

8720, 8722 & 8724 - 95 Avenue and 9508 & 9518 - 87 Street NW Position of Administration: Support



Summary

Bylaw 21007 proposes a rezoning from a Site Specific Development Control Provision (DC2.1187) to a Direct Control Zone (DC) to allow for both medium-rise or tower opportunities throughout the site.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, and an in-person meeting with the Community League. Additionally, because the use of the site is not being significantly changed or intensified, Administration waived the pre-application notification requirement of the Zoning Bylaw.

Four people were heard from, with concerns regarding increased noise and crime, a lack of commercial development for the neighborhood and general frustration regarding numerous attempts to redevelop this site over several decades with no results. The Community League expressed a desire for the DC Zone to require commercial/retail uses for new development.

Administration supports this application because it:

- Continues to allow for high density, mixed-use, transit-oriented development adjacent to the Strathearn LRT stop.
- Facilitates a scale of development in alignment with the Southeast District Plan.
- Supports The City Plan’s targets for infill development and trips taken by transit.

Application Details

This application was submitted by GEC Architecture on behalf of Rockwell Investments/Nearctic. The proposed Direct Control Zone (DC) adjusts the current DC2 Provision to allow for flexibility of building typologies. Whereas the current DC2 Provision is prescriptive on where towers are to be built, the proposed adjustments will permit flexibility in allowing for either tower *or* medium-rise buildings to be built.

The proposed adjustments include:

- adding wording to Appendix 1: Site Plan to reference both tower or medium-rise opportunities;
- minor adjustments to the configuration of buildings; and
- the removal of Appendix 4: Elevations to allow for flexibility in building design.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Site Specific Development Control Provision (DC2 .1187)	Vacant
North	Large Scale Residential Zone (RL h65) Neighborhood Parks and Services Zone (PSN) Medium Scale Residential (RM h16)	Strathearn Heights apartments
East	Large Scale Residential Zone (RL h65)	Strathearn Heights apartments

	Medium Scale Residential (RM h16)	Strathearn Arms apartments
South	Parks and Services Zone (PS)	Gabrielle-Roy school
West	Small Scale Residential (RS)	Single detached housing



View of the western portion of the site, looking northwest from 95 Avenue NW



View of the eastern portion of the site, looking north from 95 Avenue NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the application will permit the opportunity for buildings of a smaller scale than what is currently allowed, with a smaller impact to surrounding properties. Additionally, because the use of the site is not being significantly changed or intensified, Administration waived the pre-application notification requirement of the Zoning Bylaw.

The basic approach included:

Mailed Notice, October 16, 2024

- Notification radius: 120 metres
- Recipients: 673
- Responses: 4
 - In opposition: 3
 - Mixed/Questions only: 1

Site Signage, November 13, 2024

- One rezoning information sign was placed on the property so as to be visible from 95 Avenue and 87 Street.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Strathearn Community League
- SouthEast Community Leagues Association

Common comments heard:

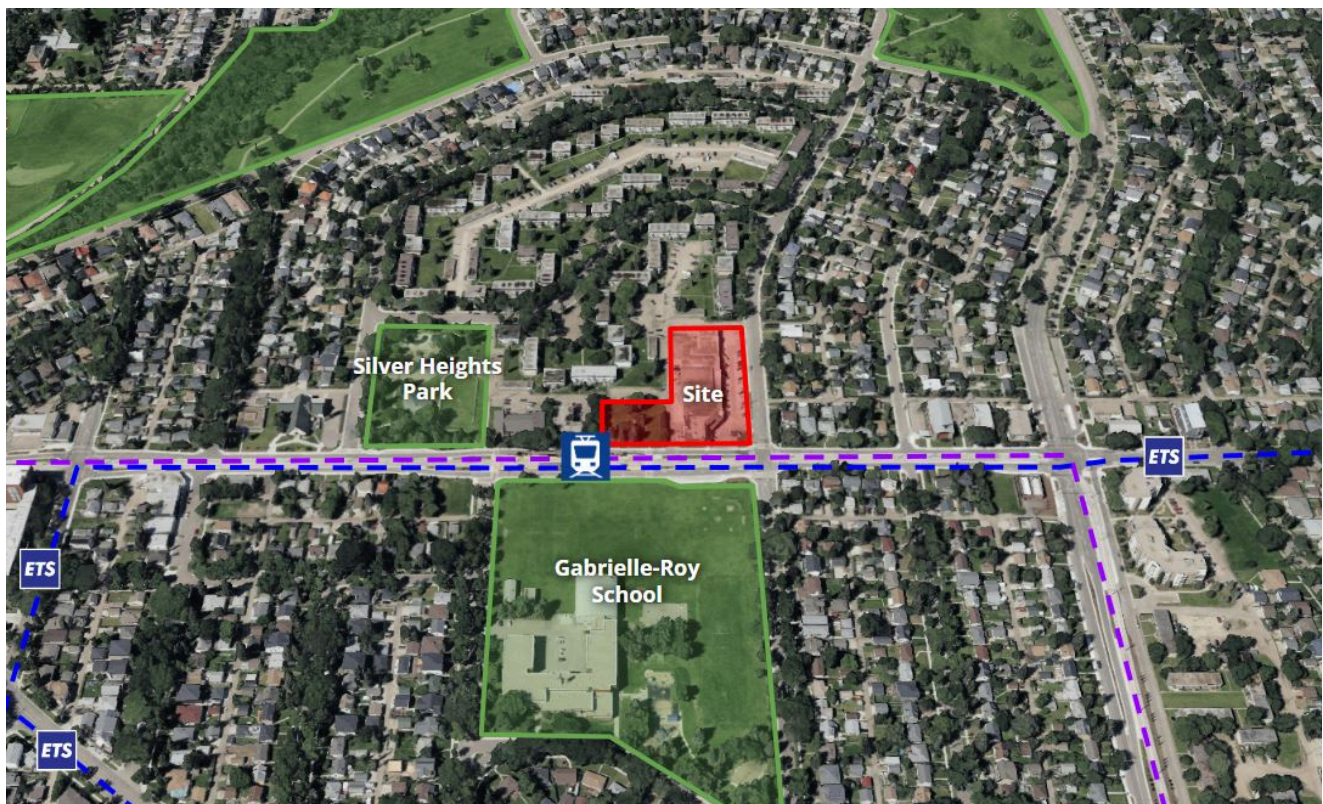
- Construction should not be permitted during evenings and weekends, to give surrounding residents a break from noise.
- Commercial/retail uses should be included for new development.
- The stripmall that was demolished should be rebuilt.
- Crime and nuisance in the area has only increased in the last several years.
- Frustration over the numerous and protracted attempts to redevelop the site over the last several decades, testing the patience of the neighborhood.

City staff met with Strathearn Community League on October 21, 2024 to present the details of the rezoning application, answer questions and record feedback. Questions and comments were related to timelines, policy, affordability and notification/engagement.

Feedback was provided to City staff about the site itself where, prior to its recent demolition, the site supported a strip mall which provided convenient access for neighborhood residents to commercial/retail businesses. The current DC2 Provision allows for a significant amount of commercial opportunity, but does not require commercial uses, meaning development could be purely residential. As such, the Community League stated a strong desire for the proposed DC Zone to include a requirement for commercial uses.

In response to this feedback, the applicant added two regulations to the proposed DC Zone that will require commercial space along both 95 Avenue and 87 Street.

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 development of the Nodes and Corridors system will support a variety of goals, targets and policies outlined in the The City Plan as the city grows towards a population of two million.

The proposed rezoning allows for high density development adjacent to an LRT stop, a key part of the Nodes and Corridors network, which will support 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.

Southeast District Plan

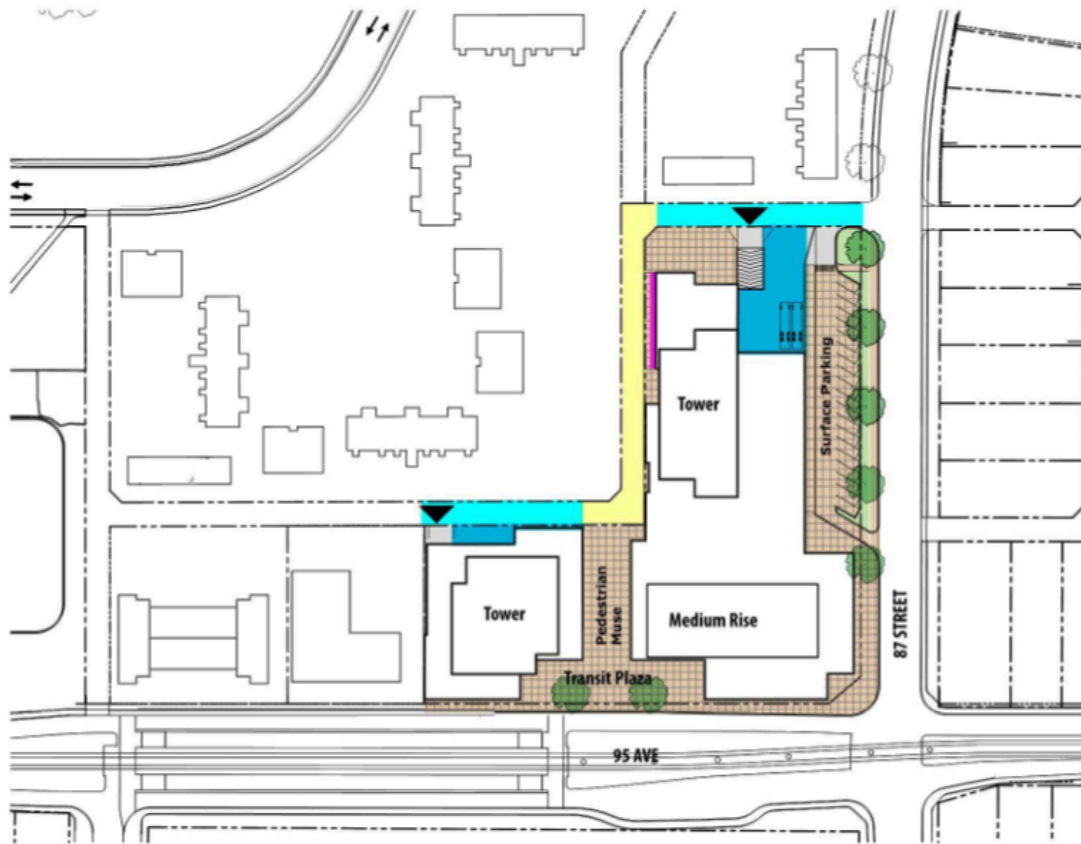
In the Southeast District Plan, the site is within the 95 Avenue Secondary Corridor (Map 3: Nodes and Corridors). Secondary Corridors envision an area along prominent streets that serve as a local destination for surrounding neighbourhoods. They connect to Nodes, feature diverse travel modes and may evolve as more commercial or residential over time.

The DC Zone permits heights at a maximum of 40 and 81 metres (or approximately 10 and 20 storeys), respectively. District policy would consider these heights to be of a high-rise scale which is a scale that is not directly supported within a Secondary Corridor. However, District Policy does allow additional scale to be considered when certain context criteria are met (2.5.2.6). This site meets every criteria to consider additional scale, as outlined below, indicating that this a very strong site to allow for taller forms or development, as is currently permitted:

- In a Node or Corridor Area or within 100 metres of a Node or Corridor Area,
- Within 400 metres of a Mass Transit Station,
- Along an Arterial Roadway or a Collector Roadway,
- At a corner site,
- Adjacent to a park or open space, or
- Adjacent to a site zoned for greater than Small Scale development.

Land Use Compatibility

The DC Zone continues to allow for high density development at a highly connected site, with the Strathearn LRT stop abutting this site along 95 Avenue. The current DC Zone was approved in 2021 and allows the development of a medium rise building and two towers, defined as being up to 40 and 81 metres, respectively (or approximately 10 and 20 storeys). Below is an image of the site plan that is appended to the current DC2 Zone with medium-rise and tower locations labeled accordingly.



Current site plan

To allow for flexibility of building type, the applicant is proposing adjustments that will permit the development of either tower *or* medium-rise buildings. Below is the proposed site plan, with new labels and a slight adjustment to the configuration of buildings within the eastern half of the site.



Proposed site plan

Apart from administrative updates to align the proposed DC Zone with uses, definitions and references of the new Zoning Bylaw 20001, key characteristics of the proposed DC Zone remain unchanged from what is currently allowed, including maximum height, density, floor area, minimum building setbacks and listed uses as shown in the table below. Details on additions, adjustments and removals can be found in Appendix 1.

	DC2.1187 Current	DC Zone Proposed
Typical Uses	Residential Commercial Community	Residential Commercial Community
Maximum Height	40 m (Medium-rise buildings) 81 m (Towers)	40 m (Medium-rise buildings) 81 m (Towers)
Maximum Floor Area Ratio	5.0	5.0

Maximum Density	500	500
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With the opportunity to pursue medium-rise development throughout, as opposed to requiring tower development, this will allow for the site to redevelop at a lower scale than what is currently envisioned through the existing DC Zone. However, the adjustments proposed by the new DC Zone will still allow for development that supports a higher scale that is compatible with the surrounding land use and appropriately responds to the proximity of the LRT stop.

Mobility

The proposed DC Zone retains the transit plaza and pedestrian mews that will be integrated with the LRT right-of-way and Strathearn Stop. The owner will be required to coordinate their site design to accommodate existing LRT infrastructure, and they may be required to enter into agreements to evaluate and monitor any impacts of construction to LRT infrastructure at the Development Permit stage.

ETS operates numerous bus routes adjacent to the site on 95 Avenue and the site is within 150m walking distance to nearby bus stops.

Public Contributions

The proposed DC Zone will continue to comply with City Policy C599 - Community Amenity Contributions in Direct Control Provisions. With no change proposed to the maximum Floor Area Ratio of 5.0, the contributions required by the DC remain unchanged and are as follows:

- The construction of a minimum 1,200 m² publicly accessible transit plaza and pedestrian mews.
- The installation of public art at a minimum value of \$200,567.
- Streetscape improvements along 95 Avenue, 87 Street and within the adjacent laneways.
- A minimum of ten 3-bedroom dwellings designed to be attractive to families by having access to a common amenity area specifically designed for children and higher levels of bicycle storage space, among other criteria (credit of \$35,000 per dwelling)

Urban Design

The current DC Zone includes detailed building elevations. With the proposal to allow for flexibility in building height, the elevations have become impractical as they are specific to the current DC Zone which expects two towers and one mid-rise building. With the proposed DC Zone allowing for tower *or* mid-rise opportunities throughout the site, the building elevations are proposed to be removed. Design regulations in the DC Zone are not changing and will still need to be complied with at the Development Permit stage. These design regulations will ensure

that development is providing a well designed and active interface with the public realm as well as the areas identified for the transit plaza and pedestrian mews.

Utilities

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing. The developer will be required to address this deficiency. 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 providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Appendices

1. DC Zone Comparison Summary

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

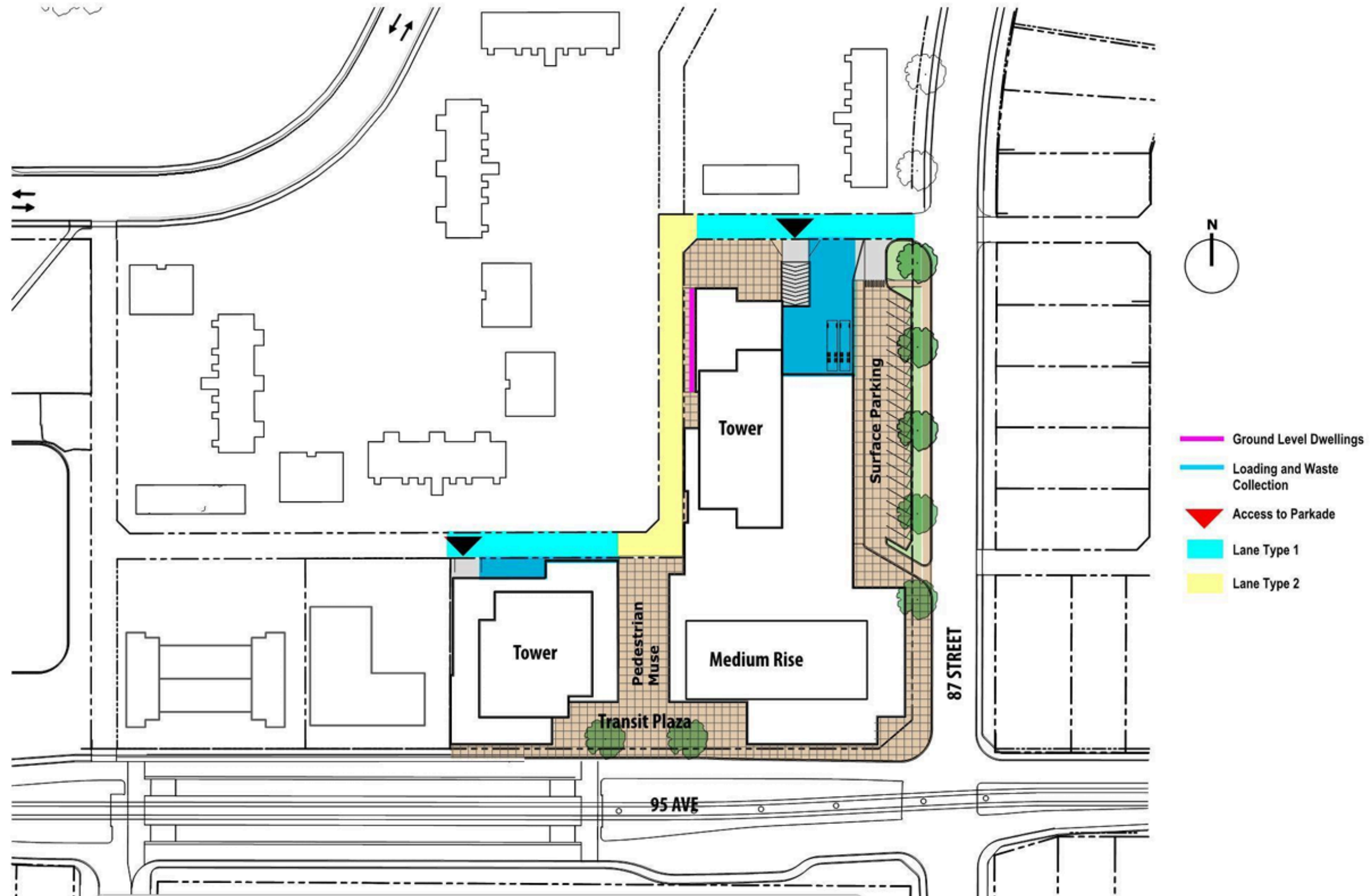
Section: Planning Coordination

DC Zone Comparison Summary

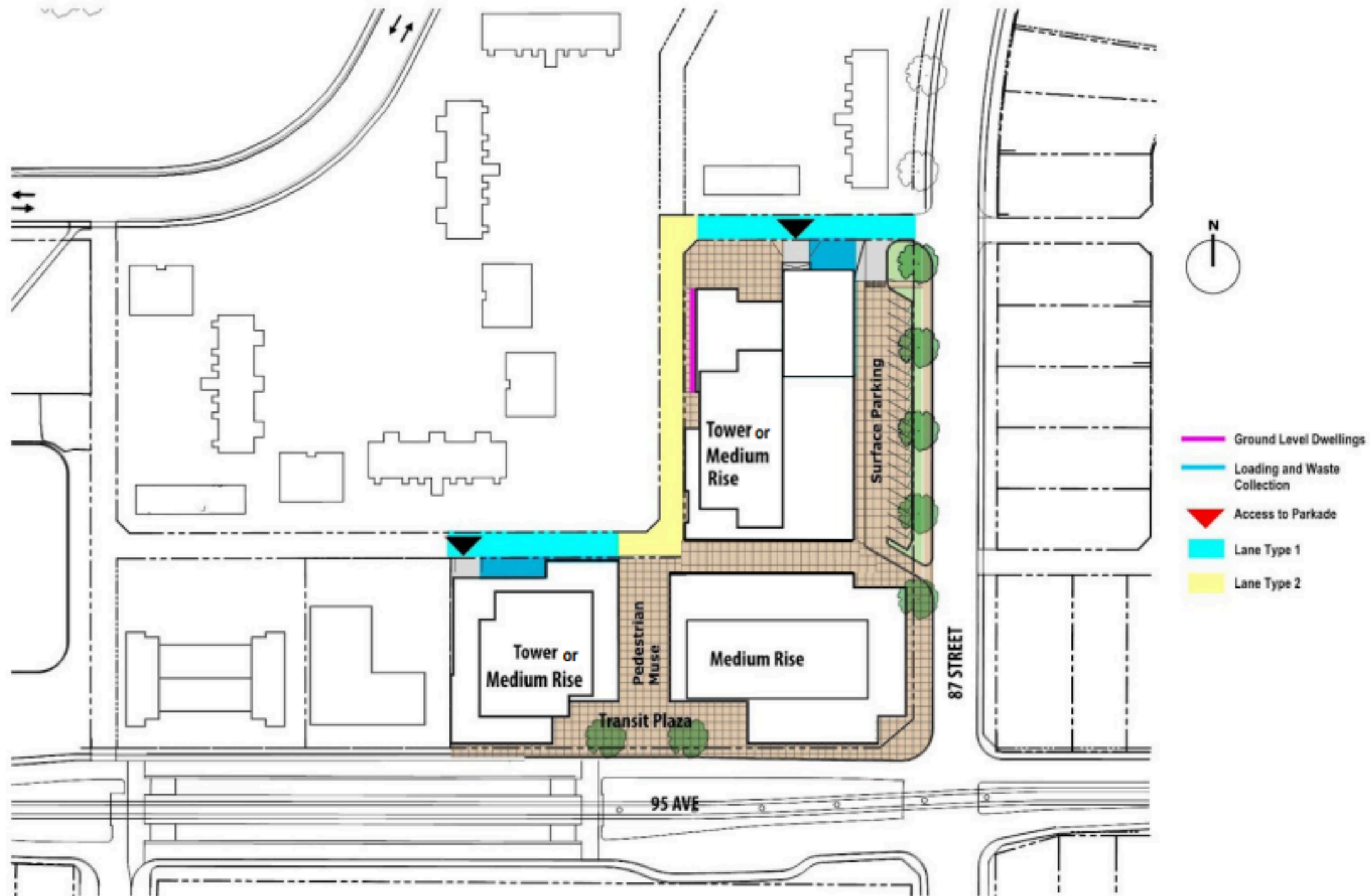
Typically, for applications that propose adjustments to an already approved development via a DC Zone, a Track Changes document is appended to the Council Report so that the adjustments between the current and proposed DC Zones are clearly identified. With the current DC Zone having been approved in 2021, significant changes to standards for language and organization have occurred since then, primarily with the adoption of Zoning Bylaw 20001, making the inclusion of a traditional Track Changes impractical. In place of this, a detailed summary is provided below of key regulatory adjustments, additions and removals, followed by a comparison between the proposed and current site plans and the removal of building elevations.

Adjustments	Additions	Removals
<ul style="list-style-type: none"> ● Updating Appendix 1 - Site Plan to include opportunities for either tower <i>or</i> medium-rise buildings to be built. ● Minor adjustments to the configurations of the buildings. ● Administrative changes to the Direct Control Zone text; requiring uses, definitions and references to align with the new Zoning Bylaw 20001. 	<ul style="list-style-type: none"> ● The requirement for commercial space along 95 Avenue and 87 Street. ● A clarification that in the DC text that a “Tower” is anything building above 23 meters (or approximately 6 storeys) in height. 	<ul style="list-style-type: none"> ● Removal of Appendix 4: Elevations to allow for flexibility in building design. <ul style="list-style-type: none"> ○ Design regulations in the Direct Control Zone are not changing and will still need to be complied with.

Current Appendix 1 - Site Plan



Proposed Appendix 1 - Site Plan



Removal of Appendix 4 – South Elevation



Removal of Appendix 4 – East Elevation



Removal of Appendix 4 – North Elevation



Removal of Appendix 4 – West Elevation

