

10507, 10513, 10517 & 10539 - 124 Street NW; and 12320 - 105 Avenue NW

Position of Administration: Support



Summary

Bylaw 20941 proposes a rezoning from the Mixed Use Zone (MU h16 f3.5 cf) to the Mixed Use Zone (MU h85 f11.0 cf) to allow for large scale mixed use development. Public engagement for this application included a mailed notice, site signage and information on the City's webpage. Three people were heard from and all were in opposition. Most concerns were related to the scale of the buildings being out of character with the area and traffic and parking impacts.

Administration supports this application because it:

- Proposes an appropriate scale relative to the District Policy direction for high rises in primary corridors.

- Facilitates a high intensity of development at an ideal location near a future LRT Stop in support of transit and active transportation use.
- Continues the application of the Mixed Use Zone which prioritizes a human scale interface and public realm to support the 124 Street NW commercial shopping area.

Application Details

This application was submitted by Clarity Development Advisory on behalf of Casia Developments Ltd. The proposed Mixed Use Zone (MU h85 f11.0 cf) would allow development with the following key characteristics:

- Large scale mixed use development up to a height of approximately 25 storeys (85 metres) with a maximum floor area ratio of 11.0.
- A maximum tower floor plate of 850 square metres.
- Non-Residential uses located at ground level and oriented towards 124 Street NW.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Mixed Use Zone (MU h16 f3.5 cf)	Low rise residential and commercial buildings
North	Mixed Use Zone (MU h16 f3.5 cf)	Low rise commercial building
East	Direct Control Zone (DC1.19312)	Low rise commercial buildings
South	Mixed Use Zone (MU h16 f3.5 cf)	Low rise commercial building
West	Mixed Use Zone (MU h16 f3.5 cf)	Low rise residential and commercial buildings



View of site looking northeast across 124 Street NW



View of site looking north across 105 Avenue NW



View of site looking southwest from rear alley

Community Insights

This application was brought forward to the public using a broadened approach. This approach was selected because the site is relatively large and in an area where previous applications have prompted extensive public response. The broadened approach included:

Mailed Notice, April 24, 2024

- Notification radius: 120 metres
- Recipients: 607

- Responses: 3 (all in opposition)

Site Signage, April 30, 2024

- Two rezoning information signs were placed on the property so as to be visible from 124 Street NW and 105 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

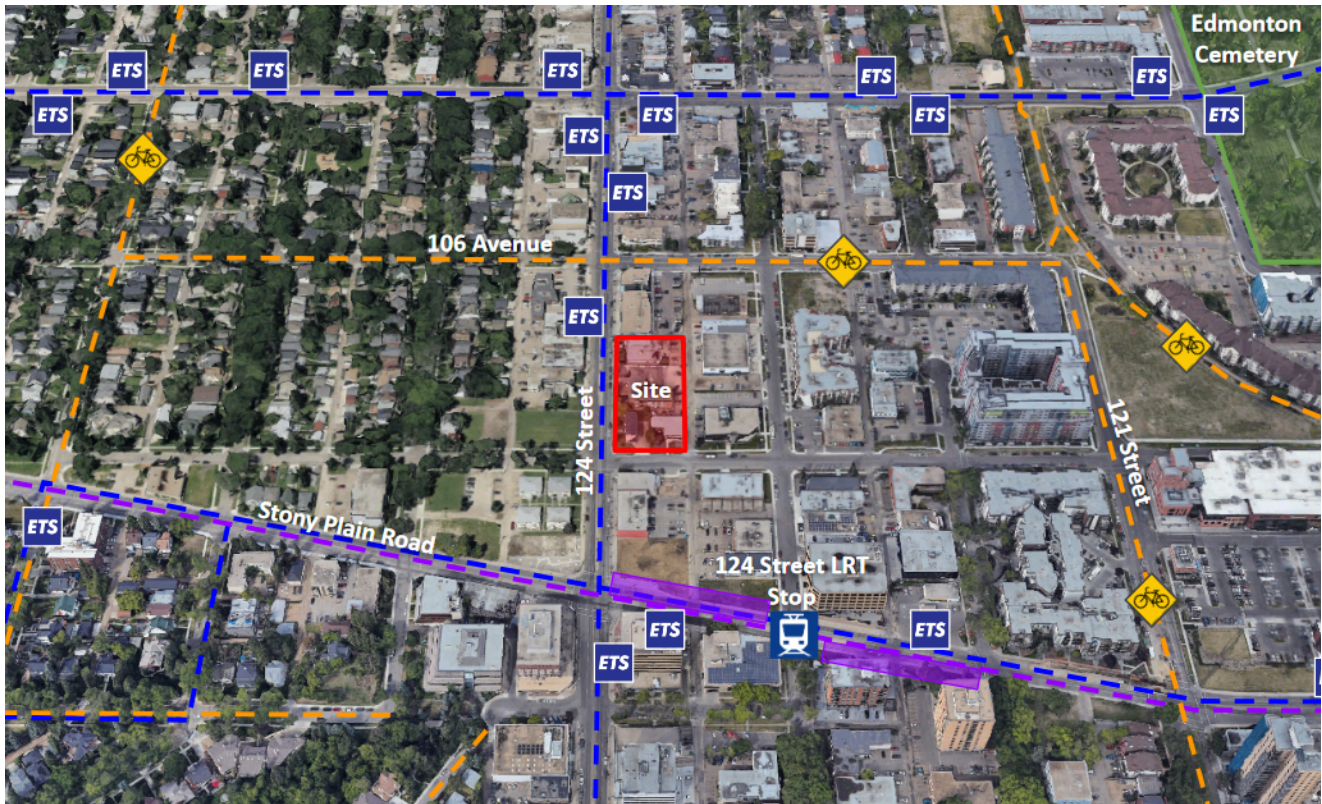
Notified Community Organizations

- Westmount Community League
- 124 Street & Area Business Association

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

- Scale does not fit with the neighbourhood (x2).
- Concerned it will change the area.
- Worried motivations of developers might be strictly money driven.
- Will produce a lot of congestion, particularly residential parking.
- The station area should have a specific urban design plan to guide the building form and character.

Application Analysis



Site analysis context

The City Plan

By increasing mixed use density close to a future LRT Stop, this application contributes to the Big City Move of A Community of Communities by helping meet the target of having 50% of trips made by transit and active transportation.

Central District Plan

At the time of writing this report, 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.

In the Central District Plan, this site is identified as part of the 124 Street Primary Corridor (Map 3) with the Commercial Frontage design influence present (Map 4). Buildings that are greater than 21 storeys in height are considered Tall High Rises. Within Primary Corridors, Tall High Rises are supportable where all of the following criteria are met:

- The site is along an Arterial Roadway.
- The site is within 200 metres of an intersection of two Arterial Roadways or a Mass Transit Station.
- The site size and context allow for appropriate transition to surrounding development.

All of the above 3 criteria are met to support the proposed scale and the continued use of the Commercial Frontage modifier with the proposed MU Zone aligns with the Commercial Frontage design influence identified on Map 4 of the Central District Plan.

Land Use Compatibility

This application employs a new land use tool introduced by Zoning Bylaw 20001 where the core zoning remains the same (Mixed Use Zone), while only the modifiers are changed. In this case, the height modifier would increase from 16 metres to 85 metres with a corresponding increase in the floor area ratio modifier from 3.5 to 11.0. There are no changes to any other built form regulations, such as setbacks, or design regulations, such as how the building is required to interface with the public realm at ground level. The regulations of the MU Zone promote development that enhances the public realm and publicly accessible amenities to create vibrant, walkable destinations at a scale inviting to pedestrians.

The MU Zone allows a street wall/podium of 23 metres (approximately 6 storeys). At approximately 100 metres long, the site is considered long for a single 6 storey podium, relative to the surrounding context which is much smaller scale. The applicant has been encouraged to break up this long facade through architectural treatments above and beyond those required in the MU Zone. Consideration could also be given of splitting the land and having two separate development parcels or having varying heights in the podium over the full length of the rezoning area.

Mobility

The sidewalk on the east side of 124 Street NW is deficient in width and there are light poles and other obstacles within the walking area. The owner will be responsible for the reconstruction of the public realm (sidewalk to property line) from 105 Avenue NW to the north consolidated property line. The widened and improved public realm will support the proposed redevelopment which includes commercial uses at street level.

The owner will also be required to upgrade the alley to a paved 6 metre wide commercial standard between 105 Avenue NW and 106 Avenue NW should it not be completed in the interim through the 124 Street BIA Alley Renewal project which is underway. The existing vehicular access to 105 Avenue NW must be removed and the curb and gutter and boulevard restored.

ETS currently operates frequent and rapid bus service nearby on 107 Avenue NW and 124 Street NW. Two mass transit bus routes are anticipated to operate on 107 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 an approximate 150 metre walking distance to the future 124 Street Valley Line LRT Stop.

Utilities

A Drainage Servicing Report that directs the future sanitary and storm servicing requirements was reviewed and accepted with this 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.

Edmonton Fire Rescue Services has performed a risk-based Infill Fire Protection Assessment and determined that there is sufficient water pressure to supply the required fire flows at the nearby hydrants. 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.

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