



ADMINISTRATION REPORT **REZONING, PLAN AMENDMENT** STRATHCONA

9009 & 9013 - 99 STREET NW
9854 & 9860 - 90 AVENUE NW

To allow for a mid-rise mixed-use building.



RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because:

- the massing and overall intensity proposed is a good example of the type of mid-rise building that should be expected along a busy, key Secondary Corridor in support of the infill objectives of City Plan;
- while site specific, the proposed amendments to the Strathcona Area Redevelopment plan set a high standard for the introduction of mid-rise buildings on the east side of 99 Street NW; and
- despite some outstanding concerns related to more detailed design features, the overall look and site layout contribute to a pedestrian friendly interface with the street that is to a higher standard than the existing RA8 Zone would require.

THE APPLICATION

1. BYLAW 19423 to amend the Strathcona Area Redevelopment Plan to rename the “High Rise Apartment Area” of the plan the “Mid/High Rise Apartment Area” and redesignate the site of a proposed rezoning from being in the “Walk Up Apartment Area” to being in the “Mid/High Rise Apartment Area”. This Bylaw would amend two objectives, Map 2 and Figures 3 and 4 in the plan to reflect the changes and also add a Policy with several conditions to be satisfied for a mid-rise building to be considered acceptable on the east side of 99 Street NW.
2. CHARTER BYLAW 19424 to change the zoning from the (RA8) Medium Rise Apartment Zone to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a mid-rise building with the following characteristics:
 - A maximum of 27 metres in height (approximately 7 storeys) with an enclosed rooftop amenity area extending up to 30 metres;
 - A maximum floor area ratio of 3.1;
 - Up to 750 m² of commercial space at ground level with up to 60 residential dwellings above; and
 - Underground and surface parking accessed from the lane.

When the application was initially submitted, it also included one additional lot to the north (9015 - 99 Street NW) but was essentially the same proposal in terms of the type of building, just longer than the revised proposal.

SITE AND SURROUNDING AREA

The 1,926 m² site is located on the northeast corner of 99 Street NW and 90 Avenue NW. 99 Street NW is not currently considered a Transit Avenue, but with the 2021 Bus Network Redesign, it is anticipated to be both a Frequent Route (buses that come every 15 minutes or better, 7 days a week at most times of the day and most days of the week) and carry Local Routes (connecting neighbourhoods to local destinations and other routes). The site is not currently well connected to the Bike Network, but upon completion of the Building Great Neighbourhoods - Strathcona Project in 2021, it will be a short distance from both the new 87 Avenue NW and 100 Street NW protected bike lanes, and shared facilities on 98 Street NW. It is also only a short distance from shared use paths and trails in the River Valley and Mill Creek Ravine to the north and east.

The site is at a transition point between low and high rise apartments to the west and north on the other side of 99 Street NW, and houses to the east and south. The majority of the 99 Street NW corridor here is developed as 3-4 storey low rise apartments with some small scale commercial opportunities mixed throughout.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RA8) Medium Rise Apartment Zone	Single Detached Houses (some converted to commercial uses)
CONTEXT		
North	(RA8) Medium Rise Apartment Zone	2 Storey Semi-detached House
East	(RF2) Low Density Infill Zone	Single Detached Houses
South	(CNC) Neighbourhood Convenience Commercial Zone	Vacant lot and Single Detached Houses (converted to commercial uses)
West	(RA8) Medium Rise Apartment Zone	3-4 Storey Low Rise Apartments



VIEW OF SITE FROM 99 STREET NW



VIEW OF SITE FROM 90 AVENUE NW

PLANNING ANALYSIS

This application was a very challenging one to analyze within a conflicting and shifting policy context and with the proposed building having both positive and negative features. Administration's evaluation has considered both older policy and guideline documents and the new City Plan containing the overarching direction to prioritize infill locations along nodes and corridors in an effort to expand the City's population within existing boundaries. The review concludes that the recent direction from City Plan identifying 99 Street NW as a secondary corridor with its corresponding built form and intensity recommendations takes precedence over existing direction from the Strathcona Area Redevelopment Plan. Further, the proposed DC2 provision is better positioned to provide a well designed, sensitively integrated mid-rise building compared to the existing RA8 Zone.

LAND USE COMPATIBILITY

The 99 Street NW corridor currently serves as a defined zoning border between a mixture of low, medium and high scale development (RF2, RA7, RA8 and RA9) on the west, and a homogenous area of low scale development on the east (almost entirely RF2). The corridor itself is predominantly the (RA8) Medium Rise Apartment Zone which allows for approximately 6 storey residential buildings with limited commercial uses at ground level. There is a small node of (CNC) Neighbourhood Convenience Commercial Zone centered around 89 Avenue NW, extending up to 90 Avenue NW, with a significant (DC2) Site Specific Development Control Provision for two towers on the northwest corner of 99 Street NW and 89 Avenue NW. Compatibility of this proposal is therefore best evaluated with respect to the RA8, CNC and RF2 zones.

Uses

Of the 21 proposed non-residential and non-residential related uses in the DC2 Provision, only four (Cannabis Retail Sales, Liquor Stores, Private Education Services and Vehicle Parking), are not allowed in either the RA8 or CNC Zones. Only 8 of 21 uses are allowed by the current RA8 Zone, but 16 of 21 uses are allowed by the nearby CNC Zone. This would result in an expansion of the existing commercial node slightly north, but since the majority of the proposed uses are found within the nearby CNC Zone and are known to be compatible with lower scale residences, this is not considered to be a drastic expansion of commercial activity in the area. It would be more ideal if Cannabis Retail Sales and Liquor Stores remained restricted to the existing commercial node or the west side of the corridor, however, these uses also have special provisions for development that should help to limit potential conflicts.

Built Form

The 99 Street NW corridor, while predominantly zoned RA8, historically had the Medium Density Residential Overlay applied to it which limited RA8 development to approximately 4 storeys, instead of 6. However, with the recent "Missing Middle" zoning changes in August 2019, this overlay was removed from the Zoning Bylaw, meaning the underlying 6 storey height of the RA8 Zone became allowed along this corridor. The focus of this rezoning is on the change from

the now allowed 6 storey RA8 Zone to the proposed DC2 Provision, though referencing a 4 storey scenario also helps with understanding the comparison.

REGULATION	RA8	PROPOSED DC2
Height	23.0 m*	27.0 - 30.0 m
Floor Area Ratio	3.0 - 3.3	3.1
Maximum Density	No Maximum	60 Dwellings
Podium Setbacks		
Front (South) Setback	1.0 - 3.0 m	4.5 m
Side (East) Setback	1.2 m	8.0 m
Side (West) Setback	3.0 m	3.5 m
Rear (North) Setback	7.5 m	2.5 m
Tower Stepbacks		
Front (South) Stepback	None	None
Side (East) Stepback	1.8 m at 10.0 m in height	2.0 m above first storey
Side (West) Stepback	None	4.1 m above first storey
Rear (North) Stepback	None	1.5 m above first storey
Distance of upper storeys from nearest adjacent property to the east (including lane)	8.0 m	15.0 m

* The only difference between the standard 4 Storey RA7 Zone and the RA8 Zone is the height (14.5 - 16.0 m in RA7).

While the proposed DC2 Provision allows a taller building than the RA8 Zone, most other built form regulations (especially setbacks) are more restrictive and ensure a better transition to adjacent properties and the public realm, particularly with the residential properties to the east. The graphics below show a comparison between built form opportunities in the 4 storey RA7 Zone (purple), 6 storey RA8 Zone (Blue) and the proposed DC2 Provision (detailed model). Important to note is that the building envelopes for the RA7 and RA8 Zones only factor in setbacks and not Floor Area Ratio (FAR). The FAR would restrict the building from being built to the maximums in all directions, but which directions might be reduced to meet the FAR would be determined at the Development Permit stage and are not regulated by the zoning.



VIEW OF SITE LOOKING SOUTHWEST



VIEW OF SITE LOOKING NORTHEAST

As can be seen, the existing development rights of the RA8 Zone create a much larger building envelope, extending closer to most property lines. As such, the proposed DC2 Provision is considered an improvement to the transition to the surrounding properties and public realm, despite the additional height proposed. This can also be seen when comparing shadow impacts of the different zones with the shadows cast by the RA8 Zone and the proposed DC2 Provision being very similar. Below is a comparison of March and September 21 at 6PM. A full Sun Shadow Study is attached as Appendix 1.



While it is recognized that the building proposed by this rezoning is a significant change from the existing houses on the site, when comparing the proposed DC2 Provision to the existing RA8 Zoning for the site, it is overall seen as more compatible and a more sensitive form of infill.

STRATHCONA AREA REDEVELOPMENT PLAN

The Strathcona Area Redevelopment Plan is divided into six Areas and is generally structured to place significant height and density along Saskatchewan Drive and then transition down the scale to the south and east. The Plan outlines a series of issues that have been identified for each area and creates corresponding land use policies to address those issues.

This site is currently located within the Walk Up Apartment Area. The general intent of this area is to continue to accommodate walk up apartment development and to ensure that future apartment development, or redevelopment, maintains the pedestrian friendly character of the streetscape, is compatible with the scale of apartments that have been built to date, and has minimal impact on adjacent single family development.

The proposed 7-8 storey building cannot reasonably be considered a "Walk Up" Apartment and is a larger scale than other low rise apartments that have been built in the area. As such, the applicant proposes to redesignate this site from being in the Walk Up Apartment Area and instead expand the High Rise Apartment Area to apply to this site. However, the proposed 7-8 storey building also cannot reasonably be considered a "High Rise", so the applicant is also proposing to rename the "High Rise Apartment Area" the "Mid/High Rise Apartment Area". Outside of the Whyte Avenue Commercial Area, the plan currently does not have clear direction

for where mid-rise buildings (6 - 12 storeys) should be located and this renaming will help address this gap.

In conjunction with the renaming, the applicant's proposed amendments to the ARP include:

- Amending Map 2 and Figures 3 and 4 to reflect the redesignation/rezoning;
- Amending two objectives related to residential development and urban design; and
- Adding the following conditions to the Mid/High Rise Apartment Area that would need to be satisfied for a mid-rise building to be considered acceptable on the east side of 99 Street NW:
 - The zoning is a (DC2) Site Specific Development Control Provision (to ensure a customized response to the surrounding site context);
 - The building contains ground floor Commercial Uses (to justify the additional height);
 - The Commercial Uses are oriented to front onto 99 Street NW (to reduce the impact on the nearby residential area);
 - A lane separates the site from the remaining residential block to the east (to improve the transition to the nearby residential area);
 - A minimum Setback of 10.0 m is provided between the east lot line and any portion of the building above the first Storey (to improve the transition to the nearby residential area);
 - A minimum Setback of 7.5 m is provided between the west lot line and any portion of the building above the first Storey (to reduce the massing impact along 99 Street NW); and
 - The Floor Area Ratio (FAR) is no higher than 3.3 (to match the maximum FAR of the existing RA8 Zone).

While these conditions are effective in limiting the number of potential sites on the east side of 99 Street NW that could accommodate buildings like this, it is still a significant policy shift in the plan. The applicant's rationale for the amendments cited *The Way We Grow*, *The Way We Move*, *The Way We Green*, other parts of the Strathcona ARP and the Residential Infill Guidelines. However, the majority of the policies and guidelines referenced could be just as easily supported by development either within the existing RA8 Zone or using a DC2 that better aligns with the Strathcona ARP. For example, Policy 4.2.1.1 from *The Way We Grow* - Support neighbourhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighbourhoods. A 6 storey mixed use building developed in the RA8 Zone could just as easily support this policy.

Introducing mid-rise buildings to the east side of 99 Street NW adjacent to the lowest intensity area of the neighbourhood represents a major shift in the development intent of this corridor that was not contemplated by the ARP.

The aforementioned "Missing Middle" zoning changes in August 2019 created some continuity issues between zoning along the 99 Street NW corridor and direction from the Strathcona ARP. The Medium Density Residential Overlay reduced the height of the RA8 Zone from 6 storeys to 4 storeys, consistent with the ARP intent for "Walk Up Apartments". As such, the removal of the overlay already increased the development potential of the corridor above the intent of the ARP and this rezoning would be a further deviation.

The amendments to the ARP proposed through this application will ensure that the proposed rezoning is technically in conformance with the plan. However, because of the time passed since the ARP was written, combined with changes to the Zoning Bylaw, it is also concluded that this type of change does not reconcile well with the original intent of the plan.

RESIDENTIAL INFILL GUIDELINES

The Residential Infill Guidelines consider 5 - 8 storey buildings to be a type of large scale infill form called Mid Rise Apartments. According to the guidelines, Mid Rise Apartment buildings should be located in the City's key activity centres, such as downtown, areas adjacent to LRT Stations or at existing regional or community level shopping centre sites. Exceptions can also be made for "Large Sites" that are over one hectare in size or on other sites where the specific context of the site warrants consideration of Mid Rise buildings. These would be sites that have direct access to an arterial or collector road, and are isolated from small scale residential development by other land uses such as existing medium/large scale residential development, commercial development, a large park site or natural area. Aside from being on an arterial road, this site does not align well with this locational criteria.

Administration recognizes that the locational criteria for Mid Rise Apartments in the Residential Infill Guidelines is likely too restrictive, especially along a major corridor where the existing RA8 Zone already allows 6 storey buildings. As such, these guidelines are not a very effective reference tool in this case. Aside from locational guidelines, the proposed DC2 Provision, just like the existing RA8 Zone, aligns fairly well with the guidelines for parking, built form and design and site design and streetscape.

CITY PLAN

On September 16, 2020, City Council gave two readings to City Plan, Edmonton's new Municipal Development Plan. This is a very high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors.

To this end, the 99 Street NW corridor that this site is on is identified as a Secondary Corridor. It was originally to be classified as a Primary Corridor in the Bylaw presented to Council by Administration, but Council downgraded it at the Public Hearing on September 16. As defined by City Plan, a Secondary Corridor is a major vibrant and prominent urban street designed for living, working and moving. It serves as a destination in itself, but also provides critical connections between nodes, throughout the city and beyond. A Secondary Corridor includes a wide range of activities supported by mixed-use development and mass transit.

Important to note is that City Plan, as a city-wide document, does not recognize the variety of contexts within which different Secondary Corridors exist. But, as an overall guide, it states that the desired overall density along a Secondary Corridor is a minimum of 75 people and/or jobs per hectare and the typical massing/form is low-rise and mid-rise. When applying this guidance to the 99 Street NW corridor in Strathcona, it is recognized that 99 Street NW is one

of the more significant Secondary Corridors with very high levels of vehicle traffic and transit service as it serves a key north-south connection in the City. As a very significant Secondary Corridor, it is logical that the intensity along this corridor should be to the upper end of the directed massing/form range and that a mid-rise building is appropriate here.

The mid-rise building proposed by this rezoning responds well to this context in terms of its massing and overall intensity. For example, one recognized main street corridor principle is that the heights of buildings on either side of the corridor should be equal to the distance between buildings on either side. With the 99 Street NW right-of-way being 20 metres wide and the DC2 Provision requiring 7.5 metres between the west lot line and any portion of the building above the first storey, the main massing of this proposed building is 27.5 metres away from the lot line on the other side of 99 Street NW. The proposed height, not including the small enclosed rooftop amenity area, is 27.0 metres. Therefore, it is concluded that this is a good example of the type of mid-rise that should be expected along this kind of key Secondary Corridor in support of the infill objectives of City Plan.

Despite concerns about this application relative to the Strathcona Area Redevelopment Plan, because of the recent direction within City Plan, this rezoning is supportable from a policy context.

HERITAGE

None of the existing houses are listed on the Inventory of Historic Resources in Edmonton. The house at 9860 - 90 Avenue NW appears to date to the pre-WW1 period and retains strong architectural integrity with the exterior in generally good condition. If it were not to be demolished as part of this redevelopment, it would be a strong candidate for addition to the inventory.



HOUSE AT 9860 - 90 AVENUE NW

However, given that the property is already zoned to allow for more intense development and the site is located on a corner right on the 99th Street NW corridor, it is unlikely that even if the inventory was amended to include it, that there would be a property owner that was willing to designate voluntarily. There is no feasible way to incorporate the existing house into the development proposed by this rezoning.

EDMONTON DESIGN COMMITTEE (EDC) & URBAN DESIGN

This rezoning was reviewed by the EDC on June 18, 2019 and received conditional support. Below is a list of the 10 conditions for EDC support and an indication as to what degree the condition has been met or not.

Condition	Response	Condition Satisfied?
Ensuring the commercial podium on 99 Street is pedestrian friendly and hospitable.	Podium includes regulations for transparent storefronts, individual commercial entrances and shrubs.	Satisfied
Effectively integrating the grade change as part of the public realm interface.	Nothing changed since EDC review. Proposed steps running the length of the site allow access from the public sidewalk to the site, though not directly for all ages and abilities.	Partially Satisfied
Including in the DC regulation a reference to Section 55 of the Zoning Bylaw and / or appropriate tree planting requirements.	Site exempted from normal Section 55 requirements for Landscaping. The DC2 only requires 2 trees and 20 shrubs on site, compared to 22 trees and 50 shrubs that would normally be required by Section 55 of the Zoning Bylaw.	Not Satisfied
Incorporating tree planting on 99 Street (either on private or public land).	The two required trees on site are in the southeast corner and no trees are planned along 99 Street NW.	Not Satisfied
Including in the DC regulation references to articulation and other means to ensure privacy and minimize overlook	Regulations added for overall articulation of the building, but not anything specifically on the east facade that would ensure privacy and minimize	Partially Satisfied

(particularly to the east).	overlook. Rooftop amenity area is regulated to minimize overlook to the east.	
Exploring opportunities for additional upper level setbacks to reduce the visual impact of the building.	1.5 Stepback provided on the west, south and east for the top residential storey, only.	Partially Satisfied
Refining the design and the DC regulation to incorporate additional articulation to reduce building massing, including modulating the facade through projections and recesses	DC2 Regulations require clear articulation of the façade and the use of a variety materials as well as using physical breaks of materials and architectural features to help reduce massing. No requirements for projections or recesses.	Partially Satisfied
Including in the DC regulation clarification on how commercial uses interface with residential uses along 90 Avenue, both east and south of the site.	Commercial entrances are required to face 99 Street NW. The main residential entrance to the building separates the south facing patio of any commercial uses from the residential houses to the east. There are no residential uses directly south of the site (only houses converted to commercial uses) and the land on the other side of 90 Avenue NW is zoned (CNC) Neighbourhood Convenience Commercial Zone.	Satisfied
Ensure regulations include references to high quality, durable materials.	No such regulations added at request of Administration. Determining what is "high quality" and "durable" is too difficult and subjective at the Development Permit stage, nor easily enforced.	Not Satisfied - At the request of Administration
Refine generic regulations (eg. related to glazing, fencing, etc) as necessary to	All generic regulations refined to be site specific.	Satisfied

reflect specific site circumstances.		
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Of the 10 conditions above, it is Administration's perspective that three have been satisfied, four have been partially satisfied and three have not been satisfied (one of which at the request of Administration). While not all of these conditions for support were fully met, it Administration's perspective that the applicant made sufficient effort to address the EDC's concerns within the constraints of the site and while balancing other feedback and technical review results.

Urban Design Review

Administration's review also flagged similar concerns as EDC related to Landscaping and Urban Design. The 2 trees and 20 shrubs required by the proposed DC2 Provision is far less than what the Zoning Bylaw would normally require based on the proposed setbacks. The Zoning Bylaw would require at least 22 trees and 50 shrubs planted on site. The main reason this is not possible within this DC2 Provision is because the underground parkade is proposed to extend to the lot lines and is not subject to the required setbacks. Usually, when underground parkades are allowed to extend to all lot lines, it is because they are deep enough to allow for required landscaping above. While the slight slope to the site creates a challenge to have the entire parkade actually below ground level, this is not an acceptable justification for the entire site. This could be improved by either digging the parkade deeper or not extending the parkade fully to all lot lines. These options were explored by the applicant, but ultimately not pursued.

There are two urban design related issues also caused by the design of the underground parkade. The first is the interface of the development with the property to the north. The proposed DC2 Provision would allow a 1.2 m concrete wall right on the shared lot line, for the majority of its length. While the westerly 10 metres of this wall is required to have an animated surface treatment to avoid a blank concrete appearance, this is still not a very sensitive interface. Again, this could be avoided by either pulling the parkade away from the lot line or digging the parkade deeper to allow some landscaping that could improve the interface with the other property.

The second urban design concern caused by the parkade is the long, continuous stairs running nearly the full length of the 99 Street NW frontage. While the 3.5 m west setback allows a great opportunity to expand the public realm of 99 Street NW, the grade difference doesn't allow direct entrances to commercial units from the sidewalk for most of the frontage, making them less accessible for people of all ages and abilities. If the parkade were deeper, and these stairs weren't needed (at least not for the full length of the site), it would be a more effective widening of the sidewalk. This would allow a better use of this space for patios and other public realm improvements, such as trees to assist with the landscaping deficiency, and to create a better buffer from 99 Street NW, a busy arterial road. However, it is also recognized that the grade separation could help provide a better sense of safety and distance from the busy arterial road for the spaces in front of the commercial entrances.

PUBLIC CONTRIBUTIONS

The proposed DC2 Provision provides the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution, in accordance with City Policy C582 - Developer Sponsored Affordable Housing.

The proposed rezoning does not increase the total floor area from the existing zone by 5% or more (FAR increasing from 3.0 to 3.1) so City Policy C599 - Community Amenity Contributions in Direct Control Provisions is not applicable.

TECHNICAL REVIEW

All comments from affected City Departments and utility agencies have been addressed. Water and drainage servicing infrastructure upgrades will be required at the expense of the owner/developer, the exact details of which will be determined at the Development Permit stage.

PARKING, TRAFFIC AND VEHICULAR ACCESS

A Transportation Impact Assessment (TIA) was not required for this application. The proposed DC2 development intensity was compared to the development potential of the existing RA8 Zone, and found to be similar in terms of traffic generation. Vehicular access will be limited to the north-south lane to the east of the site that connects 90 Avenue NW and 91 Avenue NW, which will be upgraded to a fully paved commercial standard within the available right-of-way.

The development is forecast to increase existing traffic volumes at the 90 Avenue NW and 91 Avenue NW intersections by approximately 1.5 percent. 99 Street NW through Strathcona is a four-lane undivided arterial road that carries a relatively high volume of vehicle traffic, the majority of which is generated outside of the neighbourhood as it serves as a key link between the southern parts of the City and downtown. Delays regularly occur during peak periods. Pedestrian signals on 99 Street NW are located every two blocks between 83 Avenue NW and Scona Road NW, in alignment with bus stops. In addition to providing protected pedestrian and cyclist crossing opportunities, they also provide gaps for side street traffic to enter and exit the neighbourhood on the avenues.

Pedestrian activity on 99 Street NW will also increase with the development, which may increase gaps for side street vehicles. Peak hour side street delays will continue, however, and motorists may select alternate routes.

While desktop analysis indicates a traffic signal is not likely warranted, a full assessment can only be completed after the development is operational, and traffic volumes are perceived to be realistic and not overly influenced by COVID-19. Upgrading the pedestrian signal at 91 Avenue NW would not be supported due to its proximity to the existing traffic signal at 92 Avenue NW. A traffic signal may also draw other traffic and increase the peak hour and daily volumes experienced on a side street, which may not appeal to existing residents along it. These intersections, and others along the corridor, will continue to be monitored by Administration to

determine the appropriate traffic control method as the 99 Street NW corridor evolves as a Secondary Corridor under the direction of City Plan.

The Building Great Neighbourhoods - Strathcona project is renewing the neighbourhood roadways and adding active mode connections through new multi-use roadways, sidewalks, crosswalks, pedestrian signals, separated bike lanes, and more. These improvements are expected to calm vehicular traffic, support an increase in active mode trips within the neighbourhood, as well as connect to the broader active transportation network. In the immediate vicinity of the development, a curb extension will be constructed on the southeast corner of 99 Street NW and 90 Avenue NW.

Through the public engagement process, several community members raised concerns about congested curbside parking along the adjacent avenues east of 99 Street NW. These avenues do not currently have any parking restrictions and the proposed DC2 provision does not have a minimum required amount of on-site vehicular parking, in line with the City's Open Option Parking strategy. Parking Services will monitor curbside congestion and will continue to work with neighbourhoods to apply tools such as time-restricted parking to manage on-street parking where needed.

PUBLIC ENGAGEMENT

Over 60 people provided comments and feedback regarding this application. Overall, approximately 25% indicated support for the application and approximately 75% were opposed. A summary of all engagement activities and feedback received through each is found in the table below.

<p>PRE-APPLICATION NOTIFICATION August 27, 2018</p>	<p>As reported by applicant:</p> <ul style="list-style-type: none"> ● 8 Responses received (5 emails and 3 telephone calls). ● Summary of comments: <ul style="list-style-type: none"> ○ Would like to see commercial uses on the ground floor. ○ Consider adding a community garden. ○ Building should be engaged with 99 Street NW. ○ The proposal will lead to increased traffic and parking congestion along 90 Avenue NW. ○ Concerns with vehicles accessing 99 Street NW from both 90 and 91 Avenues NW. ○ Would prefer to see some suites that cater to families. ○ Potential privacy concerns on adjacent properties from the rooftop amenity.
<p>ADVANCE NOTICE November 23, 2018</p>	<ul style="list-style-type: none"> ● 1 Response received. <ul style="list-style-type: none"> ○ Strongly opposed

	<ul style="list-style-type: none"> o Concern that “heritage homes” are being demolished for apartments, and that it is sad to lose the special history that creates the character of this neighbourhood.
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While mailing of the Advance Notice was confirmed with Canada Post, the lack of responses was odd for a project of this scale at this location. As a result, on October 29, 2019, Administration reached out to the Community League to assist with spreading information about the application. This was after the application was revised by reducing the site area by one property and planning for the Public Engagement Session was underway. The Community League sent out information on their mailing list and posted to their webpage.

RESPONSES AFTER COMMUNITY LEAGUE ASSISTANCE	<ul style="list-style-type: none"> ● 27 Responses ● Number of responses in support: 9 ● Number of responses with concerns: 16 ● Number of responses with questions only: 2 ● Common comments in favour included: <ul style="list-style-type: none"> o Height appropriate (7 responses) o Nice aesthetics and public realm (6 responses) ● Common comments opposed included: <ul style="list-style-type: none"> o Height too tall (14 responses) o Incompatible with houses to the east, shadowing, noise, privacy (8 responses) o Parking and traffic impacts (8 responses) o Deviation from ARP (4 responses)
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PUBLIC ENGAGEMENT SESSION January 15, 2020	<ul style="list-style-type: none"> ● Number of attendees: 34 ● Number of feedback forms received: 25 ● Common topics included: <ul style="list-style-type: none"> o Traffic o Parking o Building Design o Uses o City Policies o Site Context ● The full “What We Heard” Public Engagement Report from this session is attached as Appendix 2 to this report.
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After the Public Engagement Session, Administration emailed updates on the application to people who had provided their email address either through previous correspondence or at the engagement session. These updates focused primarily on the plan amendment component of the application when more details became available of the exact nature of the proposed amendments.

RESPONSES TO EMAILED UPDATES	<ul style="list-style-type: none"> ● 20 Responses
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	<ul style="list-style-type: none"> ● Number of responses in support: 5 ● Number of responses with concerns: 15 ● Common comments in favour included: <ul style="list-style-type: none"> ○ Height appropriate (3 responses) ○ ARP Amendment appropriate because it is specific (2 responses) ● Common comments opposed included: <ul style="list-style-type: none"> ○ Parking and traffic impacts (10 responses) ○ Height too tall (9 responses) ○ Deviation from ARP, concerned about precedent, amendment rational weak (9 responses) ○ Incompatible with houses to the east, shadowing, noise, privacy (7 responses) ○ Public hearing should not be held only remotely, must have in-person opportunity (6 responses) ○ Will negatively impact the character of the neighbourhood/heritage houses (5 responses) ○ Consultation not adequate, including for the previous change from 4 to 6 storeys (4 responses)
WEBPAGE	<ul style="list-style-type: none"> ● https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/strathcona-planning-applications.aspx

CONCLUSION

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

APPENDICES

- 1 Sun Shadow Study
- 2 "What We Heard" Public Engagement Report
- 3 Application Summary

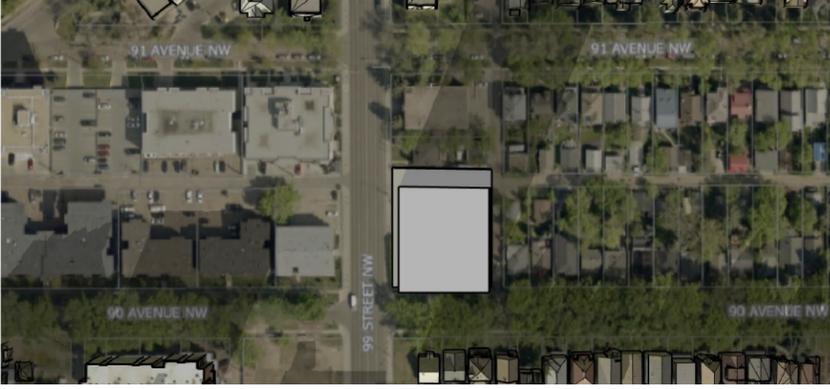
SUN SHADOW STUDY

MAR/SEP 21	RA7 Standard 4 Storey Zone	RA8 Current Zone & Standard 6 Storey Zone	DC2 Proposed Zone
9AM			
12PM			
3PM			
6PM			

SUN SHADOW STUDY

<p>JUNE 21</p>	<p>RA7 Standard 4 Storey Zone</p>	<p>RA8 Current Zone & Standard 6 Storey Zone</p>	<p>DC2 Proposed Zone</p>
<p>12PM</p>			
<p>3PM</p>			
<p>6PM</p>			
<p>9PM</p>			

SUN SHADOW STUDY

DEC 21	RA7 Standard 4 Storey Zone	RA8 Current Zone & Standard 6 Storey Zone	DC2 Proposed Zone
11AM			
1PM			
3PM			

WHAT WE HEARD REPORT

Strathcona Rezoning (LDA18-0647)

PROJECT ADDRESS: 9009 & 9013 - 99 Street NW, 9854 & 9860 - 90 Avenue NW

PROJECT DESCRIPTION: This application proposes to rezone the site from (RA8) Medium Rise Apartment Zone to (DC2) Site Specific Development Control Provision to accommodate a mid-rise residential development with ground level commercial fronting onto 99 Street.

PROJECT WEBSITE: https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/strathcona-planning-applications.aspx

SUMMARY OF NOTIFICATION/ENGAGEMENT

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
DC2 pre-application notification (sent from applicant)	August 27, 2018	290 notices sent 8 responses received by applicant
Advance Notification (sent from City)	Mailed November 23, 2018	213 recipients; 1 response
APPLICATION REVISED FROM 6 STOREYS WITH RESIDENTIAL AT GROUND LEVEL FACING 99 STREET TO 8 STOREYS WITH COMMERCIAL AT GROUND LEVEL FACING 99 STREET		
Email sent to Community League, Community League sent out information on mailing list and webpage	October 29, 2019	27 responses
Public Engagement Session Notification	Mailed December 16, 2019	215 recipients
Public Engagement Session Drop-in (City-led)	January 15, 2020	34 attended; feedback summarized below

ABOUT THIS REPORT

The information in this report includes feedback gathered during and immediately following the January 15, 2020 public engagement session. This report is shared with everyone who has emailed the file planner directly, and all attendees who provided their email address during the event on January 15, 2020. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning advances to Public Hearing this report will be included in the information provided to City Council. Feedback received prior to this event is not included in this report, and will be summarized separately for City Council.



MEETING FORMAT

The meeting format was a drop-in engagement session where attendees were able to view display boards with project information and ask questions of City staff, the applicants, architects and owner.

Written feedback forms were made available for attendees to provide comprehensive feedback relating to the application. 25 forms with feedback were received. Additionally, 4 emails related to the engagement session were received immediately after the engagement session and are also summarized in the report.

The comments & questions that were received are summarized by main themes below. The frequency of similar comments made by participants are recorded in brackets following that comment.

WHAT WE HEARD

Traffic

- Concerned with increased traffic in neighbourhood (5)
- Concerned with increased traffic/commercial waste pickup in back alley - suggest to make it one-way (4)
- Concerned with future congestion on the pedestrian crosswalk at 99 Street and 90 Ave
 - this is a dangerous intersection because pedestrians running across 99 Street for southbound buses and long wait time at light especially at rush hour (2)
- ETS buses are often full when going downtown through this area, concerned that they won't be able to support increase in commuters

Parking

- Parking issues on 89, 90 and 91 Avenues, would like to see mitigation like resident only parking signs (people are seen using the neighbourhood as a park and ride) (7)
- Parking for commercial/visitor and residential units doesn't seem adequate, parking study should be completed (3)
- Entrance to parkade and surface parking is adjacent to side yard of properties to the north and east, would like to see screening to protect privacy

Building Design

- 8 storeys is not compatible with Single family housing. 6 storeys is already too much, but at least the height should not be increased on the east side of 99 Street (8)
- Concern for shadowing on surrounding properties especially property to north and east, will affect growing conditions (7)
- Concern for privacy of surrounding properties especially property to north and east - provide privacy screens (5)
- Much needed project - design will integrate well into neighbourhood (4)
- Proposed design is good and provides walkability and interaction along 99 Street as a main street (3)
- Increased density is a no-brainer/support for this as a climate friendly building (3)
- Concerned with unnecessary lighting/light pollution (2)
- Would like to see more 'green building' aspects (i.e. solar panels)
- Provide screening from residential entrance to east (main windows of neighbouring property face the alley)

- Happy with concrete construction for sound blocking
- Commercial podium has no 'heritage' value
- Clear glazing should be required
- Isolates property to north

Uses

- Provide large suites to accommodate families (more than enough 1-bedroom suites in the neighbourhood) (7)
- Happy to see small scale main floor commercial (5)
- Would like to see a cafe, something that would replace Wild Earth/provide practical retail for neighbours (i.e. cafe, bakery, cheese shop and not Cannabis or Liquor stores) (2)
- No commercial should be allowed (2)
- Limitations should be placed on commercial uses

City Policies

- No more changes to the zoning and Area Redevelopment Plan and Guidelines (3)
- Concern for the whole of 99 Street and the redevelopment of vacant sites, and maintaining walkability
- Proposal has no connection to the Strathcona ARP

Site

- Concerned that trees and shrubs are removed from streetscape/additional landscaping should be provided along 99 Street (3)
- Developer should be responsible to upgrade the laneway
- Setback from 99 Street is good
- North Setback too small

Other

- Concerned that development removes heritage character/historic homes (4)
- Frustrated with constant pressure on the neighbourhood and overwhelmed trying to defend quality of life here (3)
- Sewer issues - back-ups currently happen, concerned with higher density development (2)
- Bateman started setting a precedent, and this development will further set the precedent for the undeveloped land along 99 Street (2)
- In favour of higher density, but at what cost (2)
- Only benefits the developer and the increased tax revenue for the City of Edmonton
- Most of community asked for Bateman to be capped at 10 Storeys, this is only 8
- Development will hopefully be a conduit for further development in the area
- Generally happy with Beljan and their quality of development in Edmonton
- Urban density is supposed to help curtail urban sprawl, not working
- Concerned with noise generation from development
- Would like an open public meeting with Councillor
- Concerned with construction noise

ANSWERS TO SPECIFIC QUESTIONS WRITTEN ON FEEDBACK FORMS

1. Clarification on the Affordable Housing Policy

[Policy C582, Developer Sponsored Affordable Housing](#), requires that the owner provides the City with the opportunity to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution. These dwellings or cash contributions are added to the affordable housing repertoire for the affordable housing strategy throughout the city.

2. Will the development be rentals or condos?

The zoning bylaw does not regulate whether or not the development will be condo or rental.

3. Is it possible to put controls on the commercial businesses?

The proposed DC2 provision currently includes restrictions that any commercial development must be on the ground-level and oriented to 99 Street. Some specific regulations for commercial uses are included: Personal Service Shops shall not include Body Rub Centres, and the maximum Public Space for Bars and Neighbourhood Pubs, Restaurants and Specialty Food Services shall be limited to 120 m² of Public Space.

4. Are residential parking permits possible?

Residential parking programs are determined by the Parking Services department. These programs are reviewed based on specific criteria including the requirement that an area be a minimum of 10 square blocks and near a major medical/learning institute, sports facility, or residential near LRT or commercial area. This area does not meet the criteria for a residential parking program. (More info: https://www.edmonton.ca/transportation/driving_carpooling/residential-parking.aspx). If there is interest in requesting a review to consider adding time-limits to on-street parking (i.e. maximum 2 hour parking), residents may contact Parking Services by calling 311.

This application currently proposes to provide parking in accordance with the Zoning Bylaw, with the opportunity for variances at the development permit stage if a parking study is provided and determined satisfactory. This may take the form of some shared parking between on-site residential visitor and non-residential uses may also be considered with the submission of an approved Parking Management Plan.

5. Possible to have a meeting with the Councillor directly?

Unfortunately Councillor Henderson was not able to attend the meeting, however Gerry Janzen from his office attended the meeting to help gather feedback from the community. This report will be provided to the Councillor for his review, and City staff will be conducting a briefing to provide additional background on the proposal. If there are additional concerns, or you wish to contact Councillor Ben Henderson's office directly, you may do so by emailing ben.henderson@edmonton.ca.

If you have questions about this application please contact:

Heather Vander Hoek, Planner

780-423-7495

heather.vanderhoek@edmonton.ca

Planning Coordination

Development Services



APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	19423, 19424
Location:	Northeast corner of 99 Street NW and 90 Avenue NW
Addresses:	9009 & 9013 - 99 Street NW 9854 & 9860 - 90 Avenue NW
Legal Descriptions:	Lots 1-4 and a portion of Lot 5, Block 125, Plan I21
Site Area:	1926 m ²
Neighbourhood:	Strathcona
Notified Community Organizations:	Strathcona Community League Central Area Council of Community Leagues
Applicant:	Sharbro Construction

PLANNING FRAMEWORK

Current Zone:	(RA8) Medium Rise Apartment Zone
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Strathcona Area Redevelopment Plan
Historic Status:	None

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination