

10906 - 69 Avenue NW

Position of Administration: Support



Summary

Bylaw 20906 proposes a rezoning from a Site Specific Development Control Provision (DC2.992) to the Medium Scale Residential Zone (RM h16) to allow for medium scale housing.

Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Four people were heard from, with 3 in opposition and 1 mixed. Most concerns were related to a reconfiguration of the adjacent lane (a component which is no longer part of this application).

Administration supports this application because it:

- Supports the continued intensification of the 109 Street Secondary Corridor, in alignment with the Scona District Plan.
- Appropriately uses a standard zone, in favour of an older Direct Control Zone, where new development will be meeting the Zoning Bylaw's standards and expectations for a low-rise building along a prominent corridor.

Application Details

This application was submitted by Don Grimble on behalf of Peter Li.

The proposed Medium Scale Residential Zone (RM h16) would allow development with the following key characteristics:

- A maximum height of 16 meters (or approximately 4 storeys).
- A maximum Floor Area Ratio (FAR) of 2.3 to 3.7.
- A minimum density of 45 dwellings per hectare.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Site Specific Development Control Provision (DC2.992)	Vacant
North	Small Scale Residential Zone (RS) Mixed Use Zone (MU h16 f3.5 cf)	Commercial building Single detached house
East	Medium Scale Residential Zone (RM h16)	Single detached housing
South	Small-medium Scale Transition Zone (RSM h12)	Single detached housing
West	Small Scale Residential Zone (RS)	Single detached house



View of the site looking southwest from 109 Street NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the intent of the existing DC2 Provision and the proposed RM h16 Zone are very similar, both allowing for a 4 storey residential building, in conformance with planning policy along 109 Street corridor. The basic approach included:

Mailed Notice, January 5, 2023; June 29, 2023 & May 2, 2024

Throughout the duration of this application, there were multiple changes to the application which involved the closure of a portion of the adjacent east-west lane and the dedication of a new north-south lane. The closure and dedication of the laneway was in effort to reconfigure lane access away from 109 Street towards the avenue to align with the 109 Street planning policy which envisions a more pedestrian friendly corridor, with vehicle movement being oriented away from the corridor and towards the avenues.

The changes involved multiple mailed notices to update and solicit feedback from surrounding residents and the community league. Ultimately, the closure and dedication of the laneway are not being pursued by the applicant. This is elaborated on further in the Planning Analysis section below.

- Notification radius: 120 metres

- Recipients: 244
- Responses: 4
 - In opposition: 3
 - Mixed/Questions only: 1

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Parkallen Community League
- Queen Alexandra Community League
- Allendale Community League
- Central Area Community Council

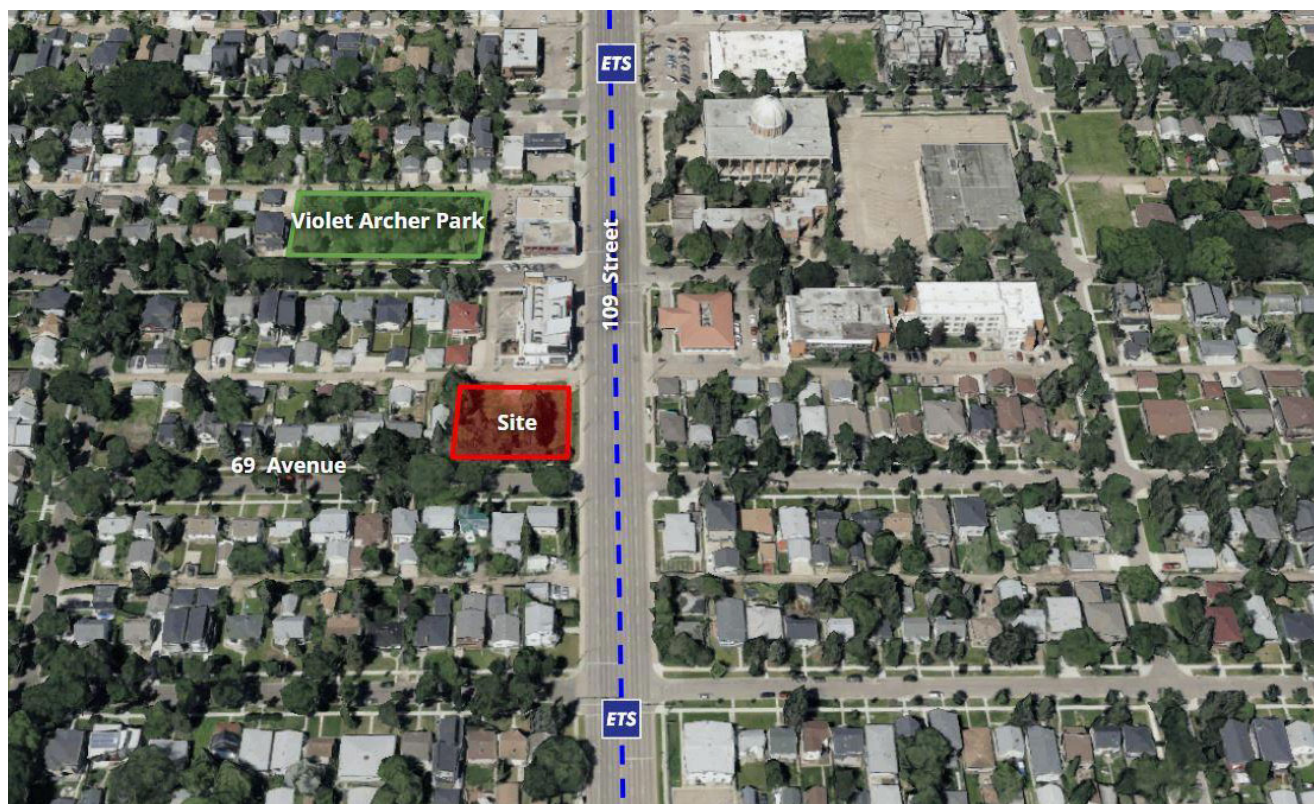
Common comments heard

- Concern regarding a proposed reconfiguration of the adjacent lane and its potential to have negative effects for local traffic and the business located directly north of this site. This component is no longer part of this application.
- Concern that this rezoning may lead to future rezoning that propose increases in height to 6 or 8 storeys.

The Parkallen Community League, though not opposed to this rezoning, did outline a number of considerations that relate to the Scona District Plan policy for the area. These included enhancements to the 109 Street public realm, orientation of the building towards 109 Street as well as consideration for adequate storm drainage, the inclusion of 3-bedroom units for families that are affordable and the incorporation of green roofs and landscaping to screen unsightly parts of the new building.

Most of these enhancements will be dealt with at the Development Permit stage, including a review of storm drainage and landscaping. The RM h16 Zone provides opportunities for floor area bonusing if larger 3-bedroom units, among other inclusive design requirements, are met.

Application Analysis



Site analysis context

Scona District Plan

The District Policy and District Plans have received first and second reading from City Council and are now at the Edmonton Metropolitan Regional Board before they return to Council for consideration of third reading. Given this, the following analysis is provided for Council's consideration.

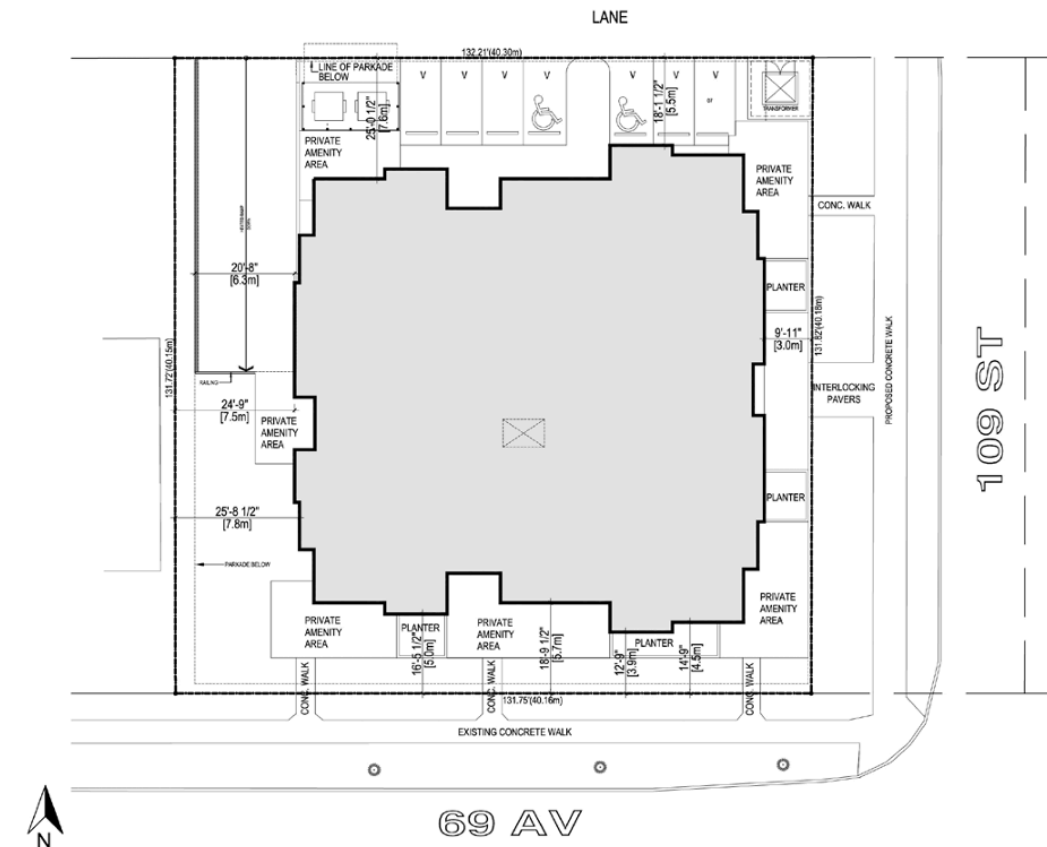
The rezoning is in alignment with the Scona District Plan which identifies the subject site as being within the 109 Street Secondary Corridor. Secondary Corridors are areas along prominent residential and commercial streets that serve as a local destination for surrounding neighbourhoods. They connect to Nodes, feature diverse travel modes and may evolve as more commercial or residential over time. Low-rise development, as is proposed through the RM h16 Zone, is a supported built form throughout Secondary Corridors.

The Scona District Plan also lists a number of additional policies that are to be considered when making planning decisions for development adjacent to 109 Street, like this application. The policies include potential reconfiguration of the alley network and incremental improvements to the public realm. Specific improvements required for this application are outlined in the 'Mobility' section of this report and will be enforced at the Development Permit stage.

Administration worked with the applicant to consider the reconfiguration of the adjacent laneway. Ultimately, the challenges of implementing this improvement, both in terms of increased costs for the landowner and the historical uneven application of this as a requirement along 109 Street have clarified priorities for this corridor. In consideration of these challenges, the need to support the redevelopment for denser forms of housing that are connected to transit outweighs the need for the lane reconfiguration. Other improvements to 109 Street will still be explored through the long term vision of the corridor, which is anticipated to eventually support mass transit as outlined by Envision 109, an urban design and mobility analysis of the corridor.

Land Use Compatibility

The existing DC2 Provision allows for a low-rise building up to 14.5 metres in height (approximately 4 storeys) with regulations that are tailored specifically for this site (see site plan below). Approved in 2018, the DC2 is a reflection of expectations for low-rise residential buildings during that time, taking influence from the RA7 Zone and the Medium Density Residential Infill Overlay, neither of which exist anymore and had been significantly changed or retired under Zoning Bylaw 12800 in the years after the approval of this DC2 Provision.



Site Plan for DC2.992

With Zoning Bylaw 20001 coming into effect earlier this year, the proposed RM h16 Zone is the standard equivalent zone for a low-rise residential building (up to 4 storeys). Unlike the existing DC2 Provision, the proposed RM h16 does not include any site-specific regulations and no site plan or building details are available at this stage. As this site is not yielding any unique characteristics which require site specific regulations to address, the use of the standard RM h16 Zone is appropriate. Moreover, the RM h16 Zone will produce development that is meeting the Zoning Bylaw’s standards and expectations for low-rise development including flexible setback regulations, additional floor area and commercial opportunities at ground level, all of which are complementary to development along a prominent corridor like 109 Street where low-rise development is expected.

	DC2.992 Current	RM h16 Proposed
Typical Uses	Multi-unit Housing	Multi-unit Housing Commercial opportunities
Maximum Height	14.5 m	16.0 m
Maximum Floor Area Ratio	2.0	3.0 m
Minimum Front Setback (109 Street)	3.0 m	3.0 m
Minimum Interior Side Setback	7.5 m	3.0 m
Minimum Flanking Side Setback (69 Avenue)	3.9 m	3.0 m

Minimum Rear Setback (Alley)	5.5 m	3.0 m
Maximum Number of Dwellings	28	n/a

Mobility

Site access shall be from the adjacent alley only. With redevelopment, the owner will be required to reconstruct the alley, including paving an additional 0.5 m wide portion of their site to expand the size of the lane which is currently a substandard width. The owner will be required to remove the existing monolithic walk along the west side of 109 Street adjacent to the site, and construct a minimum of 2.5m wide sidewalk with landscaped boulevard, as per the 109 Street Streetscape Design Guidelines. These requirements will be reviewed in further detail at the development permit stage.

ETS operates frequent, local, school special and late night owl bus routes near the site on 109 Street. The site is within 50 m walking distance to bus stops on 109 Street.

Mass transit route B2 is anticipated to operate on 109 Street as part of the future mass transit network associated with the 1.25 million population scenario of the City Plan. Route B2 will create a high speed bus connection between West Edmonton Mall and Bonnie Doon, operating along major corridors including 109 Street and Whyte Avenue..

Utilities

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.

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination