

10809 - 111 Avenue NW Position of Administration: Support



Summary

Bylaw 20991 proposes a rezoning from the Small-Medium Scale Transition Residential Zone (RSM h12.0) and a Direct Control Zone (DC2.924) to the Mixed Use Zone (MU h45.0 f7.0) to allow for large scale mixed-use development.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, and 1:1 communication with residents. Three people were heard from, all in opposition. Most concerns were related to on-street parking congestion, and the large scale of the proposed building.

Administration supports this application because it:

- Allows for high-rise mixed-use development within a Primary Corridor, in alignment with The City Plan and Central District Plan.
- Proposes an identical maximum height, and maximum base floor area ratio as the current Direct Control Zone, using standard zoning.
- The proposed rezoning is compatible in scale and uses with the existing surrounding development.

Application Details

This application was submitted by Situate Inc. on behalf of TACADA and Fourcha Group.

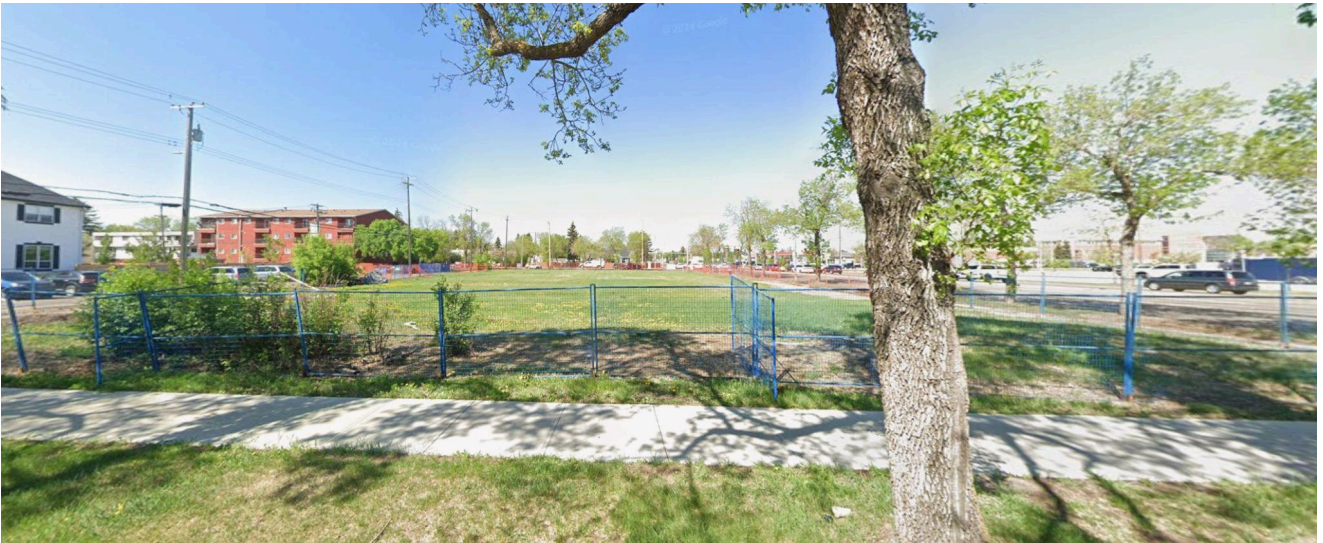
The current Direct Control Zone (DC2.924) that applies to a majority of the site was approved on April 19, 2016. It allows for a high-rise mixed-use building with a maximum height of 45 metres (approximately 12 storeys), and a maximum floor area ratio of 7.0. The portion of the site zoned Small-medium Scale Transition Residential Zone (RSM h12.0) was the former location of McDougall House, which has since been relocated to a property to the south of the subject site.

The proposed Mixed Use Zone (MU h45.0 f7.0) would allow development with the following key characteristics:

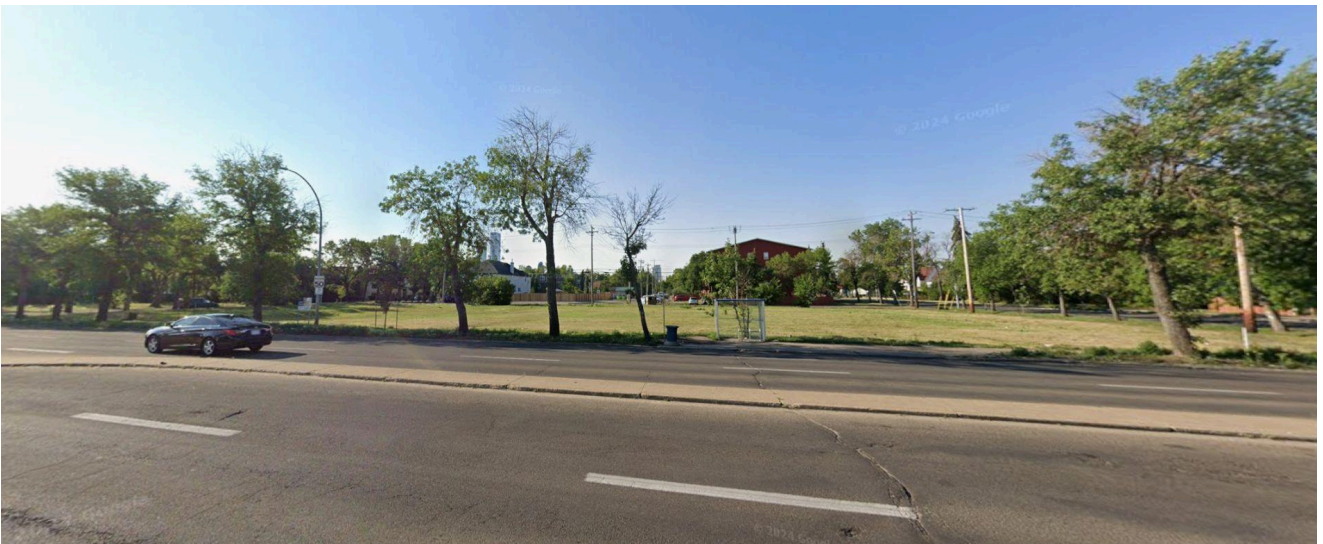
- A high-rise mixed use building.
- A maximum height of 45.0 metres.
- A maximum floor area ratio of 7.0.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC2.924) Small-medium Scale Transition Residential Zone (RSM h12.0)	Vacant Vacant (formerly McDougall House location)
North	Mixed Use Zone (MU h45.0 f7.0 cf)	Surface parking lot
East	Small-medium Scale Transition Residential Zone (RSM h12.0)	Multi-unit housing/row housing (Larga)
South	Medium Scale Residential Zone (RM h16.0) Small Scale Residential Zone (RS)	Low-rise apartment (Integra Co-operative) McDougall House
West	Small Scale Residential Zone (RS)	Single detached housing



View of the site looking west from 108 Street NW



View of the site looking south from 111 Avenue NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the current Direct Control Zone that applies to a majority of the site allows for an identical maximum height (45 metres) and maximum base floor area ratio (7.0), and few responses to the mailed notice were received. The basic approach included:

Mailed Notice, Feb 8, 2024

- Notification radius: 65 metres
- Recipients: 123
- Responses: 3
 - In support: 0

- In opposition: 3
- Mixed/Questions only: 0

Site Signage, March 6, 2024

- Two rezoning information signs were placed on the property. A sign is visible from 109 Street NW and 111 Avenue NW, and a sign is visible from 108 Street NW and 111 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Central McDougall Community League
- Prince Rupert Community League
- Queen Mary Park Community League
- Kingsway Business Improvement Area

Common comments heard

- Concerns:
 - On-street parking is already congested, and there are heavy traffic volumes on 111 Avenue NW and 109 Street NW. Access to the site is challenging (one way lane) (3)
 - The proposed height is too tall. Would like to maintain building heights similar to the Queen Mary Park neighbourhood (2)
 - Pipes have broken, and cannot handle the existing infrastructure (drainage)
 - Do not want a bar on site if non-residential uses are provided
- Other comments:
 - Central location, with access to good public transportation (3)
 - Supportive of non-residential uses on the ground level (2)
 - Affordable housing options are desired (increasing cost of rent/essentials like groceries) (2)
 - Glad that the proposed maximum height is the same as the current DC2 Zone.
 - An additional bus shelter should be provided

Application Analysis

The City Plan

The proposed rezoning aligns with two Big City Moves in The City Plan: “A Rebuildable City”, and a “Community of Communities”. Goals associated with A Rebuildable City include adding 50% of net new units through infill city-wide, and welcoming 600,000 additional residents into the redeveloping area. Goals associated with the Community of Communities Big City Move include: 50% of trips made by transit and active transportation, and the creation of areas that allow people to meet their daily needs within 15-minutes of where they live.

In addition, policies in The City Plan include: ensuring that transportation investment supports urban intensification and diversification (4.2.1.), and facilitating housing and job growth and intensification within nodes and corridors (2.2.1.5.). This application aligns with the Big City Moves/policies, and facilitates urban intensification within a primary corridor.

Central District Plan

In the Central District Plan, the site is within the 111 Avenue NW Primary Corridor (Map 3: Nodes and Corridors). Primary corridors are envisioned to be prominent urban streets designed for living, working, and moving. They serve as a destination and provide critical connections between nodes and throughout the City.

Low and mid rise buildings are supportable throughout Primary Corridors (2.4.6.1), and high-rise buildings are supported when the site is along an arterial roadway, and within 200 metres of an intersection of two arterial roadways or a mass transit station (2.4.6.2). This site meets both of the criteria required to support a high rise building at this location. The proposed MU h45.0 f7.0 Zone would facilitate high rise, mixed-use development, and contribute to intensification within a Primary Corridor which aligns with this direction.

Land Use Compatibility

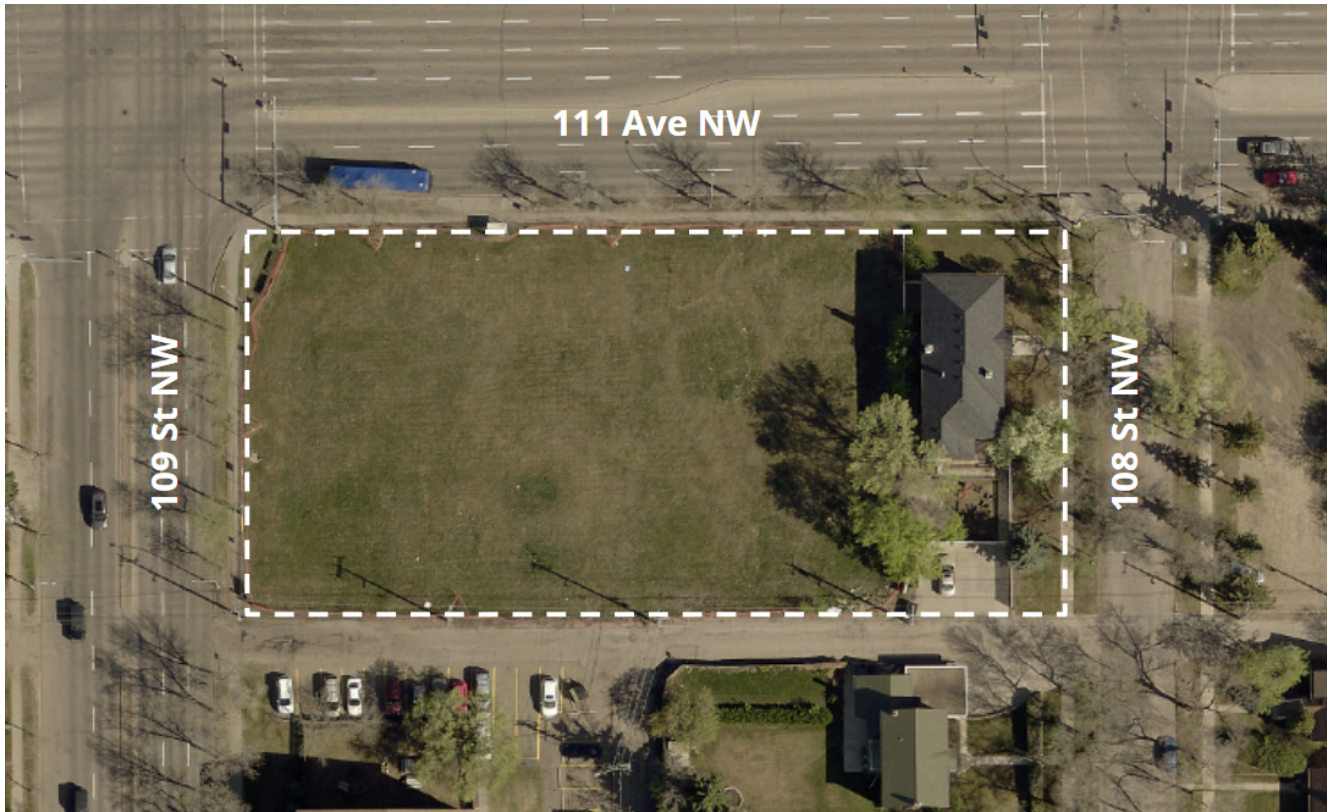


Site analysis context

The proposed Mixed Use Zone (MU h45.0 f7.0) would allow for a high-rise mixed-use building with a maximum height of 45.0 metres (approximately 12 storeys), and a maximum floor area ratio of 7.0. The current Direct Control Zone (DC2.924), which applies to a majority of the site, has an identical maximum height (45.0 m) and maximum floor area ratio (7.0). The proposed scale is appropriate for this site, due to the site size, and the surrounding public roadways on all sides of the site which provide additional separation between the subject site and adjacent sites (especially 111 Avenue NW, and 109 Street which are wide arterial roadways). The site directly north allows for development of an identical scale.

The current DC2 requires commercial uses, restricted to the main floor of the building. The proposed MU Zone does not require commercial uses, though commercial uses are permitted in the zone.

When the current DC2 was written, McDougall House was abutting the site (see below aerial image). A larger eastern setback minimum was provided (4.5 meters at ground level, an additional 3.0 metres at the second storey and an additional 3.0 metres at the ninth storey) to create a large transition. McDougall House has since been relocated to a property south of the subject site, and the large eastern setback is no longer required.



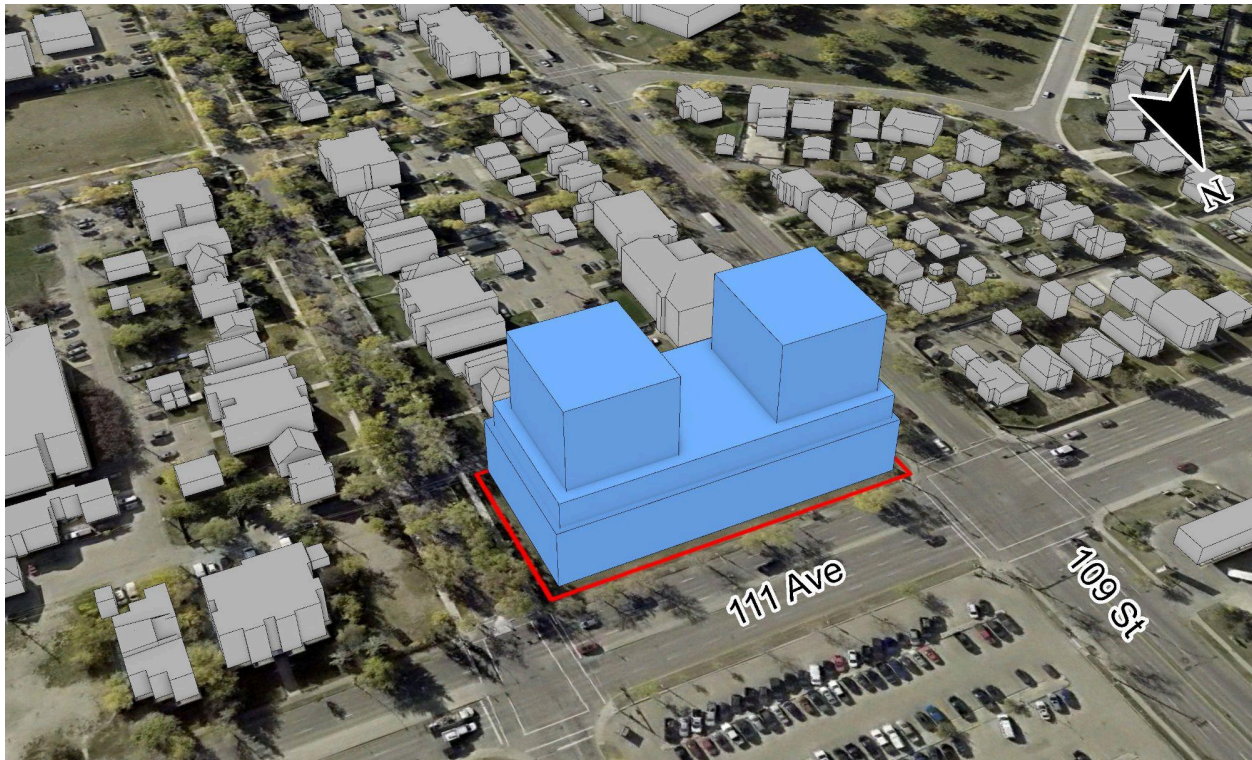
Aerial view of the site in 2018, showing the former location of McDougall House which has since relocated (SLIM Maps). Proposed rezoning boundary shown through the white dashed line.

A very large 20.0 metre minimum setback to the alley is provided in the current DC2. A large surface parking lot is provided in the setback. Through the introduction of Open Option Parking in 2020, parking minimums have been removed from the Zoning Bylaw. The proposed MU Zone does not require that on-site parking be provided, and the minimum setback from alleys in the MU Zone is smaller (3.0 metres).

A table comparing key regulations in the current zones and proposed zone is provided below:

	RSM h12.0 Current	DC2.924 Current	MU h45.0 f7.0 Proposed
Typical Uses	Residential and limited commercial	Residential, community, and commercial	
Commercial Uses Required	No	Yes	No
Maximum Height	12.0 m	45.0 m (approx. 12 storeys)	
Maximum Floor Area Ratio / Site Coverage	60%	7.0	
Minimum Setback (111 Ave NW)	3.0 m	0.0 m (+ 3.0 m above first storey)	0.0 m - 4.5 m (4.5 m above 16.0 m in height) (+ additional 4.5 m above 23.0 m in height)
Minimum Setback (109 St NW)	1.2 m - 1.5 m	0.0 m	0.0 m - 4.5 m (4.5 m above 16.0 m in height) (+ additional 4.5 m above 23.0 m in height)
Minimum Setback (108 St NW)	2.0 m	4.5 m (+ 3.0 m at second storey, + 3.0 m at ninth storey)	0.0 m - 4.5 m (4.5 m above 16.0 m in height) (+ additional 4.5 m above 23.0 m in height)
Minimum Setback (Alley)	5.5 m	20.0 m	0.0 m (3.0 m above 16.0 m in height)

Minimum Tower Separation	N/A	N/A	25.0 m
Maximum Tower Floor Plate	N/A	N/A	850 m ²
Vehicle Access	Alley	111 Avenue NW and alley	Alley



3D Model - Potential Massing of the Proposed Zone

Mobility

Administration reviewed a Transportation Impact Assessment (TIA) that was submitted in support of this application in order to assess the potential impacts to the surrounding mobility network. As required by the MU Zone, all vehicular access to the site must be from the alley. The adjacent east-west alley currently only allows one-way westbound movements. Upon development, the applicant is responsible for the following:

- Reconstructing the east-west alley to a commercial alley standard
- Converting the alley to two-way operations
- Closing the existing median break at 109 Street to restrict left turns on and off the alley
- Relocating or removing the utility pole at the northeast corner of the 109 Street and east-west alley intersection

- Reconstructing the sidewalk and bus stop along the south side of 111 Avenue and the sidewalk along the east side of 109 Street

These requirements will be reviewed in further detail at subsequent stages of development, and a revised TIA may be required should there be substantial changes to the proposed development.

ETS operates frequent and local bus routes near the rezoning site on 109 Street and 111 Avenue with a bus stop adjacent to the site for convenient access to transit. The site is roughly 500m walking distance to Kingsway Transit Centre and LRT Station.

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.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. Edmonton Fire Rescue Services (EFRS) may be able to perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met.

The applicant/owner will be responsible for all costs associated with infrastructure improvements required by this application.

Appendices

1. Sun/Shadow Analysis

Written By: Saffron Newton

Approved By: Tim Ford

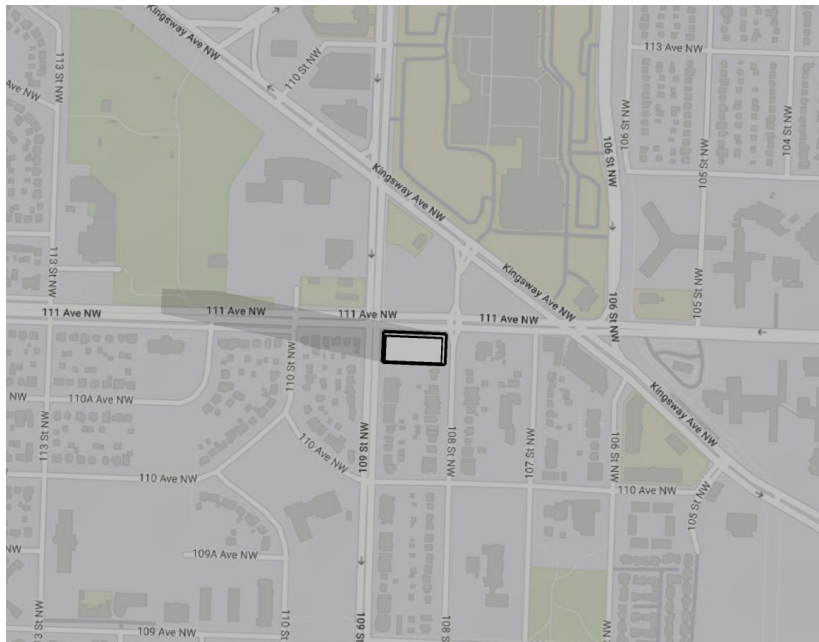
Branch: Development Services

Section: Planning Coordination

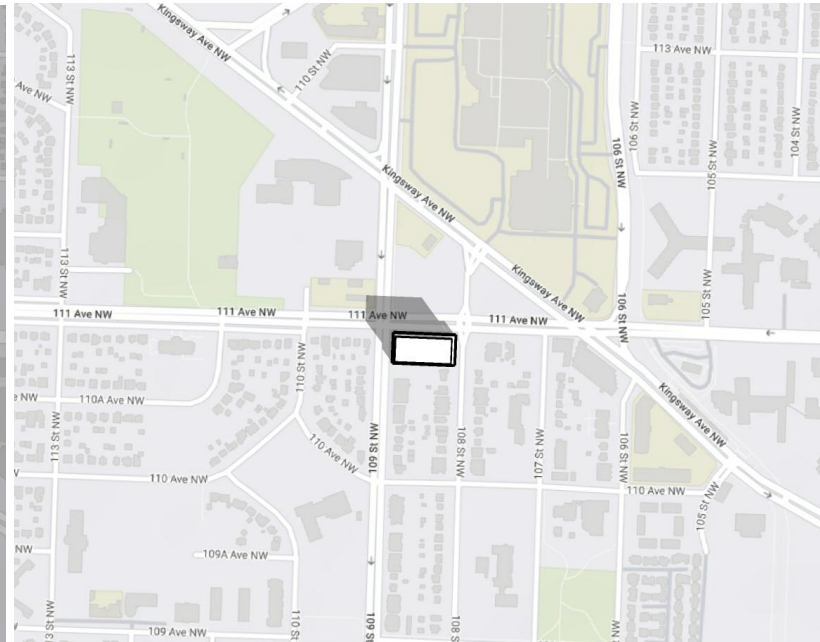
SUN/SHADOW STUDY - 10809 - 111 AVENUE NW

This sun/shadow study shows a building built to the maximum possible building footprint and 45 metre height. Such a building would not be possible to construct under the maximum floor area ratio of 7.0, but depending on the tower placement and configuration, shadowing anywhere within the ranges shown below could occur.

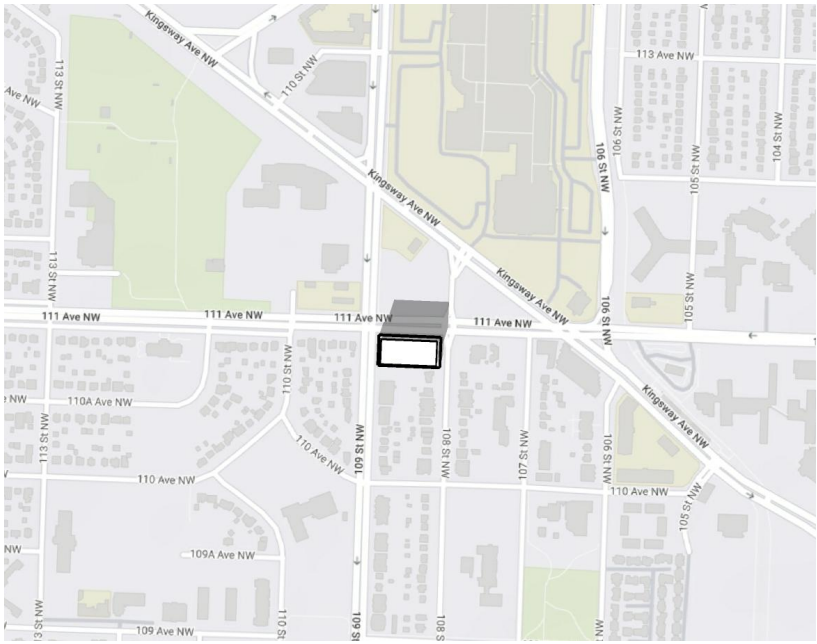
MARCH 21



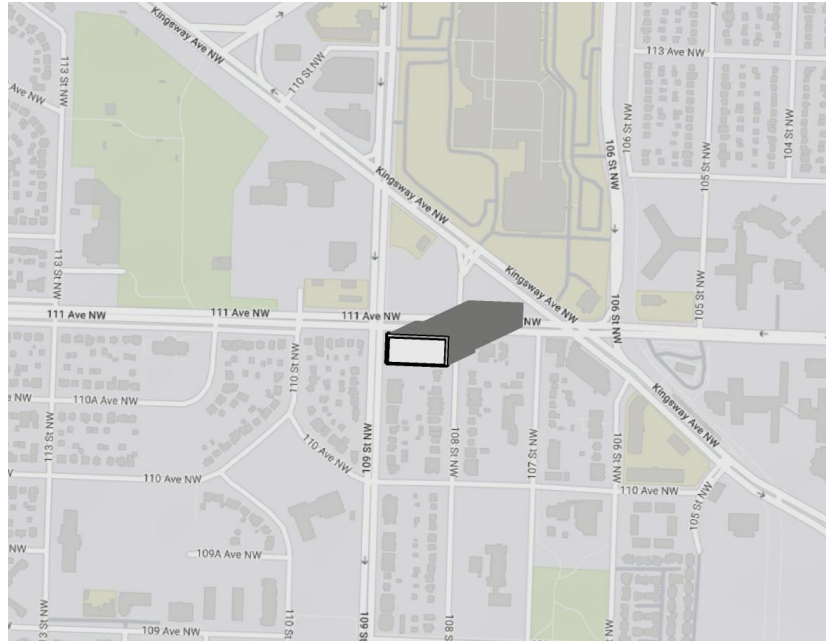
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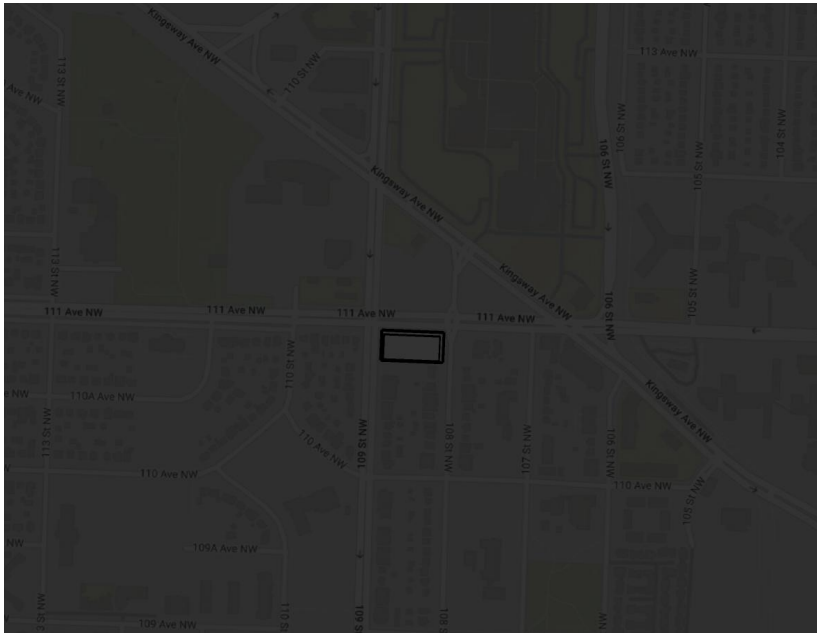
10:30 AM



1:30 PM

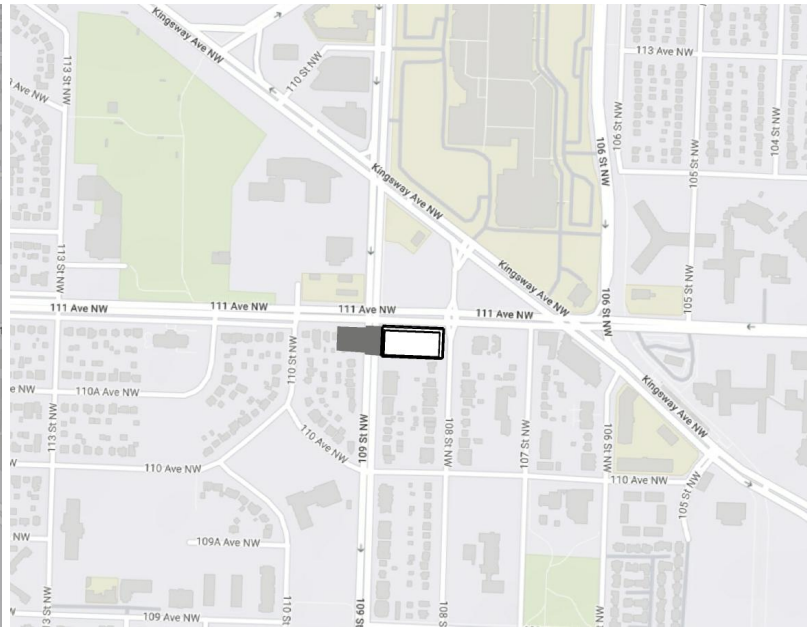
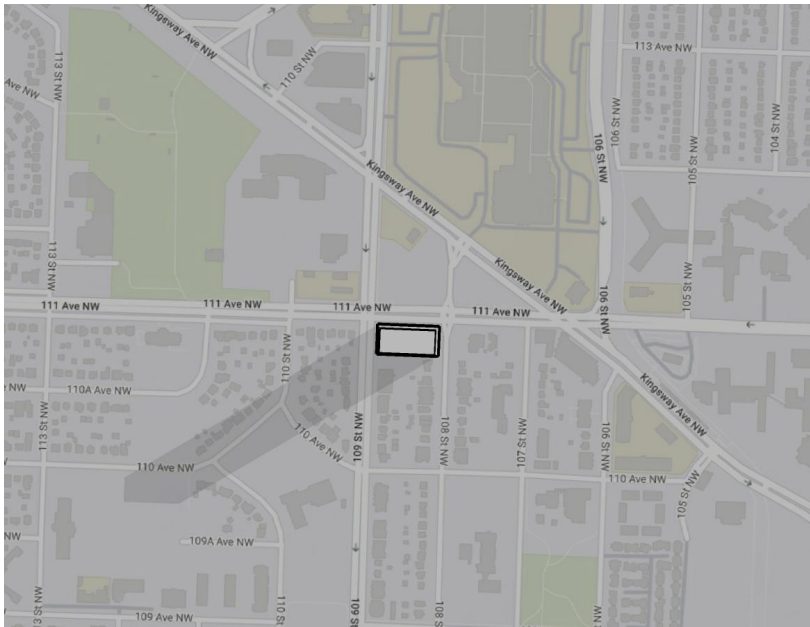


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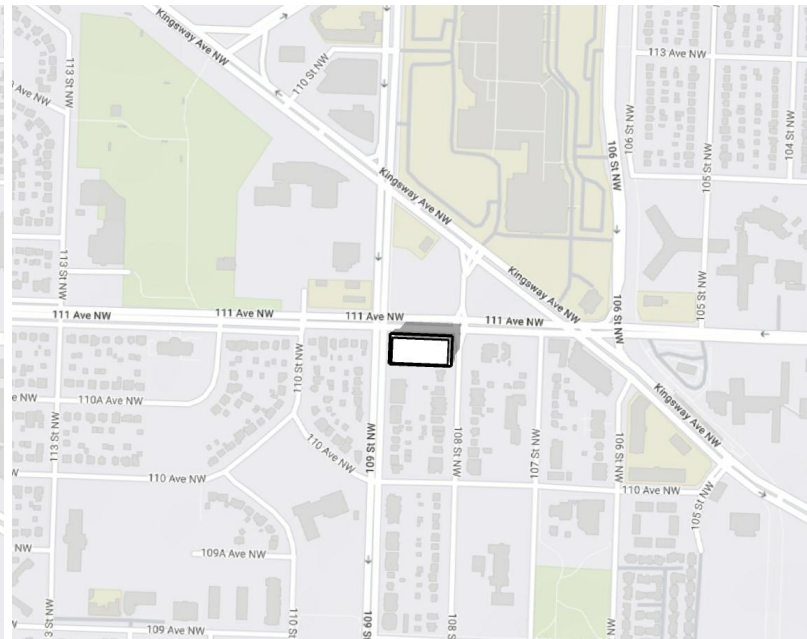
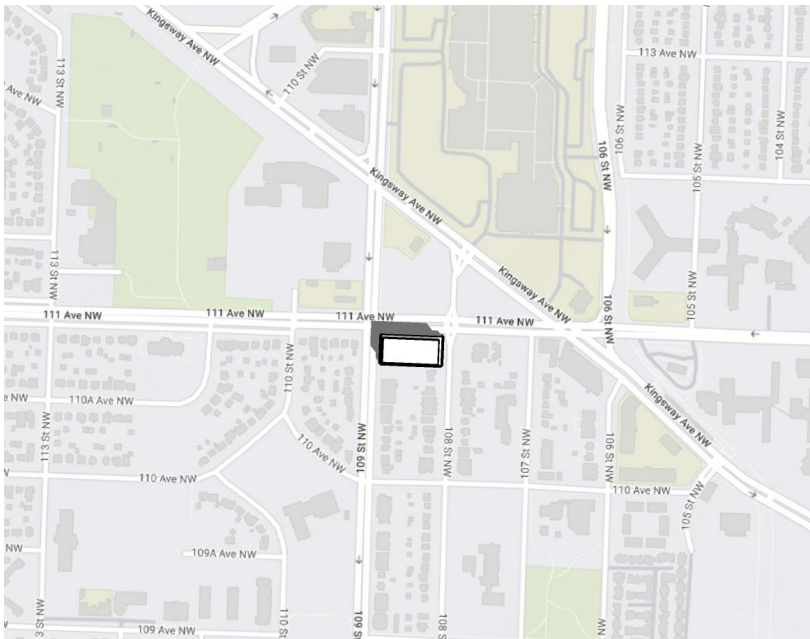
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JUNE 21



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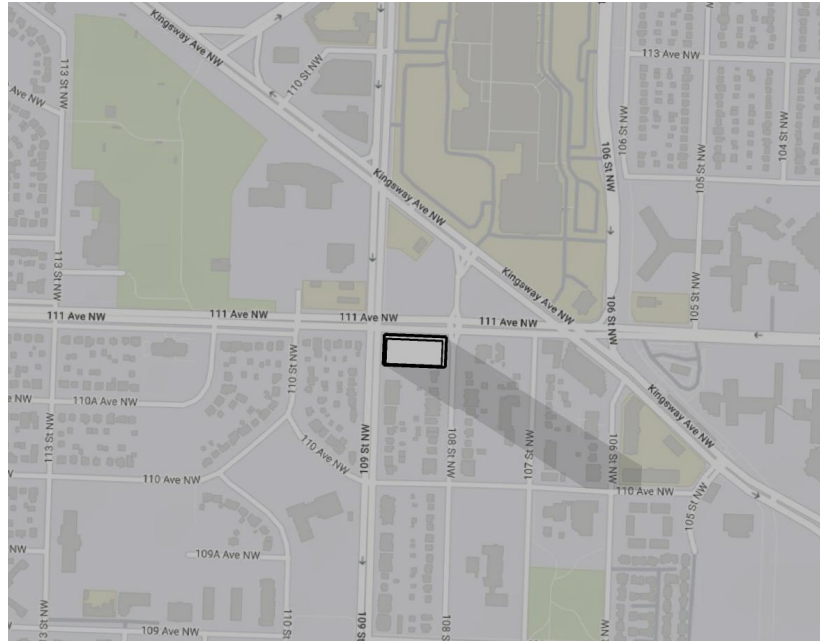


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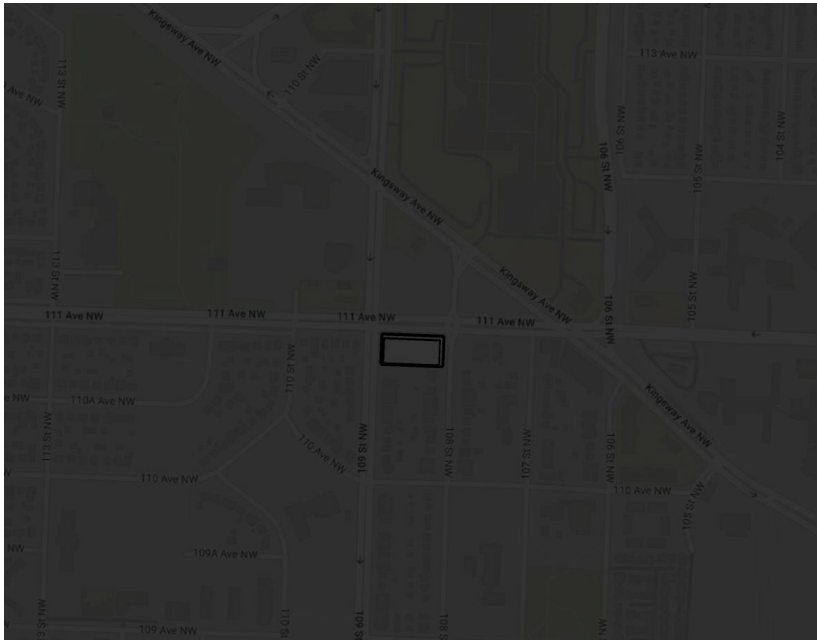
2 PM



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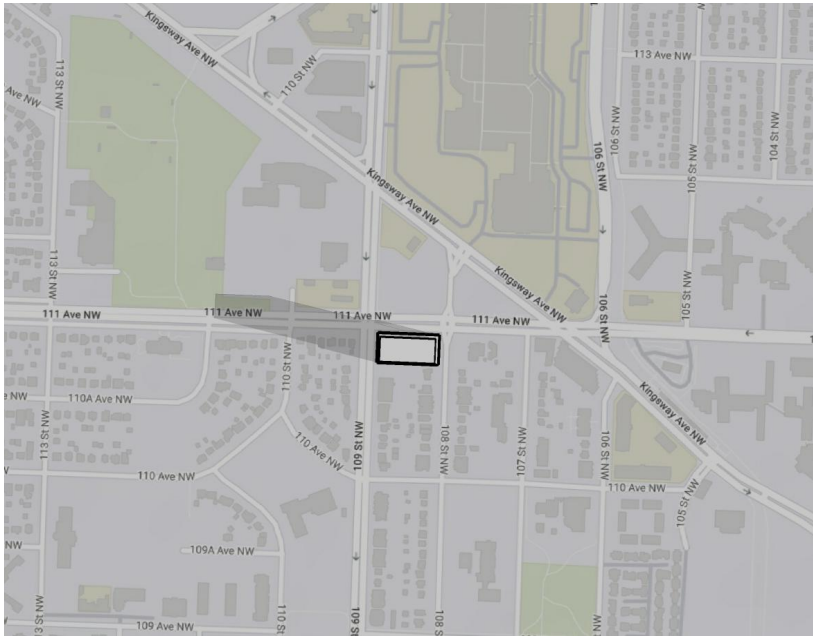


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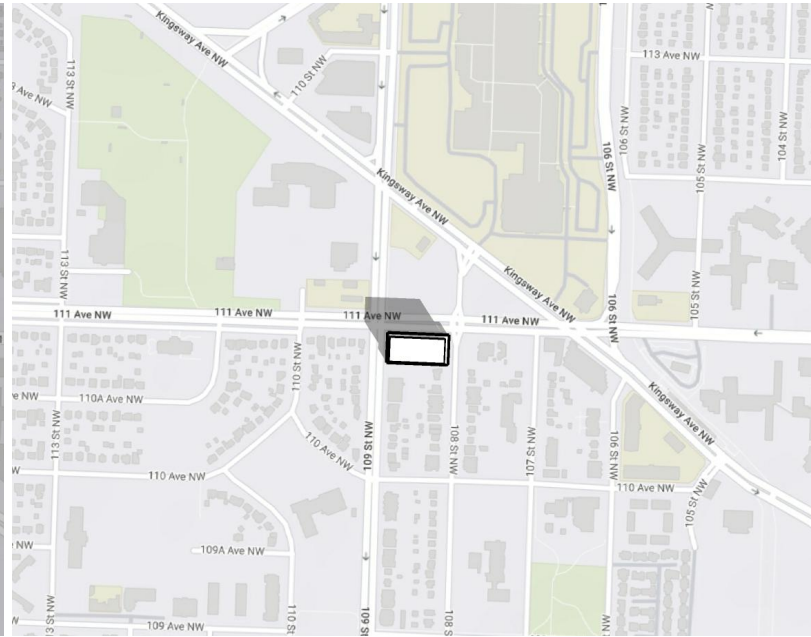


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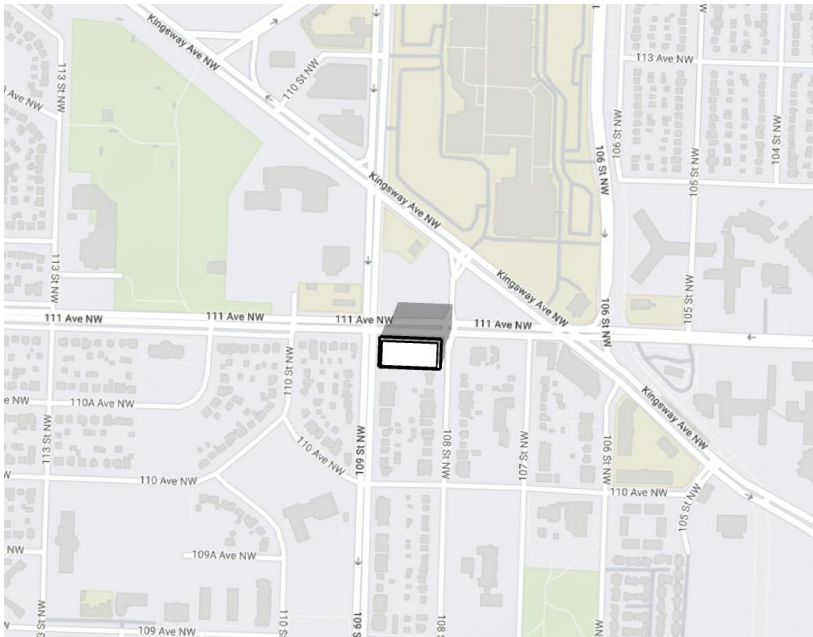
SEPTEMBER 21



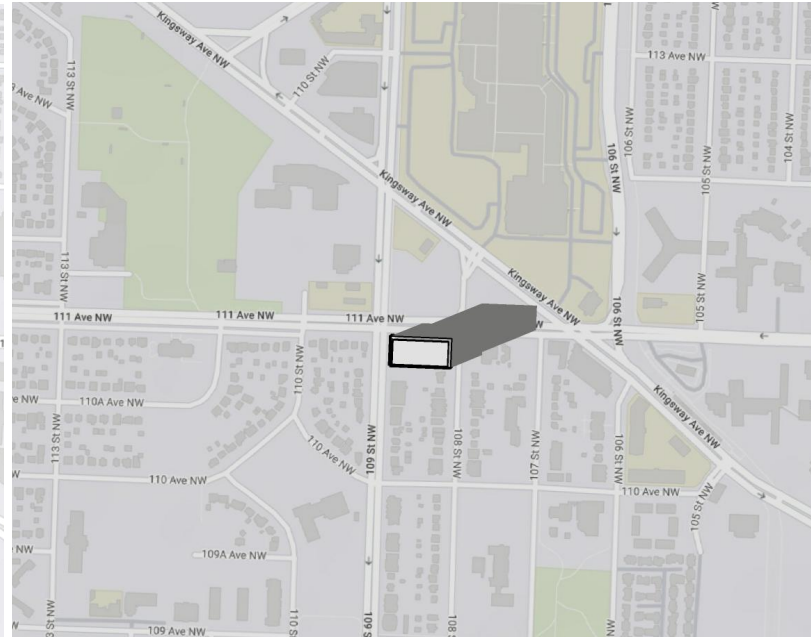
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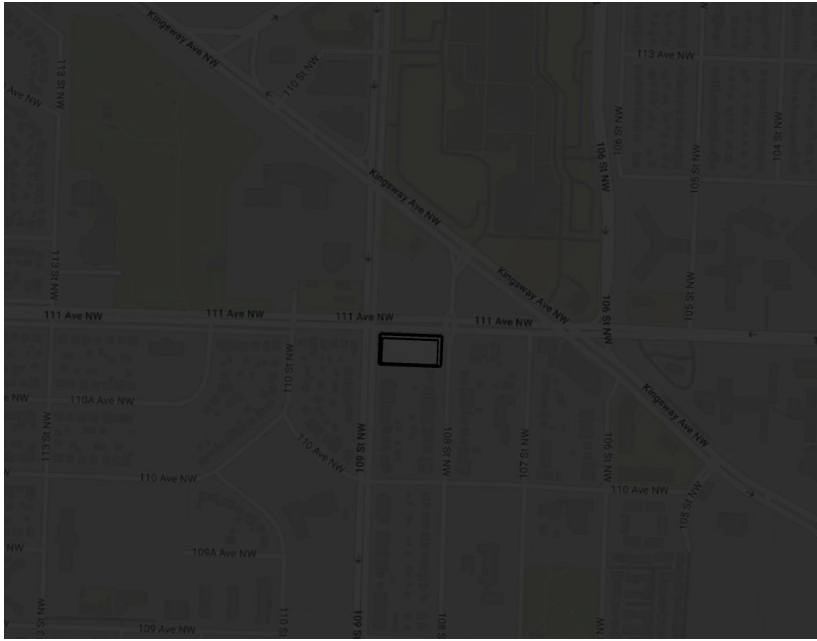
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