

## 10425A & 10425 - 84 Avenue NW Position of Administration: Support



### Summary

Bylaw 20999 proposes a rezoning from the Parks and Services Zone (PS) to the Mixed Use Zone (MU h30 f5.5) to allow for medium scale mixed use development.

Public engagement for this application included a mailed notice, site signage, information on the City's webpage, and an Engaged Edmonton webpage. Administration heard from 66 people, with approximately 8 (12%) in support, 48 (73%) in opposition and 10 (15%) requested for more information or had questions regarding the proposal. Most concerns were related to loss of parking and changing the existing character of the neighbourhood.

Administration supports this application because it:

- Is compatible with the surrounding land use.
- Proposes a range of uses and intensification within a Primary Corridor.

- Aligns with the direction from the City Plan to enable 15-minute districts that allows people to easily complete their daily needs.

## Application Details

This application was submitted by Situate on behalf of Beljan Development.

## Rezoning

The proposed Mixed Use Zone (MU h30.0 f5.5) would allow development with the following key characteristics:

- A maximum height of 30.0 metres (approximately 8 storeys).
- A maximum floor area ratio of 5.5.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Parks and Services Zone (PS)	Parking Lot and vacant St. Anthony School building
<b>North</b>	Small Scale Residential Zone (RS) & Medium Scale Residential Zone (RM h16.0)	Single Detached and Multi-unit Housing
<b>East</b>	Urban Facilities (UF) & Mixed Use Zone (MU h16 f3.5 cf)	Strathcona Baptist Church & South Side Funeral Home
<b>South</b>	Mixed Use Zone (MU h16 f3.5 cf)	Rapid Fire Theatre
<b>West</b>	Large Scale Residential (RL h65)	Multi-unit Housing (Heritage House)





*View of the site looking northwest from 83 Avenue NW*



*View of the site looking south from 84 Avenue NW and the St. Anthony School building (left of photo)*

## **Community Insights**

This application was brought forward to the public using a broadened approach. This approach was selected because the advance notice of the proposed land use change garnered more responses with a number of questions and concerns. The broadened approach included:

## **Mailed Notice, July 3, 2024**

- Notification radius: 120 metres
- Recipients: 572
- Responses: 50
  - In support: 3 (6%)
  - In opposition: 40 (80%)
  - Mixed/Questions only: 7 (14%)

## **Engaged Edmonton Webpage, August 26, 2024 to September 8, 2024**

- Visited the page: 265
- Submitted a question or forum response: 16
  - In support: 5 (31%)
  - In opposition: 8 (50%)
  - Mixed/Questions only: 3 (19%)

## **Site Signage, July 30, 2024**

- Two rezoning information signs were placed on the property so as to be visible from 83 Avenue NW & 84 Avenue NW.

## **Webpage**

- [edmonton.ca/rezoningapplications](https://edmonton.ca/rezoningapplications)

## **Notified Community Organizations**

- Strathcona Centre Community League
- Central Area Council of Community Area Council
- Old Strathcona Business Improvement Area

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

Opposition:

- Street parking is very limited on weekends and special events. Loss of public parking will impact the theatres, businesses and special events in the area, and it will be less attractive for visitors (19x)
- The proposed height does not align with the heritage character of the area (18x)
- 83 & 84 Avenue NW are one way traffic roadways, traffic on 83 Avenue NW is affected during special events and Calgary Trail (northbound) is closed for 6 months. The proposal

will increase traffic congestion on 83 & 84 Avenue NW and other surrounding road networks (17x)

- The proposed redevelopment will block sunlight on adjacent properties (especially north of 84 Avenue NW) and boulevard trees. This could result in loss of boulevard trees, which have a significant impact of microclimate and quality of life of residents (16x)
- Currently, emergency vehicles have to take detours due to existing traffic conditions on surrounding road networks. The proposal will make it worse (16x)
- Several sites in proximity of the proposed rezoning site are undergoing rezoning and construction for high density residential. It is not clear what will be the cumulative impact of additional density on traffic and other infrastructure (16x)

Support:

- The proposed redevelopment will allow for additional housing, more business partnerships and potential audience for theatre groups living nearby. This will help in making the neighbourhood more vibrant (4x)
- The subject site is a perfect location for additional density (3x)
- People will be encouraged to use mixed and active modes of transportation (2x)

Mixed/Questions:

- Need more information on the proposal (7x)
- Mitigation measures should be taken during construction to prevent and/or minimize the adverse impacts of dust, noise, etc.
- A reasonable setback from alley should be considered

A full “What We Heard” Public Engagement Report is found in appendix 1.

## Application Analysis

### The City Plan

The proposed rezoning aligns with the big city move ‘A Community of Communities’ by enabling 15-minute districts that allow people to easily complete their daily needs.

### District Plans

As per the Scona District Plan, the subject site is located within the Whyte Avenue & Gateway Boulevard/Calgary Trail Primary Corridors and it offers the following description:

*“Primary Corridors are dense and vibrant urban areas along prominent streets that serve residents from multiple Districts. They connect to Nodes, feature diverse travel modes and may evolve as more commercial or residential. Over time, they should redevelop and grow along their entire length.”*

The District Policy supports mid rise development, as proposed throughout Primary Corridors.



The site is also designated Urban Service in the Scona Place District Plan, which is defined as areas that support publicly and privately owned facilities for the use of schools or utility, emergency, institutional, community services and cemeteries. Therefore, to facilitate the proposed redevelopment on site, a District Plan amendment will be required to redesignate the site to Urban Mix, which will be consistent with the proposed rezoning. If the rezoning is approved, the Administration will bring forward a future amendment to the Scona District Plan for Council’s consideration; however, Council should not consider a potential future amendment in their decision on this application.

### Land Use Compatibility

When compared with the existing PS Zone, the proposed MU h30.0 f5.5 Zone would allow for an increase in height, reduced setbacks, commercial and limited residential uses.

	<b>PS Current</b>	<b>MU h30 f5.5 Proposed</b>
<b>Typical Uses</b>	Child Care Service Library Park	Commercial Limited Residential
<b>Maximum Height</b>	16.0 m	30.0 m
<b>Maximum Floor Area Ratio</b>	N/A	5.5 - 6.5
<b>Minimum Setback Abutting Street</b> (83 & 84 Avenue NW)	6.0 m	0.0 m - 4.5 m + 4.5 m (for portions of development greater than 16.0 m in height)
<b>Minimum Interior Side Setback</b>	4.5 m	3.0 m + 3.0 (for portions of development greater than 23.0 m in height)
<b>Minimum Rear Setback (Alley)</b>	4.5 m	1.0 m + 3.0 (for portions of development greater than 16.0 m in height)



*Site analysis context*

The subject site is located in the middle of the block, west of 104 Street NW, east of 105 Street NW, between 83 & 84 Avenue NW and currently houses a vacant St. Anthony School building and existing parking lot. It is noteworthy that the St. Anthony School building has a historical significance but it is not added to the inventory of historic resources. Therefore, the current and proposed rezoning does not guarantee its preservation.

With a maximum height of 30 metres and a Floor Area Ratio of 5.5, the proposed MU h30.0 f5.5 allows for a larger structure than permitted under the existing PS Zone. The subject site abuts a high rise (Heritage House) on the west, multi-unit housing and single detached houses are located north of the site (across 84 Avenue NW), commercial to the south (across 83 Avenue NW) and church and a funeral home to the east (across alley). The subject site is surrounded by roadways on three sides. These roadways act as a buffer and help to reduce the impact of the proposed redevelopment. Additionally, the MU h30.0 f5.5 Zone requires additional stepbacks, which can help to mitigate the impacts of the proposed redevelopment on the adjacent properties. Also, the expanded list of uses allowed in the proposed MU h30.0 f5.5 Zone has the potential to increase the residential density and commercial opportunities in the area and would also contribute to 83 & 84 Avenue NW being vibrant mixed use streets.

Overall, the MU h30.0 f5.5 Zone on the subject site would have minimal impact on the abutting RLh65.0 zoned property and is an appropriate zone for the location.

Sun Shadow Analysis

A mid-rise building of this size will also produce a larger shadow which will impact surrounding properties. However, the additional setback/stepback requirement will help to mitigate some of the shadow impacts during the summer solstice and equinoxes. In general, shadow impacts of

this nature should be anticipated in Primary Corridors where land use policy supports taller development of this size. A full Solar/Shadow Analysis can be found in Appendix 2.



*3D Model of proposed MU h30.0 f5.5 Zone showing maximum floor area ratio, minimum setbacks and reduced height*

## Environment

The proposed rezoning of the property is supported. The applicant will be required to provide following information prior to development of the property.

- Further assessment and/or delineation is required prior to preparing a Remedial Action Plan (RAP) for the property: a RAP will be required prior to approval of a development permit for the property.
- A final remediation report and/or Risk Management Plan will be required prior to release of drawings for Building Permit application review as a condition of the development permit process.

## Heritage

Built in 1907, St Anthony's School was Edmonton's first separate school and one of the oldest buildings in the area. Owned and built by the St. Anthony Roman Catholic Separate School Division No. 12, St Anthony's operated as a school until 1973, and reopened as a teacher resource centre in 1976. In more recent years, the space has been used for other educational services and programs operated by the Separate School Board.

The building has had several additions, including additional classrooms, a gymnasium, and a front entrance addition. In spite of this, the original two-storey 1907 building is still standing and



has a fairly high amount of integrity, with masonry cladding, a high hip roof, large narrow windows on both floors, and a front projecting centre gable.

The applicant has stated their intention to retain the historic building and incorporate it into a future development, which the Heritage Unit supports. While the building is not currently listed on the Inventory of Historic Resources, its historical associations with the development of the Strathcona community and Edmonton as a whole, as well as its high degree of historic integrity, make it a good candidate for the Inventory.

Since the building is not yet on the Inventory, City Council would not be notified if a demolition permit application came in for this site. The addition of a building to the Inventory does not convey any legal protection on the building, and there is no imperative to designate after addition to the Inventory. Inventory additions are still vulnerable to significant alteration or demolition. City Council is advised when an Inventory property receives a demolition permit application.

Addition to the Inventory is a necessary step towards designation as a Municipal Historic Resource, which would legally protect St. Anthony's School from demolition or inappropriate alteration. Designation would provide a matching grant of up to \$500,000 for the rehabilitation of the character-defining elements of the St Anthony School.

In the context of heritage preservation, a Direct Control zone has often been used in place of a standard zone, as a Direct Control zone can mirror a standard zone while adding additional regulations to protect the heritage resource on a site. The proposed standard zoning conveys no assurance that St Anthony School will be protected or designated in the future; however, if St Anthony's School were to be added to the Inventory under the proposed MU h30.0 f5.5 Zone, the site would also be eligible for an increase in maximum Floor Area Ratio by 1.0.

Since the applicant intends to add the St. Anthony's School building on the Inventory but not at the rezoning stage, the review of this application considered the trade off between the potential loss of a historic resource with the gain of additional density, housing diversity and commercial opportunities within the intersection of two Primary Corridors and in close proximity to bus services and active modes of transportation.

## **Mobility**

Administration reviewed a Transportation Impact Assessment (TIA) that was submitted in support of this application, with recommendations for several infrastructure improvements that must be implemented when the site develops to improve access. As the existing alley is currently substandard in width, the owner will be required to reconstruct the alley to a commercial alley standard, including provision of a 1.0 m hard-surfaced setback along the site's alley frontage. They will also be required to install lighting within the alley and stop signs at the north (84 Avenue NW) and south (83 Avenue NW) ends. The existing vehicular access to 83 Avenue NW must be removed, including restoration of the delineator between the bike lane and the drive lane.

ETS currently operates bus routes near the site on 82 Avenue NW and 104 Street NW. The site is less than 200 m walking distance to nearby bus stops on 82 Avenue NW and 104 Street NW.

The following Bus Rapid Transit (BRT) routes are anticipated to operate nearby on 82 Avenue NW, 109 Street NW and Calgary Trail (south of 82 Avenue NW) as part of the future mass transit network associated with the 1.25 million population scenario of the City Plan:

- Route B1 - Castle Downs to Century Park
- Route B2 - West Edmonton Mall to Bonnie Doon

Design of 82 Avenue NW, 109 Street NW and Calgary Trail is still to be determined, but infrastructure required to accommodate BRT routes on these corridors is anticipated to include improved sidewalks, rebuilt bus stops and a dedicated lane for transit.

## Utilities

A Drainage Servicing Report was reviewed and accepted with this application, and directs the future sanitary and storm servicing requirements. Offsite construction for a storm main extension, onsite stormwater management, and a reduced discharge rate are requirements of the proposed development.

There is a deficiency in on-street fire protection adjacent to the property in terms of fire flows. The developer will be required to contact the Edmonton Fire Rescue Services (EFRS) to address this deficiency. EFRS will perform an Infill Fire Protection Assessment 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. "What We Heard" Public Engagement Report
2. Sun/Shadow Analysis

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Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

# What We Heard Report

## Strathcona

### LDA24-0172

Edmonton

## Public Engagement Feedback Summary

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<b>Project Address:</b>	10425A & 10425 - 84 Avenue NW
<b>Project Description:</b>	Rezoning from Parks and Services Zone (PS) to a Mixed Use Zone (MU h30.0 f5.5) which would allow: <ol style="list-style-type: none"><li>1. A range of uses that support housing, recreation, commerce and employment opportunities.</li><li>2. A maximum height of 30.0 metres (approx. 8 storeys).</li><li>3. A maximum floor area ratio of 5.5 - 6.5.</li></ol>
<b>Engagement Format:</b>	Received emails and phone calls in response to mailed advance notice  Online Engagement Webpage - Engaged Edmonton: <a href="https://engaged.edmonton.ca/StrathconaStAnthonySchoolSite">https://engaged.edmonton.ca/StrathconaStAnthonySchoolSite</a>
<b>Engagement Dates:</b>	Advance notice, sent: July 3, 2024  Online Engagement: August 26 - September 8, 2024
<b>Number Of Visitors to Engaged Edmonton page:</b>	Visited the page - 265 Submitted a question or forum response - 16

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### About This Report

The information in this report includes summarized feedback received between August 26 to September 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.

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## Engagement Format

The advance notice of proposed land use changes, which was mailed to residents and businesses within 120 metres of the proposed project site, included details of the application and contact information of the file planner and applicant to provide feedback.

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.

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## Feedback Summary

This section summarizes the main themes collected.

Number of responses through emails and phone calls in response to mailed notice of proposed land use changes:

- In Support: 3
- In Opposition: 40
- Mixed: 7

Number of responses online through Engaged Edmonton:

- In Support: 5
- In Opposition: 8
- Mixed: 3

The most common **concerns** heard were:

**Traffic/Parking:** 83 & 84 Avenue are one-way traffic roadways and respondents feel strongly that the proposed redevelopment will increase traffic and parking congestion on the surrounding road network and the community will lose vital parking space.

**Height:** Respondents believe that the proposed height of 30 metres is too tall for the neighbourhood and does not align with the heritage character of the area. It will block the sunlight on adjacent properties and boulevard trees.

**Infrastructure:** Respondents highlighted that there are several sites in proximity of the proposed rezoning site, which are undergoing rezoning and construction for high density residential. Respondents are not clear what will be the cumulative impact of additional density on traffic and other infrastructure.

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

**More businesses:** The proposed rezoning will allow for more business opportunities and will make the neighbourhood more vibrant.

**Additional housing/density:** The proposed rezoning allows for additional height, density and an opportunity for mixed use development. Respondents believe that site is underutilised under the current use (parking lot) and is more appropriate for additional housing in proximity to active modes of transportation.

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## 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

- Street parking is very limited on weekends and special events. Loss of public parking will impact the theatres, businesses and special events in the area, and it will be less attractive for visitors (19x)
- 83 & 84 Avenue NW are one way traffic roadways, traffic on 83 Avenue NW is affected during special events and Calgary Trail (northbound) is closed for 6 months. The proposal will increase traffic congestion on 83 & 84 Avenue NW and other surrounding road networks (17x)
- Currently, emergency vehicles have to take detours due to existing traffic conditions on surrounding road networks. The proposal will make it worse (16x)
- Old Strathcona Public Realm Strategy proposes to remove significant amount of parking in the area (8x)
- The area is already high density and traffic is already a concern for the residents, and the proposed rezoning will increase traffic congestion in the area (7x)
- The proposed redevelopment will cause major increase in vehicular and construction traffic, and will pose safety risks to the pedestrians and cyclists on 83 Avenue NW (7x)
- Removing current parking lot from the site will affect the accessibility for people with disabilities (5)
- The area already has a parking shortage (3x)
- 105 Street NW and 82 Avenue NW intersection is busy and dangerous. Vehicles going north on 105 Street NW are backed up at this intersection and make illegal passes to bypass vehicles making a left turn on 82 Avenue NW (2x)
- The proposal will increase demand for on-street parking when people who already live here struggle to find street parking (2x)

#### Built Form/Neighbourhood Character

- The proposed height does not align with the heritage character of the area (18x)
- The proposed redevelopment will block sunlight on adjacent properties (especially north of 84 Avenue NW) and boulevard trees. This could result in loss of boulevard trees, which have a significant impact of microclimate and quality of life of residents (16x)
- The proposed height is too tall for the area (9x)
- The proposed redevelopment will block views of historical and other buildings in the area (9x)

#### Infrastructure

- Several sites in proximity of the proposed rezoning site are undergoing rezoning and construction for high density residential. It is not clear what will be the cumulative impact of additional density on traffic and other infrastructure (16x)

## Other

- Need more information on the proposal (7x)
- The heritage building and the proposed redevelopment will create significant wind tunneling effects on pedestrians and adjacent residential properties (4x)
- The construction for the proposed redevelopment will cause significant construction traffic and noise pollution (3x)
- The proposed redevelopment will have rental units and it won't be affordable (2x)
- It will be difficult to accommodate a high density apartment building in the neighbourhood (2x)
- Access during construction will be problematic
- The proposed rezoning will reduce property value of adjacent property owners
- Council should deny the proposed rezoning and ask the applicant to reapply after everyone is able to access the Old Strathcona Public Realm Strategy
- There is an excessive amount of vacant commercial spaces on Whyte Avenue NW
- The proposed rezoning adds strain on public services and overall accessibility of the area
- Logistically the City will have to make a big change in the area to support a building of this size
- No consultation took place with the community before the application was submitted
- Proposed redevelopment will eventually lead to destruction of single family homes and the senior centre
- The City Council is promoting 15 minutes cities, when people are not interested in taking public transit as they are unsafe and unsanitary

## Reasons For Support

- The proposed redevelopment will allow for additional housing, more business partnerships and potential audience for theatre groups living nearby. This will help in making the neighbourhood more vibrant (4x)
- The subject site is a perfect location for additional density (3x)
- People will be encouraged to use mixed and active modes of transportation (2x)
- Current parking lot is a waste of space (2x)
- The proposed rezoning aligns with the infill goals of The City Plan
- The developer is well known to create attractive and walkable developments
- In support of redevelopment on the subject site

## Suggestions For Improvement

- A height of 15 metres is prescribed for adjacent sites in the Strathcona Area Redevelopment Plan (ARP). A 3 - 4 storey structure is more appropriate for this location (25x)
- The current Parks and Services Zone (PS) should be maintained (24x)
- The City should encourage the developers to allow other uses such as cultural centre, school, among others on site, which could be a resource to the community (22x)
- Any development on the site should include parking space (17x)
- Open Space should be included in the site design (14x)
- A Floor Area Ratio of 2.0 - 3.0 is appropriate for this location (13x)
- The proposed density should be significantly reduced to prevent the whole site from being built (8x)
- Commercial opportunities should be provided on the site (3x)
- Let this lot serve the parking needs of the community and City can turn their lots into affordable housing (2x)
- The traffic study needs to be done by the City and roads should be expanded (2x)
- Shared use pathway cutting across 83 Avenue NW should be closed and median separating it from vehicle lane should be extended
- Access should be from the alley to the east



- Access from the alley will increase traffic and possibly cause operational issues. The access from alley should be relocated to 83 or 84 Avenue NW
  - Mitigation measures should be taken during construction to prevent and/or minimize the adverse impacts of dust, noise, etc.
  - A reasonable setback from alley should be considered
  - Design alternatives should be explored to minimize the sun shadow impact
  - The old school should be kept and restored
  - The City should expropriate the existing 14 storey heritage house building and rectify their mistake made in 1968
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## Questions & Answers

### **1. With the new zoning, how much permeable surface does a new development need to have. How much of the lot needs to be available for water to penetrate the soil (to mitigate flooding) and for plantings to reduce the urban heat island effect?**

The zoning bylaw does not specifically regulate a maximum amount of permeable surface, except for small scale residential development. However, there are landscaping requirements for the number of trees and shrubs that will need to be planted on the site based on the size of setbacks. This effectively means there will have to be some permeable area and help reduce the urban heat island effect. To mitigate flooding, stormwater management controls are implemented, such as onsite stormwater storage measures, a reduced stormwater discharge rate, and/or Low Impact Development (LID). The type of stormwater control used will depend on the storm infrastructure in the area, which is reviewed and conditioned by a Drainage Engineer.

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## 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](http://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](http://edmonton.ca/meetings).
  - Members of the public can submit written comments to the City Clerk ([city.clerk@edmonton.ca](mailto:city.clerk@edmonton.ca)).
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If you have questions about this application please contact:

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Dec 21  
8:48am - 4:16pm

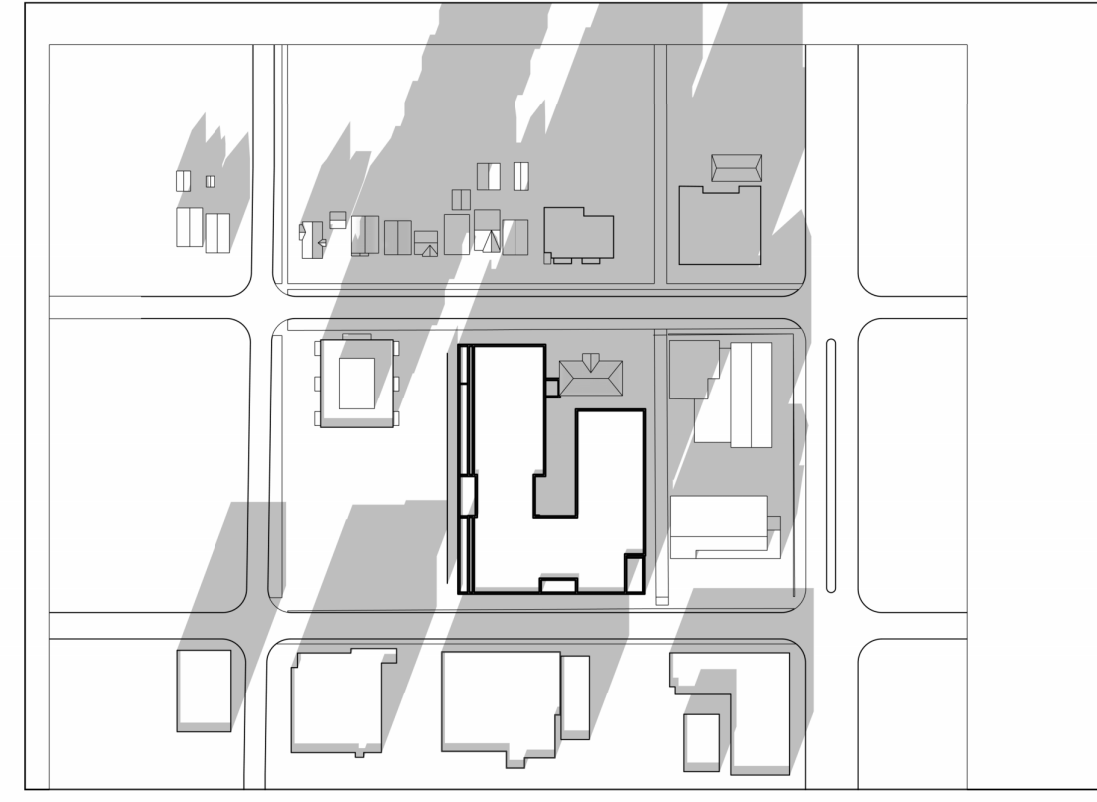
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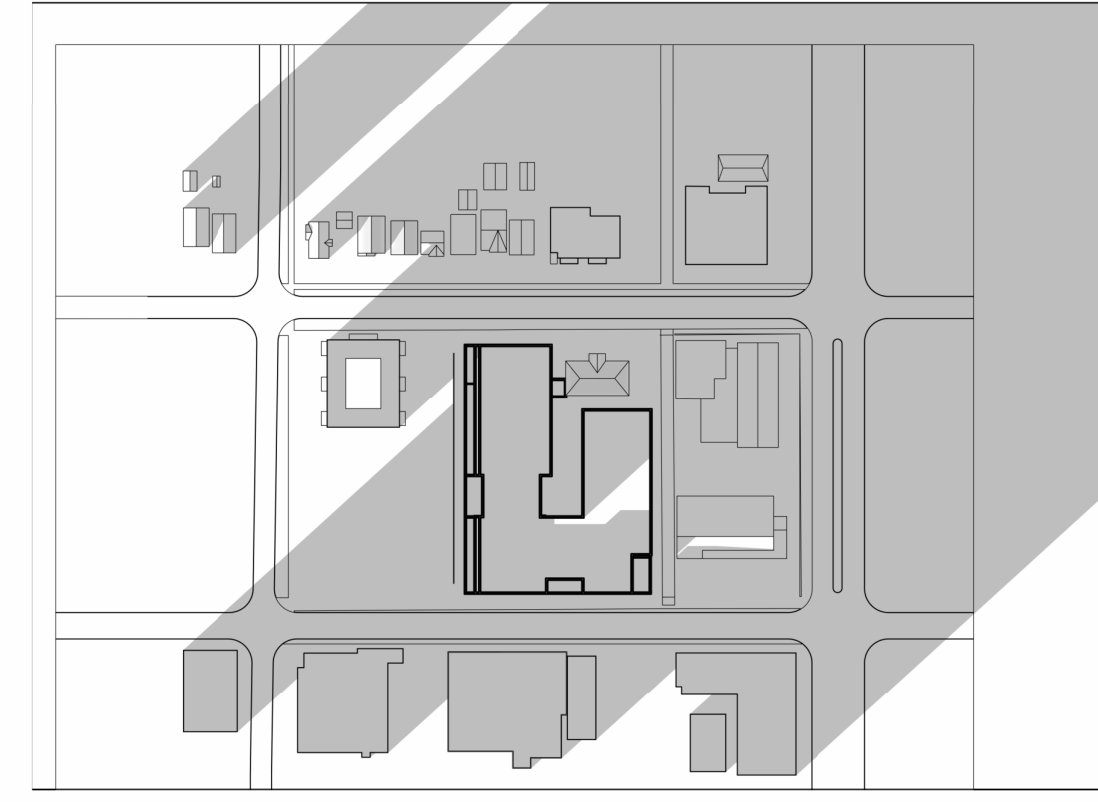
11am



2pm



5pm



March 21 / Sept 21  
7:32am - 7:50pm

7am



10am



1pm



4pm

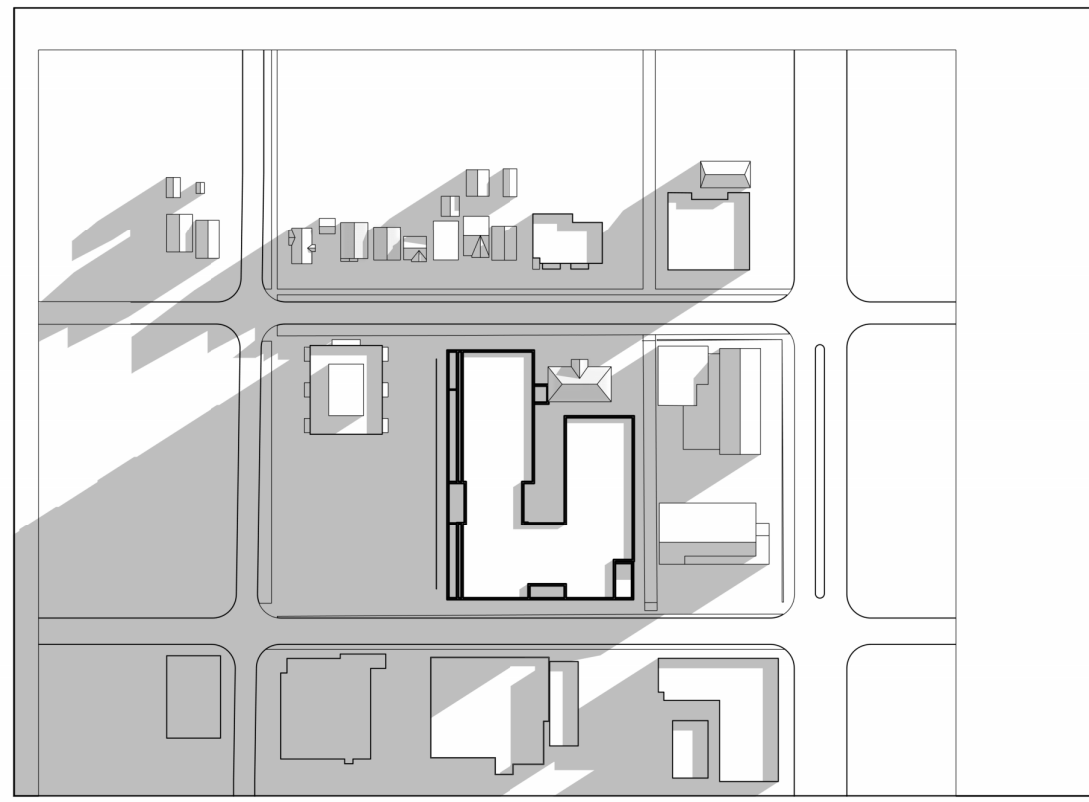


7pm



June 21  
5:04am - 10:07pm

5am



8am



11am



2pm



5pm



8pm



11pm

