



ADMINISTRATION REPORT **REZONING, PLAN AMENDMENT** STRATHCONA

8904 - 99 Street NW

To allow for a mixed use mid-rise building



Recommendation: That Bylaw 19599 to amend the Strathcona Area Redevelopment Plan and Charter Bylaw 19600 to create a new (DC2) Site Specific Development Control Provision be **APPROVED**.

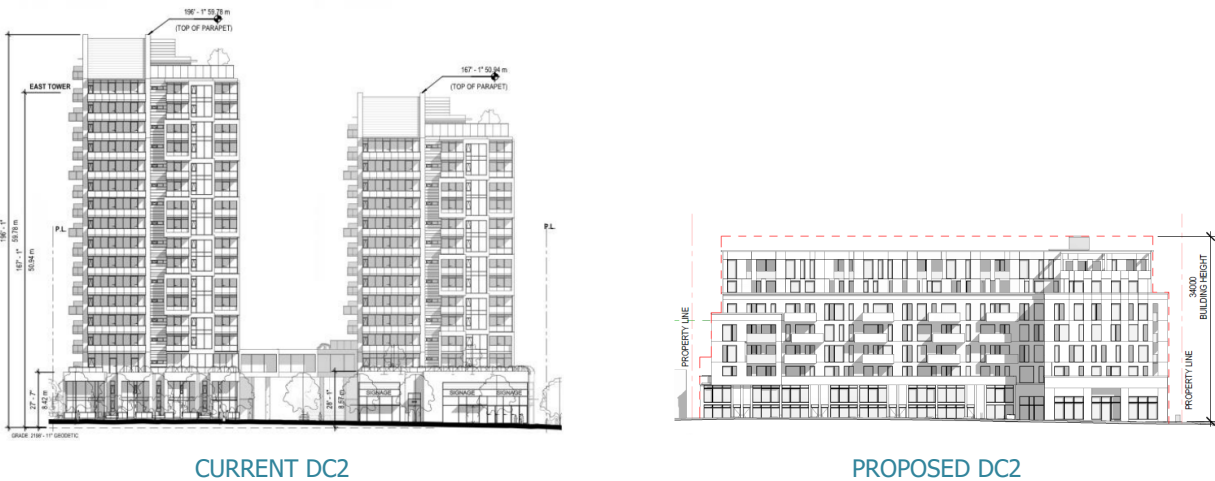
Administration is in **SUPPORT** of this application because:

- it continues to facilitate the creation of a pedestrian oriented, mixed-use development;
- while different in site layout and built form, there are no concerning changes in the land use impact between the current and proposed zones; and
- the proposed DC2 Provision is in alignment with the scale of development envisioned for the 99 Street NW corridor in The City Plan.

Report Summary

This application was submitted by Next Architecture and accepted by the City on September 25, 2020. The rezoning represents a second attempt to redevelop this site. The applicant indicated that due to changing market conditions, they were not able to pursue the previously approved (April 9, 2018) two tower high-rise development that the current (DC2) Site Specific Development Control Provision facilitates. Instead, they are now proposing one mixed use mid-rise building through a new (DC2) Site Specific Development Control Provision.

SOUTH ELEVATION COMPARISON



REGULATION	CURRENT DC2	PROPOSED DC2
Height	63 m / 54 m	34 m
Floor Area Ratio	6.5	6.0
Maximum Density	242 Dwellings	190 Dwellings

With the previous rezoning, the Strathcona Area Redevelopment Plan (ARP) was amended to support a more intense form of development at this location. As amended, the current proposal aligns with the ARP, as a result. The proposed amendments to the plan are only to update the building description in the already existing policy exemptions for this site.

The existing DC2 Provision was approved before The City Plan. The City Plan designates 99 Street NW at this location as a Secondary Corridor where typical massing and built form is envisioned as low and mid-rise buildings. The proposed rezoning better aligns with The City Plan than the two high rise buildings currently approved. This intersection on the corridor that has traditionally had the highest commercial intensity should receive the upper end of the directed massing/form range while ensuring the return of ground floor commercial activity.

The Application

1. BYLAW 19599 to amend the Strathcona Area Redevelopment Plan (ARP) to adjust 2 objectives and 1 policy to update the building description in the already existing policy exemptions for this site.
2. CHARTER BYLAW 19600 to amend the Zoning Bylaw from (DC2.993) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a mixed use mid-rise building with the following characteristics:
 - A maximum height of 34.0 m (approximately 8 - 10 storeys);
 - A maximum floor area ratio of 6.0;
 - Between 400 and 650 square metres of commercial space at ground level; and
 - Up to 190 residential dwellings, with at least 25% having two bedrooms and 8 having three bedrooms.

Site and Surrounding Area

The 3529.8 m² site is on the northwest corner of 99 Street NW and 89 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, west and east.

This intersection is a small scale commercial node that serves the neighbourhood and, prior to demolition, the building on this site was the largest and most active part of the node. It is in an area of Strathcona that is predominantly medium and high density development with the exception of single detached housing to the south.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC2.993) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Vacant land (zoned for 2 towers, 15 & 18 storeys)
CONTEXT		
North	<ul style="list-style-type: none"> • (CNC) Neighbourhood Convenience Commercial Zone with Main Streets Overlay • (RA7) Low Rise Apartment Zone 	<ul style="list-style-type: none"> • Vacant former gas station site • Multi-unit Housing (Bateman Manor Seniors Housing)
East	<ul style="list-style-type: none"> • (CNC) Neighbourhood Convenience Commercial Zone with Main Streets Overlay 	<ul style="list-style-type: none"> • Vacant commercial building - most recently a Personal Service Shop (Dry cleaner)
South	<ul style="list-style-type: none"> • (CNC) Neighbourhood Convenience Commercial Zone with Main Streets Overlay • (RF2) Low Density Infill Zone with Mature Neighbourhood Overlay 	<ul style="list-style-type: none"> • Restaurant • Single Detached Housing
West	<ul style="list-style-type: none"> • (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> • Multi-unit Housing



VIEW LOOKING NORTHWEST FROM 89 AVENUE NW



VIEW LOOKING SOUTHEAST FROM REAR LANE

Planning Analysis

The proposed DC2 Provision represents a significant shift from the currently approved DC2 Provision. Changing from two high-rise towers to one mid-rise building has both positive and negative results in terms of off-site impacts to the surrounding area. The proposed mid-rise building is more closely aligned with applicable policies and guidelines, particularly The City Plan, approved in December 2020. In comparing the land use impacts of the two designs, Administration found them similar and the applicant believes the new design will be more feasible to develop.

LAND USE COMPATIBILITY

The current and the proposed DC2 Provisions have mostly the same allowable Uses for the site, with the following administrative adjustments because of changes to the Zoning Bylaw since the current DC2 Provision was approved:

- Apartment Housing changed to Multi-unit Housing;
- Group Homes and Limited Group Homes changed to Supportive Housing; and
- Minor Alcohol Sales changed to Liquor Stores.

The same size restrictions for Restaurants, Specialty Food Services, Bars and Neighbourhood Pubs, Breweries, Wineries and Distilleries and Secondhand Stores are carried over from the current DC2 Provision as is the exclusion of Body Rub Centres from Personal Service Shops.

The proposed DC2 Provision also adds Market, Special Event and Vehicle Parking, which the current DC2 Provision does not contain. Market and Special Event are Uses that have been recently added to the Zoning Bylaw to allow more flexibility for unique types of retail businesses and to streamline permitting processes for temporary activities. They are Permitted Uses in nearly all Commercial Zones and are considered appropriate for this mixed-use building at a commercial node in the neighbourhood. Vehicle Parking is a new Use associated with the Open Option Parking strategy.

The total floor area for Commercial Uses is decreasing with this new proposal from a range between 750 m² and 2000 m² to between 400 m² and 650 m². While this may decrease the chances of a full grocery store returning to the site, as was a common desire heard through engagement for both applications, there is still an assurance of pedestrian oriented businesses in the new development.

SITE LAYOUT AND BUILT FORM

While the overall development intensity for this site is staying relatively the same, there are significant differences in the overall site and building designs in each version. The currently approved DC2 Provision includes 2 high rise residential towers, with open space between them to ground level and connected by a pedway amenity area. When considering this type of built form, analysis focused on the public realm, tower floor plates, tower separation and the transitions between the podium and tower (stepbacks). With one mid-rise building, aspects of tower floor plate and tower separation are no longer key considerations. As such, there is a greater focus on the public realm and ensuring the transition of the building from the ground up is appropriate and pedestrian scaled. Below is a table summarizing key changes between the two zones.

REGULATION	CURRENT DC2	PROPOSED DC2
Height	63 m / 54 m	34 m
Floor Area Ratio	6.5	6.0
Maximum Density	242 Dwellings	190 Dwellings
Ground Level Setbacks		
South Setback	1.5 m - 3.0 m	1.0 m - 7.0 m
East Setback	1.5 m	2.0 m - 4.5 m
West Setback	1.5 m - 4.5 m	1.5 m (3.0 m above 10 m height)
North Setback	0.0 m	0.0 m - 1.2 m
Setback from Lanes	4.0 m	10.0 m
Upper Building Setbacks	<u>Above 10.0 m in height</u>	<u>Above 20.0 m in height</u>
South Setback	5.0 - 12.5 m	7.0 m
East Setback	4.5 m	4.5 m
West Setback	4.5 m	4.5 m
North Setback	7.5 m	3.0 m
Setback from Lanes	4.0 m	10.0 m

Public Realm

The public realm adjacent to the site is proposed to be enhanced with this application. Currently the 99 Street NW sidewalk and public realm are considered inadequate to support the desired pedestrian oriented commercial street with a 2.8 metre sidewalk with no landscape buffer zone. To increase pedestrian comfort, a 2.0 metre setback (in front of commercial uses) and a 4.5 metres (in front of residential uses) is required between the building and the lot line. This is an increase from 1.5 metres required by the current DC2 Provision for the entire 99

Street NW frontage. The space in front of commercial uses must be hard surfaced and be consistent with the public sidewalk which essentially expands the width of the sidewalk in front of the future storefronts. The residential setback would accommodate a small private amenity area and because of a north-south slope to the site, there would be some steps in front of the residential/live-work frontage on the northern part of the building. In addition, the same requirement for at least 6 new trees to be planted along 99 Street is carried over from the currently approved DC2, to create a better buffer between vehicular traffic and pedestrians.

Along 89 Avenue NW, there is already considerable space between the curb and the property line (6.0 metres) which accommodates the existing boulevard trees. However, a 1.0 metre setback will still be required in front of commercial uses, creating a friendly pedestrian experience and leaving room for sidewalk patios. This is a decrease from 1.5 metres required by the current DC2 Provision, but is still considered acceptable. At the corner, the boulevard is also being expanded with a new curb extension as part of Building Great Neighbourhoods - Strathcona Project in 2021, which will help ensure there is plenty of space for small patios and gathering spaces associated with the commercial uses.

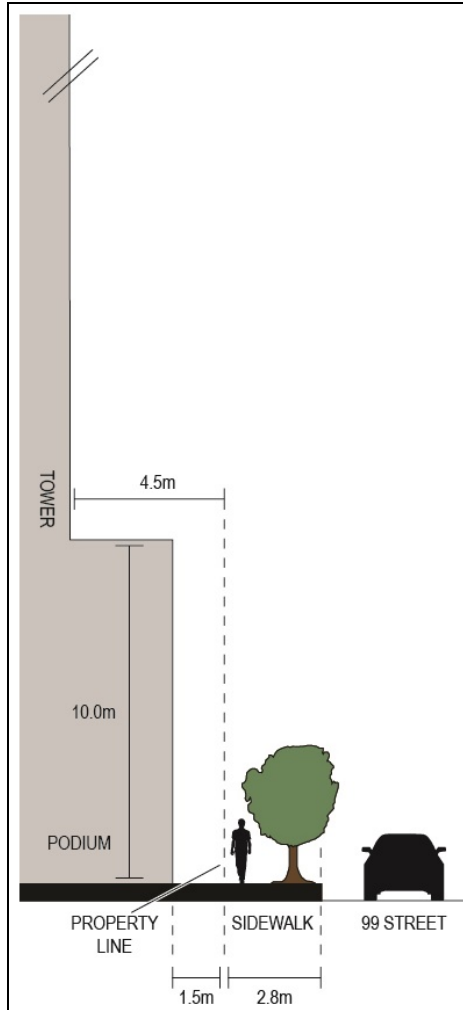
In front of residential uses along 89 Avenue NW, the setback to the building is proposed to increase from 3.0 metres to 7.0 metres, with the first 1.0 m to be hard surfaced and incorporated with the public sidewalk. This too will expand the amount of space for people to walk past the site but also a larger buffer from residential entrances and a better transition between public and private amenity areas.

The current DC2 Provision also requires open space (minimum 50 m²) between the two towers for a ground level plaza courtyard and/or seating area associated with the commercial uses further extending the 89 Avenue NW public realm. This is no longer possible with the change to the one mid-rise building.

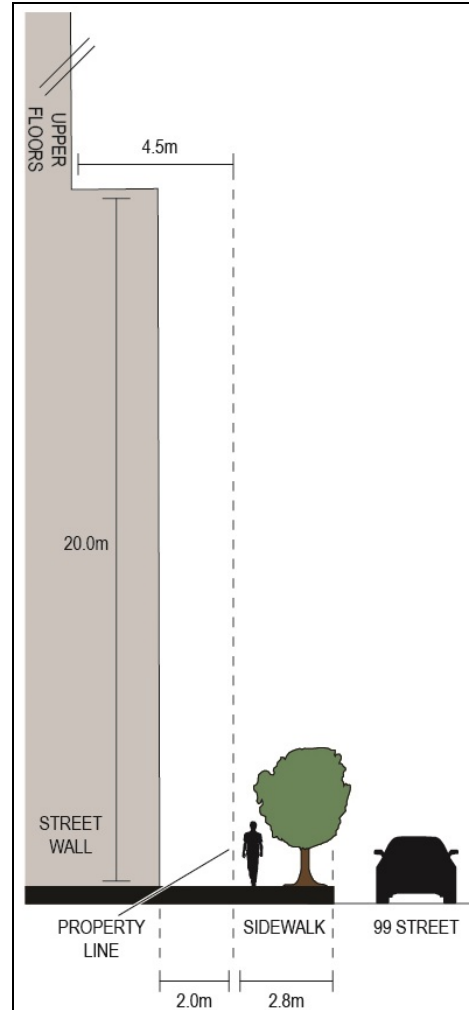
Overall, the public realm around the site is expected to remain the same under the proposed DC2 Provision for the commercial corner, and slightly improved for the residential frontages.

Street Wall Transition & Height

The proposed mid-rise building no longer has a podium-tower design like the current high rise version, but instead has an initial street wall going up from ground level and then upper storeys stepped back above in most places. For the commercial portion of the building facing 99 Street NW, the street wall is twice the height of what the current DC2 Podium is, with an increase from 10.0 m to 20.0 m. The difference in this transition is illustrated below.



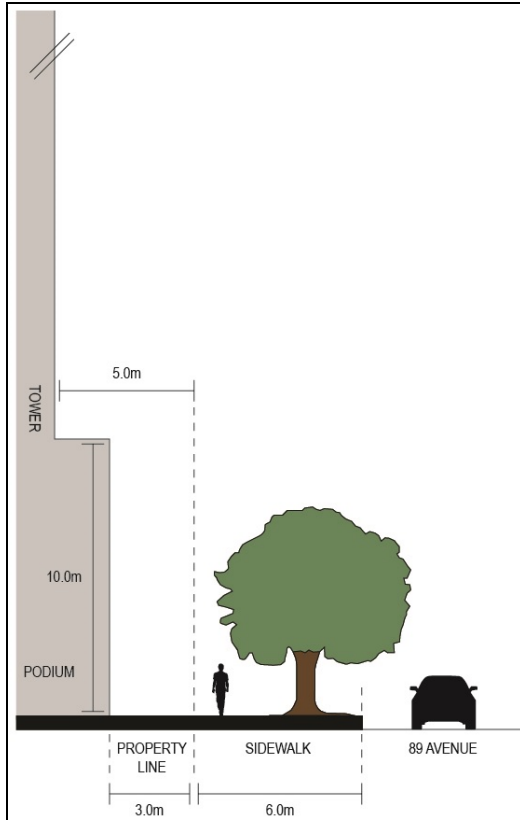
99 STREET COMMERCIAL - CURRENT DC2



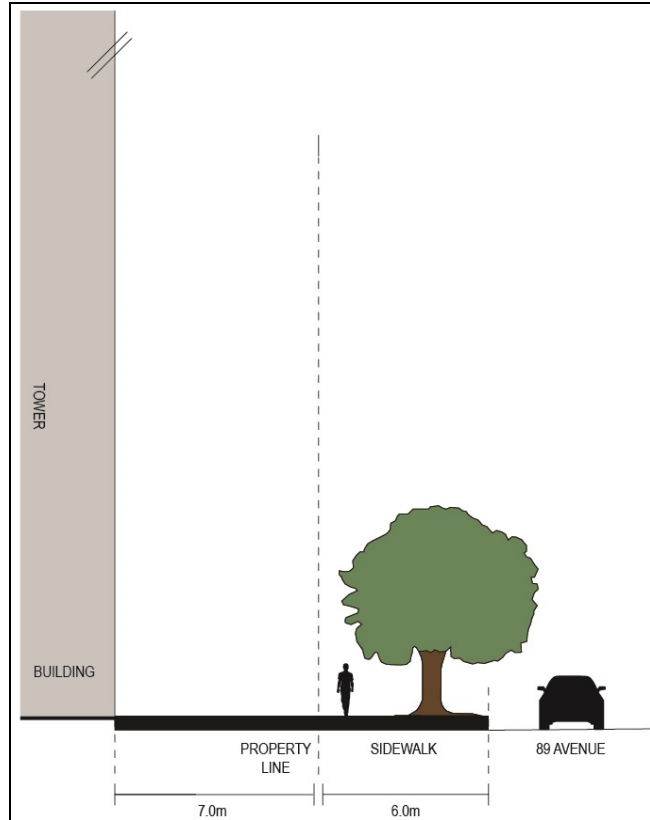
99 STREET COMMERCIAL - PROPOSED DC2

For the experience of pedestrians, the current DC2 Provision is seen as a slightly more comfortable interface. However, with a slightly larger setback at ground level, and by maintaining the stepback of the upper floors, a 4-5 storey high visually-defined building street wall is still a good scale for the 99 Street NW context.

For the residential portion of the building extending down 89 Avenue NW, the differences between the current and proposed transition is more noticeable. During the engagement for the previous rezoning that led to the current DC2 Provision, there were many concerns about this part of the site as it is directly across from Single Detached Housing within the (RF2) Low Density Infill Zone, arguably the most sensitive nearby land use to this site. With the increased setback at ground level, there is no requirement for the upper portions of the building to be stepped back. With the lower height and setback of the upper floors in the proposed DC2 Provision, the transition here is considered improved compared to the current DC2 Provision with pedestrians generally feeling more space around them. This is illustrated below.

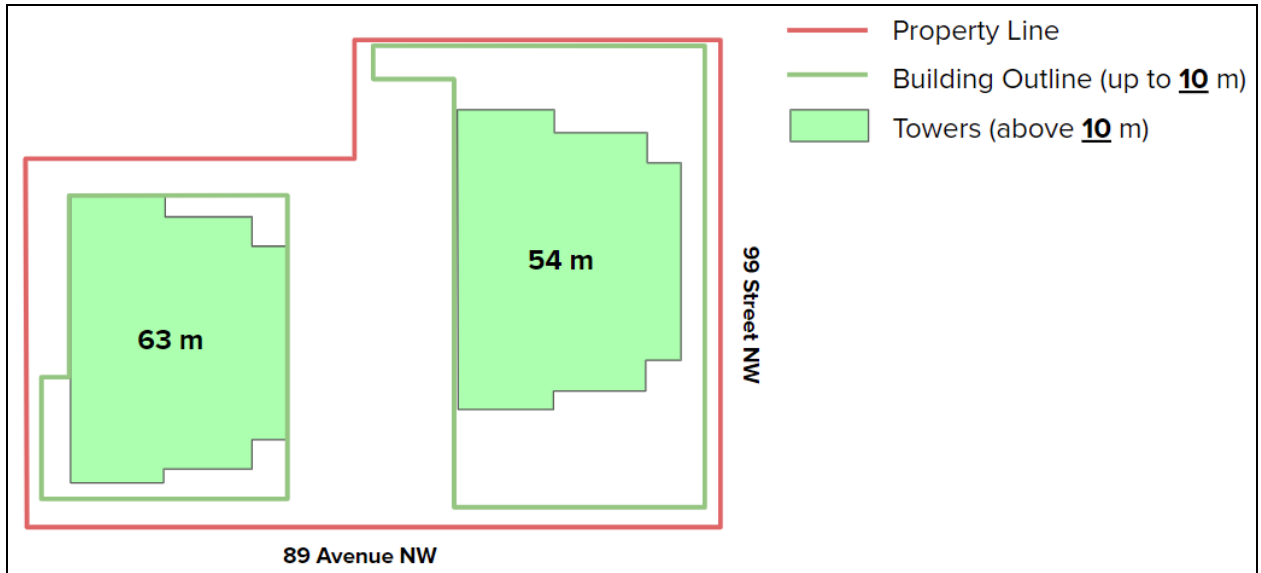


89 AVENUE RESIDENTIAL - CURRENT DC2

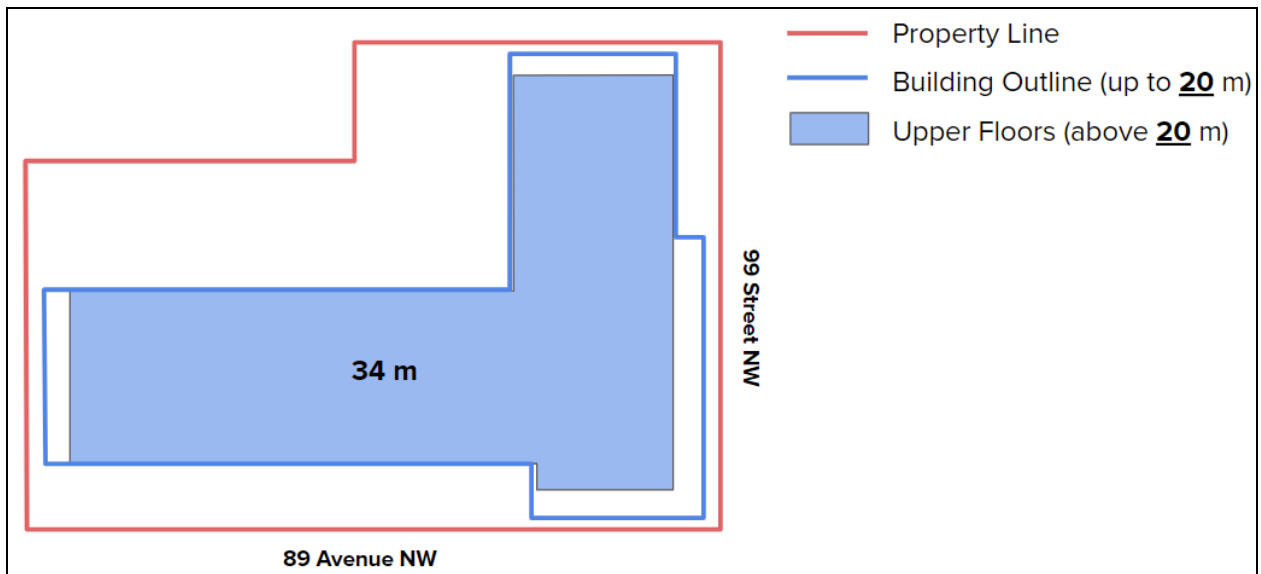


89 AVENUE RESIDENTIAL - PROPOSED DC2

When looking only at these sections, it is concluded that the commercial transition is slightly less desirable but the transition for the residential component slightly more desirable. It is important to note that the above cross sections do not depict the size of the upper portions of the building in terms of breadth. In the proposed DC2 Provision, the upper floors, while fewer of them with the lower height, have larger floor plates compared to the relatively slim tower design of the current DC2 Provision. Below are illustrative site plans that show, in solid colours, the portions of the building above the podium/street wall.



SITE PLAN SHOWING BUILDING HEIGHTS - CURRENT DC2



SITE PLAN SHOWING BUILDING HEIGHTS - PROPOSED DC2

As shown above, the currently approved DC2 Provision has more space at ground level, with the separation between the buildings. As well, it keeps the taller portions of the building, above the podium, generally further away from the east and south lot lines, ie. the pedestrian public realm. Though taller, the two tower version would create the perception of having more open space around the site, with sunlight and views between the two towers, and having the massing, particularly from 10 to 34 metres in height, being further away from the places where people are most likely to be.

Overall, with regards to site layout and built form, Administration sees the current DC2 Provision as a slightly better design in achieving a comparable intensity of development, but the proposed mid-rise building is still designed in a way that meets the same intent of a pedestrian oriented, mixed-use development and the land use impacts are similar.

PLANS IN EFFECT

The City Plan

The City Plan, Edmonton's new Municipal Development Plan, is a 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.

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, 2020. As defined by The 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 The 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 adequately to this context in terms of its massing and overall intensity. Administration's current interpretation of "mid-rise" is that this refers to a range of about 6 - 12 storeys. The proposed 34 metres would accommodate approximately 8-10 storeys, appropriate for this location at a historical commercial node and in an area with more intense forms of development to the north and west.

It is concluded that this is a good example of the scale of mid-rise that should be expected at this location along this kind of key Secondary Corridor in support of the infill objectives of The City Plan.

The 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 (see the Plan Context Map attached as Appendix 1 to this report).

This site is within the Mid/High Rise Apartment Area with already existing policy exemptions for this site, approved with the previous rezoning that created the existing DC2 Provision. These are found in:

- Chapter 2, Residential Objective 7(b);
- Chapter 2, Historic Preservation and Urban Design Objective 3(b); and
- Chapter 3, Mid/High Rise Apartment Area, Policy 3.

The proposed amendments to the plan update the built form descriptions in the above references from describing a 2 tower high-rise proposed to the revised mid-rise proposal, but otherwise, this application fully complies with the Strathcona Area Redevelopment Plan.

EDMONTON DESIGN COMMITTEE (EDC)

This application was reviewed by the Edmonton Design Committee on February 16, 2021. A recommendation of support was provided with conditions, mostly related to the design of the street wall and the ground level interfaces between the building and the public realm. The complete letter from the EDC is attached as Appendix 2 to this report.

In response, some regulations were added and modified within the DC2 Provision to provide clarity and specificity as to how this interface will need to function at the Development Permit stage when more detailed drawings are prepared. The appendices to the DC2 Provision were also updated to better reflect the intent and expectations of providing a high quality public realm interface.

PUBLIC CONTRIBUTIONS

C582 - Developer Sponsored Affordable Housing

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.

C599 - Community Amenity Contributions

With the rezoning from the current DC2 Provision to the proposed DC2 Provision, the floor area ratio (the metric used to measure the required Community Amenity Contributions) is decreasing slightly from 6.5 to 6.0. This would theoretically mean that no contributions are required. But, to continue to meet the intent of the policy and operate in good faith, the applicant has carried over, proportionally, the contributions required from the current DC2 Provision. These are:

- 8 three bedroom dwellings designed to be suitable for families;
- Public realm improvements along 99 Street NW and 89 Avenue NW, including the addition of a minimum of 6 new boulevard trees along 99 Street NW within enhanced growing mediums, pedestrian lighting, street furniture and paving treatment; and
- \$200,000 to an off-Site Public Amenity, including but not limited to improvements to any of, or any combination of, the Strathcona Community League Building Site (which includes the tennis courts/dog off-leash area, playground, splash park and hockey rink) or redevelopment or new development of other parks, gardens or open spaces within the boundaries of the Strathcona neighbourhood.

Technical Review

With the reduction in floor area ratio and maximum number of dwellings compared to the current DC2 Provision, previously accepted parking, traffic and utility infrastructure impacts have generally decreased as well.

DRAINAGE

An addendum to the previously accepted Site Servicing Design Brief from 2017 was submitted with this application. Sanitary and storm sewer servicing is still proposed to be provided through the installation of a new combined sewer main within 89 Avenue NW. Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing an engineered outflow rate to mitigate its impact on the existing drainage infrastructure.

WATER SERVICING

There is a deficiency in on-street hydrant spacing adjacent to the property. City of Edmonton Standards require hydrant spacing of 90 metres for the proposed zoning. Hydrant spacing in the area is approximately 115 m on 99 Street NW and approximately 187 metres on 89 Avenue NW. The applicant is required to construct approximately 97 metres of new water mains and one hydrant on 99 Street NW and two new hydrants on 89 Avenue NW. All upgrades of the water infrastructure will be at the developer's expense.

ENVIRONMENTAL REVIEW

Both Phase I and Phase II Environmental Site Assessments were reviewed for this application and they revealed the presence of contamination on the site. Remedial actions and risk management will be required as part of the Development Permit application. The same environmental regulations in the current DC2 Provision to ensure this is implemented at the Development Permit stage have been carried over into the proposed DC2 Provision.

TRANSPORTATION

There have been three main changes to the transportation context since the current DC2 Provision was reviewed and approved:

1. Introduction of Open Option Parking;
2. Loss of vehicle access to the site from 89 Avenue NW as was proposed previously between the two high rise towers; and
3. Forthcoming change of nearby 100 Street NW to one-way northbound for vehicular traffic and the introduction of a two-way bike lane, as part of the Building Great Neighbourhoods - Strathcona Project.

A new Transportation Impact Assessment was submitted and reviewed with this application that took into account these changes, along with the proposed changes to the development proposal. Based on the completed analysis:

- The proposed development is not anticipated to add any additional commercial trips to the network beyond what existed at the time of the 2017 turning movement counts completed at the study area intersections;
- The residential component of the development will generate significantly less vehicular traffic than was anticipated at the time of the approval of the current DC2 Provision;
- No intersection upgrades appear warranted; and
- The adjacent lanes are estimated to carry between 100 and 785 vehicles per day, which falls within the typical thresholds for a lane.

Vehicular access to the site will be from the abutting lanes to the north and west. The owner will be required to pave a 0.5 m wide portion of their site abutting the east-west lane to expand the size of the lane and allow for increased vehicle maneuverability. The entirety of the east-west lane and the north-south lane to the north of the site connecting to 90 Avenue NW will be upgraded to a paved commercial alley standard within the available right-of-way.

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

Community Engagement

<p>DC2 PRE-APPLICATION NOTICE August 6, 2020</p>	<ul style="list-style-type: none"> • Number of recipients: 203 <p><u>As reported by the applicant:</u></p> <ul style="list-style-type: none"> • Number of responses: 4 • Comments included: <ul style="list-style-type: none"> o Desire for the return of a grocery store o Desire for more larger units for families o Concern about enough commercial parking o Concern about lane functioning with more traffic and loading and delivery areas o Desire for larger south setback to accommodate outdoor patios o Desire to have onsite amenities for pets
<p>ADVANCE NOTICE & ENGAGED EDMONTON WEBPAGE Notice: November 25, 2020 Webpage: November 30 - December 21, 2020</p>	<p>https://engaged.edmonton.ca/batemanmidrise</p> <ul style="list-style-type: none"> • Aware: 390 • Informed: 45 • Engaged: 11 • Support: 2 • Neutral/Mixed: 5 • Opposed: 4 • Common topics included:

	<ul style="list-style-type: none">o Types of commercial useso Amount of commercial spaceo Amount of family housingo Massing and length of buildingo Stepbacks and transitionso Amount of parking providedo Size of public realms adjacent to the site● See Appendix 3 for a full “What We Heard” Report
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Based on the feedback received received, some changes were made to the DC2 Provision:

1. A requirement was added for 25% of the dwellings to have 2 bedrooms or more. In addition to the 8 three bedroom dwellings, this wider variety of dwellings sizes will help lead to a diversity of people, including smaller families that may only need 2 bedrooms.
2. The minimum requirement for commercial floor area was increased from 100 to 400 square metres to help ensure this development has a significant commercial component.
3. A regulation was added to help ensure a better variation in building design and aesthetics along the relatively long 89 Avenue NW facade.

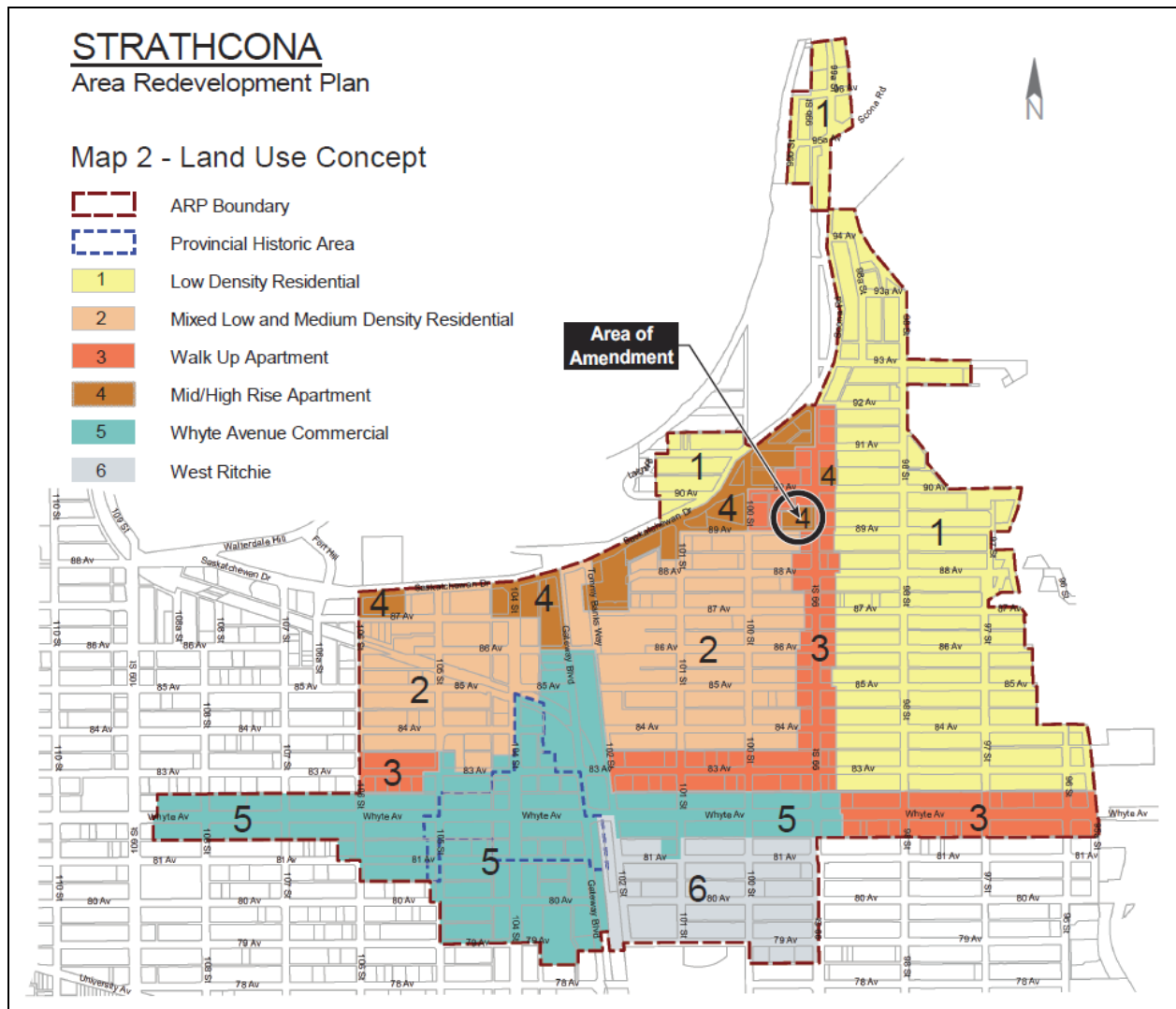
Conclusion

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

APPENDICES

- 1 Plan Context Map
- 2 EDC Letter
- 3 “What We Heard” Public Engagement Report
- 4 Application Summary

PLAN CONTEXT MAP





EDMONTON ♦ DESIGN ♦ COMMITTEE

February 17, 2021

Kim Petrin, Branch Manager
Development Services, Urban Form and Corporate Strategic Development
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms Petrin:

Re: **1932 by Bateman (Rezoning)**
Ivan Au - Next Architecture

As determined by the Edmonton Design Committee at the meeting on February 16, 2021 I am pleased to pass on the Committee's recommendation **of support with conditions** for the 1932 by Bateman submitted by Next Architecture.

The Committee recommends that the Applicant work with Administration to:

- **Further explore the application of fundamental design principles within the development regulations that relate to development components/options and the surrounding context. For example, development regulations should address and define ground-oriented, apartment and commercial frontages, flexibility in use, and their connection and interface with the public realm along 89th Avenue and 99th Street.**
- **Ensure commercial uses shall have seamless integration with the public realm**
- **Further define the improvements proposed to the public realm on 99th Street. For commercial or residential frontages along 99 Street, establish a criteria for the preferred public realm improvements - setbacks, landscaping, trees, and grading**
- **Increase the commercial setback along 89th Avenue to support potential patio or public space development**
- **Consider expanding the future opportunity for commercial use along 89th Avenue, similar to the commercial/residential identified along 99th Street.**
- **Coordinate surface parking configuration, quantity of parking stalls, and waste collection location to ensure that parking does not encroach on amenity area**

You will notice that a copy of this letter is also being sent to the applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

Edmonton Design Committee



Janice Mills
PEng MEng LEED® AP
EDC Chair

JM/ps

- c. Ivan Au - Next Architecture
Andrew McLellan - City of Edmonton
Holly Mikkelsen - City of Edmonton
Edmonton Design Committee



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA20-0279 - Bateman Lands Mid-Rise

PROJECT ADDRESS: 8904 - 99 Street NW

PROJECT DESCRIPTION: This proposal is for a new (DC2) Site Specific Development Control Provision that would allow for a mid-rise, mixed use building with the following characteristics:

- A maximum height of 34.0 m (approximately 8 - 10 storeys);
- A maximum floor area ratio of 6.0;
- Between 100 and 650 square metres of commercial space at ground level; and
- Up to 190 residential dwellings, including dwellings with street level access facing 89 Avenue NW and potentially 99 Street NW.

ENGAGEMENT FORMAT: Online engagement webpage - Engaged Edmonton: <https://engaged.edmonton.ca/batemanmidrise>

ENGAGEMENT DATES: November 30 - December 21, 2020

NUMBER OF VISITORS:

- Engaged: 11
- Informed: 45
- Aware: 390

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes feedback gathered through the online engagement web page on the Engaged Edmonton platform from November 30 - December 21, 2020. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

Input from Edmontonians will be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included a video, written text and documents available for download. Two tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD

Support: 2

Neutral/Mixed: 5

Opposed: 4

Comments

Uses

- Would like to see commercial uses on the main floor like there was before demolition of the old building, such as a grocery store, cafe, hair salon, wine bar, cafe/ bakery, laundry services. This is very important (x4).
- There needs to be more than 100 m² of commercial space (x3).
- Entire ground storey should be required to be commercial.
- Make sure there is a high number of family oriented units/currently not enough family housing planned (x3).
 - The lack of interest in the previous high-rise design (a lot of one-bedrooms, emphasis on bicycle use) indicates there would be more interest in 2 to 3 bedroom units for couples and small families.
 - There should be between 19 and 30 three-bedroom units and supporting family amenities such as storage and bike parking that can accommodate trailers, etc.

Massing, Building & Site Design

- It's not as tall but it's now a very big box.
- Design of the building should suit the historic nature of the area.
- Height too tall/massing too much based on surrounding context. Should be 6-7 storeys.
- Needs design features that break up the facade and mitigate wind impacts
- Insufficient stepback of the building above the ground floor.
- Indoor amenity shared spaces should be included in order to improve neighbourliness making residents.
- The garage style doors for commercial facing 99th Street was a great feature added last time. Should be there again.
- Rooftop gardens from the previous proposal should be kept.
- There should be provision for trees/landscaping along 89 ave as well as 99 st.

Transportation

- Get rid of parkade to bring unit prices down.
- Make sure there is adequate on-site parking to avoid increasing demand for on street parking.
- Not enough underground parking.
- There is currently inadequate street parking in this corner of old Strathcona.

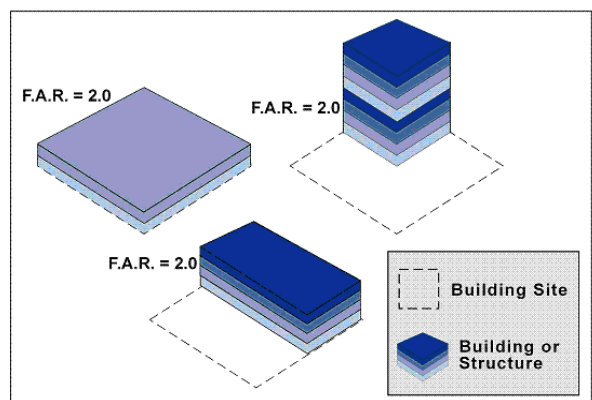
- Relying on 90th Avenue to exit to 99th Street is absurd.
- Sidewalk along 99th Street should be doubled in width along the whole stretch.

General/Other

- Very reasonable/acceptable level of development (x2)
 - Making rezoning and further development as easy as possible has a lot of positive externalities.
 - What could go wrong this time?
 - I'm cautiously optimistic about this change.
 - The information provided by the developer about this application is misleading and City should hold them to a higher standard:
 - Number of storeys (7 shown, 8-10 described)
 - Setback ranges from 1-2 metres
-

Questions & Answers

1. Please add information on projected start and completion of this project pending Council approval.
 - From the applicant: We are looking at beginning construction in Fall 2021 and ending in Spring 2023.
2. The notice states a maximum floor area ratio of 6.0. What does this mean?
 - Floor Area Ratio (FAR) means the numerical value of the floor area of the building relative to the site upon which it is located. In this instance, the site area is 3,529.799 m². With an FAR of 6.0, this means the building can have a total of 21,178.794 m² (3,529.799 x 6.0) of floor area.



3. There is currently very limited on street parking on 90 or 89ave. Where will visitors park?

Open Option Parking

- On June 23, 2020, City Council approved [Open Option Parking](#), which provides developers' flexibility to choose the amount of on-site parking that they feel is appropriate for their projects, including visitor parking.
- It's important to note that open option parking doesn't necessarily mean no parking. It is actually more likely to result in the "right amount" of parking as builders know their parking needs best and have an interest in ensuring they are meeting market demand for parking spaces, including for visitor spaces.
- The parking supply for this project will accordingly be determined at the development permit stage while having to stay below defined [maximums for when a site is within the boundaries of the Main Streets Overlay](#).

On-Street Parking Congestion

- The City recognizes that residents living in vibrant, high-demand areas have concerns about on-street parking congestion. Some level of parking congestion is to be expected in these high demand areas and is an indicator of their success and popularity among Edmontonians.
- This pressure is not new. Even under the old rules, there were instances where parking for a new development was not sufficient or certain areas experienced a high rate of redevelopment that led to an increase in curbside parking pressure.
- The City will continue to work with neighbourhoods as we do now to apply on-street parking management tools, such as paid parking and restricted parking, to manage on-street parking where needed in these instances.
- In alignment with the Open Option Parking project, the City has embarked on a parallel project to review and modernize the City's public parking management approach.
- At the June 23, 2020 City Council Public Hearing, Administration was given direction to examine the impacts of how the opportunity of shared parking has affected communities in specific high-demand locations.
- This shared parking work and the review and modernization of the City's public parking management approach will be presented to the Urban Planning Committee in the first quarter of 2021.

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

If you have questions about this application please contact:

Andrew McLellan, Principal Planner
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andrew.mclellan@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	19599, 19600
Location:	Northwest corner of 99 Street NW and 89 Avenue NW
Address:	8904 - 99 Street NW
Legal Description:	Lot 29, Block 122, Plan 1822016
Site Area:	3529.8 m ²
Neighbourhood:	Strathcona
Notified Community Organizations:	Strathcona Community League Central Area Council of Community Leagues
Applicant:	Next Architecture

PLANNING FRAMEWORK

Current Zone:	(DC2.993) Site Specific Development Control Provision
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