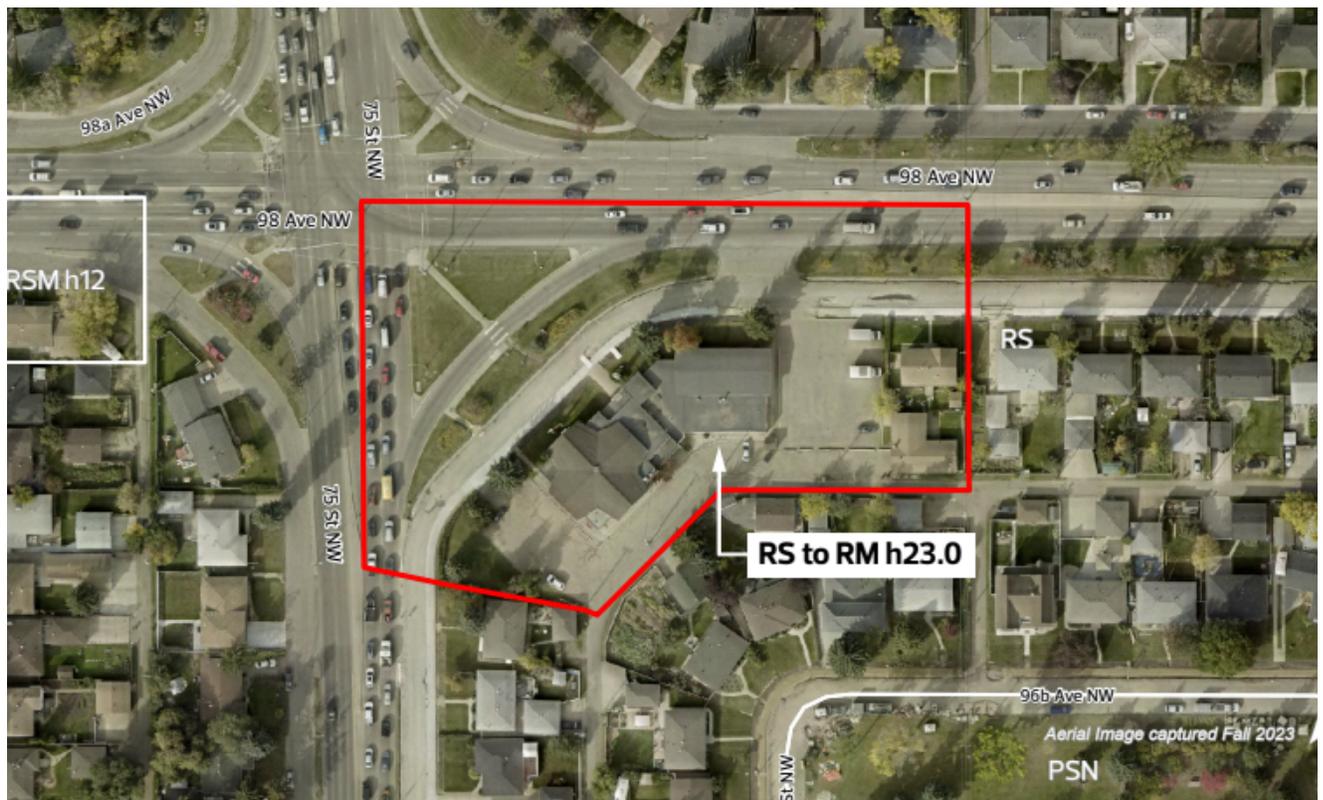


## 7315 - 98 Avenue NW, 7403U - 98 Avenue NW, 7407 - 98 Avenue NW and 9707U - 75 Street NW

### Position of Administration: Support



### Summary

Bylaw 21196 proposes a rezoning from the Small Scale Residential (RS) to the Medium Scale Residential Zone (RM h23.0) to allow for medium scale housing.

Public engagement for this application included a series of open houses (led by the applicant), a mailed notice, site signage and information on the City's webpage. Administration heard from 10 people, most of whom were in opposition. Most concerns were related to increased traffic and parking congestion, and the potential for increased crime.

Administration supports this application because it:

- Supports The City Plan's targets for infill development and trips taken by transit.
- Allows for additional height on a larger site at the edge of the neighbourhood that can sensitively transition to its surroundings.

## Application Details

This application was submitted by Clarity Development Advisory on behalf of Braemar Baptist Church.

## Rezoning

The proposed Medium Scale Residential Zone (RM h23.0) would allow development with the following key characteristics:

- A maximum height of 23 metres (or approximately 6 storeys).
- A maximum Floor Area Ratio of 3.0 to 4.4.
- Limited commercial opportunities permitted at ground-level.
- Vehicle access from the rear alley.

## Site and Surrounding Area

	Existing Zoning	Current Development
<b>Subject Site</b>	Small Scale Residential Zone (RS)	Braemar Baptist Church Single detached house
<b>North</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>East</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>South</b>	Small Scale Residential Zone (RS)	Single detached housing
<b>West</b>	Small Scale Residential Zone (RS)	Single detached housing



*View of the site looking southeast from 98 Avenue NW*



*View of the site looking east from 75 Street NW*



*View of the site from the rear alley looking west*

## **Community Insights**

In recognizing that the proposed rezoning would be seen as a significant change for the site and the area more broadly, the applicant hosted a series of in-person open events where the public could learn more about their intention for rezoning and provide feedback. This feedback was then submitted to the City for consideration during the review of the rezoning application. The effort and extent of this pre-application engagement is not normally seen for a rezoning application that is proposing a standard zone. Providing surrounding residents with this level of opportunity prior to an application being submitted meant the City could consider reducing its efforts once the application was submitted. As such, this application was brought forward to the public using a broadened approach. The broadened approach included:

### **Pre-Application Open House Events (as reported by the applicant), November 13 & 16, 2024**

- Notification radius: 160 metres
- Number of recipients: 157
- Number of recipients: 65
- Main comments received (as reported by the applicant):
  - Support for senior's housing
  - Concern for supportive housing, security and crime
  - Concern for impacts to sunlight, parking and traffic

### **Mailed Notice, January 21, 2025**

- Notification radius: 120 metres

- Recipients: 115
- Responses: 10
  - In support: 1
  - In opposition: 9

### **Site Signage, February 7, 2025**

- One rezoning information sign was placed on the property so as to be visible from 75 Street and 98 Avenue

### **Webpage**

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

### **Notified Community Organizations**

- Ottewell Community League
- Holyrood Community League
- South East Community Leagues Association

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

- Concern that this proposal will negatively impact the surrounding road network from additional traffic, reducing on-street vehicle parking for existing residents and exacerbating safety issues in the lane. (5x)
- Concern that this proposal may further contribute to crime that the area is experiencing. (3x)
- Concern that this proposal will harm the neighborhood's small scale character; including a suggestion to use a smaller scale zone such as the Small-Medium Scale Transition Residential Zone (RSM h12). (2x)
- The proposal will support inward growth, as opposed to outward growth, and provide an alternative housing option in the area to those who cannot afford a single detached house.

## Application Analysis



Site analysis context

### The City Plan

By increasing density near a future mass transit route, this rezoning contributes to the Big City Moves of a Rebuildable City and a Community of Communities by helping to achieve the targets of 50% of trips are made by transit and active transportation and 50% of new units accommodated through infill.

### District Plans

In the Southeast District Plan, the subject site is designated as 'urban mix' which includes housing, shops, services and offices in one land use category. This provides opportunities for a mix of housing types close to businesses and services that meet the daily needs of residents. It includes stand alone residential and commercial development as well as mixed use development. District Policy 2.5.2.5 states that an 'urban mix' site that is located at a corner and at the edge of the neighborhood, like this site, is appropriate for Low Rise (4 storeys) development.

With the application seeking approximately 2 more storeys of height through the RM h23 Zone, for a total of 6 storeys, District Policy 2.5.2.6 allows for consideration of additional scale within the urban mix designation where at least two of the following criteria can be met:

- 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** or adjacent to a park or open space, and
- Adjacent to a site zoned for greater than Small Scale development.

With the site meeting two of the above criteria, the additional scale proposed through this application can be considered and is assessed further in the following section.

## Land Use Compatibility

The existing RS Zone would allow for residential development of up to 3-storey in height. While the Southeast District Plan explicitly supports development up to 4-storeys at this location, the application is proposing a zone that would allow for development up to approximately 6 storeys. The sections below outline how the combination of the site's larger size, context, and zoning regulations will allow 6-storey development to sensitively transition to its surroundings.

### Site Size and Context

The subject site is located at the edge of the neighbourhood and adjacent to the intersection of two arterial roadways. The edge of the neighbourhood is considered a suitable location for larger forms of infill development, and this is further emphasized where the subject is adjacent to large arterial roadways (75 Street and 98 Avenue) which help to reduce impacts from the additional and scale and massing being proposed. A sun/shadow analysis was submitted as part of this application (see Appendix 1) which indicates that the arterial roadways will absorb most of the shadow impact from a 6-storey development at this location, particularly during the spring and fall equinoxes.

The site is also set to become well connected to the Mass Transit Network, with a Rapid District Bus Route anticipated to run along 98 Avenue and 75 Street, within walking distance from this site. Active modes such as cycling will also be available in close proximity through the introduction of shared pathways through the neighborhood via ongoing improvements through Neighborhood Renewal, scheduled for completion in 2027.

At approximately 0.47 hectares, the size of the subject site is the equivalent of 8 residential lots which is considered quite a large site within an infill context. Larger infill sites are generally worthy of consideration for an additional uplift in scale and intensity where the additional height and scale being proposed can be more appropriately managed through sensitive transitions to adjacent development, elaborated on further below.

### Massing and Transitions

If not properly managed, the transition between 6-storey development on this site and the surrounding small scale development can be abrupt, especially along the interior and rear edges where the site either abuts or is adjacent to existing single detached housing. To manage this, the RM h23 Zone has a number of regulations that are designed to ensure that new development sensitively transitions to its smaller scale surroundings, which include:

- Minimum interior side setbacks of 3.0 meters (in addition to a utility lot at approximately 6 meters in width abutting the site's eastern edge, indicated in beige on the image below);
- Minimum interior side setbacks of 6 meters above 16 meters; and
- A minimum rear setback of 3 meters (in addition to the natural buffer space provided by the lane of approximately 6 meters).

Other notable regulations of the RM h23 Zone that will reduce the overall massing of new development and further limit impacts to surrounding development include:

- A maximum facade length of 80 meters; and
- A maximum Floor Area Ratio of 3.0 - 4.4.

The above regulations will prevent this site from being developed as one large continuous structure, which can be a concern for longer sites like this. The limiting effects of these regulations will most likely result in development on this site being broken into two separate buildings, as illustrated in the image below. This massing model assumes that new development is being built to the minimum setback requirements, resulting in a large gap of space between both buildings, significantly reducing the overall massing and creating a less impactful development. The details of how this space will be utilized will be dealt with at the Development Permit stage and the applicant is encouraged to consider positive design features such as gathering spaces, additional landscaping and publicly accessible connections to further integrate this site with its surroundings.



3D Model

## Mobility

A Transportation Impact Assessment (TIA) was completed to review transportation impacts and mobility opportunities to the surrounding network with this rezoning. The site access is required to be from the alley. The owner is will be required to construct the following:

- Relocation of the sidewalk to the 75 Street NW and 98 Avenue NW intersection for a more direct connection, including a marked and signed crosswalk across the service road.
- Reconstruction of the alleys to commercial alley standard, limits to be determined at the development permit stage.

- Paint lane lines and installing parking restriction signs on Ottewell Rd NW at 98 Avenue NW, to be reviewed at the development permit stage.

The Ottewell Neighbourhood is undergoing neighbourhood renewal which includes neighbourhood bike routes on Ottewell Road NW and on 94b Avenue NW.

ETS operates frequent transit service along 101 Avenue NW within walking distance of the proposed rezoning area. One district rapid route is anticipated to operate nearby on 98 Avenue NW as part of the future mass transit network associated with the 1.25 million population scenario of the The City Plan.

## Utilities

A Drainage Servicing Report was reviewed and accepted with this application, and directs the future sanitary and storm servicing requirements. 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 hydrant spacing and flow rates . 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 any infrastructure upgrades required the proposed zoning.

## Appendices

1. Sun/Shadow Analysis

Written By: Stuart Carlyle

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

**Spring / Autumn Equinox (March 20 / September 20)**

9:00am



noon



3:00pm



6:00pm



### Summer Solstice (June 20)

9:00am



noon



3:00pm



6:00pm

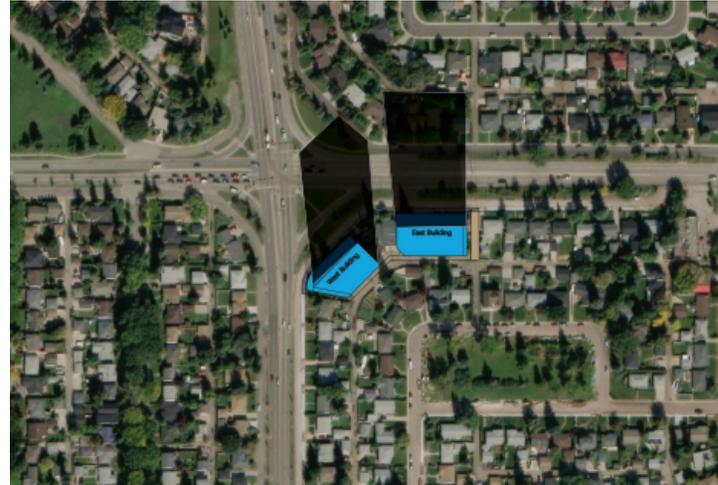


### Winter Solstice (December 21)

9:00am



noon



3:00pm



6:00pm (sunset at 4:16pm)

