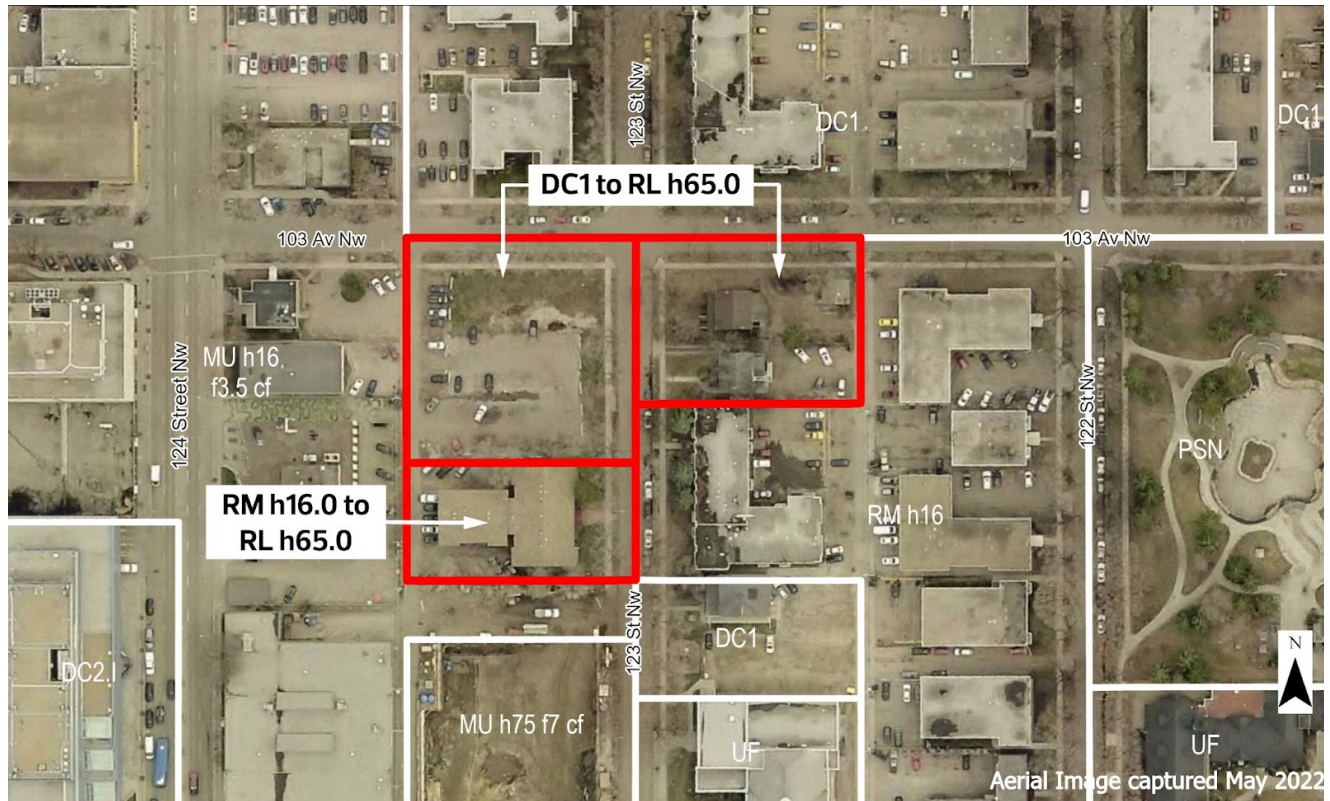


10236 & 10241 - 123 Street NW

Position of Administration: Support



Summary

Charter Bylaw 20745 proposes a rezoning from a (DC1.17595) Direct Control Zone and the (RM h16.0) Medium Scale Residential Zone to the (RL h65.0) Large Scale Residential Zone to allow for large scale housing. Bylaw 20744 proposes an amendment to the Oliver Area Redevelopment Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Three people were heard from, all in opposition. Most concerns were related to wanting to keep the interior of Oliver to a low rise built form and shadow concerns from taller buildings.

Administration supports this application because it:

- Is located in the core of the City where the most intense forms of development are to occur in alignment with The City Plan.
- Is at a location with excellent access to transit and active transportation modes.
- Allows for a variety of large scale built forms that transition well into the interior of Oliver.

Application Details

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

Rezoning

The proposed (RL h65.0) Large Scale Residential Zone would allow development with the following key characteristics:

- High rise residential development with limited opportunities for community and commercial uses.
- Heights of up to approximately 20 storeys (65 m) on the west side of 123 Street NW and approximately half this height on the east side of 123 Street NW.
- A maximum floor area ratio of 5.5 to 6.5.
- A maximum tower floor plate of 850 m².

Plan Amendment

The Oliver Area Redevelopment Plan (Policy 8 of Section 5.5.1) is proposed to be amended to allow for increased development intensity in an area that the plan currently limits development to a low rise form. Maps 3, 6 and 7 would also be amended to reflect the proposed rezoning and also to remove the sites from the Special Character Area and from locations where the retention and conversion of older housing stock is encouraged.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	<ul style="list-style-type: none"> • (DC1.17595) Direct Control Zone • (RM h16.0) Medium Scale Residential Zone 	<ul style="list-style-type: none"> • Vacant land • Low rise residential (portion of west site)
North	<ul style="list-style-type: none"> • (DC1.19855) Direct Control Zone 	<ul style="list-style-type: none"> • Low rise residential
East	<ul style="list-style-type: none"> • (RM h16.0) Medium Scale Residential Zone 	<ul style="list-style-type: none"> • Low rise residential
South	<ul style="list-style-type: none"> • (RM h16.0) Medium Scale Residential Zone • (MU h16.0 f3.5 cf) Mixed Use Zone 	<ul style="list-style-type: none"> • Low rise residential • Surface parking

West	<ul style="list-style-type: none"> • (MU h16.0 f3.5 cf) Mixed Use Zone 	<ul style="list-style-type: none"> • Low rise residential and commercial
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View of western site looking southwest from the intersection of 103 Avenue NW and 123 Street NW



View of western site looking northeast from the rear lane



View of eastern site looking southeast from the intersection of 103 Avenue NW and 123 Street NW



View of eastern site looking northwest from the rear lane

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because little response was received from the initial mailed notification. The basic approach included:

Mailed Notice, November 2, 2023

- Notification radius: 120 metres
- Recipients: 81
- Responses: 3 (all in opposition)

Site Signage, January 25, 2024

- Three rezoning information signs were placed on the property located so as to be visible from 123 Street NW and 103 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

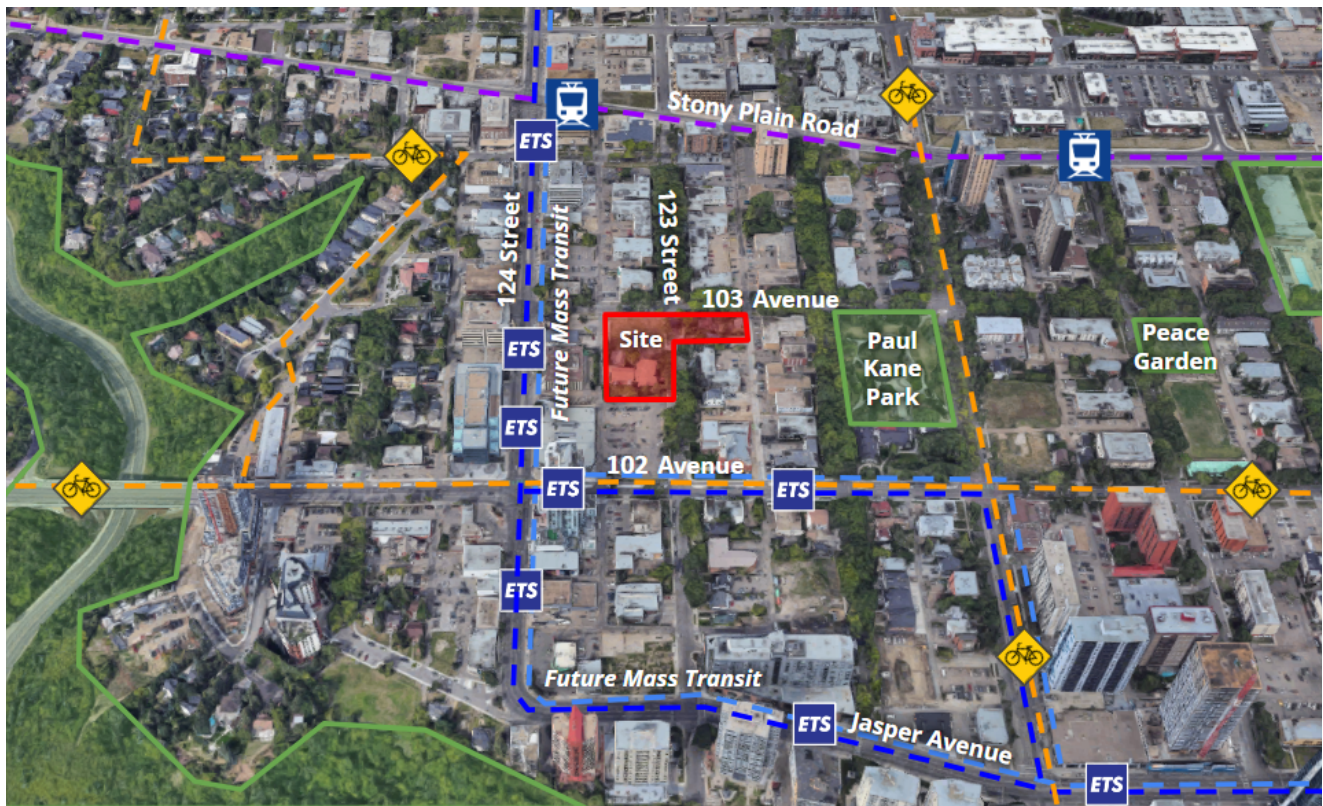
Notified Community Organizations

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

Common comments heard (number of similar comments in brackets beside comments below):

- The interior of Oliver should be kept low rise (x2).
- Shadow impacts on properties to the north (x2).
- Decrease in property values.
- Concerned about street parking congestion.
- Concerned about more outside people using on site parking of nearby buildings.

Application Analysis



Site analysis context

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, both sites are within the Centre City, near the 124 Street NW Primary Corridor. The Centre City is designed for the most intense forms of development, including high rise and mid-rise buildings and Primary Corridors are also directed for high rise and mid-rise buildings.

The City Plan also strives to have 50% of trips made by transit and active transportation. With the availability of various forms of transit and nearby bike infrastructure, this site is ideally suited to contribute to this target.

Oliver Area Redevelopment Plan (ARP)

In the Oliver ARP, these sites are located in Sub Area 1, where policies speak specifically to retaining existing older housing stock and discouraging demolition. To help achieve this, this Sub Area also has a Special Character Area with an associated (DC1.17595) Direct Control Zone to specifically encourage the retention of existing older residential structures by providing opportunity for the conversion of these older structures to small scale, low impact commercial

uses. New development and conversions in this DC1 Provision must be of a scale and design that is complementary to the existing low density residential dwellings in the area. The northern portion of the west side of 123 Street NW and the site on the east side of 123 Street NW are within the Special Character Area and currently subject to this DC1 Provision.

The older homes that were on these sites have been demolished. These included the George Caywood Residence and the James Young Residence, which were on the Inventory of Historic Resources. As such, it is no longer necessary to retain these sites within this Special Character Area or be as concerned about ensuring a scale that is compatible with older homes.

The proposed amendments with this application help to better align the Oliver ARP with The City Plan with regards to expected built forms within the core of the city.

Land Use Compatibility

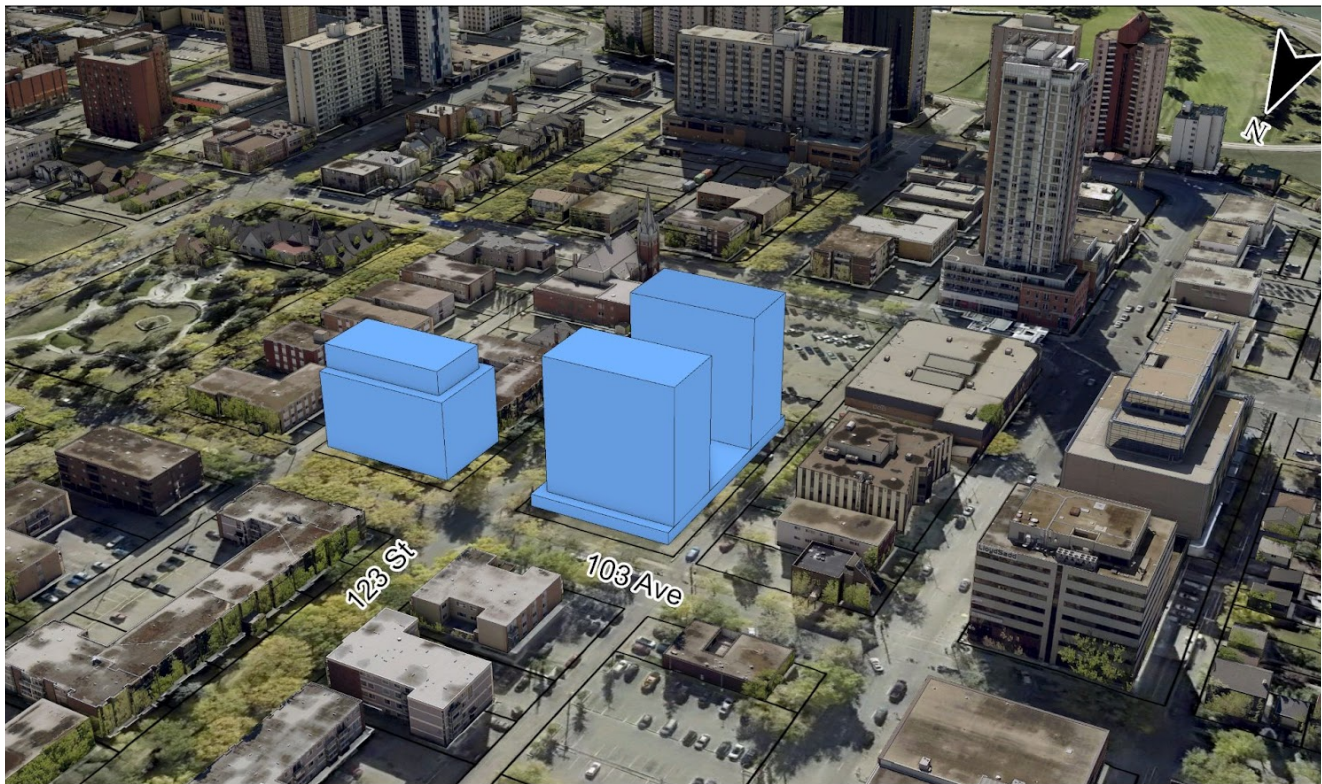
Due to the large site size of the west site (3,480 m²), the RL Zone provides a range of opportunities for different configurations of buildings. This includes a two tower option up to approximately 10-12 storeys, or one tower above a short podium up to approximately 20 storeys.

For the east site, due to the small site size (1,393 m²), it is very unlikely that the full 65 metres height could be achieved due to the maximum floor area ratio (FAR) of the zone. If applying all required setbacks/tower setbacks without variances, and depending on ceiling heights for each storey, it is estimated that this building could be approximately 30-35 metres in height, or approximately 8-10 storeys.

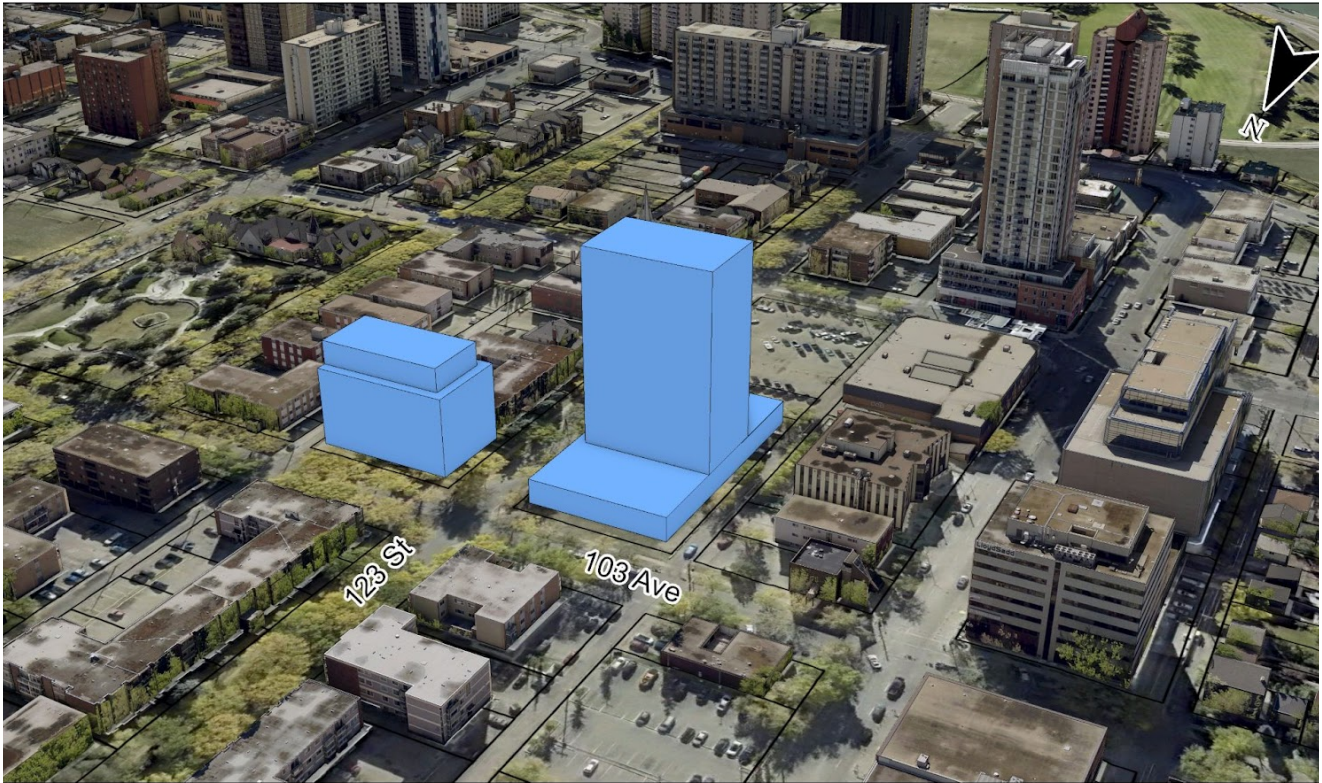
The RL Zone is appropriate for both sites and, due to the east site size, should result in a transition of height away from 124 Street NW into the interior of Oliver.

	DC1.17595 Current	RM h16.0 Current	RL h65.0 Proposed
Typical Uses	Single detached housing, semi-detached housing, commercial conversions of old houses	Residential, limited commercial	Residential, limited community and commercial
Maximum Height	10.0 m	16.0 m	65.0 m
Maximum Floor Area Ratio	1.0	2.3 - 3.0	5.5 - 6.5

Minimum 123 Street NW Setback	6.0 m	3.0 m	3.0 m (6.0 m above 23.0 m in height)
Minimum 103 Avenue NW Setback	3.0 m	N/A - No RM Zone 103 Ave frontage	3.0 m (6.0 m above 23.0 m in height)
Minimum Alley Setback	7.5 m	3.0 m	3.0 m
Minimum South Setback	1.0 m	3.0 m	3.0 m (6.0 m above 23.0 m in height)
Minimum Tower Separation	N/A	N/A	25.0 m
Maximum Tower Floor Plate	N/A	N/A	850 m ²



Potential Built Form - 2 towers on west site



Potential Built Form - 1 tower on west site

Mobility

Administration reviewed a Transportation Impact Assessment (TIA) in support of this application. This report assessed the cumulative development-related traffic impacts, with a specific focus on multimodal interactions along 103 Avenue NW and 102 Avenue NW.

In order to prioritize active modes circulation near the development while still accommodating vehicle access via the alleys, the TIA includes several building design and infrastructure improvement recommendations, which will be further explored at the Development Permit stage.

- Install a pedestrian crosswalk at the south approach of the 103 Avenue NW and 123 Street NW intersection.
- Enhance the paint line markings and traffic control signage at the 102 Avenue NW cycle track intersection with the north-south alley.
- Provide enhanced cycling amenities within the building to support residents' use of cycling as a primary transportation mode, such as additional bicycle parking and/or a bicycle wash and repair station.

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). Development-related off-site improvements and construction of the building will be coordinated with these projects as necessary to minimize traffic impacts.

Edmonton Transit Services operates numerous bus routes nearby on Jasper Avenue NW, 102 Avenue NW and 124 Street NW, all in close vicinity to the site. The site is approximately 250 metres walking distance to the future 124 Street Stop on the Valley Line West LRT.

Mass transit bus routes are anticipated to operate 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 Edmonton City Plan.

Utilities

A Drainage Servicing Report was reviewed and accepted by Administration 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. Low Impact Development (LID) is recommended for future development with details of any proposed LID being reviewed at the Development Permit stage.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that as long as future development can keep the required fire flow below a certain level (through variables such as construction type and sprinkler systems) upgrades to public water infrastructure should not be required. This could potentially be re-evaluated at the development permit stage. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Written By: Andrew McLellan

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination