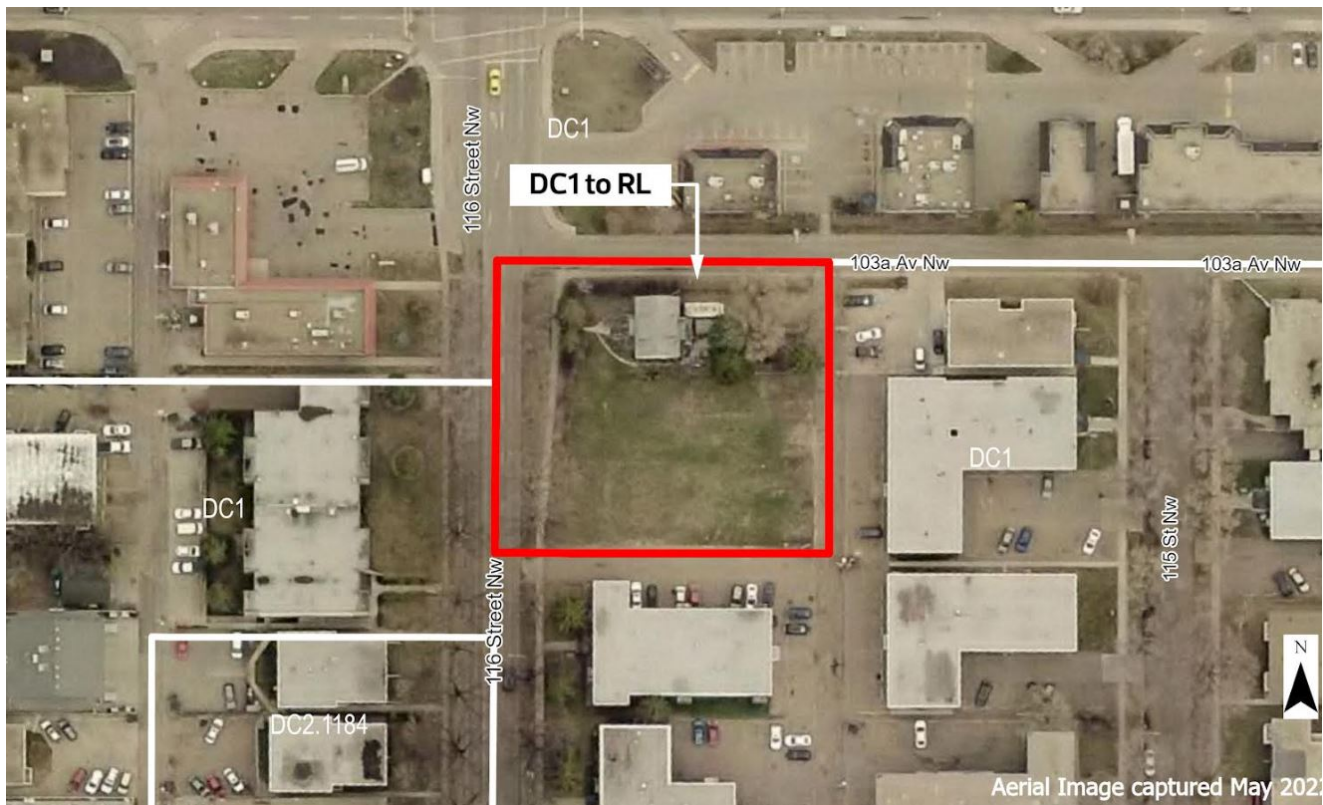


10329 & 10339 - 116 Street NW

Position of Administration: Support



Summary

Charter Bylaw 20752 proposes a rezoning from a (DC1) Direct Development Control Provision to the (RL h65.0) Large Scale Residential Zone to allow for high-rise residential development that ranges from approximately 9 to 20 storeys. Bylaw 20751 proposes an amendment to the 104 Avenue Corridor 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. One person was heard from, citing concern over the change in height.

Administration supports this application because it:

- Supports intensification within the Centre City node, as directed by The City Plan.

- Is located within the northern edge of the neighborhood reducing impacts on nearby properties.
- Is directly connected to the mass transit and active travel networks.

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:

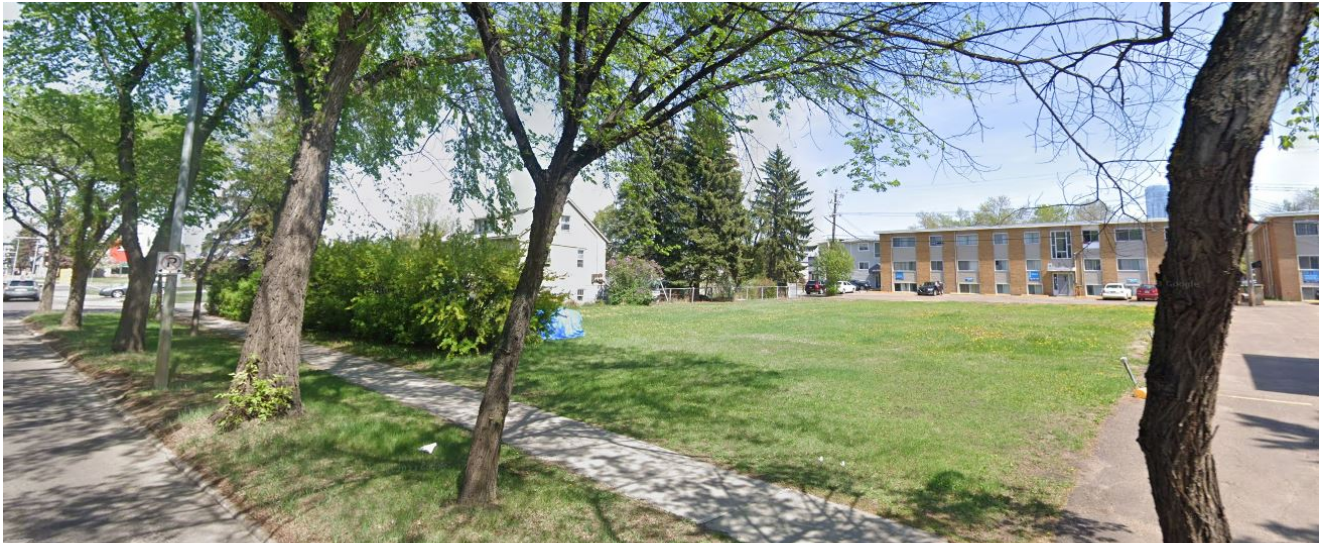
- A maximum height of 65.0 metres (or approximately 20 storeys).
- A maximum tower floor plate of 850 m².
- Limited opportunities for commercial and community development.

Plan Amendment

To facilitate the proposed rezoning, an amendment to the 104 Avenue Corridor Area Redevelopment Plan is proposed. The amendment would change one map that currently designates the site for 6 storeys to allow up to 20 storeys.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	<ul style="list-style-type: none"> • (DC1.19855) Direct Control Zone 	<ul style="list-style-type: none"> • Mostly vacant • Single detached house
North	<ul style="list-style-type: none"> • (DC1.18099) Direct Control Zone 	<ul style="list-style-type: none"> • One storey commercial building
East	<ul style="list-style-type: none"> • (DC1.19855) Direct Control Zone 	<ul style="list-style-type: none"> • Low rise apartments
South	<ul style="list-style-type: none"> • (DC1.19855) Direct Control Zone 	<ul style="list-style-type: none"> • Low rise apartment
West	<ul style="list-style-type: none"> • (DC1.18099) Direct Control Zone • (DC1.19855) Direct Control Zone 	<ul style="list-style-type: none"> • One storey commercial building • Low rise apartment



View of the site looking northeast from 116 Street NW



View of the site looking southeast from 116 Street NW and 103a Avenue 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, October 27, 2023

- Notification radius: 120 metres
- Recipients: 162
- Responses: 1
 - In opposition: 1

Site Signage, January 29, 2024

- One rezoning information sign was placed on the property facing 116 Street NW and 103a Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

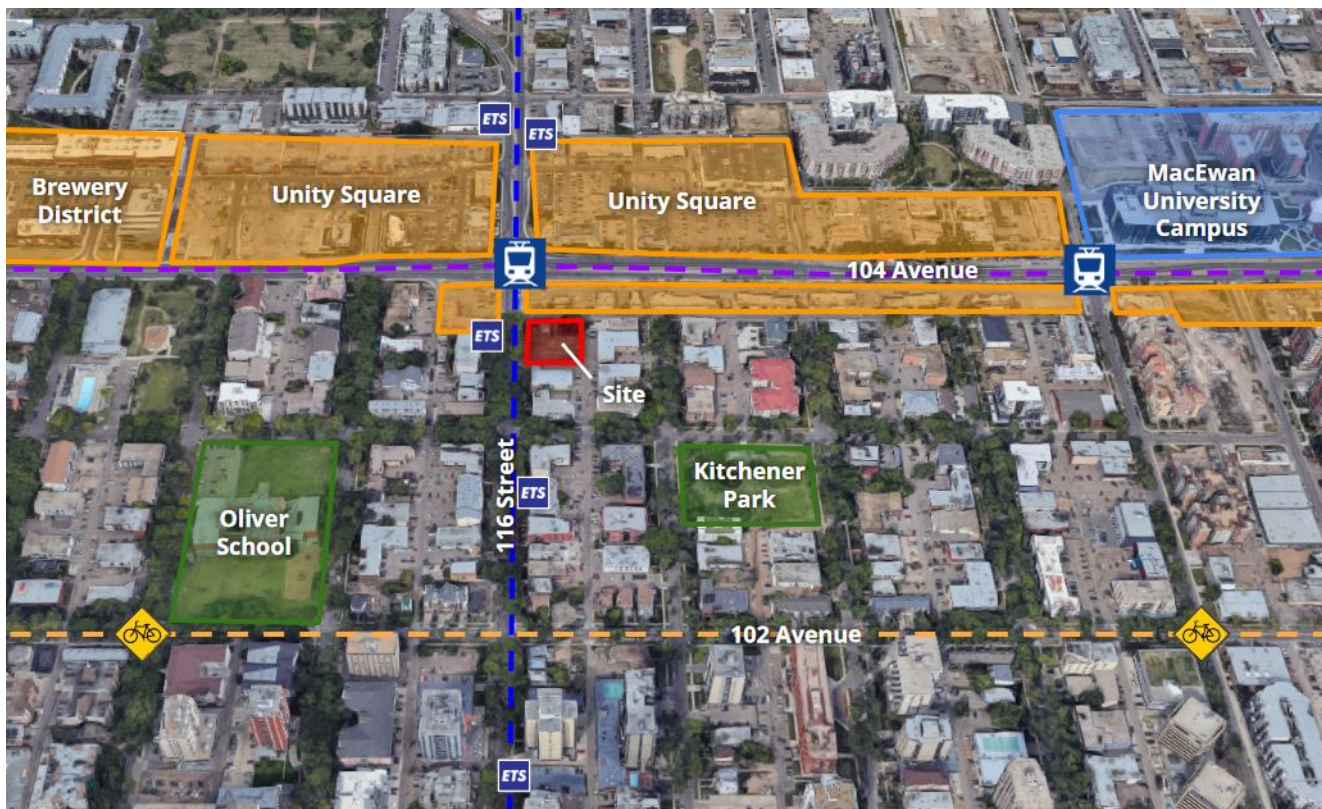
Notified Community Organizations

- Oliver Community League
- Queen Mary Park Community League

Comments heard:

Administration received one email from a resident who expressed concern regarding the current direction of the 104 Avenue Corridor ARP which allows up to 6 storeys, in contrast to the 20 storeys permitted by the proposed RL Zone. In response, Administration provided further application details to the resident, specifically the applicant's proposal to amend the plan, and their justification for this. No further comments or concerns were received beyond this.

Application Analysis



Site analysis context

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. The proposed RL Zone, which will allow for a high-rise residential building, is appropriate at this location given its close proximity to future LRT along 104 Avenue, in addition to convenient connections to commercial and institutional services also located along 104 Avenue.

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.

104 Avenue Corridor Area Redevelopment Plan (ARP)

The 104 Avenue Corridor ARP, adopted in 2015, is intended to support the area's transition into a transit-oriented, high density, mixed-use district. In conjunction with the maximum height regulation of the existing DC1 Provision, the ARP limits this site to no more than 6 storeys. The proposed amendment would change one figure (figure 22) to allow for up to 20 storeys for this site specifically. Though this is a significant change in height, the ARP places an emphasis on the importance of larger scale buildings providing appropriate transitions to their surroundings through massing techniques. The RL zone's massing and transition requirements are elaborated upon further under the 'Built Form Analysis' section below.

The amendment will bring 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, outlined in the previous section.

Land Use Compatibility

The subject site is situated near the intersection of 116 Street NW and 104 Avenue NW, within the northern edge of the Oliver neighborhood, and is well positioned for an increase in development intensity, as proposed. Both 116 Street and 104 Avenue are arterial roadways, making this intersection a key crossroads in the area with immediate connections to transit and commercial uses. In the future, this intersection will be supporting the '116 Street/ Yards' stop along the Valley Line West LRT line, making this site, located approximately 55 metres south of this stop, an ideal location for a high-rise building that is well connected to the city's mass transit network.

Built Form Analysis

The RL Zone requires that a high rise building be organized 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 23.0 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 6.0 metres from both streets and the interior lot line, in an effort to keep it further away from the public realm and the adjacent building to the south.

A sun/shadow analysis was reviewed with this application and is attached as Appendix 2 to this report. 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 corridors that are supporting an LRT line, and more broadly within the Centre City node, where tower development is expected. The RL Zone requires a maximum floor plate size of 850 m² which is considered a relatively slim tower size that allows a shadow 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, to ensure appropriate separation space and sunlight penetration.

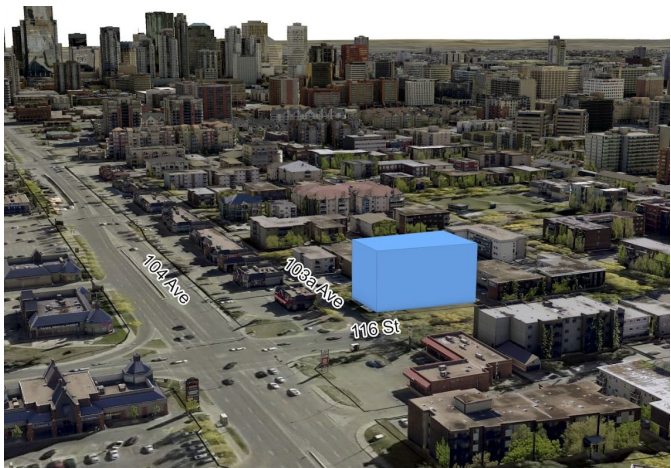
	DC Zone Current	RL Zone Proposed
Typical Uses	Multi-unit Housing Limited Commercial uses	Multi-unit Housing Limited Commercial uses Limited Community uses
Maximum Height	23.0 m	65.0 m
Maximum Floor Area Ratio	3.0	5.5 - 6.5
Minimum Front Setback (116 Street)	Within 1.0 m of the adjacent setback, but not less than 5.0 m	3.0 m 6.0 m above 23.0 m
Minimum Interior Side Setback	1.5 m	3.0 m 6.0 m above 23.0 m
Minimum Flanking Side Setback (103a Avenue)	4.5 m	4.5 m 6.0 m above 23.0 m
Minimum Rear Setback (Alley)	0.0 m	3.0 m
Maximum Number of Dwellings	55 (330 Dwellings / ha)	n/a

Minimum Tower Separation	n/a	25.0 m
Maximum Tower Floor Plate	n/a	850 m ²

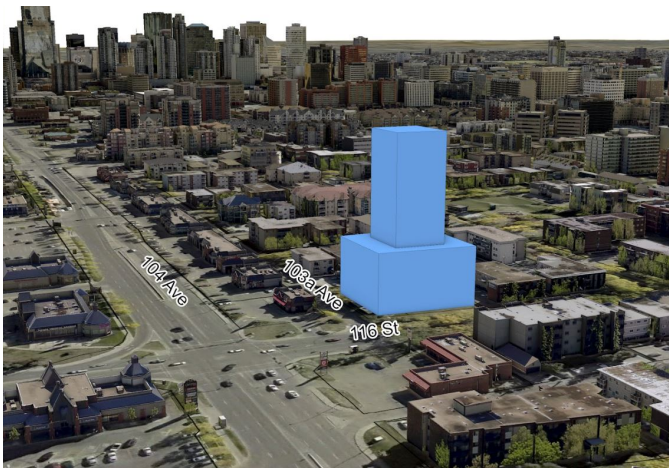
DC1 Zone - Potential Built Form

RL h65.0 Zone - Potential Built Form

3D View



3D View



Mobility

Administration has reviewed a Transportation Impact Assessment (TIA) as part of the rezoning application. The TIA concludes the adjacent roadway network is anticipated to appropriately accommodate the traffic from this development. The site is in close proximity to the future Valley line west LRT station along 104 Avenue NW and the existing bike route along 102 Avenue NW providing options for alternative modes of transportation for future occupants of this development.

Neighborhood renewal for Oliver is planned for 2026 which includes 103a Avenue adjacent to this development. Upgrades anticipated include a wider sidewalk on the south side of 103a Avenue. Upon redevelopment of this site, the owner will be required to upgrade the north-south alley adjacent to this site. Alley upgrade requirements will be further reviewed at the Development Permit stage.

Edmonton Transit Service operates bus service on 104 Avenue NW, 116 Street NW and Jasper Avenue NW. Bus stops on 116 Street NW are within 100 metres walking distance from the site. Additionally, bus stops on 104 Avenue NW are within 250 metres walking distance from the site.

In the future, transit service will substantially improve with the completion of the Valley Line West LRT project. Once operational, residents of this development will be less than 150 metres walking distance from the Yards / 116 Street LRT stop. Existing in-use bus stops on 116 Street NW will be maintained.

Mass transit bus routes are anticipated to operate along Jasper Avenue NW and 107 Avenue NW as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan.

Utilities

A Drainage Servicing Report was submitted and reviewed with this application. Sanitary sewer servicing is to be provided from the existing combined sewer main within the lane to the east. Storm sewer servicing is proposed to be provided through the installation of a new storm sewer main at the owner/developer's cost. The development will also be required to include on-site stormwater management techniques utilizing an engineered outflow rate to mitigate its impact on the existing drainage infrastructure.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that no upgrades to water infrastructure are 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.

Appendices

1. ARP Building Height Strategy Comparison
2. Sun/Shadow Analysis

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

Plan Land Use Concept Map Comparison

FIGURE 22. Building Height Strategy

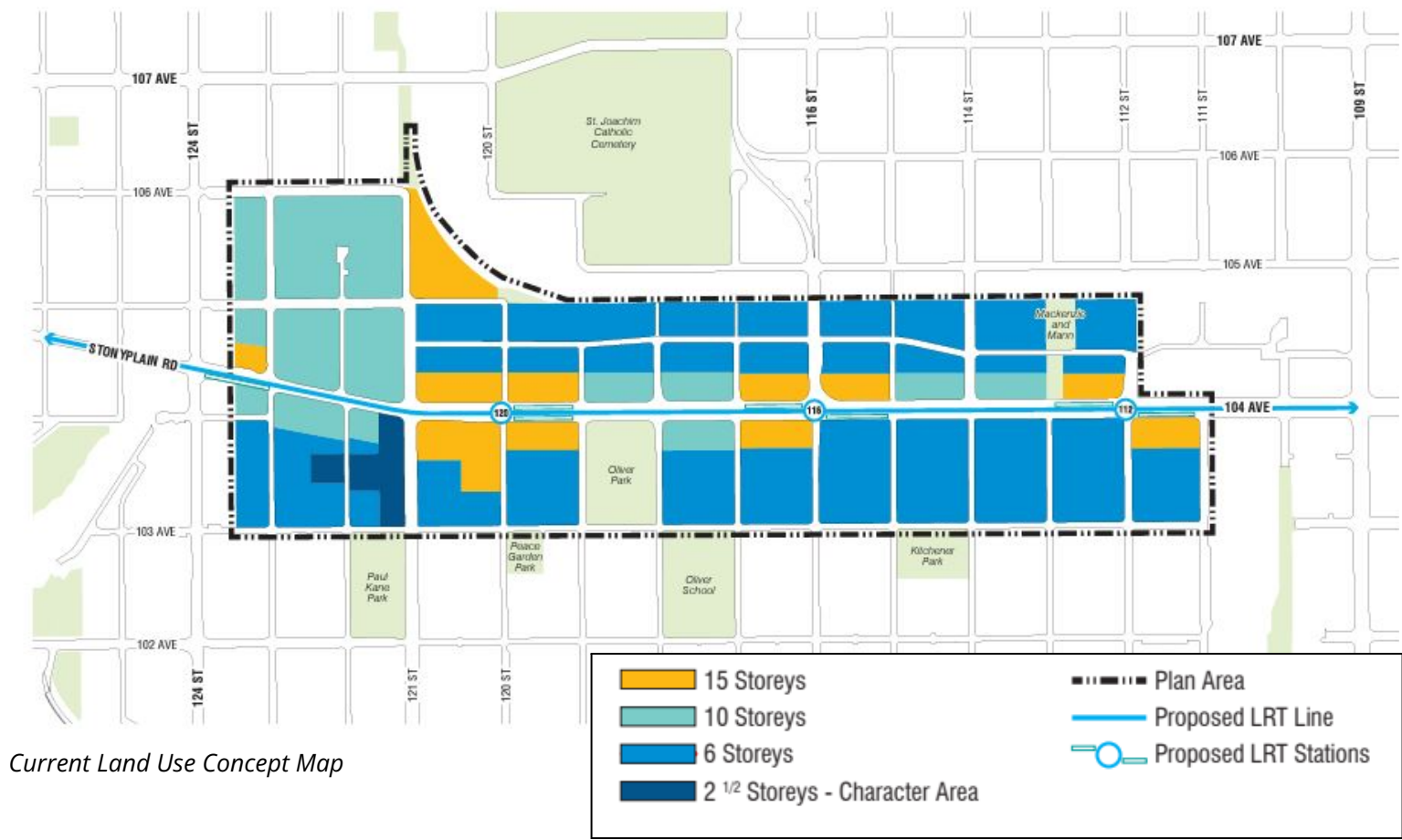
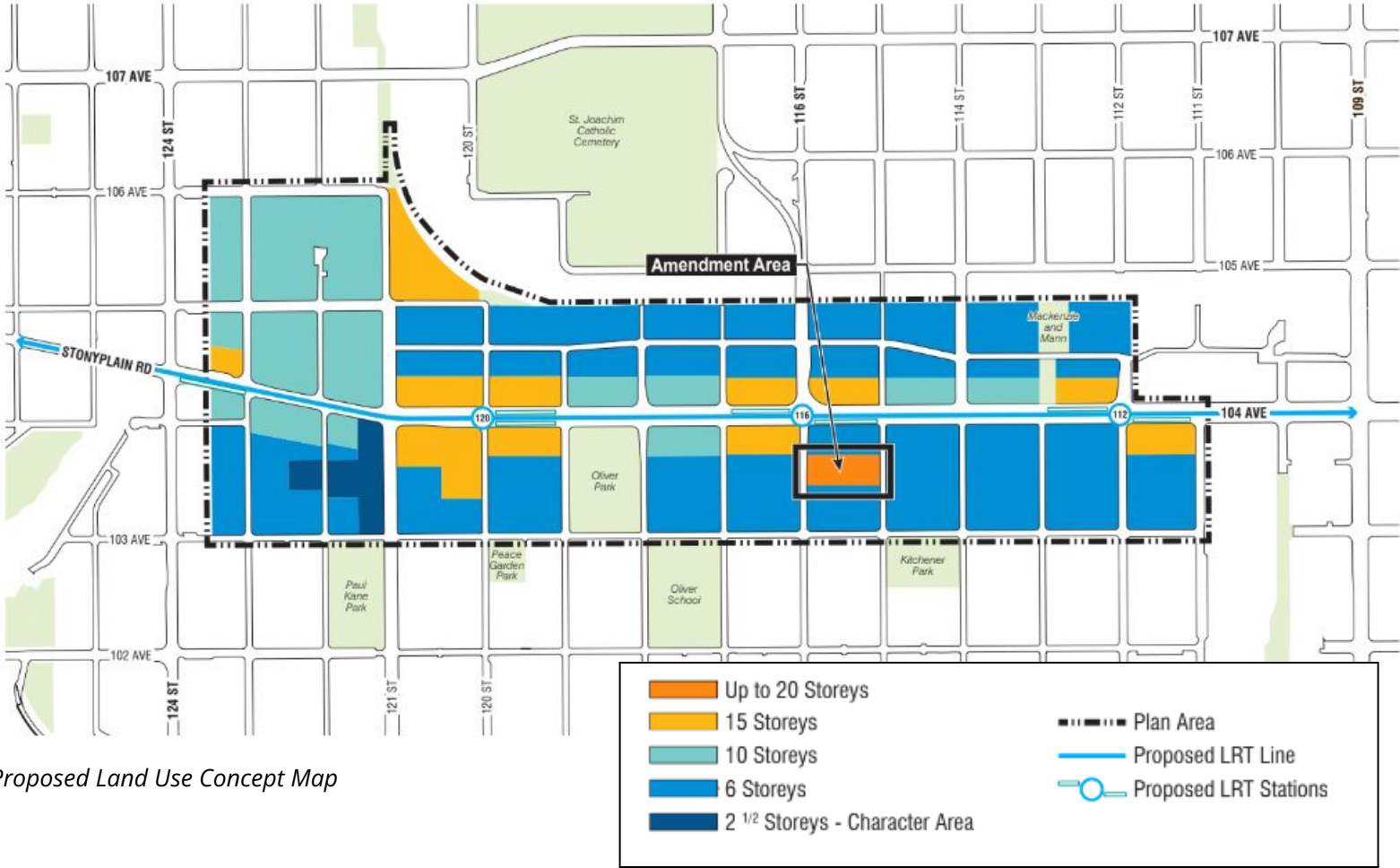
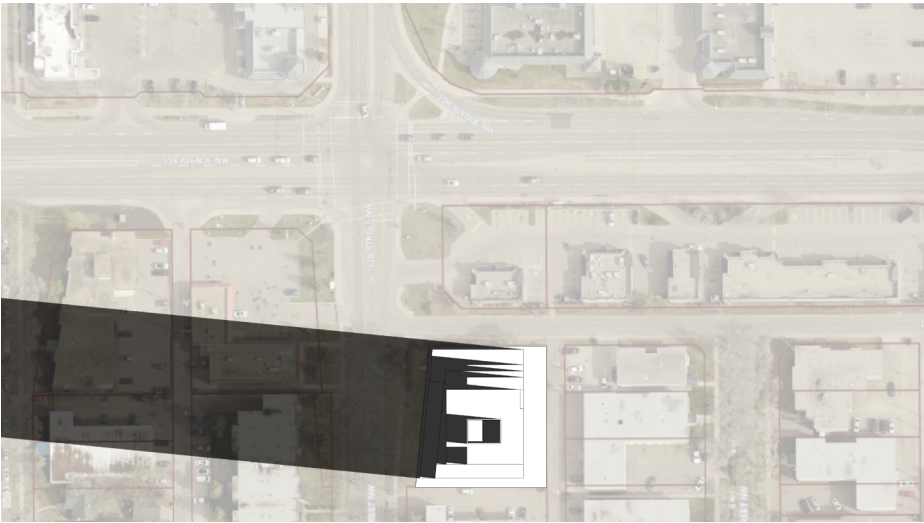


Figure 22. Building Height Strategy

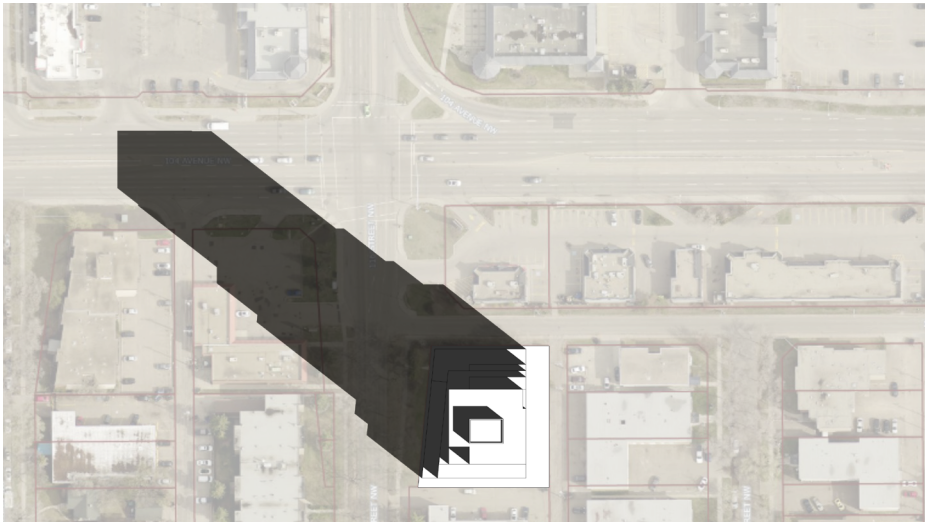


Proposed Land Use Concept Map

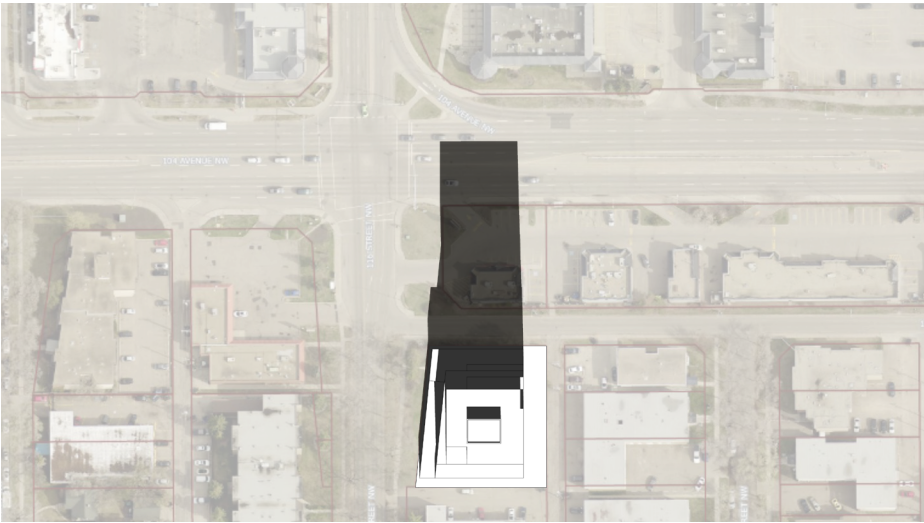
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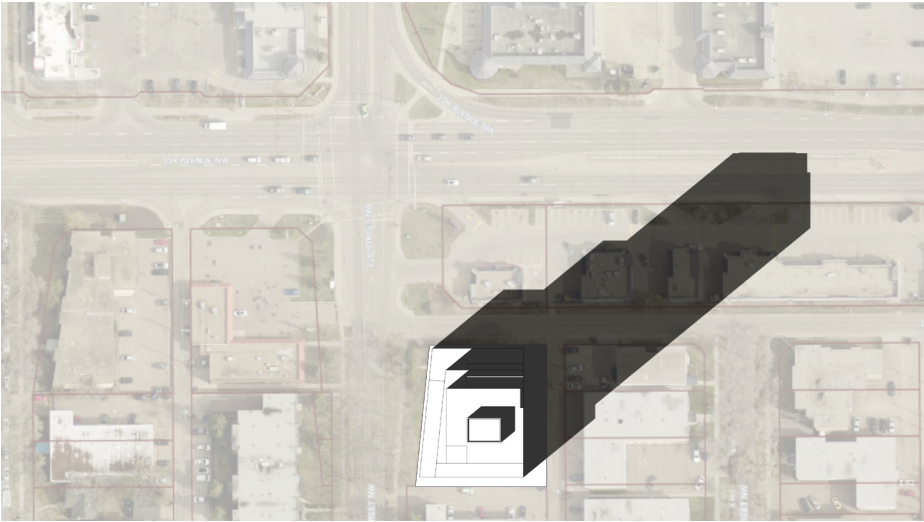
8:00 AM



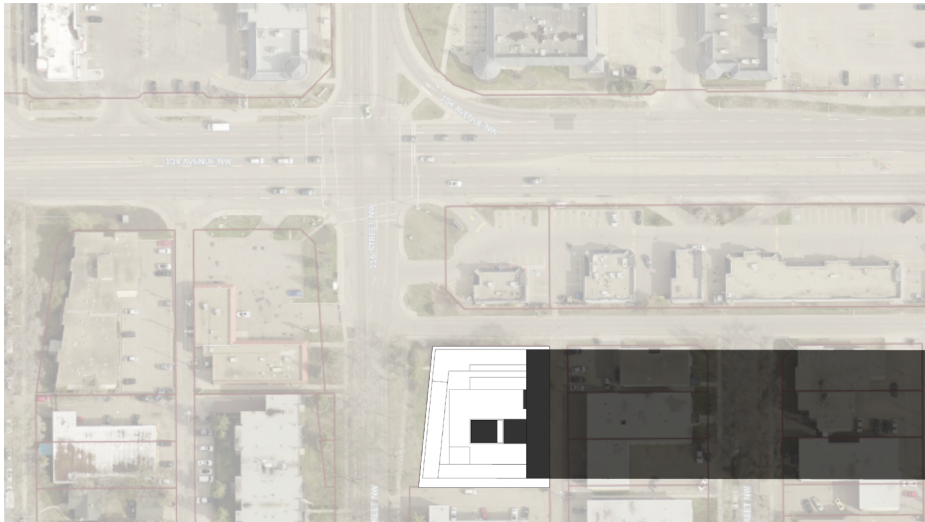
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01:30 PM



04:30 PM

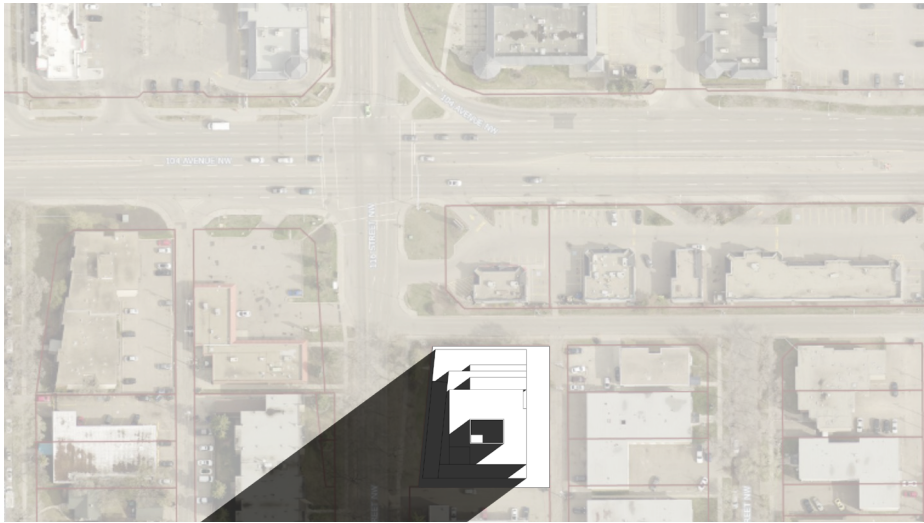


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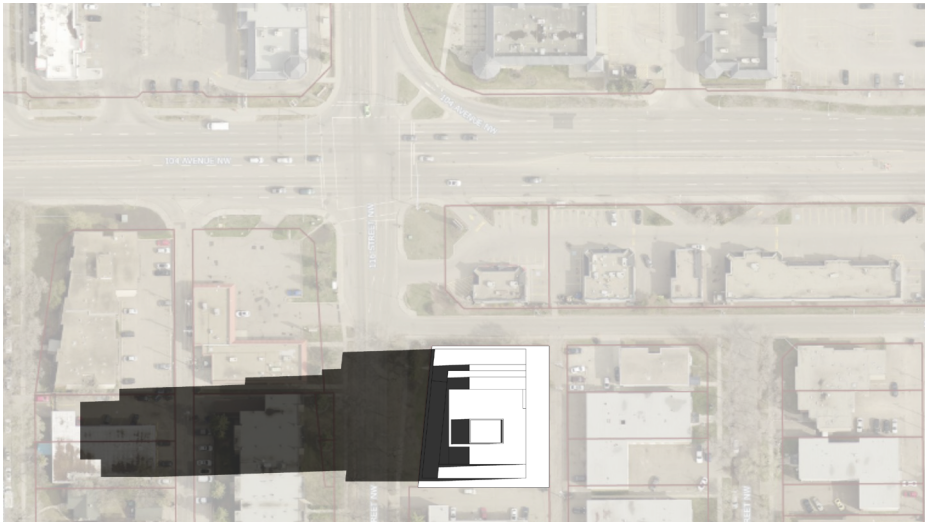
MARCH 21
10329 - 116 STREET NW
10339 - 116 STREET NW

SHADOW FOR POTENTIAL MASSING

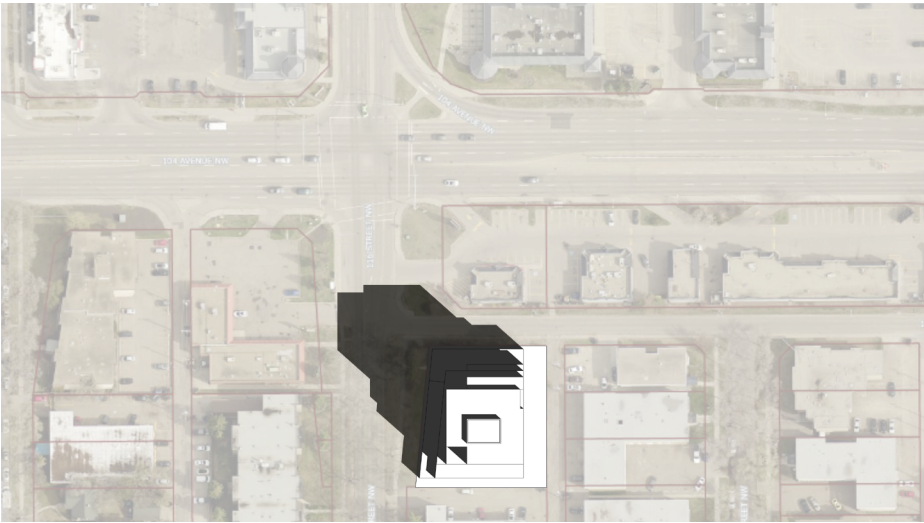
JUNE 21 | SUNRISE: 05:05 AM | SUNSET: 10:07 PM



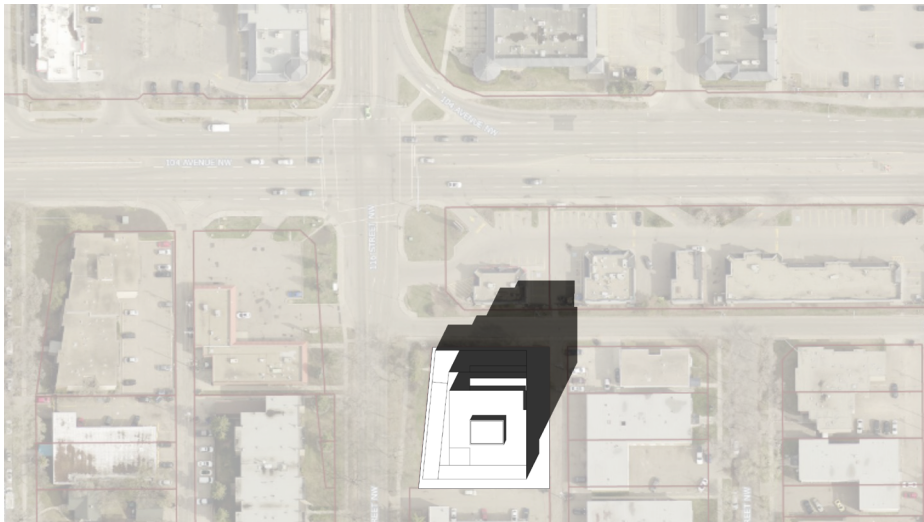
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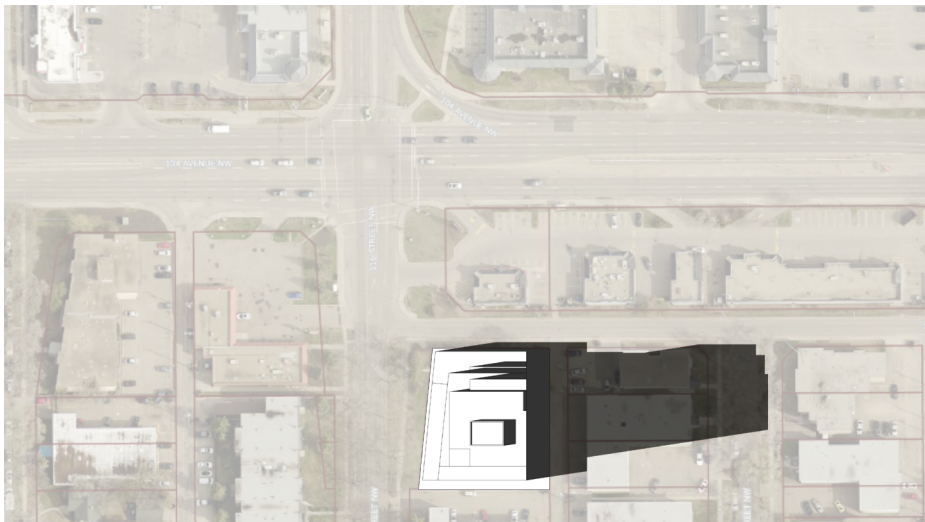
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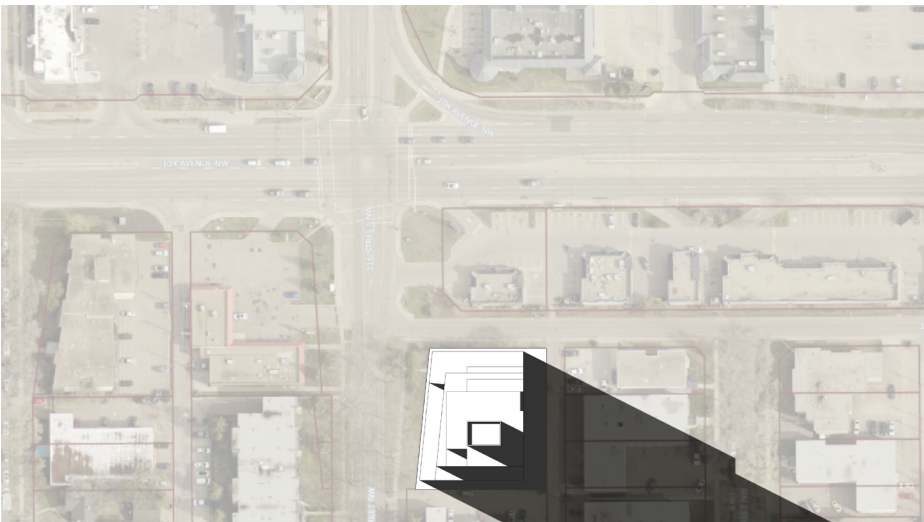
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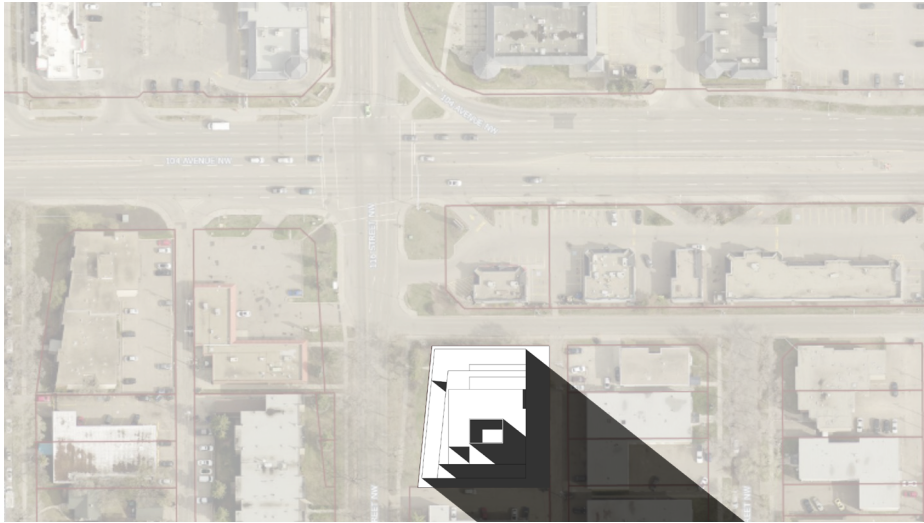
02:30 PM



05:30 PM



08:30 PM

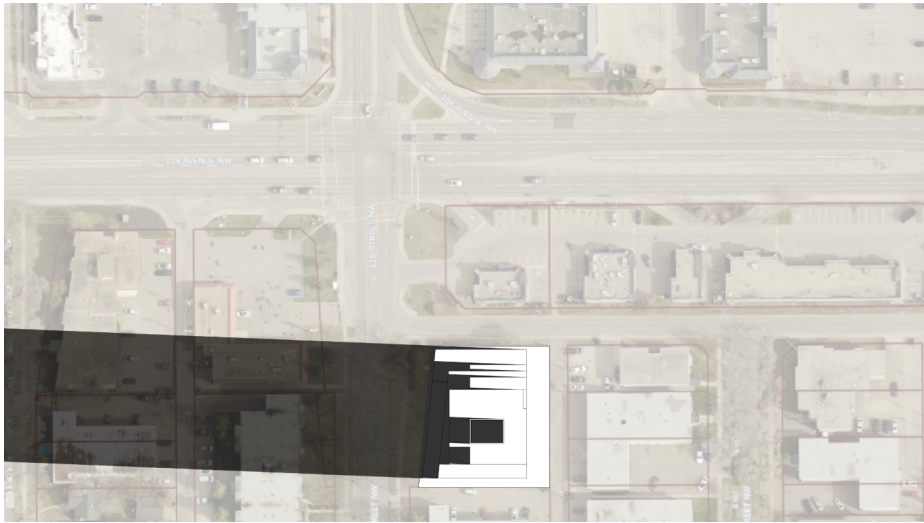


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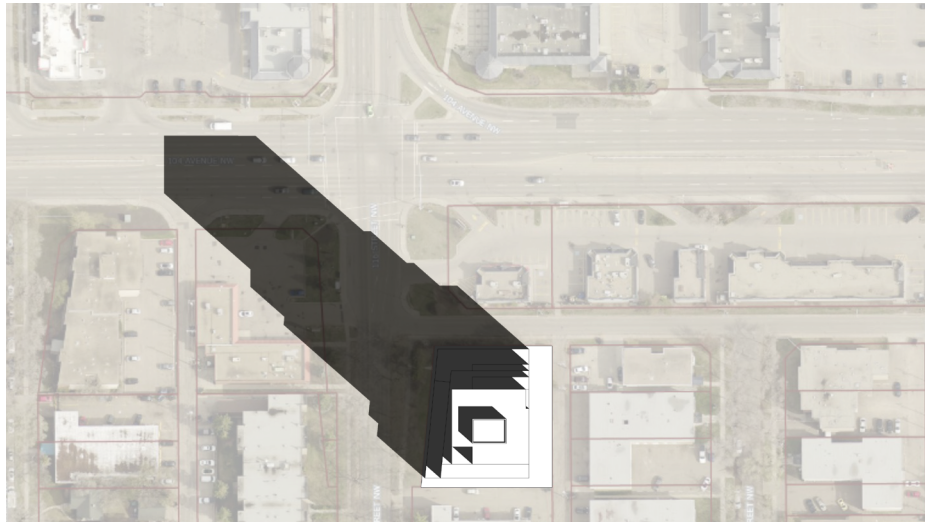
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10329 - 116 STREET NW
10339 - 116 STREET NW

SHADOW FOR POTENTIAL MASSING

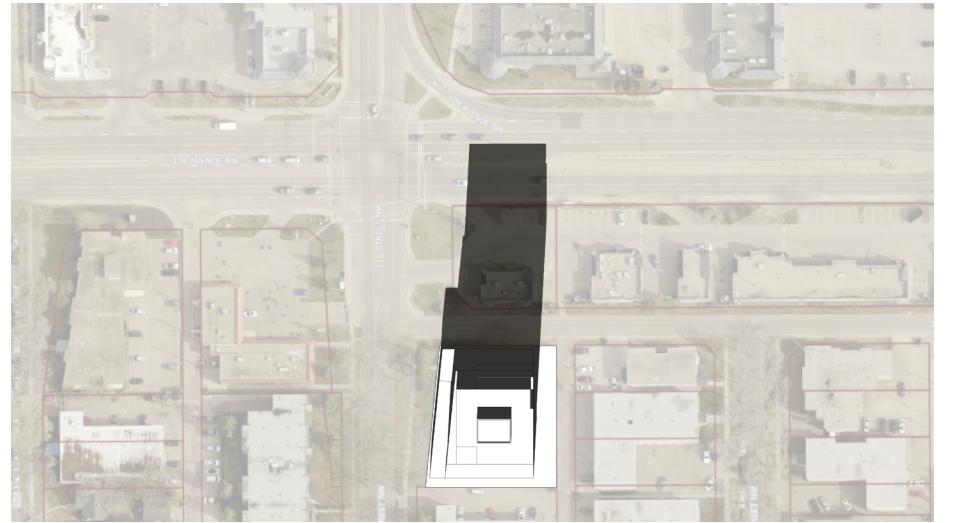
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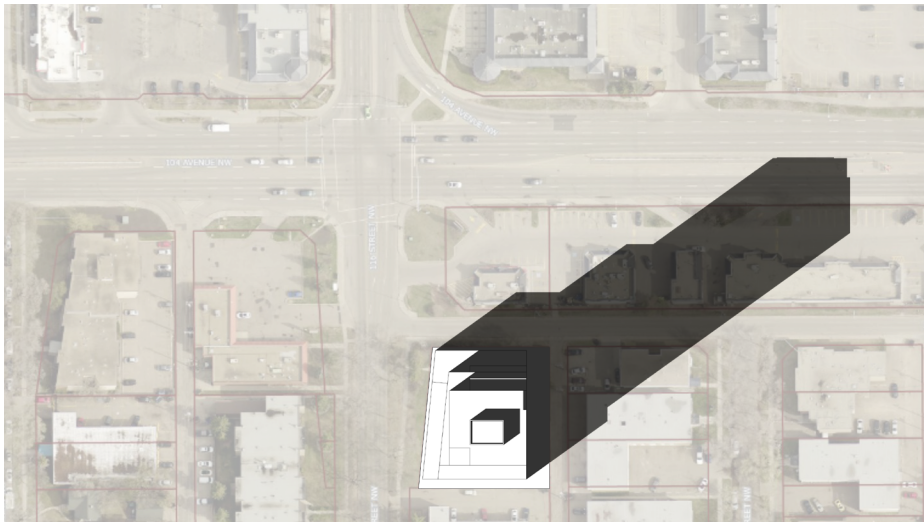
7:30 AM



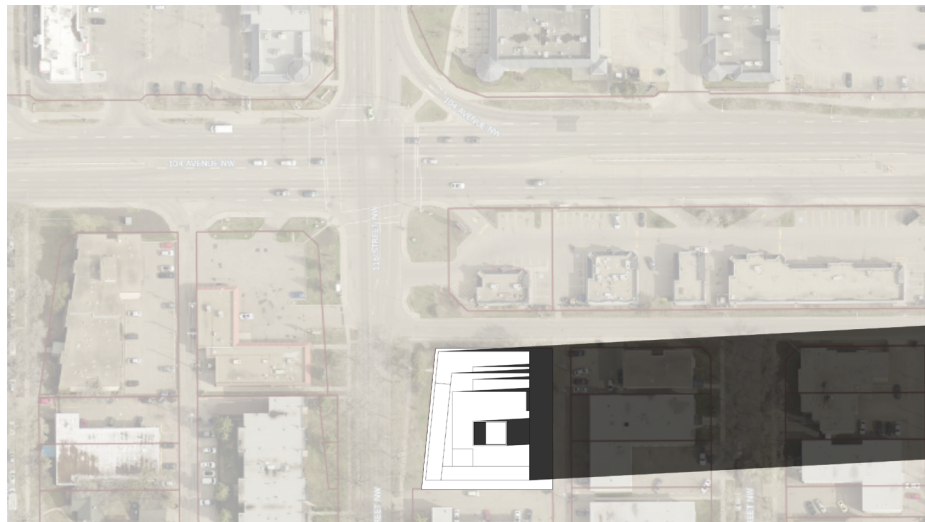
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01:30 PM



04:30 PM

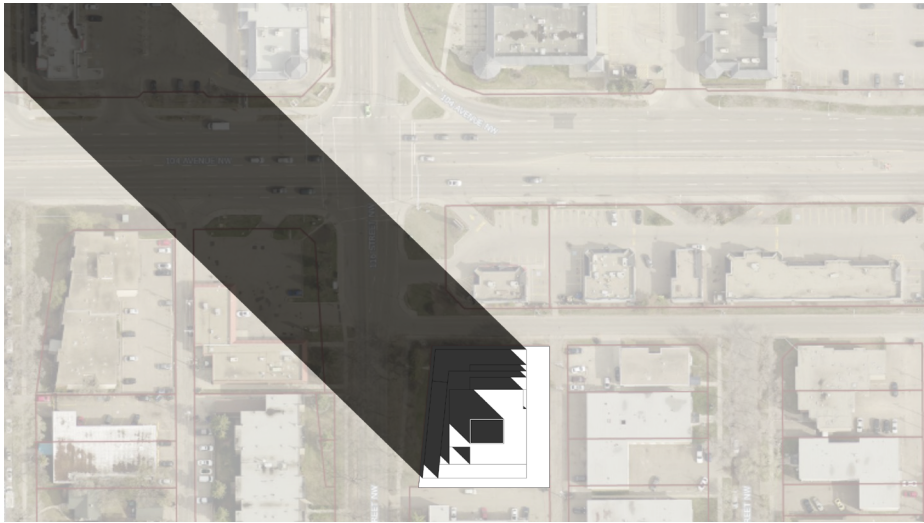


07:00 PM

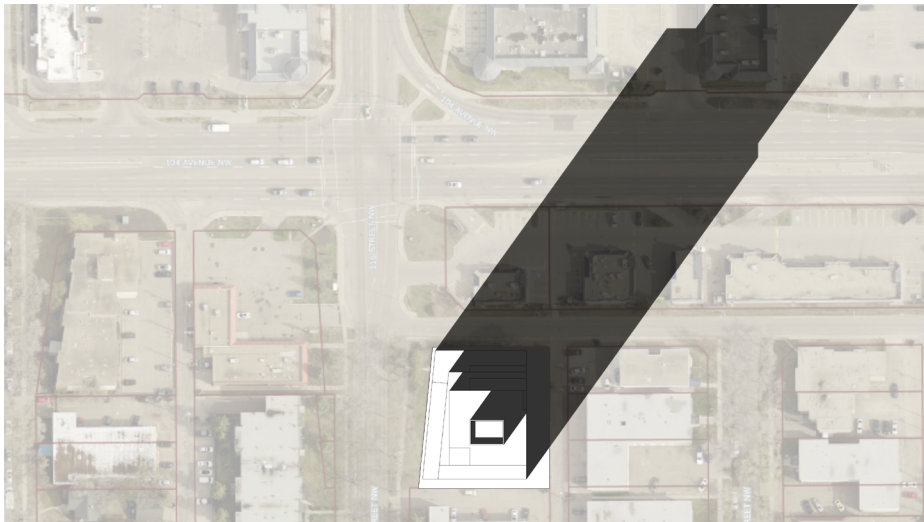
SEPTEMBER 21
10329 - 116 STREET NW
10339 - 116 STREET NW

SHADOW FOR POTENTIAL MASSING

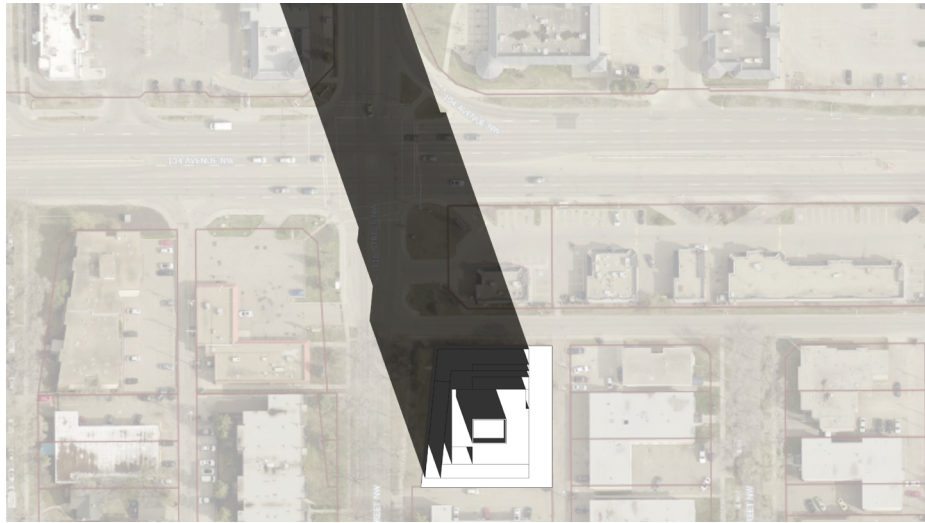
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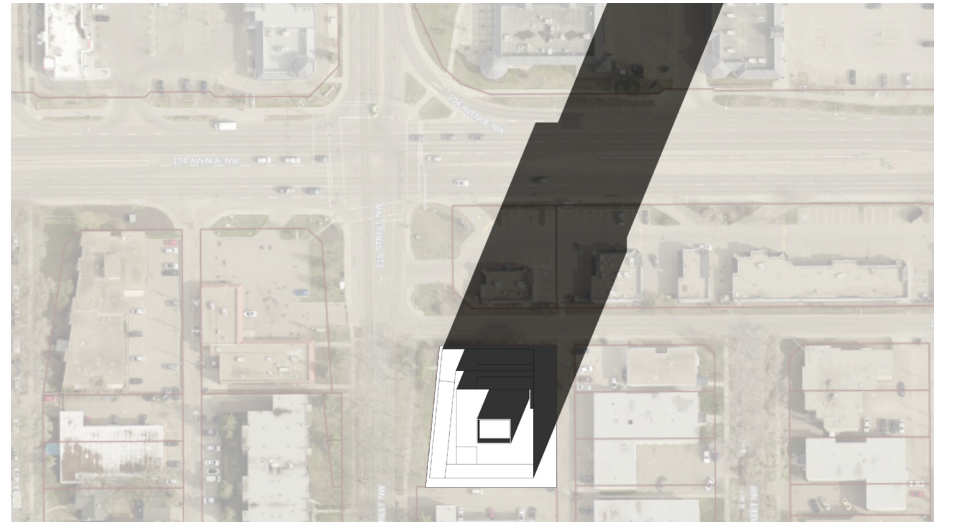
09:00 AM



04:00 PM



12:00 PM



03:00 PM

DECEMBER 21
10329 - 116 STREET NW
10339 - 116 STREET NW

 SHADOW FOR POTENTIAL MASSING