



ADMINISTRATION REPORT **REZONING & PLAN AMENDMENT** Oliver

12026 & 10232 - 102 Avenue NW, and 10203- 121 Street NW

To allow for a high rise residential building on a mixed-use podium.



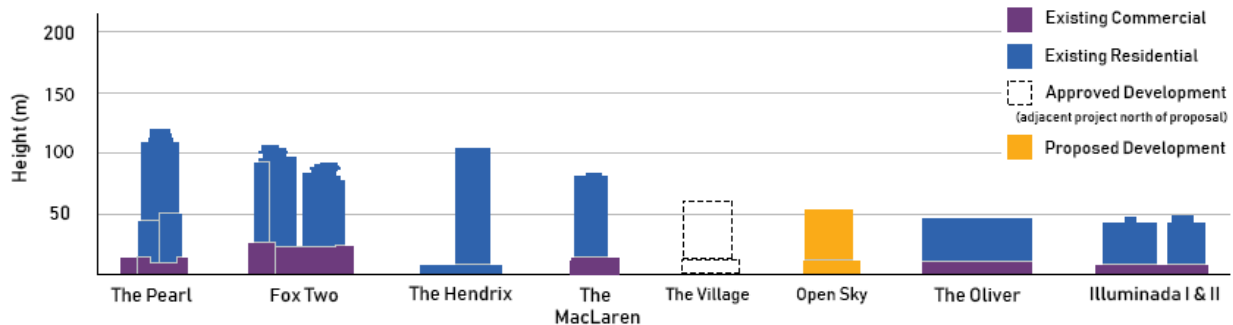
RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** because the proposal:

- increases the development intensity on an appropriate sized site on two intersecting collector corridors;
- increases residential density at a location complemented by an integrated pedestrian, bicycle, transit network and in close proximity to parks; and
- will facilitate the development of a building with high quality design features and unique lane-oriented housing.

THE APPLICATION

1. BYLAW 19131 to amend a map showing major plan initiatives (Map 3) as well as the current zoning map (Map 8) of the Oliver Area Redevelopment Plan to reflect the associated rezoning.
2. Charter Bylaw 19132 proposed to amend the Zoning Bylaw from the Direct Development Control Provision (DC1) to a (DC2) Site Specific Development Control Provision. The proposed (DC2) Site Specific Development Control Provision would allow for a building with the following characteristics:
 - A maximum height of 54 metres (approximately 17 storeys);
 - A maximum Floor Area ratio of 6.75;
 - Up to 140 residential dwellings;
 - Row-housing style dwellings fronting onto 102 Avenue NW, 121 Street NW and the adjacent lane;
 - Limited commercial uses at the corner of the 102 Avenue NW and 121 Street NW; and
 - Underground parking.



COMPARISON WITH OTHER BUILDINGS OF SIMILAR SCALE

SITE AND SURROUNDING AREA

The site consists of three lots totalling 1679 m² located on the northeast corner of 102 Avenue NW and 121 Street NW within the Oliver neighborhood. The surrounding area consists of some single detached houses as well as low and high rise apartment buildings and the Paul Kane Park across 121 Street to the northwest of the site. High frequency transit is accessible from both Jasper Avenue NW approximately 230 metres to the south, and 124 Street NW less than 400 metres to the west. The site is also located on the Bike Network, with a protected 2-way bike lane on 102 Avenue NW and the on street northbound bike lane along 121 Street NW.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC1) Direct Development Control Provision - Area 1 of the Oliver ARP	Three Single Detached Houses converted to commercial offices
CONTEXT		
North	(DC2.931) Site Specific Development Control Provision	Vacant - approved for a high density residential high rise tower with ground level units oriented towards 121 Street NW and lane
East	(DC1) Direct Development Control Provision - Area 1 of the Oliver ARP	Single Detached House
South	<ul style="list-style-type: none"> (DC1) Direct Development Control Provision - Area 15 of the Oliver ARP (PU) Public Utility Zone 	<ul style="list-style-type: none"> Oliver Exchange Building - Commercial Use building EPCOR Sub-Station
West	(US) Urban Services Zone	Religious Assembly - Christ Church Edmonton



VIEW FROM 102 AVENUE NW LOOKING NORTHEAST



VIEW OF SITE FROM 121 STREET NW

PLANNING ANALYSIS

LAND USE COMPATIBILITY AND TRANSPORTATION NETWORK

The subject site is located less than 400 metres from a future LRT station at 120 Street NW and 104 Avenue NW, and two designated Transit Avenues, approximately 230 metres from Jasper Avenue to the south and approximately 340 metres from 124 Street to the west. The proposed building abuts and faces the 102 Avenue NW to the south, a collector roadway with a two-way protected bicycle lane. The western site boundary is 121 Street NW, a major north-south collector through Oliver with a wide right-of-way. The collector roadway includes boulevards, a median, additional bike lanes and transit stops. Paul Kane Park is located across 121 Street NW to the west.

Existing high rise buildings are located along 121 Street NW within 300 metres both north and south of the subject site which range in height from 14 to 27 storeys including a recently approved 18 to 20 storey residential tower directly adjacent to the site on the north side of the shared lane. The proposed DC2 Provision would facilitate similar built form and massing along the adjacent portion of the 121 Street corridor.

To the east, a single detached house on the abutting site is to remain. Due to its proposed intensity, the development on the subject site has the potential to impact the easterly abutting site and as such, regulations have been developed within the proposed DC2 Provision to address this concern.

Regulations include:

- requiring a 3.0 m building setback from the eastern property line (shared property line);
- requiring a 3.0 m stepback from the east facade on the second floor podium with privacy screening;
- requiring an additional 1.5 m stepback on the third floor podium along the east facade and 7.5 m setback between the tower portions of the building to the eastern property line;
- requiring a 1.83 m high architectural screen fence along the shared property line; and
- the installation of five trees within the east setback for added screening.

These regulations provide an appropriate built form transition between these two sites and minimize the potential negative impacts on privacy and overlook from the subject site.

Sun Shadow Study

A Sun Shadow Study was provided as part of this application to demonstrate the potential impacts on adjacent properties. Appendix 1 shows potential shadows on equinoxes and the summer solstice.

Although it is recognized that surrounding areas already experience a variety of other shadows from existing nearby built forms, shadows will generally be cast to the north and the relatively slim nature will ensure the shadow does not stay over a particular area for too long including the Paul Kane Park to the northwest.

Tower Separation

Expected tower separation is 30 metres for mature neighbourhoods as outlined in the Residential Infill Guidelines; however, the Downtown requirement of 25 metres has been used as a guide in the past for applications in Oliver. The proposed DC2 Provision provides a 22 m separation distance from the approved development under DC2.931 to the north across the lane. While the separation distance is slightly deficient against the downtown standard to the north, the proposed tower with its irregular shaped design is offset from the approved tower north of the shared lane to help minimize impacts between the two developments.

Overall, the proposed DC2 Provision is sensitive to the existing developments in the immediate area, it compliments similarly approved built forms, and the design incorporates features that will reduce its impact on the abutting property such as stepbacks, a distinct podium, and other architectural and landscaping features to decrease the perceived massing of the building. The proposal further provides continuity of commercial uses fronting the 121 Street and 102 Avenue intersection which is in line with the surrounding development character to the south.

The design and location of the building ensures compatibility with the surrounding uses and built forms. The proposed development has excellent access to multiple modes of transportation including transit, bicycle and vehicular.

APPLICABLE GUIDELINES

Oliver Area Redevelopment Plan

The subject site is in Sub Area 2 of the Oliver Area Redevelopment Plan. Land Use in this Sub Area mainly consists of a range of built forms, from Single Detached dwellings to low rise apartments, and a high rise residential development north of the subject property. While this application conforms with certain policy statements in the Oliver ARP, an amendment is required to update Map 8 showing zoning in Sub Area 2 to reflect the proposed direct control provision for the 17 storey building.

Across the avenue to the south is Sub Area 4 of the ARP where other high rise buildings zoned RA9 exist. Directly west of 121 Street lies Sub Area 1 which identifies many parcels to be within a "Special Character Area" where the retention and reuse of older housing stock is encouraged.

Sub Area 2, where the site falls, also contemplates the ongoing struggles to determine the appropriate direction of the future redevelopment potential of the remaining low density housing stock. While this application proposes an amendment to allow for a higher density residential tower similar to high rise developments in the immediate vicinity, the proposed DC2 Provisions also includes regulations that will ensure the human scale elements are retained at the podium level. This is achieved through the design of the building including row housing style dwellings fronting on 102 Avenue and the abutting lane to the north; this will complement the existing row housing and lower density housing products found in the Sub Area. The portion of the site zoned (DC1) Direct Development Control Provision (Area 1 of the Oliver ARP) is also subject to a “major plan initiative” regarding the retention and conversion of older housing stock which is reflected on Map 3. This map would be amended to remove the site from this initiative to support other City policies and guidelines tied to redevelopment of Oliver.

Transit Oriented Development Guidelines (TODG)

The future 120 Street NW/104 Avenue Station is identified in the Transit Oriented Development Guidelines (TODG) as an ‘Enhanced Neighbourhood Station’. These guidelines recognize that this station type calls for higher density residential uses with neighbourhood serving retail and employment on a street grid network of roads with improved pedestrian and bicycle movement throughout. The TODG provide recommendations on built form for all station areas which the expectation to include street fronting developments, ground oriented units, underground parking, and primary street facing entries for all ground level units fronting onto a street. The proposed DC2 Provision includes these elements and is consistent with the direction, intent and objectives of the TODG for this type of station.

Residential Infill Guidelines

This application was reviewed relative to the Residential Infill Guidelines (RIG) for High Rise Apartments. The application does not meet site size guidelines related to the Large Site Infill Guidelines, which apply to high rise infill buildings. The RIGs suggest that suitable locations for high rise apartments are on sites of three to five hectares. Oliver is an inner city neighbourhood with a significant history of redevelopment and change that would make land consolidation of this magnitude neither feasible nor desirable. However, the majority of the guidelines for High Rise Apartments are met with regard to location, parking, built form, building design, site layout and streetscape. A comprehensive comparison of this application with the specific guidelines of the RIG is included as Appendix 2 to this report. Overall, this application proposes a development that is in line with the intent and objectives of the Residential Infill Guidelines.

EDMONTON DESIGN COMMITTEE

On September 17, 2019, this application was presented to the Edmonton Design Committee (EDC) during an informal meeting to gather feedback on the project’s vision. Comments provided by the EDC included topics related to the materiality, bicycle network integration, podium design, parking, amenity spaces and community amenity contributions.

Refinements to the design were further displayed and incorporated those preliminary comments into the DC2 Provision. The changes were presented to the EDC on November 19, 2019 during

its formal presentation to which the EDC supported the application. The EDC provided their support with a conditional recommendation to include further urban design regulations related to laneway activation. The EDC states this could be achieved through features such as but not limited to lighting, paving, bollards, landscaping and public art. In response, the DC2 regulations provide certainty for laneway activation due to the placement of townhouse styled dwellings fronting the northern property line abutting the lane. Regulations related to lighting, landscaping, and public art visible from public roadways including the lane have been integrated into the design regulations of the DC2 Provision.

It is relevant to note that any future development Permit application for a new building on the subject site will also require review by the EDC.

PUBLIC CONTRIBUTIONS

The following requirements within the proposed DC2 Provision are considered to be contributions that benefit the public:

C582 - Developer Sponsored Affordable Housing

The DC2 Provision contains the requirement for an agreement between the City and the owner providing the option for the City to purchase 5% of any proposed residential dwellings at 85% of mark value, or the equivalent value as cash in lieu to the City. With the maximum number of dwellings proposed by the DC2 Provision, yielding the equivalent to 7 Dwellings to support the affordable housing policy.

C599 - Community Amenity Contributions

A required contribution for this proposal of \$362,091.52 is required to comply with City Policy C599 Community Amenity Contributions in Direct Control Provisions.

This application complies with this policy through the provision of the following amenities:

- \$ 245,000 three bedroom dwellings designed suitable for families
- \$ 55,140 towards lane upgrades supporting other lots surrounding the site
- \$ 6,000 bicycle repair facility accessible for public use
- \$ 60,000 towards public art

TECHNICAL REVIEW

All comments from affected City Departments and utility agencies have been addressed.

PARKING, LOADING AND VEHICULAR ACCESS

All vehicular parking is provided underground with access to the parkade from the rear lane in accordance with the recommendations of a Transportation Impact Assessment which also aligns with the standard Transit Oriented Development (TOD) requirements. Loading and waste collection is also accessed through the rear lane.

Bicycle Parking requirements for the site exceeds the minimum requirements of the zoning bylaw by requiring a minimum 0.50 spaces per dwelling in a safe a secure location within the underground parkade. Access to bicycle parking shall be easily accessible to cyclists via access ramps or a route through the building that facilitates easy and efficient transportation of bicycles. Additionally, a minimum of 10 bicycle parking spaces shall be provided at ground level adjacent to either 121 Street or 102 Avenue NW where the current bicycle network exists.

DRAINAGE AND UTILITIES

This development requires the construction of a new storm sewer connection with onsite stormwater management. The project must meet the requirements for water supply to be able to service the proposed development to City standards. The cost of this infrastructure construction will be the responsibility of the land owner/developer and will be dealt with at the Development Permit stage.

PUBLIC ENGAGEMENT

<p>PRE-APPLICATION NOTICE</p> <p>Notices: June 12, 2019</p> <p>Applicant run Public Meet and Greet Event: June 25, 2019</p>	<ul style="list-style-type: none"> • Number of recipients: 238 (120 m radius) <p><u>As reported by applicant</u></p> <ul style="list-style-type: none"> • Number of Meet and Greet attendees: 30 • Common comments from Meet and Greet and other correspondences received included: <ul style="list-style-type: none"> ○ requested understanding on shadow impact to surrounding area including Paul Kane Park ○ requested clarification on amenities for the building and community ○ construction management plan ○ hopes for low income housing component ○ Pedestrian, cyclist, and vehicular traffic safety at intersection of 102 Avenue Nw and 121 Street NW ○ parkade access and usage ○ age demographics ○ lighting ○ high interest towards live/work units
<p>ADVANCE NOTICE</p> <p>August 27, 2019</p>	<ul style="list-style-type: none"> • Number of recipients: 238 (120 m radius) • Number of responses in support: 0 • Number of responses with concerns: 0

<p>PUBLIC MEETING October 16, 2019 (See Appendix 3 for a full “What We Heard” Report)</p>	<ul style="list-style-type: none"> • Number of attendees: 15 • Common comments included: <ul style="list-style-type: none"> • Massing, Form and design of tower and podium • Parking and traffic impacts • lane activation • Impacts on safety and security • Amenities and contributions • activation of 121 Street in relation to other businesses in the area. • townhousing along 102 Street to complement other existing residential characteristics along the avenue
<p>WEBPAGE</p>	<ul style="list-style-type: none"> • https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/northeast-corner-of-102-avenue-nw-and-121-street-nw.aspx

CONCLUSION

Administration recommends that City Council **APPROVE** this application.

APPENDICES

- 1 Sun Shadow
- 2 Residential Infill Guideline Analysis
- 3 “What We Heard” Public Engagement Report
- 4 Application Summary

March and September 21st

existing



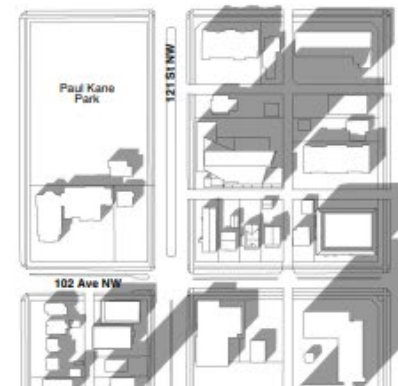
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11:00



12:00



15:00

proposed



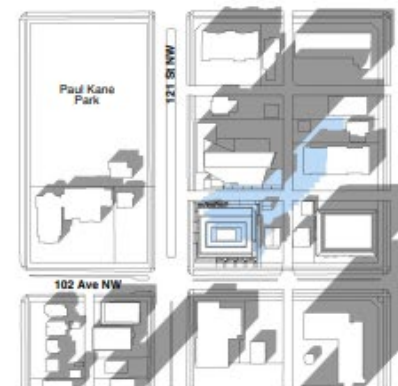
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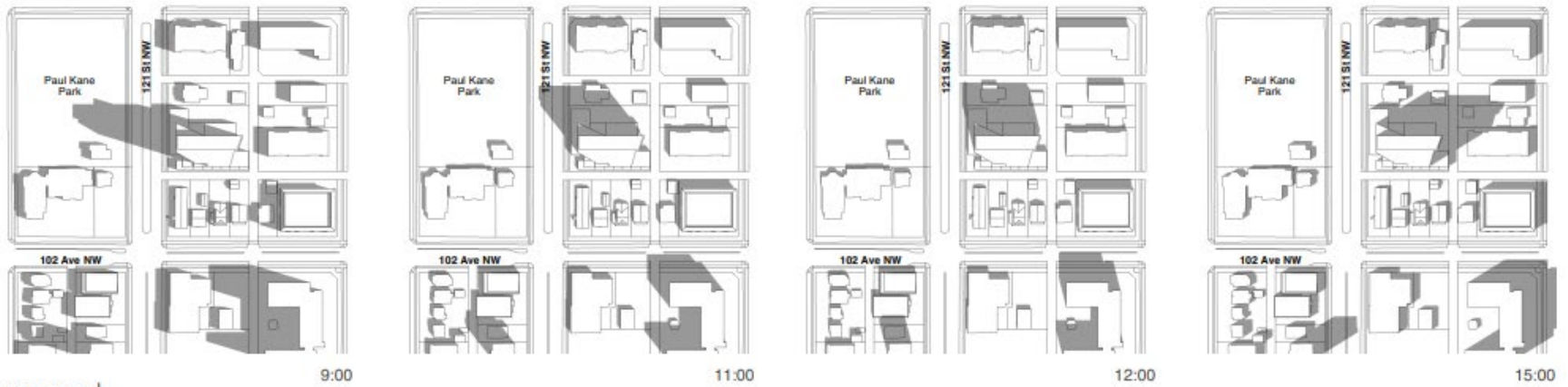


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additional shadow impact

June 21st

existing

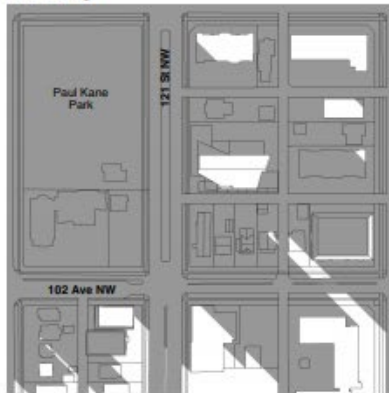


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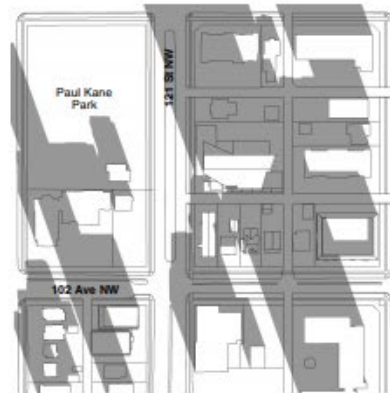


December 21st

existing



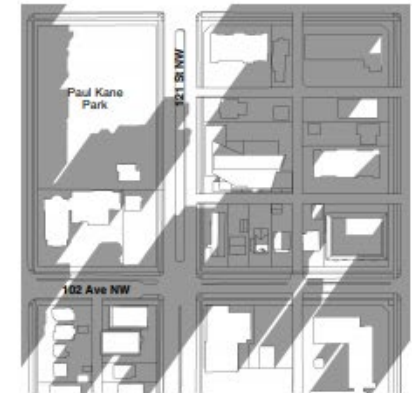
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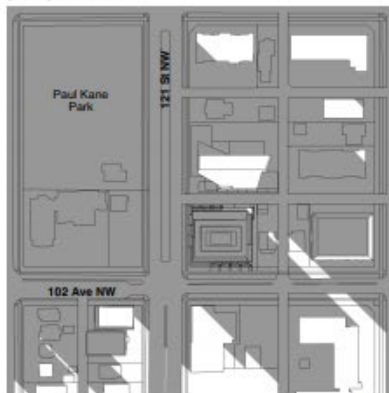


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■ additional shadow impact

RESIDENTIAL INFILL GUIDELINES ANALYSIS

This application was reviewed for conformance to the recommendations for High Rise Apartments due to the proposed DC2 dealing with a high rise form and being adjacent to a residential neighbourhoods that may be impacted by such issues shadowing, traffic and parking and loss of views. A breakdown of the DC2 Provision is provided indicating if a particular guideline is met or not.

LOCATION AND DISTRIBUTION

	Guideline	DC2
1	High Rise Residential Buildings should locate in the City's key activity centres, including: <ul style="list-style-type: none"> a. The central area of the City, including Downtown, the Station Lands, and Downtown North Edge; b. Areas adjacent to LRT Stations; and, c. At existing regional or community level shopping centre sites 	Yes
2	High Rise Residential Infill buildings may also be located on other sites in mature neighbourhoods where they can meet the Large Site Infill Guidelines.	No
3	The preferred locations for High Rise Residential Buildings may be further defined through an Area Redevelopment Plan, Transit Oriented Development (TOD) Plan, or Site Vision and Context Plan.	Yes
4	High Rise apartments should have direct access to an arterial or collector road or a road with the demonstrated capacity to accommodate the development without undue impact on adjacent areas.	Yes

BUILT FORM AND DESIGN

	Guideline	DC2
1	The maximum height of High Rise buildings on specific sites should be determined using the Large Site Infill Guidelines.	No
2	High Rise residential towers should be designed: <ul style="list-style-type: none"> a. As slender point towers with small floorplates to protect views and maximize access to sunlight for surrounding development; b. With significant shaping to break down the scale of the tower; c. With a distinctive expression of a base, middle, and top to better respond to the context of views to and from the tower; and d. With floorplates generally no larger than 750 square metres gross; 	Yes
3	High Rise residential towers should be constructed on a podium base that creates a human scale street wall:	Yes

	<ul style="list-style-type: none"> a. Typically, the podium should be a minimum height of 3 storeys, with a maximum height of 4 storeys; however, to accommodate specific site and design objectives, or specific housing forms in the podium, a blend of heights between 2 and 6 storeys could be considered. b. Storeys above the 3rd floor should be stepped back and aesthetically be of a secondary character to the main base form; c. The podium façade should be divided into segments and articulated to support a walkable environment and reduce the building mass; and, d. The mass of the tower should be stepped back above the base podium by at least 3 metres. 	
4	<p>The massing of High Rise buildings should be arranged to:</p> <ul style="list-style-type: none"> a. Resolve shadowing, overlook, and loss of privacy issues on adjacent areas in accordance with the "Large Site Infill Guidelines"; b. Minimize shadowing of onsite or adjacent amenity space; and, c. Provide for a transition between the building and adjacent residential areas in accordance with the "Large Site Infill Guidelines". 	Partial
5	A sun/shadow analysis should be prepared, including analyses of shade impacts for the spring and fall Equinoxes and the winter Solstice.	Yes
6	The building should front a street.	Yes
7	All ground level units with street frontage should have an individual entrance that fronts onto the street and private outdoor amenity space; all other units should be accessed through an entrance hall fronting onto a street.	Yes
8	<p>Retail/commercial uses should be developed on the ground floor of buildings which:</p> <ul style="list-style-type: none"> a. Front onto a commercial/shopping street; or, b. Provide for retail uses in the context of a comprehensively planned development. 	Yes
9	<p>High Rise residential towers should be separated from each other by:</p> <ul style="list-style-type: none"> a. A minimum of 30 metres if they are offset on the site such that one tower does not directly face the other; or, b. A minimum of 35 metres if they face directly on to each other 	No
10	The width of a High Rise residential tower should not exceed 36 metres	Yes

SITE DESIGN AND STREETScape

	Guideline	DC2
1	The site should be landscaped in accordance with an approved Landscape Plan which provides for a high standard of landscaping on the site.	Yes*
2	The Landscape Plan should: <ul style="list-style-type: none"> a. Include an assessment of mature trees on site; b. Provide for the retention of mature trees to the greatest extent possible; and, c. Incorporate the design and planting of public sidewalk and boulevard areas adjacent to the site. d. Illustrate the landscaping of yards and common outdoor amenity areas. 	Yes*
3	Upgrading of the adjacent public sidewalks and boulevard areas may be a requirement of development approval if warranted by the existing conditions.	Yes
4	The site design should, in concert with the design of the building: <ul style="list-style-type: none"> a. Contribute to optimizing sunlight on adjacent properties and on common outdoor amenity areas; and, b. Maintain the privacy of adjacent homes through the use of fencing, screening, and landscaping. 	Yes
5	Common, outdoor amenity space should be provided on site: <ul style="list-style-type: none"> a. To accommodate the recreational and social needs of residents, including families with children when family units are proposed; and, b. At a location where there is surveillance, sunlight, and weather protection. 	No
6	The streetscape design, including building features and landscape treatment along street frontages, should integrate the new development into the existing neighbourhood by: <ul style="list-style-type: none"> a. Providing entry transitions (e.g. use of steps, fences, gates, hedges, low walls) and semi-private outdoor spaces that create a comfortable relationship between the public realm of the street and the private space of the dwelling units; b. Providing individual, private front entries and landscaped yards for ground floor units; c. Providing a prominent front entrance to the building; d. Using articulated building facades and quality building materials, and creating recessed balconies and roofline features along street fronts; and, e. By maintaining the existing development pattern along the street, including set backs, treed boulevards and no vehicular access from the street 	Yes
*Addressed through regulations but implemented at Development Permit		

PARKING

	Guideline	DC2
1.	All parking should be accessed from the adjacent lane.	Yes
2.	Resident parking should be provided on site in either underground or above ground parking structures.	Yes
3.	Above ground parking structures should be fully screened with residential, commercial, or community uses to provide for active frontages.	N/A
4.	Any surface visitor parking areas provided for High Rise buildings should: be developed at the side or rear of the building; be separated from residential units by landscaped buffers; be clustered into smaller parking lots and divided with landscaping (including trees); and, not impact the street or outdoor amenity areas.	N/A
5.	Any surface visitor parking areas provided for High Rise buildings should be clustered into smaller parking lots and divided with landscaping (including trees).	N/A
6.	The City should consider the relaxation of parking requirements for High Rise buildings at TOD locations.	Yes

WHAT WE HEARD REPORT

OpenSky Redevelopment Application (LDA19-0327)

PROJECT ADDRESS: 10203 121 Street NW, 12026 & 12032 102 Avenue NW

PROJECT DESCRIPTION: Rezoning from (DC1) Direct Development Control Provision to (DC2) Site Specific Development Control Provision Zone to allow for the development of a residential tower approximately 16 storeys in height.

PROJECT WEBSITE: www.edmonton.ca/oliver

EVENT TYPE: Public Engagement Session

MEETING DATE: Wednesday October 16, 2019

NUMBER OF ATTENDEES: 15

ABOUT THIS REPORT

The information in this report includes feedback gathered during the [October 16th, 2019](#), public engagement session. This report is shared with all attendees who provided their email address during the event. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendment advances to Public Hearing these comments will be summarized in a report to Council.

MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information. Participants were encouraged to ask questions of City Staff, the applicant and the landowner. Participants were invited to share their feedback on a “Graffiti wall” by offering general feedback as well as by answering the following questions:

- What do you like about this proposal?

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CITY PLANNING



- What do you not like about this proposal?

3 feedback forms were received. The comments & questions we received are summarized by main themes below.

The number of times a comment was received by participants are recorded in brackets following that comment.

WHAT WE HEARD

Building Layout and Design:

- Height, massing, and density fits the neighbourhood context and surrounding context of 121 Street (x5)
- 121 Street needs added density in order to activate the area and sustain business in the Oliver Exchange (x3)
- Happy with the townhouses on 102 Ave alongside the existing residential character of the avenue (x3)
- Podium height promotes human scale interface and mitigates visual impacts of the tower (x3)
- Activation of the lane and street are great (x3)
- 16 storeys is unreasonable in a residential neighbourhood and within the surrounding context including Paul Kane Park, Christ Church, and a house to the north (x2)
- Commercial uses complement the existing node and community hub created by the Oliver Exchange building (x2)
- 3.0 m setback is in line with good tower design and mitigates wind impacts of the public realm
- Floor plate size is acceptable and smaller than best practice for towers
- West elevation could use some more permeability/transparency
- Good to see 102 Ave will be upgrades and the trees preserved
- Would like to see greater attention to architectural detail
- Adds to the urban feel of Oliver without imposing
- This corner can become a real community node
- Thoughtful design for the community
- Good design and materials

Amenities:

- Happy with the bike infrastructure and the value of the adjacent bike lane (x4)
- Community garden amenity and rooftop amenities will provide residents with private space (x2)
- Would like to see the public art/mural be locally sourced
- Love the public art

Other:

- Build it! (x3)
 - Fantastic development (x2)
 - This whole process is a sham - the Mayor, Councillors, Administration, and Planning should be ashamed
 - The developer has engaged with the community and has listened to feedback
 - Looking forward to this project setting an example for others to come
 - Good to see 102 Ave will be upgraded and the trees preserved
 - The developer did not care about neighbourhood input
 - This will isolate the surrounding neighbours
 - The proposal is terrible and shocking
-

ANSWERS TO QUESTIONS

How will construction impact the existing trees and the bike lane?

- Construction adjacent to boulevard trees is required to follow the [Corporate Tree Management Policy and Tree Preservation Procedure](#) which outlines the expectations for protecting street trees. This includes a requirement to develop a Tree Protection or Preservation Plan which is intended to ensure that trees are protected during and after construction commences, and ensure that if trees are damaged that they are replaced.
- Construction is generally expected to be accommodated on private property, however; there are times when construction or hoarding of construction materials needs to be located off site. In these cases, the City requires an [On-Street Construction and Maintenance \(OSCAM\) permit](#). As part of the OSCAM permit process, a Traffic

Accommodation Plan is required to protect the work and maintain traffic flows, including bicycles, around construction sites. Through this process, the City reviews applications and works with applicants to find solutions which minimize impacts to surrounding infrastructure.

If you have questions about this application please contact:

Andrew Sherstone, Planner

780-442-0699

andrew.sherstone@edmonton.ca

Planning Coordination
CITY PLANNING



APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning & Plan Amendment
Bylaw/Charter Bylaw:	19131 & 19132
Location:	Northeast corner of 121 Street NW and 102 Avenue NW
Addresses:	12026 & 12032 102 Avenue NW, and 10203 121 Street NW
Legal Descriptions:	Lots 29-31, Block 20, Plan 4423AJ
Site Area:	1679 m ²
Neighbourhood:	Oliver
Notified Community Organization(s):	Oliver Community League
Applicant:	Associated Engineering

PLANNING FRAMEWORK

Current Zone(s) and Overlay(s):	(DC1) Direct Development Control Provision (Area 1 of the Oliver ARP)
Proposed Zone(s) and Overlay(s):	(DC2) Site Specific Development Control Provision
Plan(s) in Effect:	Oliver Area Redevelopment Plan
Historic Status:	None

Written By:	Marty Vasquez
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination