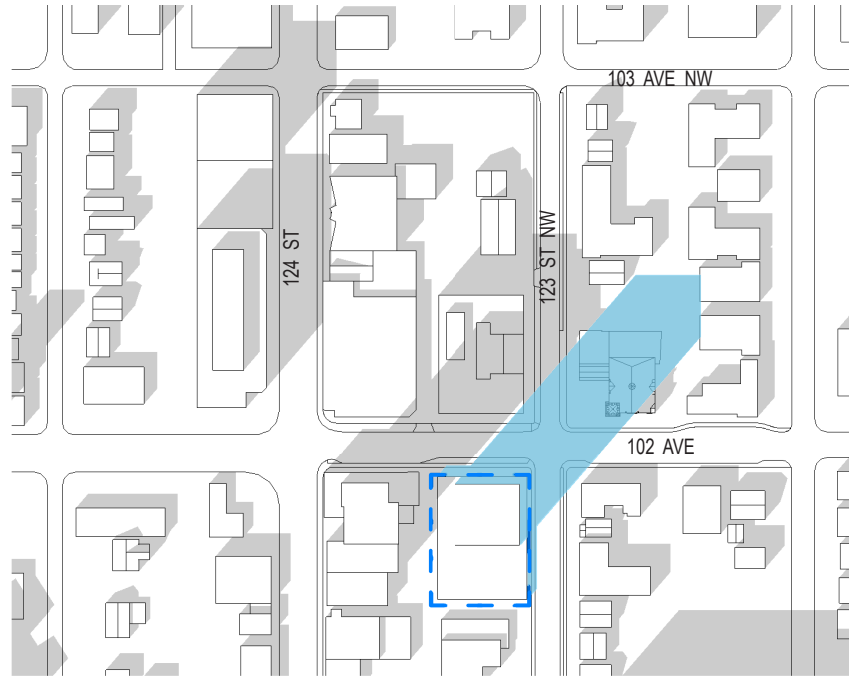
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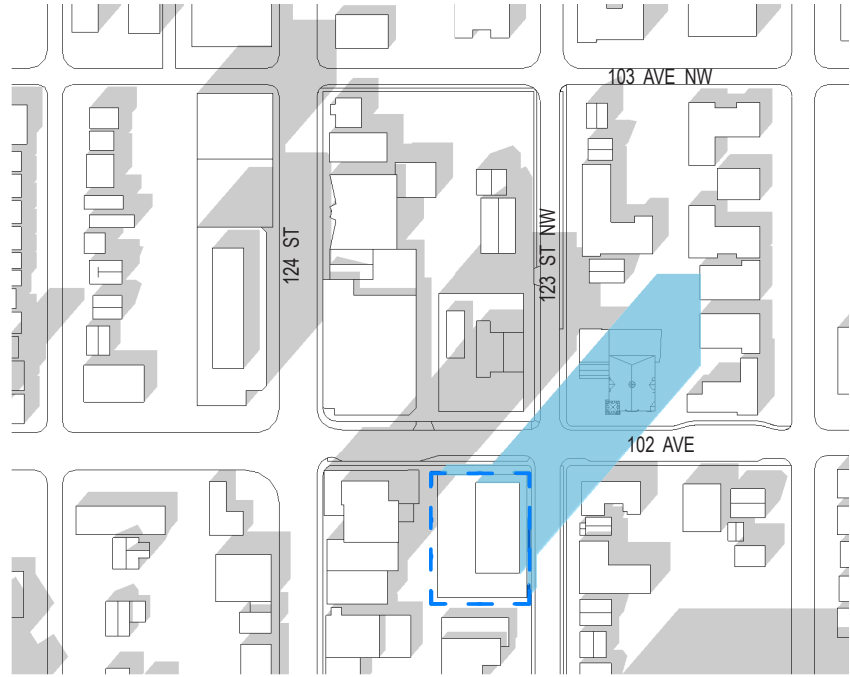
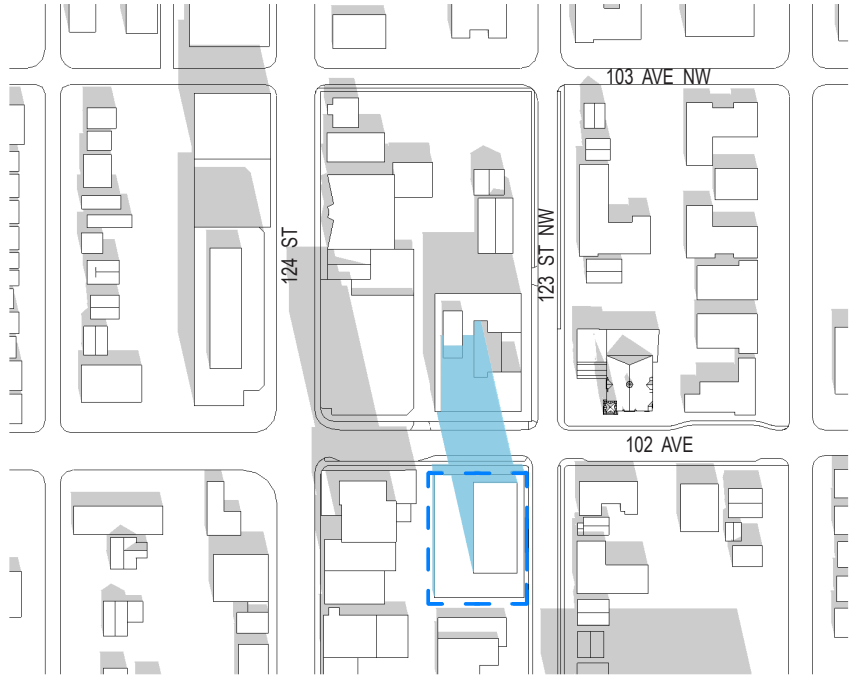
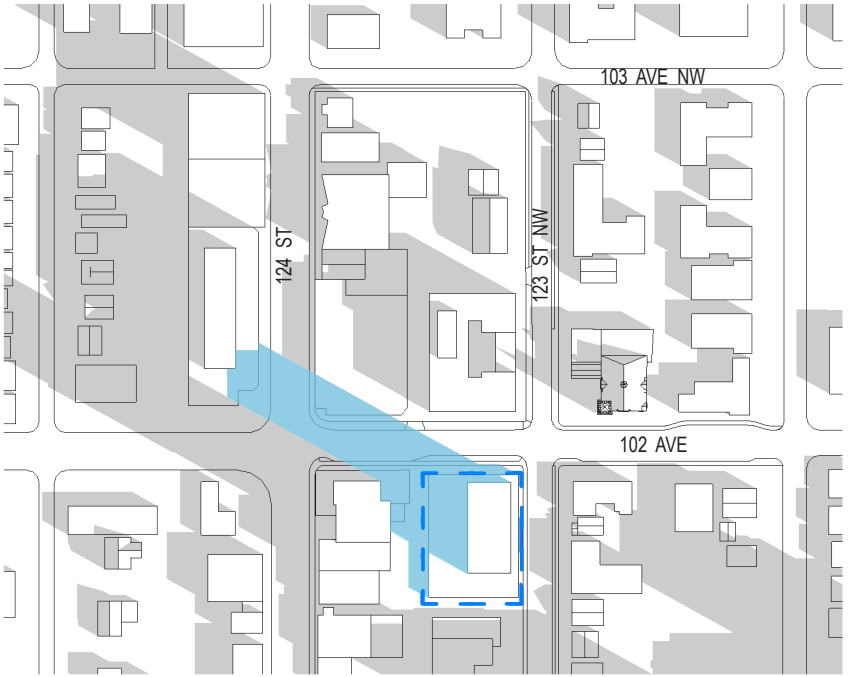
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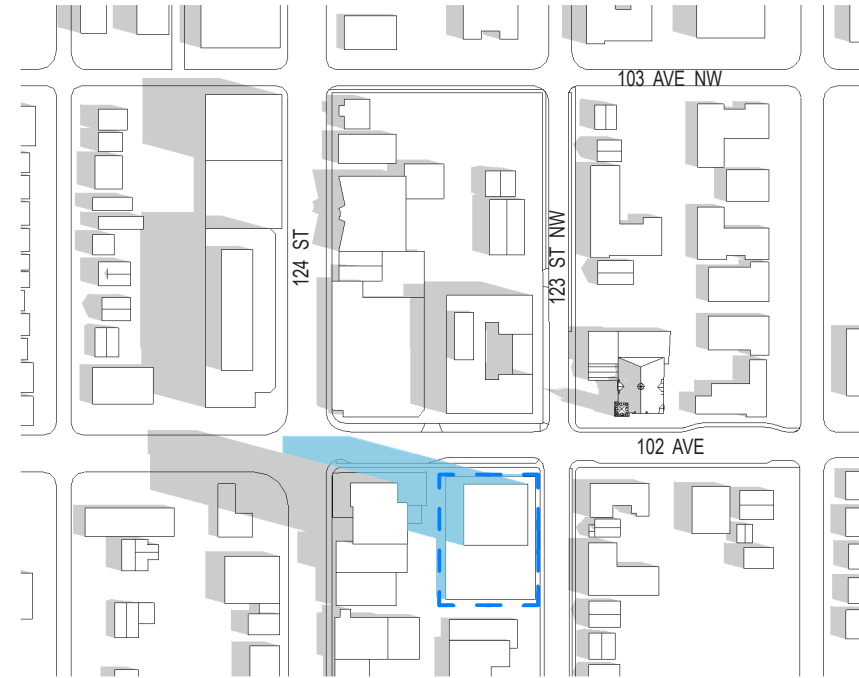


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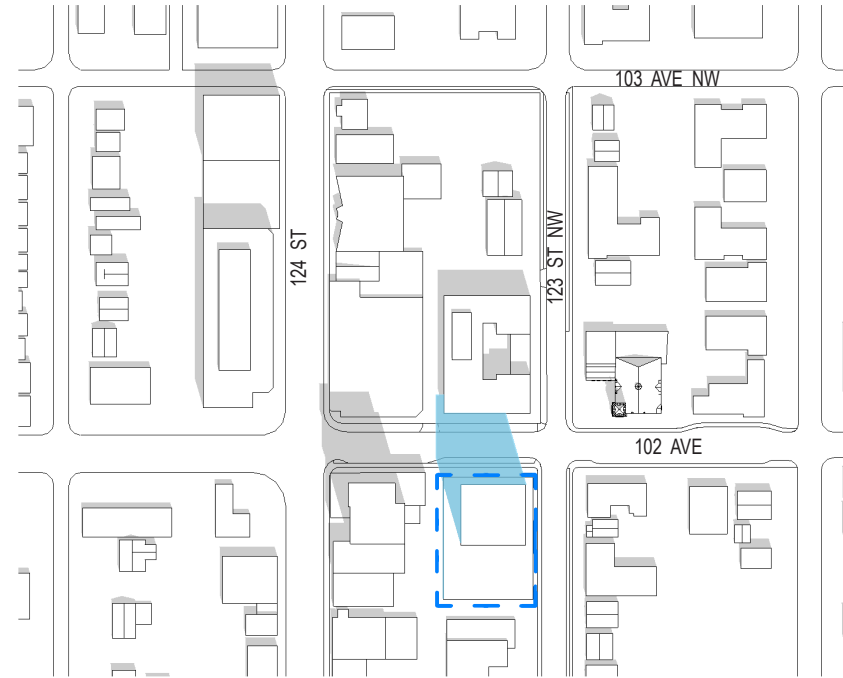


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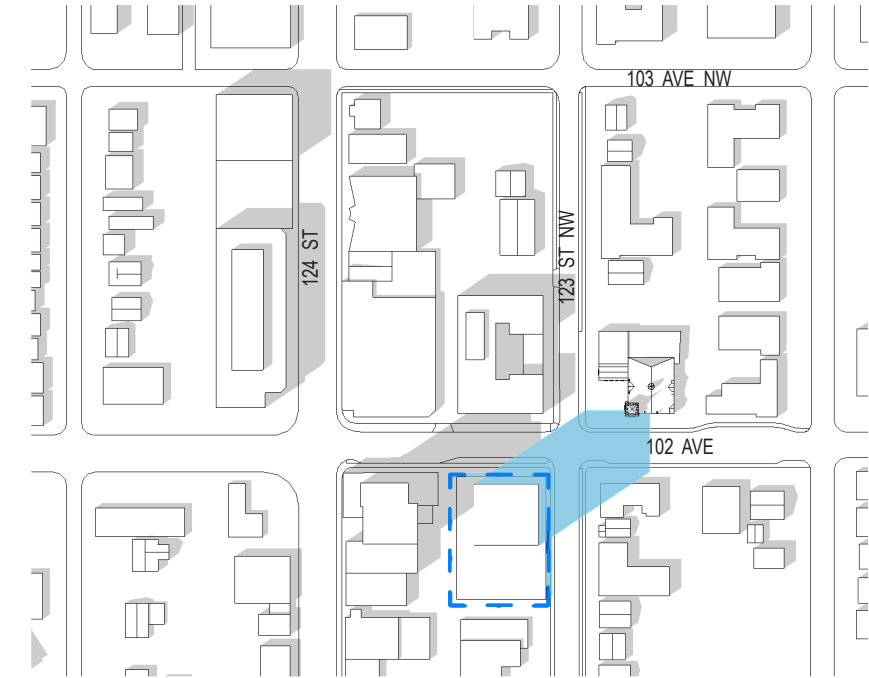
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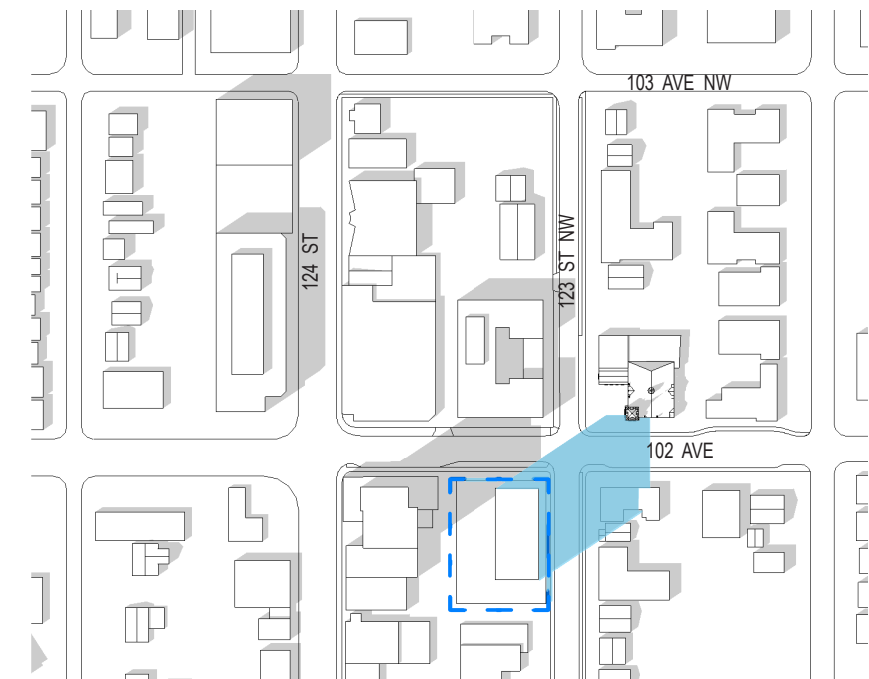
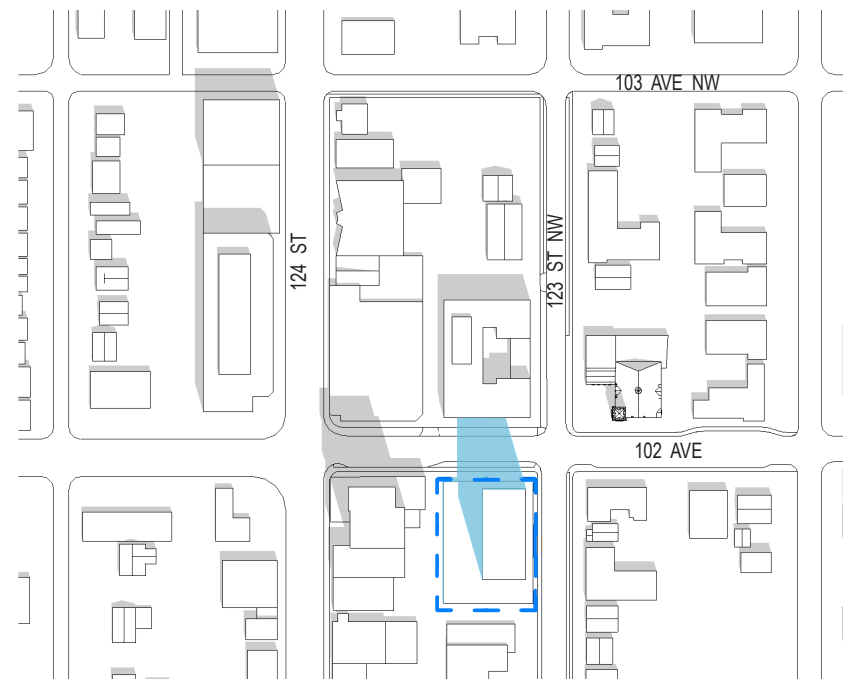
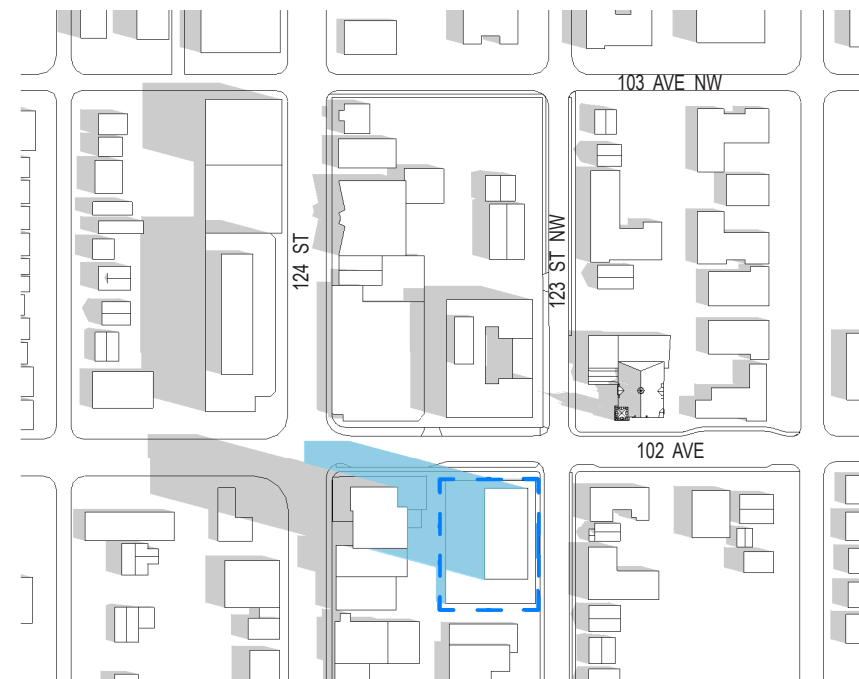
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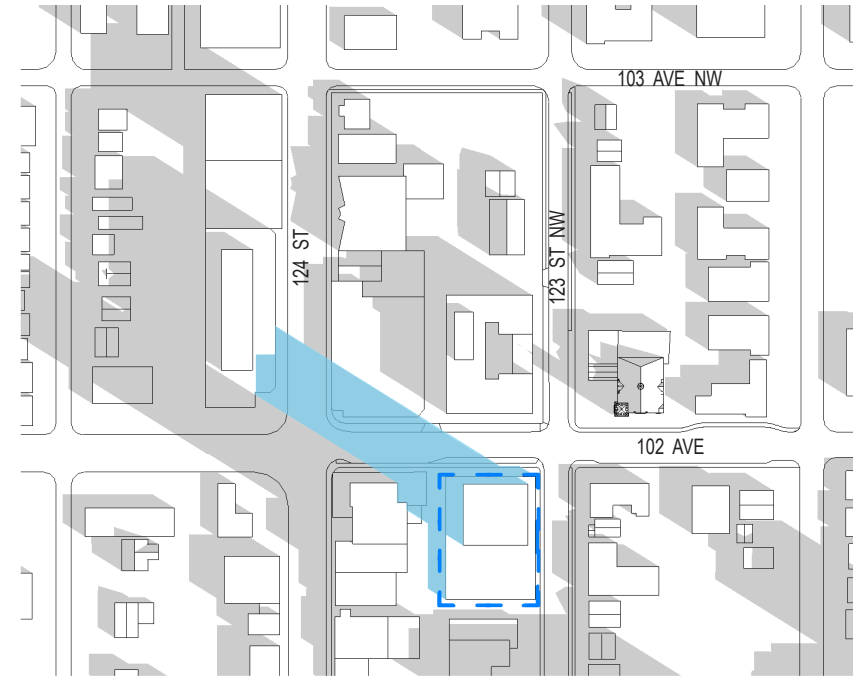
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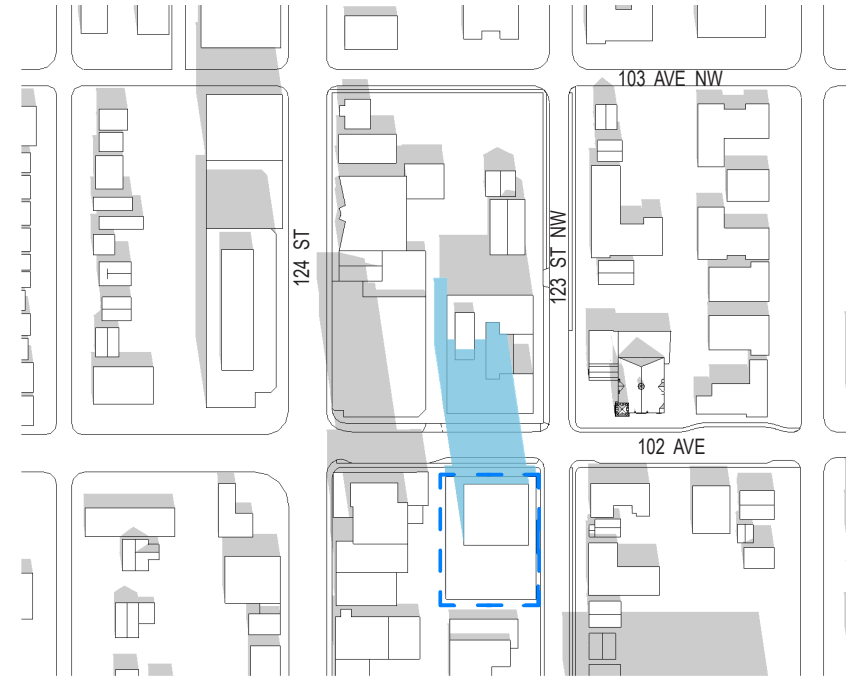
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SUN SHADOW STUDY - JUNE

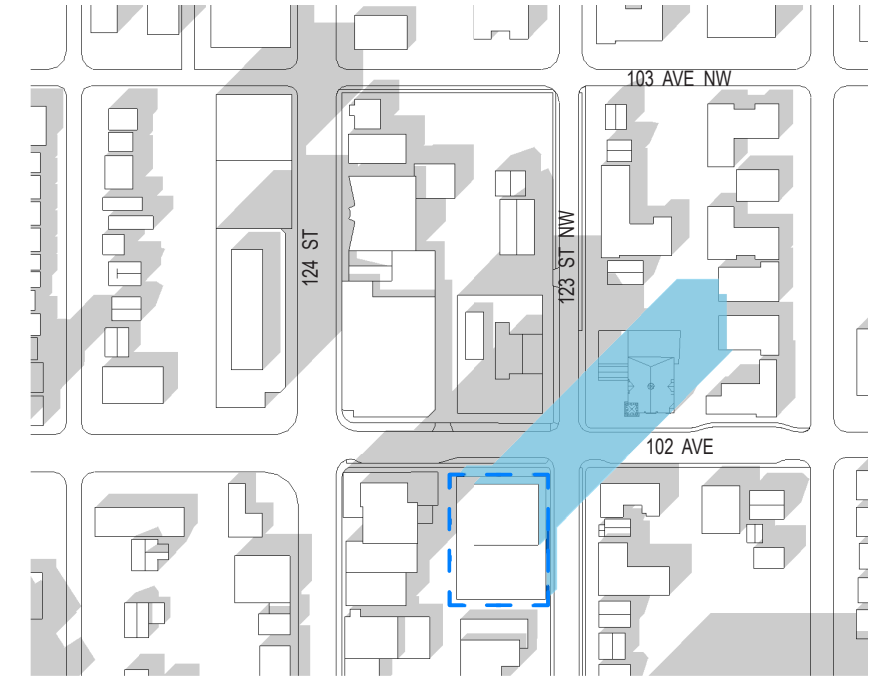
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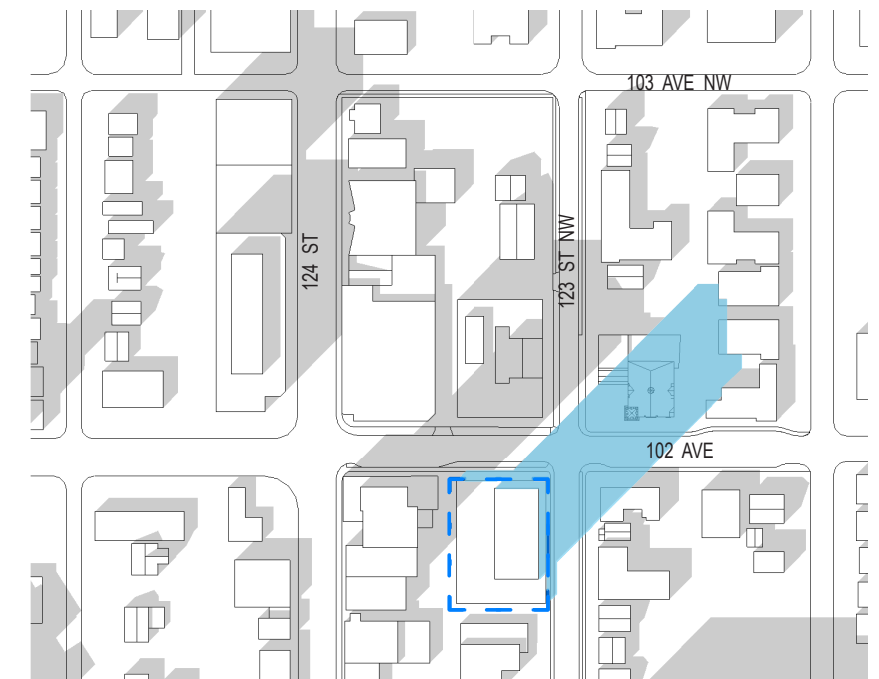
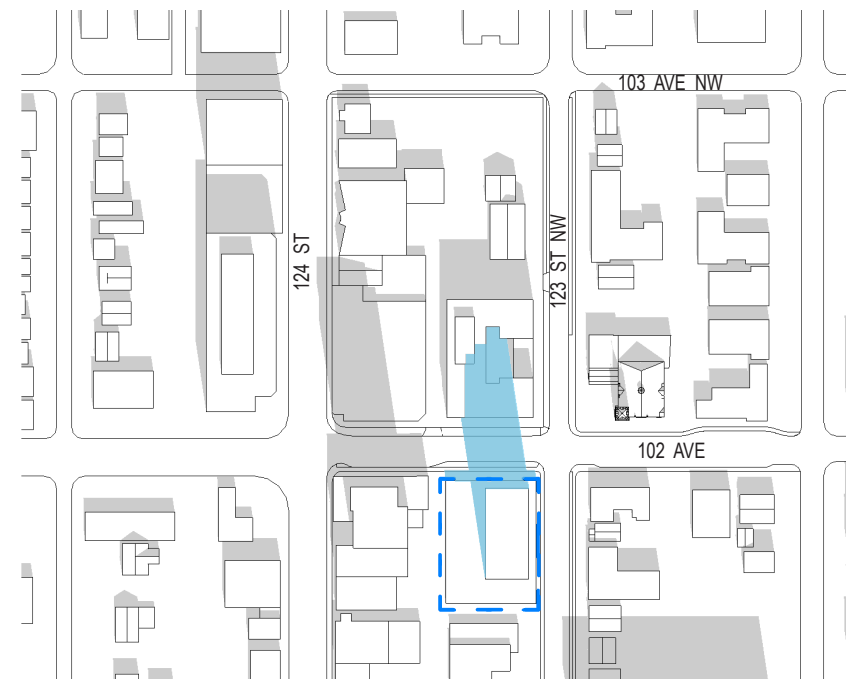
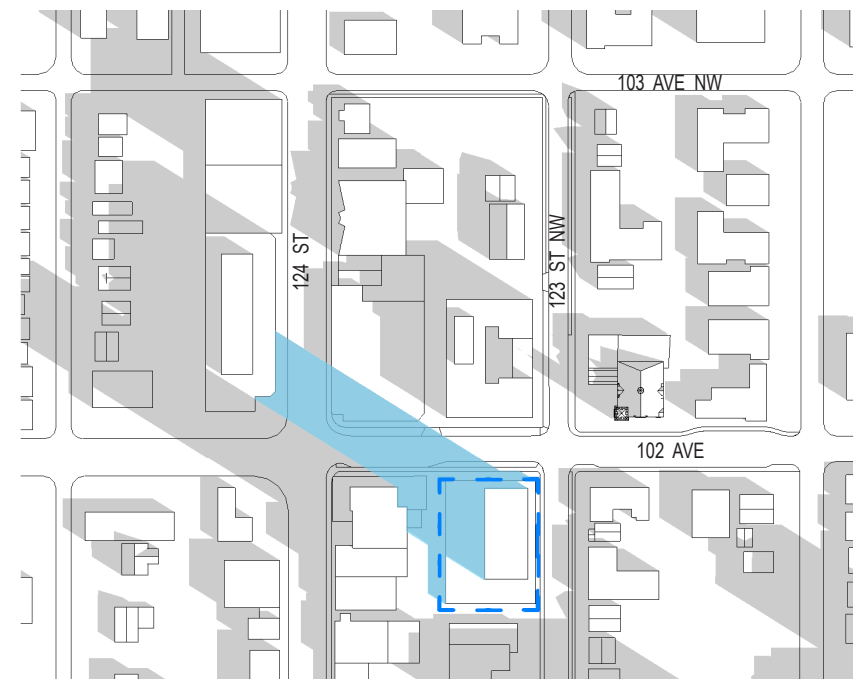
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CB3 [PROPOSED ZONING] = 75M MAXIMUM BUILD-OUT TOWER OPTION 01



CB3 [PROPOSED ZONING] = 75M MAXIMUM BUILD-OUT TOWER OPTION 02

DECEMBER 21 9:00



CB3 [PROPOSED ZONING] = 75M MAXIMUM BUILD-OUT TOWER OPTION 01

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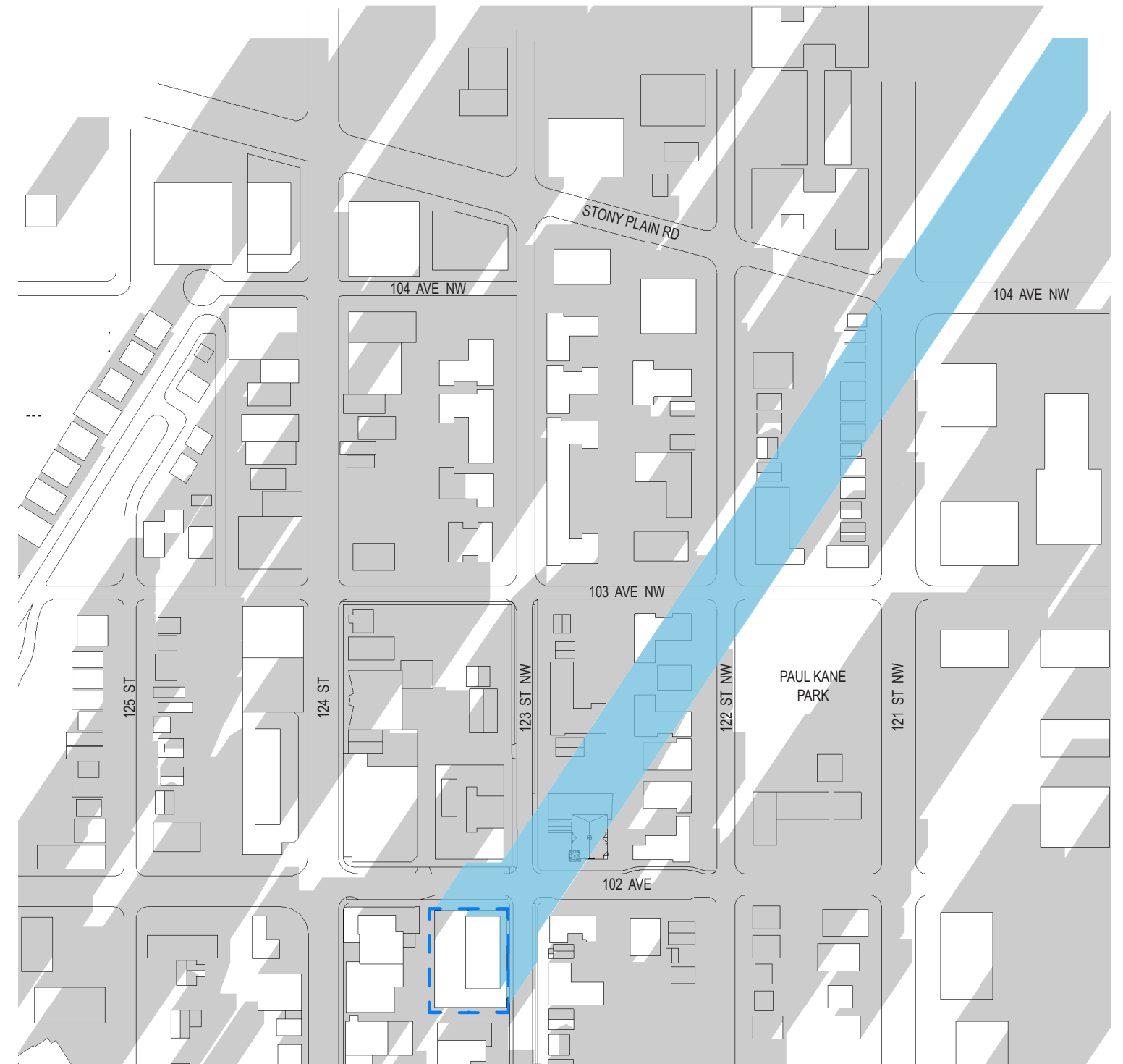


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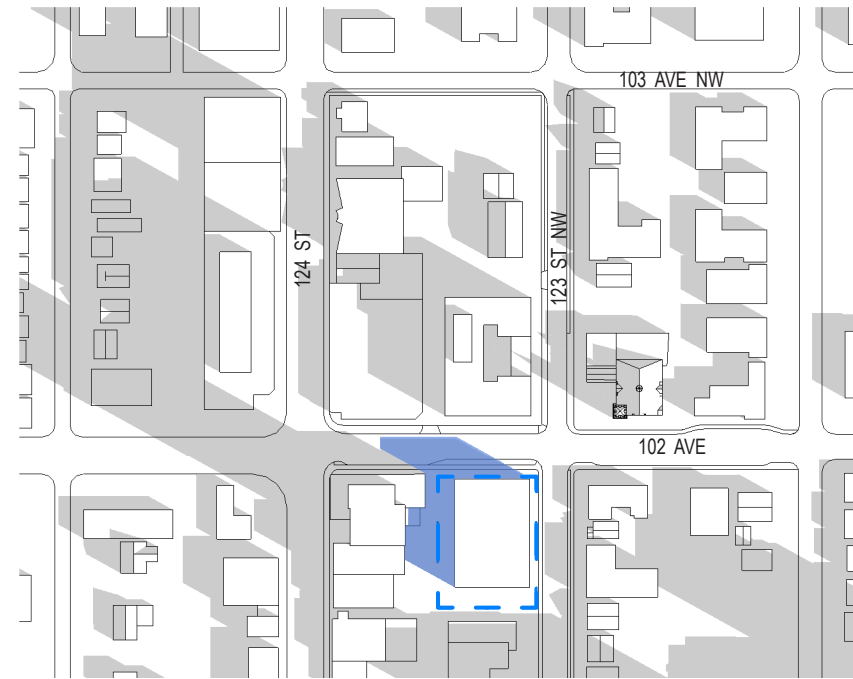


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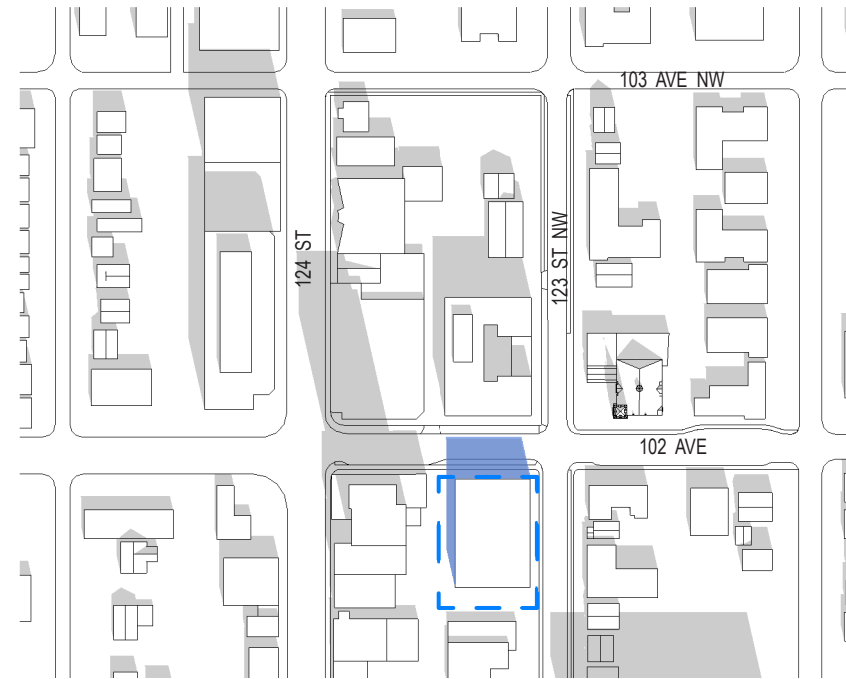
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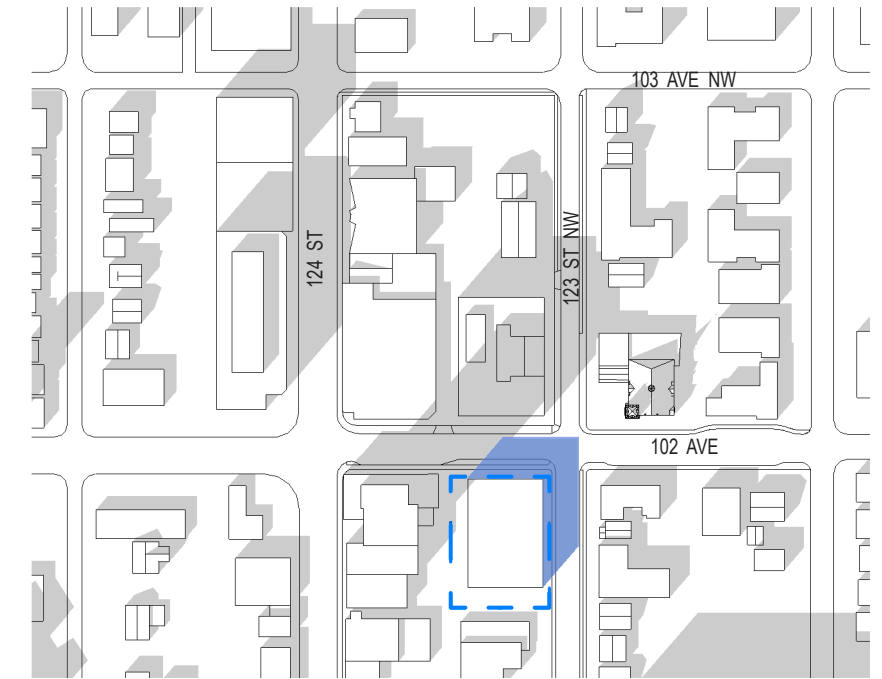
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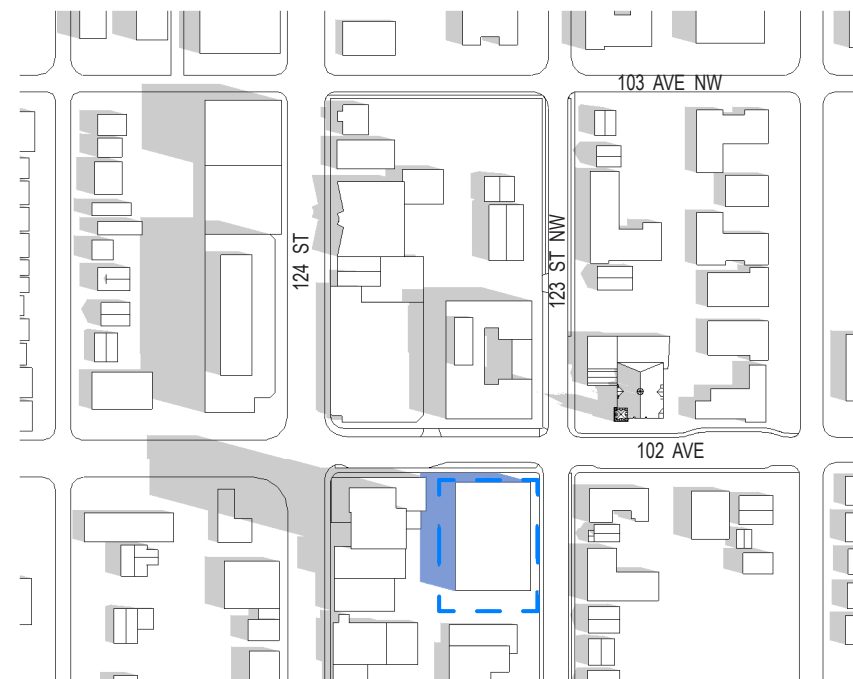
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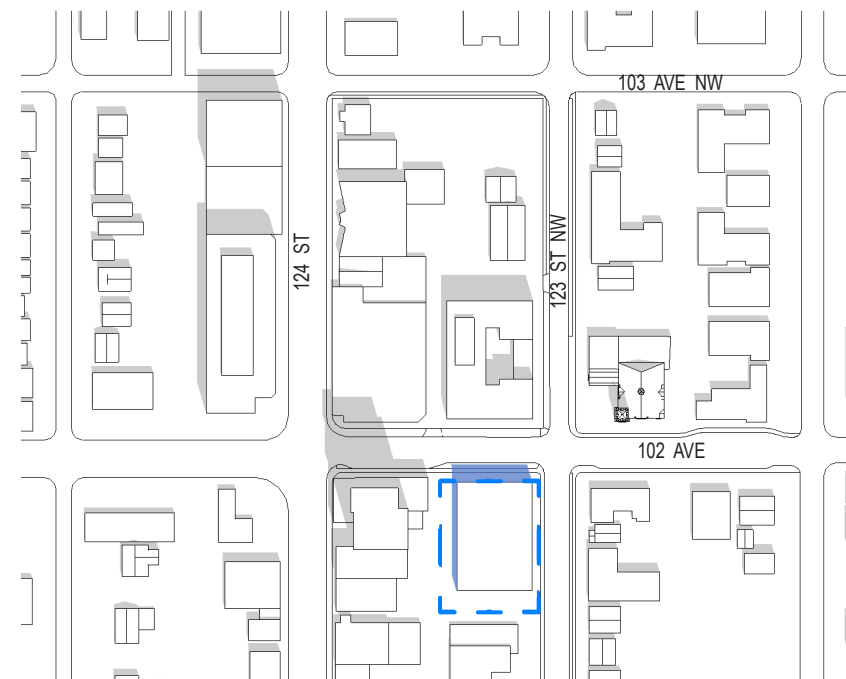
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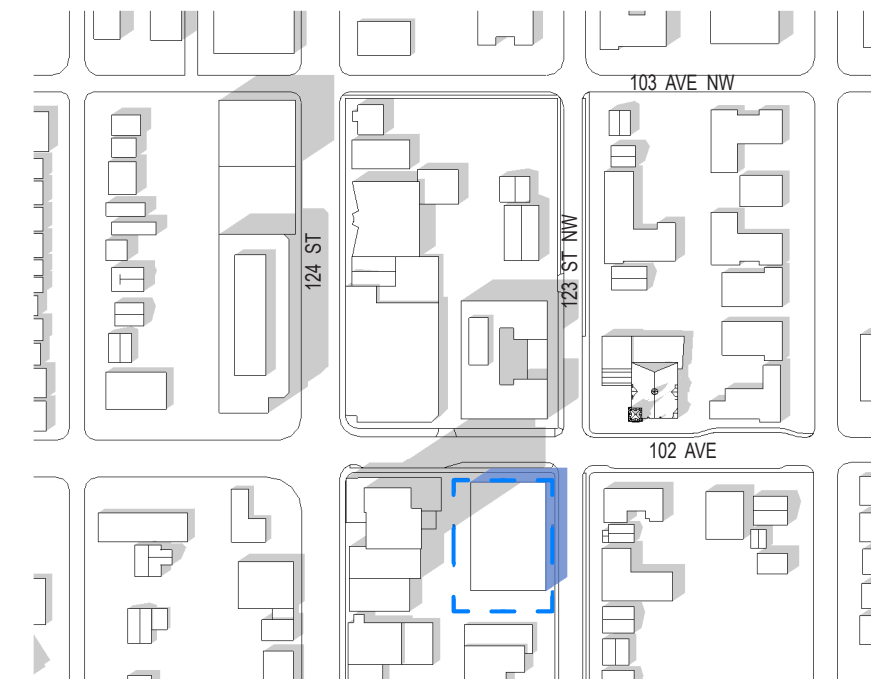
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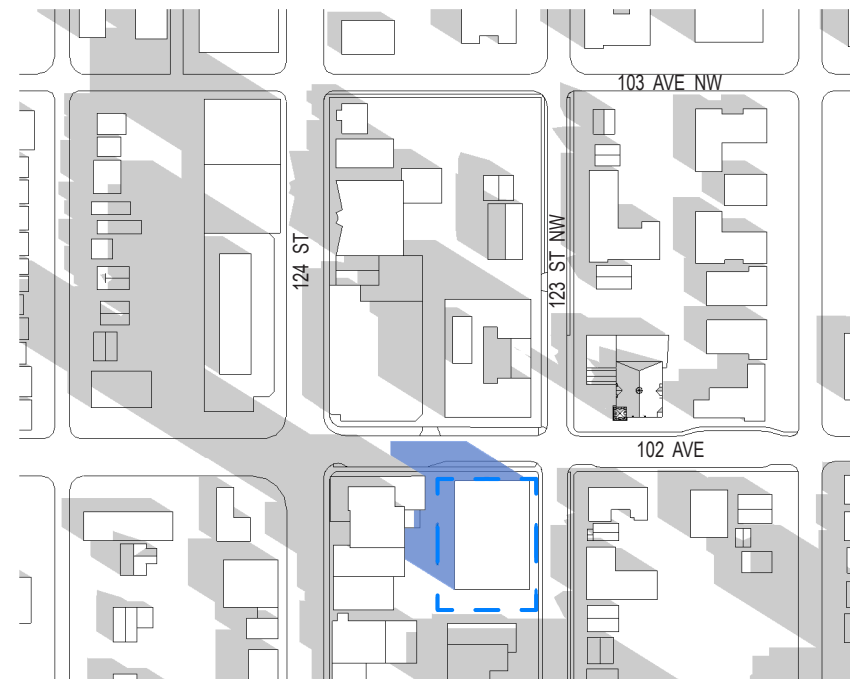


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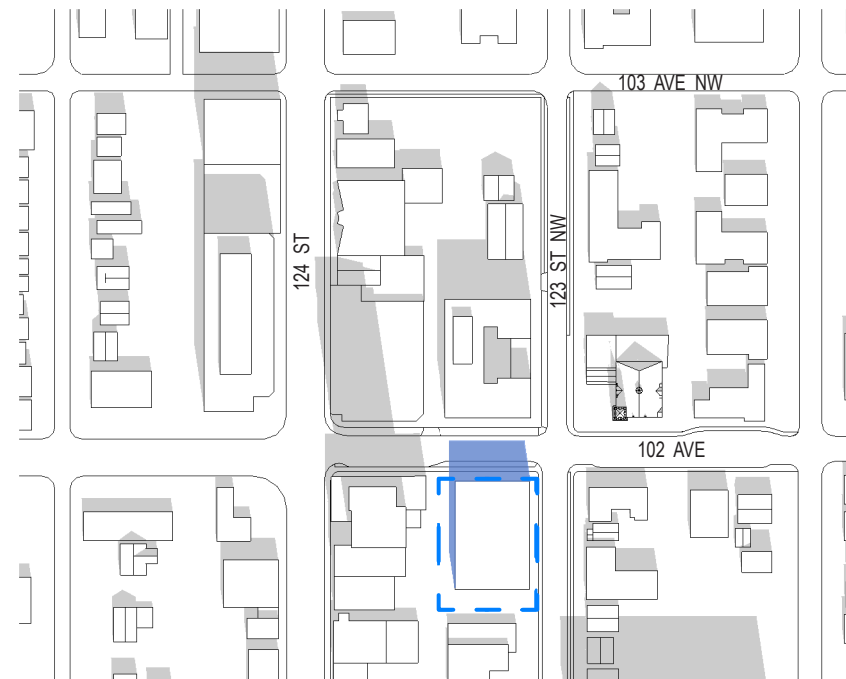


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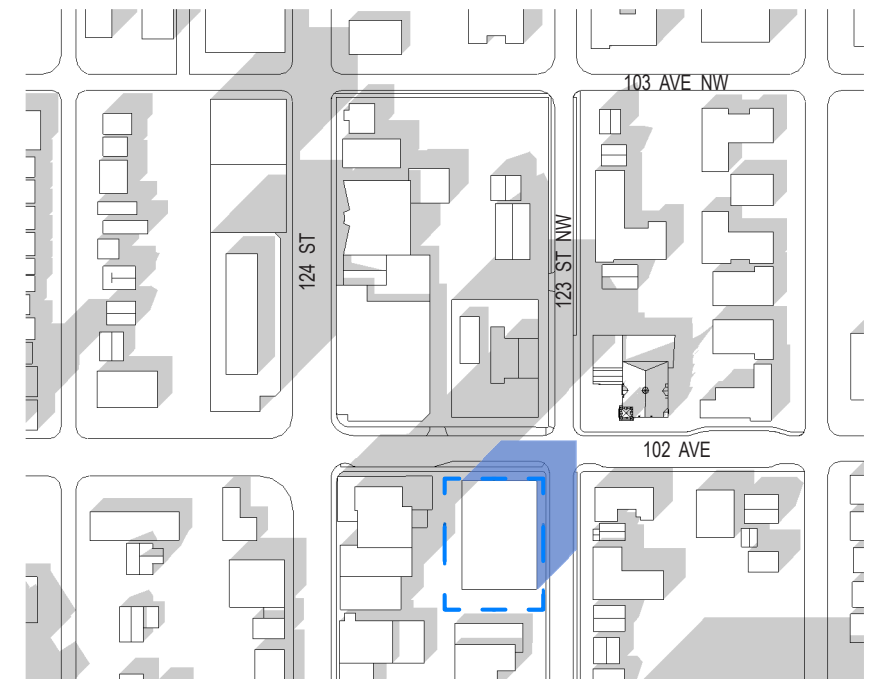
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SUN SHADOW STUDY - SEPTEMBER

DECEMBER 21 9:00



DECEMBER 21 12:00



RA7 [EXISTING ZONING] = 14.5M MAXIMUM BUILD-OUT

SUN SHADOW STUDY - DECEMBER

DECEMBER 21 3:00



■ RA7 [EXISTING ZONING] = 14.5M MAXIMUM BUILD-OUT

SUN SHADOW STUDY - DECEMBER