

11343 - 76 Avenue NW

Position of Administration: Support



Summary

Charter Bylaw 20862 proposes a rezoning from the Small Scale Residential Zone (RS) to the Medium Scale Residential Zone (RM h23.0) to allow for medium scale housing. Bylaw 20861 proposes an amendment to the McKernan-Belgravia Station Area Redevelopment Plan to facilitate the proposed rezoning.

Public engagement for this application included a pre-application notice (from the applicant), a mailed notice, site signage, information on the City's webpage and an Engaged Edmonton webpage. Approximately 37 people were heard from, with approximately 35% in support and 65% in opposition. Most concerns were related to parking and traffic congestion while

supportive comments were related to the site being a suitable location for a 6 storey building due its close proximity to an LRT stop.

Administration supports this application because it:

- Increases residential density at an appropriate location near an LRT Stop.
- Supports intensification along a Secondary Corridor, as identified in The City Plan.
- Mitigates land use conflicts with adjacent properties through setbacks and stepbacks.

Application Details

This application was submitted by Green Space Alliance on behalf of Alcove Custom Homes Ltd.

Rezoning

The proposed Medium Scale Residential Zone (RM h23.0) would allow development with the following key characteristics:

- A maximum height of 23 metres (or approximately 6 storeys).
- A maximum Floor Area Ratio of 3.0 - 4.4.
- Commercial and community opportunities at ground level.
- Vehicle access from the alley.

Plan Amendment

To facilitate the proposed rezoning, an amendment is also proposed to the McKernan-Belgravia Station Area Redevelopment Plan. As the ARP currently limits height at this site for up 4 storeys, the following policies and map related to built form are proposed to be amended to allow for up to 6 storeys at this location:

- Guiding principle #1
- Policies 1 and 3 of subsection 4.4.3
- Policy 2 of subsection 4.4.7
- Figure 23: Height Strategy

Site and Surrounding Area

The site is located at the southeast corner of an arterial roadway (114 Street) and a collector roadway (76 Avenue) and is currently vacant. It is well connected to the city's mass and active transit networks with the Belgravia-McKernan LRT stop located approximately 60 metres

northwest from this site, bus service along 114 Street and 76 Avenue and a bike lane along 76 Avenue.

With the exception of McKernan School / Gowan Park to the north, the site is mostly surrounded by small scale residential uses in the form of single and semi-detached housing. However, 76 Avenue and 114 Street are experiencing land use changes in support of larger housing forms with the recent approval of rezonings to allow up approximately 6 and 7 storeys adjacent to the LRT stop.

	Existing Zoning	Current Development
Subject Site	Small Scale Residential Zone (RS)	Vacant
North	Parks and Services (PS)	McKernan School / Gowan Park
East	Small Scale Residential Zone (RS)	Semi-detached house
South	Small Scale Residential Zone (RS)	Single and semi-detached housing
West	Small Scale Residential Zone (RS)	Single detached housing



View of the site looking northeast from 114 Street



View of the site looking southwest from 76 Avenue

Community Insights

This application was originally submitted as a Site Specific Direct Control Zone (DC2) in early 2023. At that time, Zoning Bylaw 12800 was still in effect and the applicant was seeking a larger 6-storey building than what was permitted under the equivalent standard zoning (the RA8 - Medium Rise Apartment Zone). Once Zoning Bylaw 20001 came into effect on January 1, 2024, the RA8 Zone was replaced by the RM h23.0 Zone which allows for a 6-storey building at the scale that the applicant desired. As such, the DC2 was no longer necessary and the applicant changed their application to the RM h23.0. As such, engagement for this application included a blend of both of the previous DC2 and RM h23.0 Zone, with both zones being very similar and both ultimately permitting a 6-storey building at approximately the same scale. Below is a summary of the various engagement touchpoints and how City staff communicated the change in application from the previous DC2 to the current RM h23.0 Zone.

Pre-Application Notice for the DC2 Provision (from the applicant), July 11, 2022

In addition to sending out the pre-notification letters, the applicant also invited residents to a zoom meeting and door knocked with the adjacent neighbours.

- Notification radius: 120 metres
- Number of recipients: 61
- Number of responses (as reported by the applicant): 4
- Main comments received (as reported by the applicant):
 - Increased traffic and parking congestion along 76 Avenue and the rear lane.
 - Shading and privacy concerns from the additional building height.

- Reduced property values for surrounding properties.

Mailed Notice for the DC2 Provision, January 22, 2023

- Notification radius: 120 metres
- Recipients: 61
- Responses:
 - In support: 0
 - In opposition: 2

Engaged Edmonton Webpage for the DC2 Provision, December 11, 2023 to January 8, 2024

- Site visits: 535
- Aware: 368
- Informed: 173
- Engaged: 30
 - In support: 13
 - In opposition: 16
 - Mixed: 1

Mailed Notice to update surrounding residents of the application change from the DC2 to the RM h23.0 Zone, April 17, 2024

Once the applicant changed their application from the DC2 to the RM h23.0 Zone, City staff sent new notices to surrounding residents informing them of the change. The notice included a rezoning table that outlined the similarities between the DC2 and the RM h23.0 Zone. Residents were advised that, if they provided feedback through any of the previous engagement opportunities, that feedback was still valid as the two zones are very similar and would still inform City staff's analysis of application and would be summarized for Council's consideration.

- Notification radius: 120 metres
- Recipients: 61
- Responses:
 - In support: 0
 - In opposition: 2

Site Signage, April 30, 2024

- One rezoning information sign was placed on the property so as to be visible from both 114 Street and 76 Avenue.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

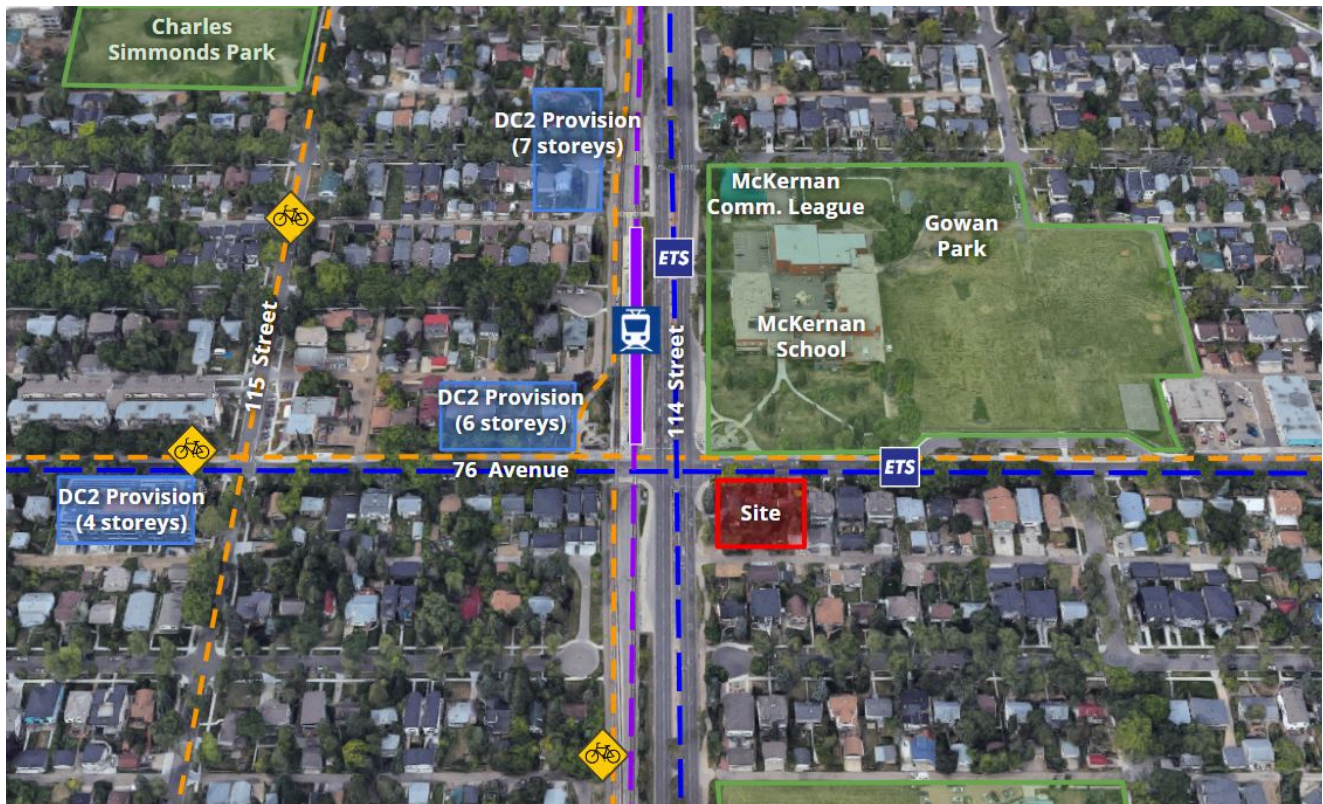
- McKernan Community League
- Belgravia Community League
- Central Area Council of Community Leagues

Common comments heard:

- The area is already experiencing traffic and parking congestion, particularly along 76 Avenue due to the LRT, the school, the bike lane and other infill projects. This proposal will only exacerbate these issues.
- The building at 6 storeys is too tall and will create shadowing on adjacent properties.
- The site's close proximity to the McKernan / Belgravia LRT stop makes this an ideal location for additional density, as proposed, where more people can live a car-free lifestyle.

A full "What We Heard" Public Engagement Report is found in appendix 2.

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.

Both 114 Street and 76 Avenue are identified as Secondary Corridors and the subject site, being located at the intersection of 114 Street and 76 Avenue, falls within these corridor areas. Typical massing/form is anticipated to be low and mid-rise development. As this site is located at the intersection of these two prominent corridors, with an LRT stop approximately 60 meters from this site, the RM h23.0, as proposed, which will allow for a mid-rise building (up to approximately 6 storeys) is appropriate.

Draft District Plans

At the time of writing this report the District Policy and District Plans are in a final form and are scheduled to be considered by Council on May 28-30, 2024, June 3, 2024 and June 25, 2024. If the District Plans are given two readings during this time the following analysis is provided for Council's consideration.

The Scona District Plan is a reflection of the City Plan, with 114 Street and 76 Avenue also identified as being Secondary Corridors. A mid-rise building is a supported built form along arterial and collector roadways. The adjacent street and avenue are designated as an arterial and collector roadway, respectively. As such, the proposed RM h23.0 zone at this location is consistent with the Scona District Plan's direction for a mid-rise building.

McKernan-Belgravia Station Area Redevelopment Plan (ARP)

This statutory plan recognizes the proximity of the subject site to the LRT and provides opportunity for higher density zoning to be used along the LRT corridor and major roadways. Within the ARP, the subject site is identified as being within the 76 Avenue Corridor land use precinct which is designated for low rise apartments (up to 4 storeys) with ground floor commercial opportunities.

This application would amend the ARP to redesignate the subject site to allow up to 6 storeys, to align with the proposed RM h23.0. The amendment is considered appropriate given that it aligns with direction from both The City Plan and Scona District Plan which identifies the site as being within two Secondary Corridors where mid-rise buildings, as proposed, are a suitable built form.

A comparison between the current and proposed height designation can be found in Appendix 3.

Land Use Compatibility

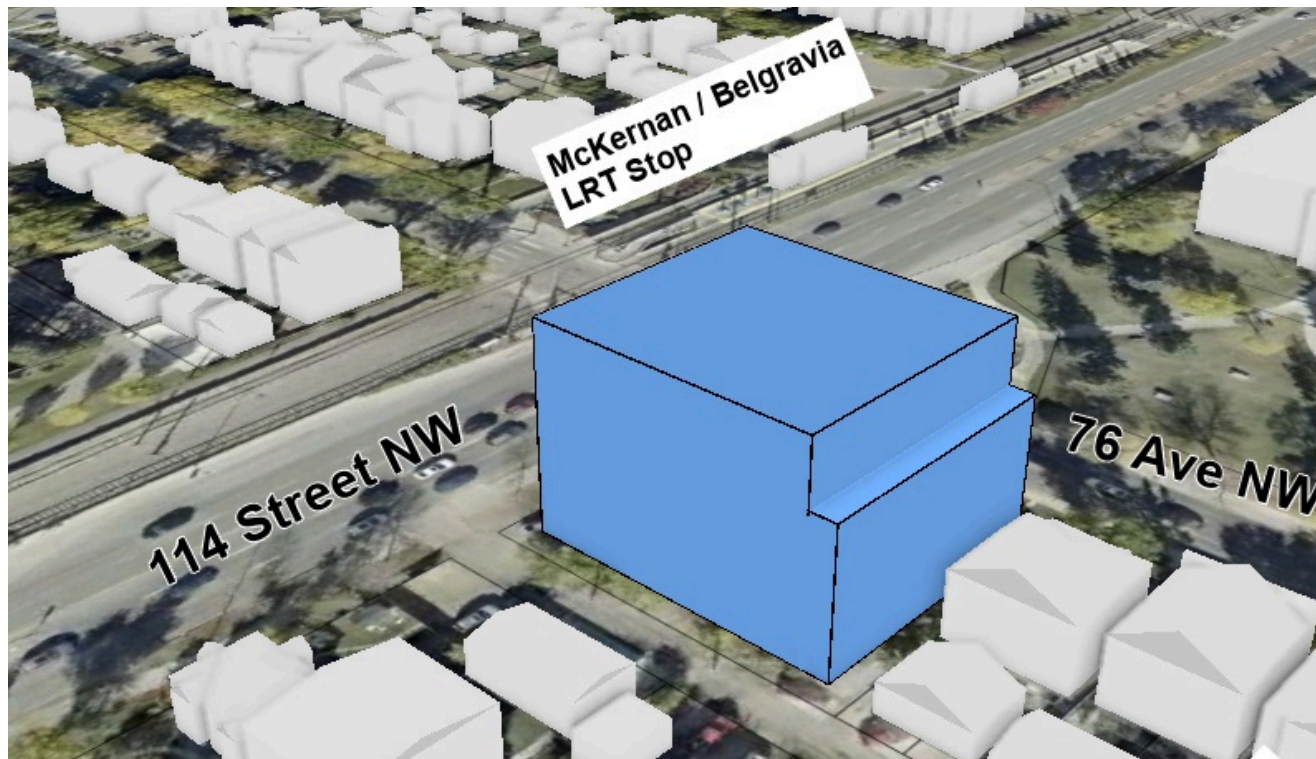
With the site's location being on a corner, it has the benefit of being surrounded by primarily road right-of-way which creates natural buffer space between this site and surrounding properties. This helps reduce impacts from a larger building such as massing and overlook from windows and balconies. The site does share a property line along its east side with a property zoned for, and currently containing, a small scale residential building in the form of a semi-detached house. If not properly managed, the transition between a 6-storey building and a small scale building can be abrupt. To mitigate this, the RM h23.0 Zone, requires the following:

- An interior side setback of 3.0 m; and
- An additional stepback of 3.0 m above a height of 16.0 m.

For a building with a height of approximately 6 storeys, these regulations will help to sensitively transition the building's massing down to the abutting small scale residential building.

A building of this size will also produce a larger shadow which will impact surrounding properties. However, this site has the benefit of being located at the southeast corner of 114 Street and 76 Avenue, two roadways with larger widths. As a result, most of the shadow impacts from a 6-storey building at this location will be absorbed by these roadways during the summer solstice and equinoxes, with shadow impacts to abutting properties to the east only occurring in the late afternoon or in the evening. In general though, shadow impacts of this nature should be

anticipated around LRT stops and along prominent corridors where land use policy supports taller development of this size. A full Solar Shading Analysis can be found in Appendix 4.



3D Model

Mobility

The site is located at the intersection of two secondary corridors and served by all major travel modes, including an adjacent LRT Station, bus stops, bicycle lanes on 76 Avenue and the west side of 114 Street, and a pedestrian underpass. The area also sees high demand, which leads to vehicular traffic delays during peak periods. The development is not anticipated to significantly add to vehicle traffic in the area, and will benefit from the modal choice in the vicinity. To support the development, upgrades to the adjacent alley are required.

On-street parking directly adjacent to the site is limited. Time restricted (for non-residents) parking is available on 113 Street south of 76 Avenue and on 75 Avenue. Given this, any commercial uses at the site would need to rely on a variety of travel modes for accessing the site.

The site is located in close proximity to a number of transit facilities, with bus stops on 76 Avenue and 114 Street and the McKernan/Belgravia LRT Station all within 150m walking distance of the site. Edmonton Transit Service (ETS) operates numerous bus routes near the rezoning site on 76 Avenue and 114 Street. A mass transit bus route is anticipated to operate on 114 Street as part of the future mass transit network associated with the 1.25 million population scenario of the City Plan.

Utilities

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services 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.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that upgrades to water infrastructure will 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.

Appendices

1. "What We Heard" Public Engagement Report
2. Height Strategy Map Comparison
3. Solar Shading Analysis

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



Public Engagement Feedback Summary

Project Address:	11343 - 76 Avenue NW
Project Description:	<p>Rezoning from the (RF3) Small Scale Infill Zone to a (DC2) Site Specific Direct Control Zone with the following key characteristics:</p> <ul style="list-style-type: none">• A maximum height of 23.0 meters (approximately 6 storeys).• A maximum floor area ratio of 3.7.• A maximum density of 71 dwellings.• Mandated ground level commercial.• On-site parking accessed from the rear lane. <p>With Zoning Bylaw 20001 coming into effect on January 1, 2024, the RF3 Zone has now become the (RS) Small Scale Residential Zone.</p> <p>In association with the rezoning, an amendment is also proposed to the Belgravia-McKernan Area Redevelopment Plan (ARP). This ARP is set for a decision on repeal by City Council on May 28, 2024.</p>
Engagement Format:	Online Engagement Webpage - Engaged Edmonton: https://engaged.edmonton.ca/mckernanDC2rezoning
Engagement Dates:	Find engagement timeline on correlating Engaged Edmonton webpage.
Number Of Visitors:	<ul style="list-style-type: none">• Engaged: 30• Informed: 173• Aware: 368 <p>See "Web Page Visitor Definitions" at the end of this report for explanations of the above categories.</p>

About This Report

The information in this report includes summarized feedback received between December 11, 2023 and January 8, 2024 through online engagement via the Engaged Edmonton platform and emails submitted directly to the file planner.

The public feedback received will be considered during the planning analysis to ensure the review of the application takes local context into consideration and is as complete as possible. It will also be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised.

This report is shared with all web page visitors who provided their email address for updates on this file. This summary will also be shared with the applicant and the Ward Councillor, and will be an appendix to the council report should the application proceed to a public hearing.

The planning analysis, and how feedback informed that analysis, will be summarized in the City's report to City Council if the proposed rezoning goes to a future City Council Public Hearing for a decision. The City's report and finalized version of the applicant's proposal will be posted for public viewing on the City's public hearing agenda approximately three (3) weeks prior to a scheduled public hearing for the file.

Engagement Format

The Engaged Edmonton webpage included an overview of the application, information on the development and rezoning process and contact information for the file planner. Two participation tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

Feedback Summary

This section summarizes the main themes collected.

Number of Responses:

In Support: 13

In Opposition: 16

Mixed: 1

The most common **concerns** heard were:

Traffic and parking congestion: The area is already experiencing traffic and parking congestion, particularly along 76 Avenue due to the LRT, the school, the bike lane and other infill projects. This proposal will only exacerbate these issues.

Building Size: The building at 6 storeys is too tall and will create shadowing on adjacent properties.

The most recurring comment of **support** heard were:

Location: The site's close proximity to the McKernan-Belgravia LRT stop makes this an ideal location for additional density, where more people can live a car-free lifestyle.

What We Heard

The following section includes a summary of collected comments with the number of times a comment was recorded in brackets (comments received once do not have a number).

Reasons For Opposition

Traffic/Parking/Safety

- This proposal will increase traffic and parking congestion in the neighbourhood (12x)
- This proposal will exacerbate pedestrian safety issue (6x)
- The rear alley cannot handle the additional traffic generated from this proposal (1x)

Built Form

- The height of the building is too large and does not fit with the character of the neighbourhood (7x)
- The height of the building will cast a large shadow and reduce sunlight for surrounding properties (2x)

Other

- This proposal will increase crime in the area (4x)
- The area does not have the amenities and services necessary to service the additional density proposed through this rezoning (3x)
- Concern for commercial uses that are not compatible with the adjacent school site (1x)
- This proposal will not contribute to sustainability (1)

Reasons For Support

Transit-Oriented Development

- The site is an ideal location for this rezoning being so close to the McKernan-Belgravia LRT stop (11)
- Increasing density at this location will allow for more commercial amenities to thrive (2)
- Aligns with goals of the City Plan through increasing density near transit (1)

- Placing density near transit increases ridership and reduces traffic and parking congestion (1)

Suggestions For Improvement

- Restrict the height to no more than 3 storeys to reduce impacts on surrounding properties and infrastructure (4)
 - The proponent should consider more commercial space along 76 Avenue (2)
 - Increase height to 10 storeys so that more people can benefit from living a transit-oriented lifestyle
 - 3-bedroom units for families should be considered as the site is adjacent to a school (1)
 - Off-street loading should be provided along 76 Avenue because the intersection is so busy (1)
 - Vehicle access should be taken from 76 Avenue or 114 Street to avoid congestion in the rear alley (1)
-

Questions & Answers

1. Has a study been done to ensure alley access during construction?

Alley access during construction is reviewed at the Building Permit stage, which comes after the rezoning stage. At that time, detailed drawings are submitted which include construction lay-down areas and access/egress points. If portions of the alley are proposed to be closed during construction, an On-Street Construction and Maintenance permit is required. This permit review process requires a transportation management plan covering all obstructions during project construction, including what type of temporary traffic control will be used to address the impacts of each obstruction.

2. What mitigation measures will be put in place to avoid illegal parking in the alley?

The DC Zone includes the provision of several on-site surface parking stalls and the construction of an underground parkade to accommodate development parking needs. Parking within alleys in a way that obstructs the movement of traffic is illegal, as per Traffic Bylaw 5590. Parking violations can be reported to Parking Enforcement Services via 311.

3. Will the condition of the alley be improved?

Yes, it is a condition of the proposed DC Zone that the alley be repaved.

4. Has a study been conducted to determine the structural impact on both the adjacent structure as well as the alley facing structures?

At the building Permit stage, which comes after rezoning, a Footing and Foundation Permit is reviewed prior to the digging of the parkade foundation, which includes a review of geotechnical information (soil stability) and shoring/bracing.

5. Has a study been performed to determine the potential increase in crime associated with

the inclusion of an apartment building of this size in this area?

No study of this nature has been conducted, as this is not a requirement for the City's review of a rezoning application. Should the rezoning be supported and a development permit subsequently submitted for review, a development planner can ask for a Crime Prevention Through Environmental Design (CPTED) assessment prepared by the architect and may apply conditions to the development permit based on the recommendations of the CPTED assessment to promote a safe physical environment. These conditions can include, but are not limited to, elements that allow for natural surveillance, increased sightlines and use, and high-quality interior and exterior lighting.

6. Has the developer provided any information on how the odor associated with increased solid waste will be minimized?

Odor associated with solid waste is not something that is reviewed through a rezoning application submission, and therefore no information related to this is required from the applicant. However, the City has circulated this application to EPCOR to ensure the sanitary and water system is adequate for the proposal. EPCOR has not raised any concerns regarding the proposal. A more detailed review will be conducted through the submission of the Development Permit and Building Permit. Any costs associated with upgrades to EPCOR facilities are the responsibility of the applicant.

7. Has a noise study been conducted to determine what the impact of the construction will be on the neighbourhood?

A noise study is not required as part of this City's review for a rezoning application. The issue of noise is dealt with through the City's Community Standards Bylaw, which includes restrictions of when construction activity can occur (7am to 9pm on any day other than a Sunday or a holiday) and limitations on noise levels (decibels).

8. Will the increased load in electricity lead to a safety standdown similar to what we have seen in Garneau (i.e. 81st Ave?)

This proposal was circulated to EPCOR Distribution and Transmission for review. No concerns were identified by EPCOR. Any costs associated with relocating or upgrading existing EPCOR facilities are the responsibility of the applicant.

9. Has a traffic impact study been done? It is nearly impossible to leave the McKernan neighbourhood at the intersection of 114 Street and 76 Ave on school days with the amount of vehicles and with the timing of the lights and LRT. You can't assume residents of this building will be using the LRT. Many if not most of the renters in McKernan have vehicles

An applicant-led traffic study was not requested for this application; however, analysis was completed. Factors such as the site's proximity to LRT and bus transit, and the inclusion of amenities to support cycling (secure bicycle parking, a bicycle wash and repair station), are anticipated to reduce reliance on vehicle use. Upgrades to the alley will also be a condition of the site, to better manage traffic flows to and from the site.

10. Why are the comments of several people in the neighbourhood in the last couple of days not being displayed?

Thank you for bringing this issue to our attention. We are experiencing some technical problems with the Engaged Edmonton site. We were able to resolve the problem and the comments have been posted on the page, and will be reflected in the What We Heard Report for this application.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

Next Steps

The public feedback received will be considered during the planning analysis and will be included in the administration report for City Council. The administration report and finalized version of the applicant's proposal will be posted for public viewing on the [City's public hearing agenda](#) website approximately three (3) weeks prior to a scheduled public hearing for the file.

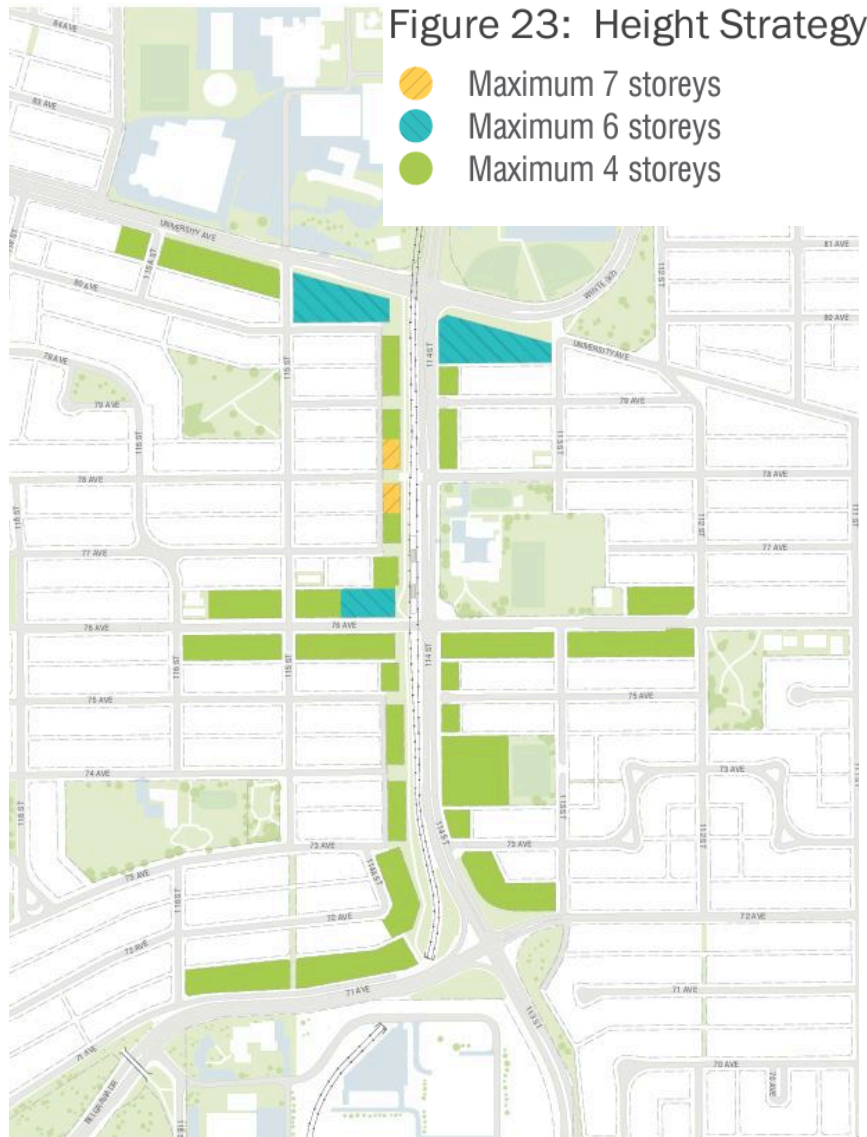
When the applicant is ready to take the application to Council (the Administration makes a recommendation of Support or Non-Support):

- Notice of Public Hearing date will be sent to surrounding property owners and applicable nearby Community Leagues and Business Associations.
- Once the Council Public Hearing Agenda is posted online, members of the public may register to speak at Council by completing the form at edmonton.ca/meetings or calling the Office of the City Clerk at 780-496-8178.
- Members of the public may listen to the Public hearing on-line via edmonton.ca/meetings.
- Members of the public can submit written comments to the City Clerk (city.clerk@edmonton.ca).

If you have questions about this application please contact:

Stuart Carlyle, Planner
780-496-6068
stuart.carlyle@edmonton.ca

Height Strategy Map Comparison



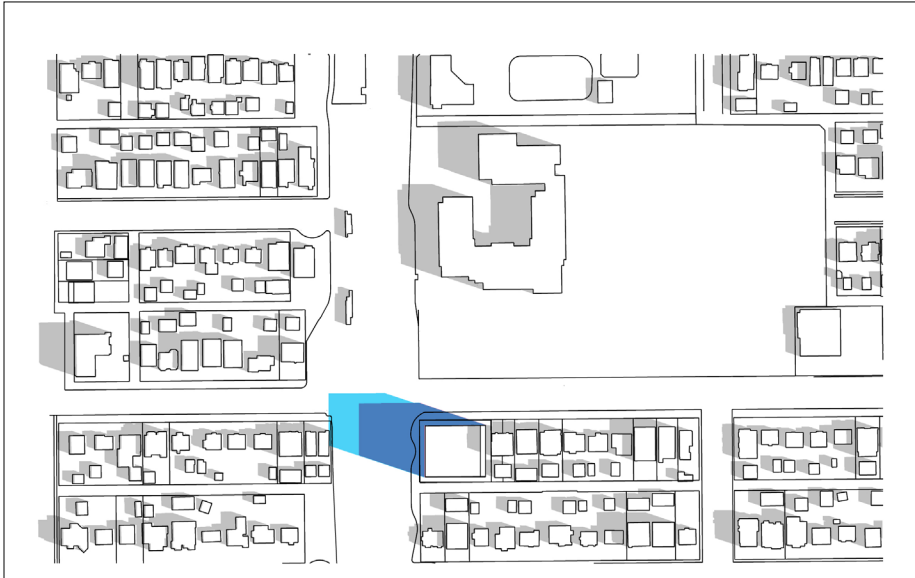
Current Height Strategy Map



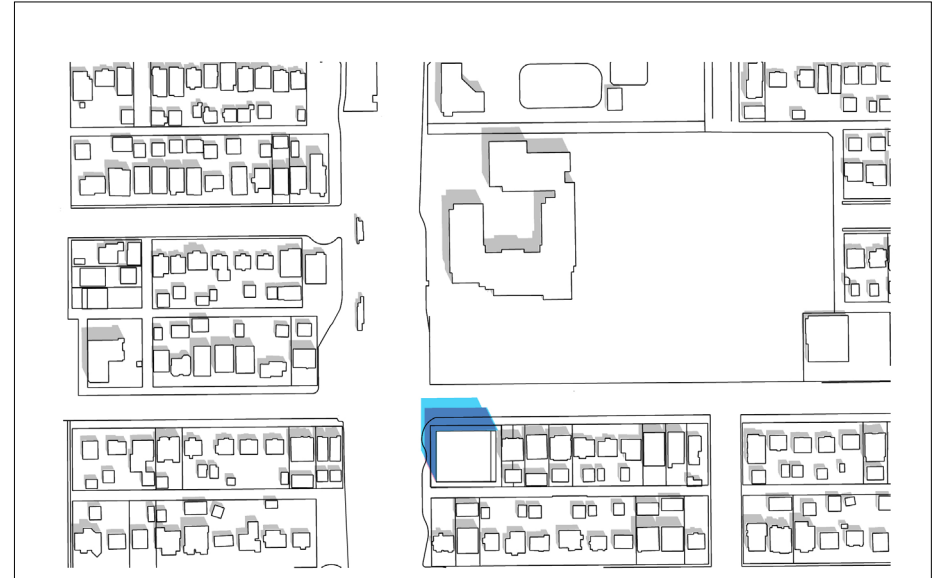
Proposed Height Strategy Map



9:00am



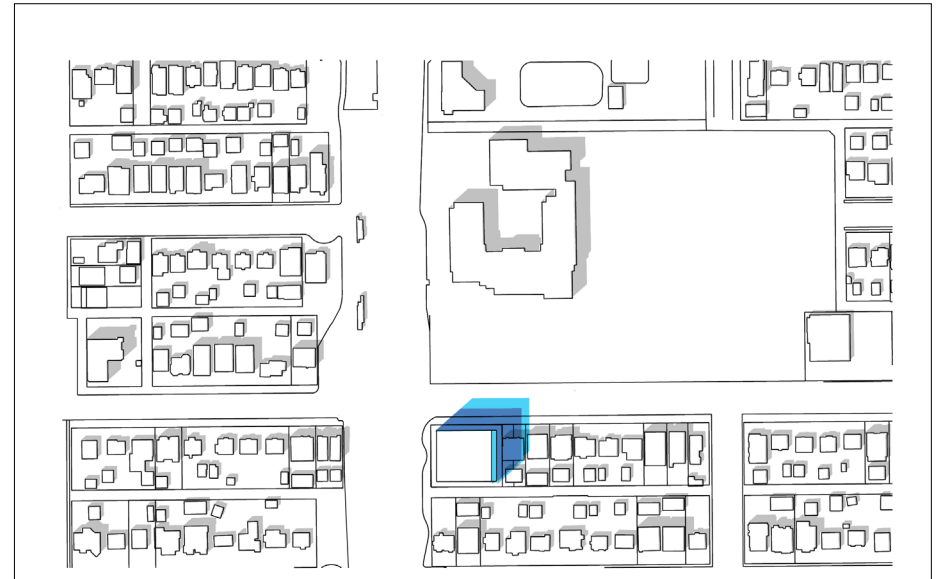
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3:30pm

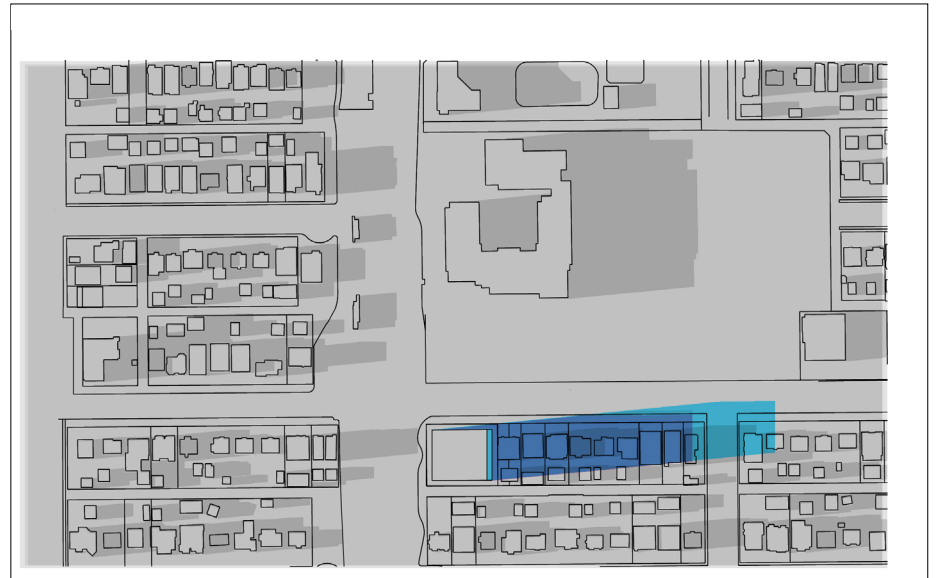




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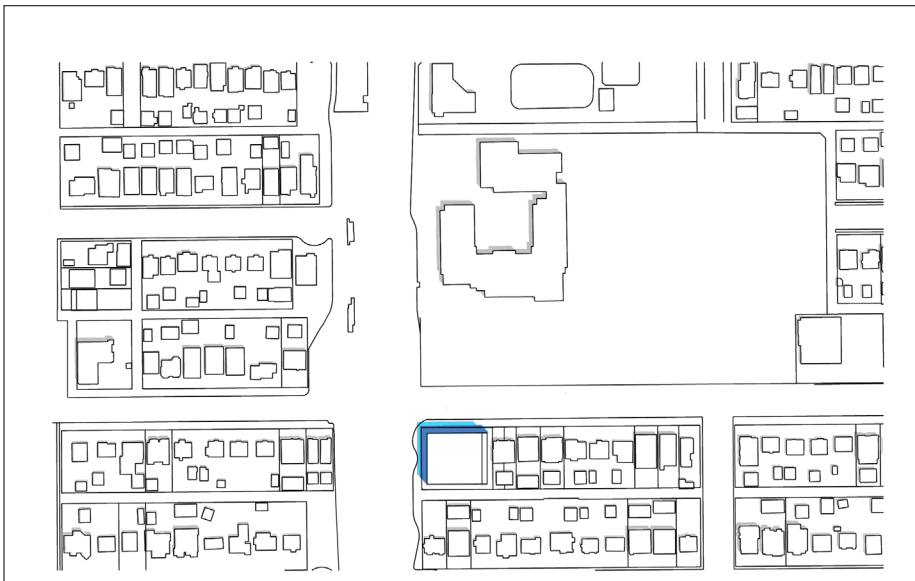
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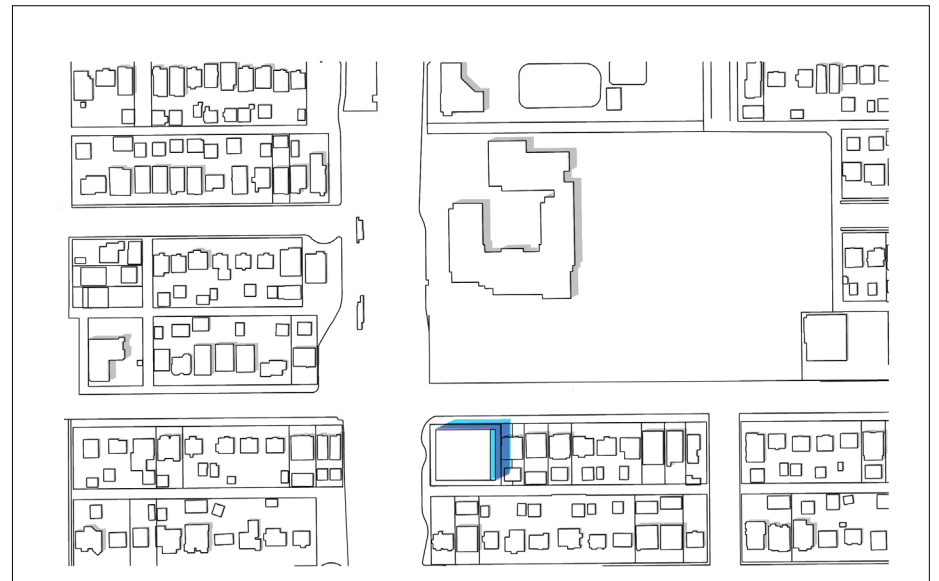
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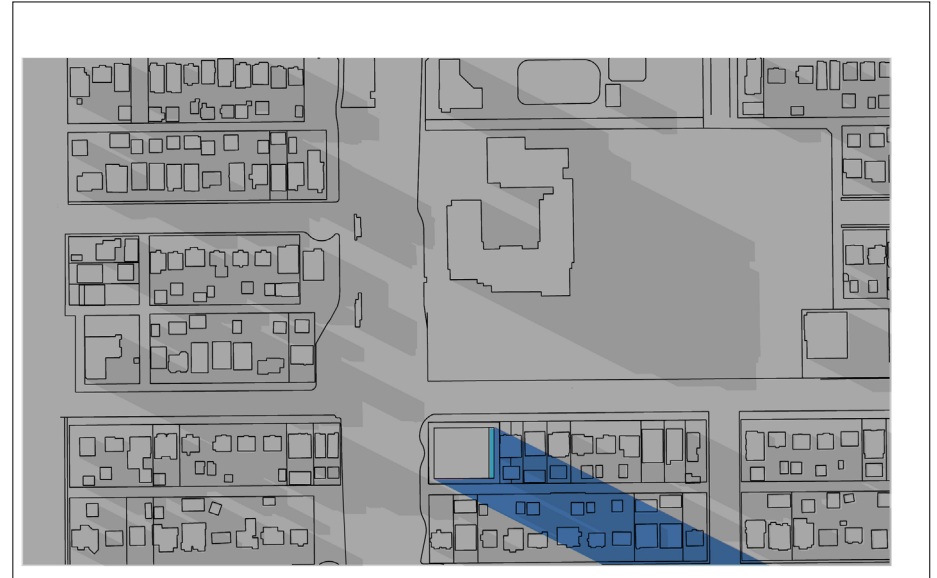




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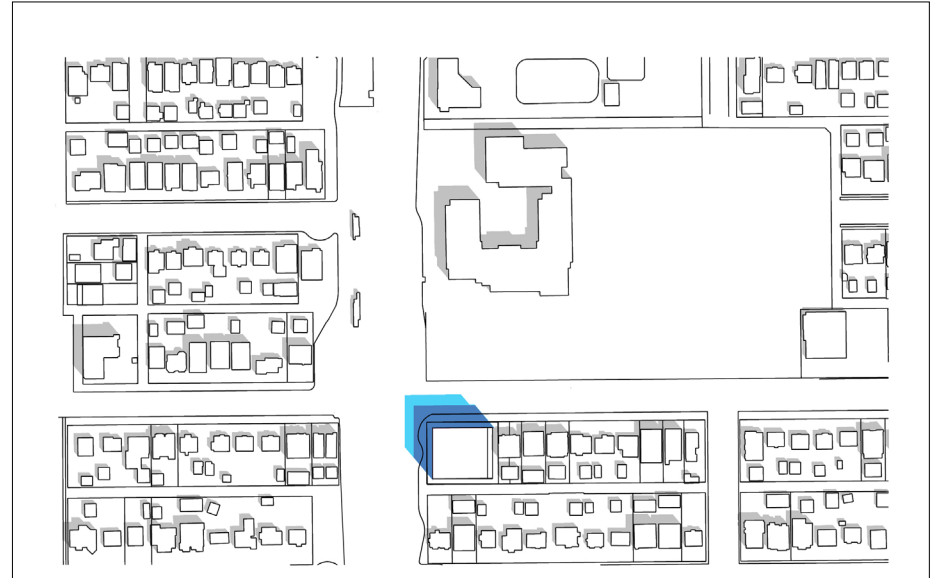




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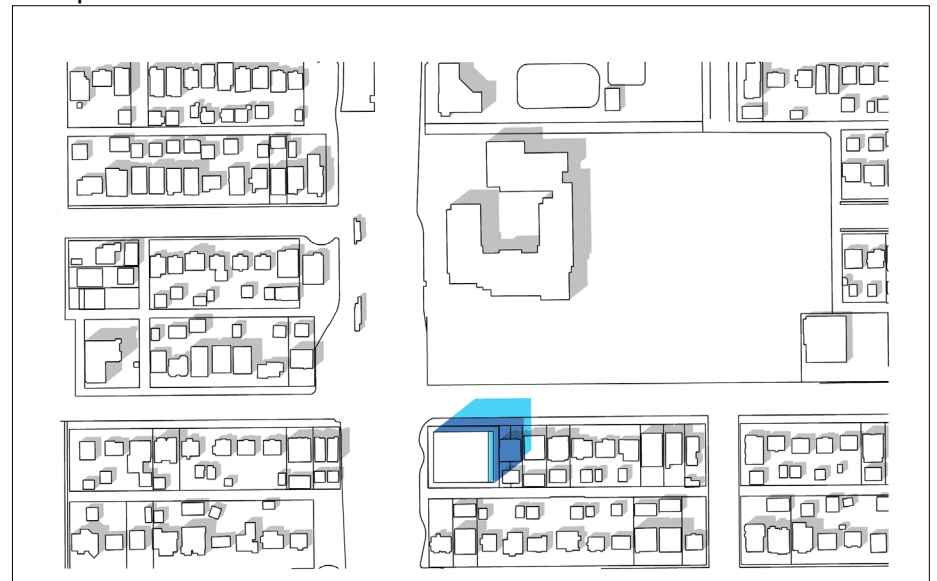
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1:00pm



3:30pm





5:00pm

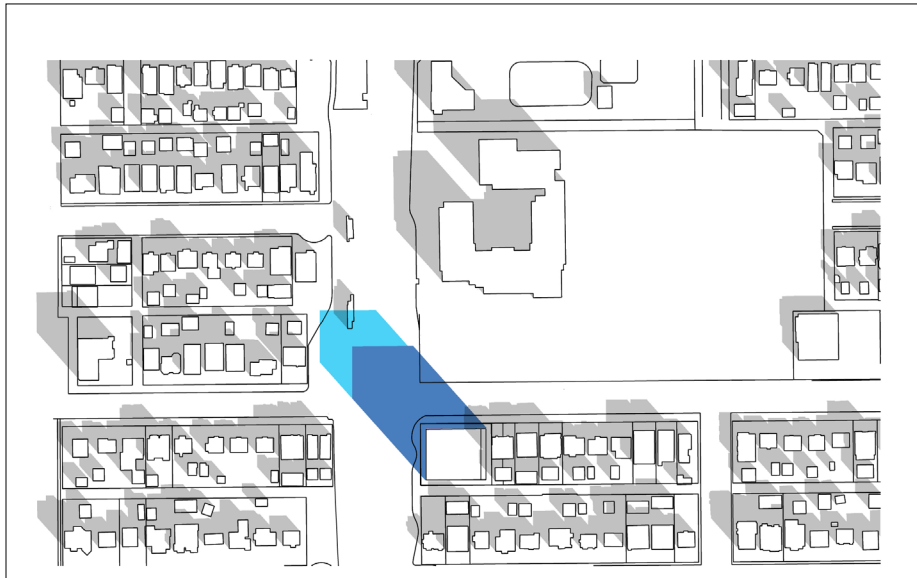


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9:00am



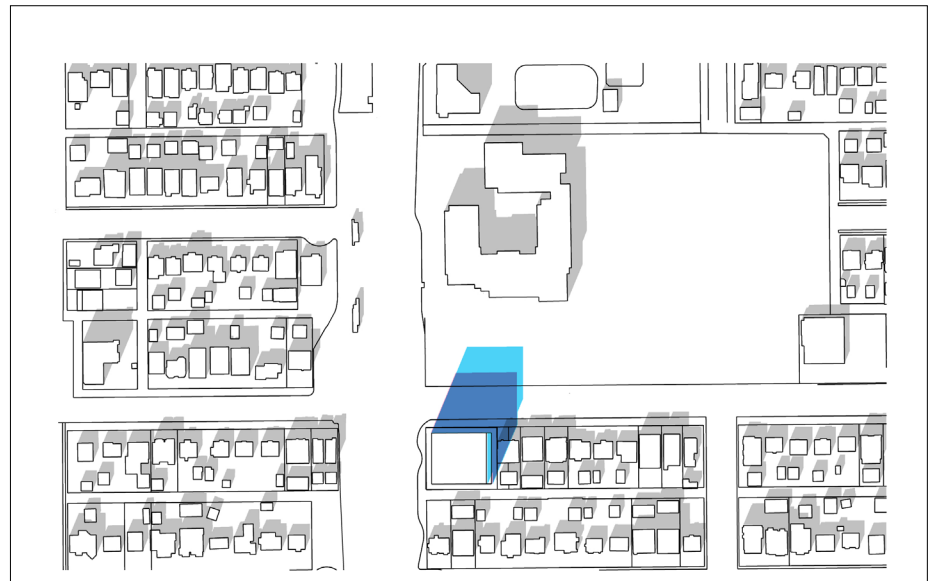
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12:00pm



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3:00pm



4:00pm

