



# ADMINISTRATION REPORT **REZONING** MCKERNAN

## **11323, 11325, 11329, 11333 and 11335 University Avenue NW**

To allow for a mid-rise residential building.



**Recommendation:** That Charter Bylaw 19630 to amend the Zoning Bylaw from the (RF3) Small Scale Infill Development Zone with the Mature Neighbourhood Overlay to a (DC2) Site Specific Development Control Provision be APPROVED.

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

- is an appropriately sized building scaled well to its site size and context;
- adds additional residential density in close proximity to two LRT stations and the identified Mass Transit Network in The City Plan; and
- follows the height strategy and all applicable policies within the McKernan-Belgravia Station Area Redevelopment Plan.

## Report Summary

This application was originally submitted on March 26, 2020 as a higher density, taller mid-rise that did not conform to the McKernan-Belgravia Station Area Redevelopment Plan. The applicant modified their proposal as a result of Administration's review and public consultation and resubmitted the current mid-rise version on November 23, 2020. The maximum height, floor area ratio and density were reduced from 30.0 metres to 23.0 metres, 5.35 to 3.4 and 210 to 132, respectively.

The building is designed to be compatible with the surrounding neighbourhood and site context, with additional regulations to respond to the unique site shape while contributing to a high quality interface with the street.

From a policy perspective, the revised application now conforms to the McKernan-Belgravia Station Area Redevelopment Plan. The plan calls for 6 storey residential development at this location, which is what the proposed DC2 Provision facilitates.

The location, in close proximity to the Capital Line LRT near both the Health Sciences/Jubilee and McKernan/Belgravia Stations, is ideal for intensification away from single detached housing and this proposal is in alignment with the applicable direction and guidance of The City Plan.

## The Application

1. CHARTER BYLAW 19630 to change the zoning from the (RF3) Small Scale Infill Development Zone with the Mature Neighbourhood Overlay to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a mid-rise residential building with the following characteristics:
  - A maximum height of 23.0 m (approximately 6 storeys);
  - A maximum floor area ratio of 3.4; and
  - A maximum of 132 residential units.

## Site and Surrounding Area

The rezoning site is within walking distance of bus stops on 114 Street NW as well as both the McKernan/Belgravia and Health Sciences/Jubilee LRT Stations. The site is at a transition point between the education and healthcare campuses of the University of Alberta to the north and the residential communities of McKernan and Belgravia south of University Avenue NW.



AERIAL VIEW OF APPLICATION AREA

	<b>EXISTING ZONING</b>	<b>CURRENT USE</b>
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>(RF3) Small Scale Infill Development Zone with the Mature Neighbourhood Overlay</li> </ul>	<ul style="list-style-type: none"> <li>Single Detached Houses</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>(AJ) Alternative Jurisdiction Zone</li> </ul>	<ul style="list-style-type: none"> <li>University of Alberta Education &amp; Healthcare Campuses</li> <li>Corbett Hall and Open Space</li> </ul>
East & South	<ul style="list-style-type: none"> <li>(RF3) Small Scale Infill Development Zone with the Mature Neighbourhood Overlay</li> </ul>	<ul style="list-style-type: none"> <li>Single Detached Houses</li> </ul>
West	<ul style="list-style-type: none"> <li>(DC2.1072) Site Specific Development Control Provision</li> </ul>	<ul style="list-style-type: none"> <li>Construction site for 6 storey residential building</li> </ul>



LOOKING SOUTHEAST FROM UNIVERSITY AVENUE NW



SITE LOOKING NORTHEAST FROM REAR LANE

## Planning Analysis

### **MCKERNAN-BELGRAVIA STATION AREA REDEVELOPMENT PLAN (ARP)**

This statutory plan recognizes the proximity of the site to LRT stations, and provides opportunity for higher density zones to be used along the major roadways and in proximity to the LRT stops. The ARP supports higher densities along University Avenue NW, identifying the entire block that this site is on as for “Residential (6 storey max)” which is exactly what the proposed DC2 Provision facilitates.

As the plan can only contemplate standard zoning, it suggests the (RA8) Medium Rise Apartment Zone as being the most appropriate zone to achieve the indicated built form, which is what the proposed DC2 Provision is based on, with some modifications. When the ARP was adopted in July 2013, the population for the University Avenue Corridor was projected using a maximum density of 225 dwellings per hectare, which aligned with the density regulations of the RA8 Zone, at the time. When “Missing Middle” zoning changes were approved by City Council in August 2019, the maximum density was removed from the RA8 Zone, and other zones in the Zoning Bylaw. It was found that dwelling density requirements in certain zones likely did not accurately reflect the number of people that were to be living in a building, which is more dependent on the size of the dwellings provided, as some developments with smaller dwellings would likely have fewer occupants.

While the potential density in the proposed DC2 Provision (513 dwellings per hectare) is more than twice what the ARP projects using the old RA8 Zone (225 dwellings per hectare), the projection is not considered a policy that would require an amendment to facilitate the rezoning. Since density maximums were removed from the RA8 Zone, Administration has typically seen densities of between 400 and 500 dwellings per hectare be proposed, either through Development Permits within the RA8 Zone or through DC2 Provisions based on the RA8 Zone that generally maintain the same height and floor area ratio as the RA8 Zone. While the proposed density for this application is slightly higher than what has typically been seen recently, site specific evaluations and studies have shown that it can be accommodated from a transportation and utility point of view, with some upgrades paid for by the developer.

## **THE CITY PLAN**

The City Plan does not provide specific direction for the development intensity of this site, as it is not currently considered within an identified development node or significant corridor, though very near the University-Garneau Major Node on the other side of University Avenue NW. However, it is considered in very close proximity to the identified Mass Transit Network because of the nearby LRT stations and it is also near 114 Street NW and 82 Avenue NW which are anticipated to carry Citywide Routes. As such, this application contributes to a number of higher level targets within The City Plan, including:

- 50% of net new units added through infill city-wide;
- 600,000 additional residents welcomed into the redeveloping area; and
- 50% of trips are made by transit and active transportation.

## **LAND USE COMPATIBILITY**

At 23 metres in height, the proposed building is considered a relatively short mid-rise building. While there have historically been many different descriptions for what constitutes a mid-rise building, Administration's current interpretation is that this refers to a range of about 6 - 12 storeys. 23 metres would accommodate approximately 6 storeys. The rezoning site is approximately 50 metres long, with a depth varying from approximately 43 to 58 metres deep, increasing from east to west, and an area of 2570.4 square metres. This is an appropriately sized redevelopment site for this scale of building on the edge of a lower scale residential neighbourhood. The proposed DC2 Provision is very similar to the (RA8) Medium Rise Apartment Zone with adjustments mainly to uses, setbacks and floor area ratio.

### Uses

The proposed DC2 Provision is entirely residential and there are no proposed commercial uses. Similar standard zones, like the (RA7) Low Rise Apartment Zone and (RA8) Medium Rise Apartment Zone, allow limited commercial opportunities such as Child Care Services, Personal Service Shops and Convenience Retail Stores.

### Built Form & Site Layout

Overall, this proposal responds well to its surrounding context and unique site shape. Because it is on an appropriately sized site, the building can have one consistent architectural design without the need for significant breaks or stepbacks to reduce the sense of massing. The table below compares the existing zone with the proposed DC2 Provision and the standard 6 storey RA8 Zone.

<b>REGULATION</b>	<b>EXISTING RF3 (with MNO)</b>	<b>PROPOSED DC2</b>	<b>RA8 (similar standard zone)</b>
<b>Height (m)</b>	8.9	23.0	23.0
<b>Floor Area Ratio</b>	N/A	3.4	3.0 - 3.3 <sup>1</sup>
<b>Maximum Density</b>	17 Dwellings	132 Dwellings	N/A
<b>Minimum Setbacks (m)</b>			
Front (North) Setback	3.0	3.0	2.0
Side (East) Setback	3.0	3.0	1.2 - 3.0 <sup>2</sup>
Side (West) Setback	3.0	3.0	1.2 - 3.0 <sup>2</sup>
Rear (South) Setback	17.2 - 23.2 <sup>3</sup>	4.0 - 17.0 <sup>4</sup>	7.5

## NOTES:

1. The base maximum is 3.0, but this can be increased to 3.3 where a minimum of 10% of dwellings have a floor area greater than 100 m<sup>2</sup> and the average number of bedrooms in these dwellings is at least 3.
2. The minimum side setback at ground level is 1.2 m but for any portion of the building above 10.0 m in height, the minimum side setback is 3.0 m.
3. 40% of site depth, which varies on this site, increasing from east to west.
4. The entire building must be at least 4.0 m from the south lot line, but a minimum width of 10.0 m of the south Façade of the building shall have a minimum Setback of 17.0 m from the south Lot line (effectively regulating a "u-shape" to the building as seen in the proposed DC2 appendices).

The height of the proposal is not concerning and is in line with the standard RA8 Zone and the height strategy in the ARP. The side setbacks are also appropriate for a building of this size and are slightly better than the standard RA8 Zone in that the 3.0 metre setback extends all the way to the ground. A landscaped buffer is provided between the building and the property lines on both sides and a fence is also provided on the east side, next to the adjacent site containing a single detached house.

The front setback can be considered sufficient as it aligns with what the existing RF3 Zone would require and is technically an extra metre over what the RA8 Zone would require for this site at this location. 3.0 metres provides enough space to allow for some amenity area and a transition space between the main entrances to the ground level dwellings and the street. It also aligns with the requirement in the (RA9) High Rise Apartment Zone for dwellings in the podium of a tower.

The proposed rear setback is the greatest deviation from both the existing RF3 Zone and the RA8 Zone, but does not in and of itself create significant issues. There will still be space for waste collection, loading and underground parkade access (if provided) and the inside of the u-shape to the building allows for some ground level amenity area. The u-shape of the building also ensures that approximately 22% of the south facade is actually 17.0 metres from the south lot line, so while the minimum setback is reduced from the RA8 Zone (7.5 metres) to 4.0 metres, the average setback is closer to 6.8 metres. By breaking the south facade into two

portions approximately 17.0 metres long with a gap in between with a large setback, Administration believes this is an appropriate transition to the houses on the other side of the lane to the south.

### Building Design & Massing

Due to the site size, the facade length of the building facing University Avenue NW is approximately 44 metres, below the 48 metre maximum that is generally used as a guideline for multi-unit buildings, found within the Residential Infill Guidelines. As such, there is less of a need for detailed design regulations to help reduce the perceived massing or scale of the building. However, the proposed DC2 Provision still contains a requirement to incorporate design elements to reduce the perceived mass and add architectural interest, including articulation of façades, using a defined pattern of projections and/or recessions and a variety of exterior building cladding materials and colours.

The proposed DC2 Provision requires ground-oriented dwellings facing University Avenue NW to have individual entrances, but because there is essentially no stepback above these ground oriented units, the building fails to take on the appearance of row housing at its base, which would have been a more effective way to transition the massing of the building down to the street level.

## **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

City Policy C599 - Community Amenity Contributions in Direct Control Provisions is not applicable to this rezoning. The amount is normally determined by comparing the floor area ratio of the current and proposed zones, however, the policy also states that where an approved statutory plan provides a development concept for an area, the floor area ratio of the equivalent standard zone identified in the development concept will be used to determine base floor area, regardless of the existing zone. The development concept in the McKernan-Belgravia Station Area Redevelopment Plan directs for 6 storey residential, with the equivalent standard zone being the (RA8) Medium Rise Apartment Zone. When compared in this way, the proposed rezoning does not increase the total floor area from the RA8 Zone by 5% or more (FAR increasing from 3.3 to 3.4) so no contribution is required.

## **Technical Review**

### **DRAINAGE**

A Drainage Servicing Report was submitted and reviewed with this application. Sanitary sewer servicing is to be provided from the existing sanitary sewer main within the lane to the south. Storm sewer servicing is proposed to be provided through the installation of a new storm sewer

main along University Avenue NW, at the owner/developer's cost. The development will also be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure.

### **WATER SERVICING**

There is a severe deficiency in on-street fire protection adjacent to the property. City of Edmonton Standards requires on-street fire flows of 300L/s and hydrant spacing of 90 metres for the proposed zoning. On-street fire flows in the area are below the required flow rate and hydrant spacing is approximately 140 metres which does not meet the spacing requirement. The applicant is required to build approximately 257 metres of water main upgrades and one new hydrant to support the development. The required upgrades could potentially be reduced through a review of Edmonton Fire Rescue Services at the Development Permit stage when more specific building drawings and materials are known. All upgrades of the water infrastructure will be at the developer's expense.

### **TRANSPORTATION**

A Transportation Impact Assessment (TIA) was submitted in support of this application. The area roadways including 76 Avenue NW, 114 Street NW and University Avenue NW are currently experiencing substantial congestion in the peak hours. This is in part due to the central nature of the neighbourhood, destination based land uses in the area (such as the University of Alberta Education and Healthcare Campuses), as well as LRT crossings at the 76 Avenue NW/114 Street NW and University Avenue NW/114 Street NW intersections.

McKernan has among the highest mode splits in the City, with over 40 percent of trips to work made by an alternative mode (not driving a vehicle). The development is well located to take advantage of the existing multimodal infrastructure, including the nearby LRT stations, a protected bike lane on 76 Avenue NW, shared use paths on 114 Street NW and 76 Avenue NW, on-street shared bike routes and sidewalks on local roadways which will continue to support the use of alternative transportation modes. The potential bike route upgrade on 112 Street NW or 110 Street NW as identified on the City Draft Bike Plan would further encourage the use of alternative modes.

Vehicular access to the site will be from the abutting lane. The developer will be required to reconstruct the lane between 113 Street NW and 114 Street NW to a commercial alley standard as well as pave the first 1.0 m of the south setback of the site and keep it obstruction free, which would increase the effective width of the lane and allow more opportunities for opposing vehicles to pass. Although the development is not expected to add significant traffic on area roadways, the roadways and intersections will continue to experience substantial delay.

A residential parking program is currently in effect on roadways in the vicinity of the development. On-street parking is allowed on local roadways for only 2 hours between 8:00AM and 6:00PM for vehicles without a residential parking permit. The proposed multi-family development over four storeys does not qualify to participate in the residential parking program. Parking supply for this development is expected to adhere with the Zoning Bylaw regulations and shall be validated at the development permit stage.

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



## Community Engagement

<p><b>PRE-APPLICATION NOTIFICATION</b>  <b>Initial Bigger Mid-rise Proposal</b>                  January 16, 2020</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 80</li> </ul> <p>As reported by applicant:</p> <ul style="list-style-type: none"> <li>● 7 Responses received</li> <li>● Comments included:                         <ul style="list-style-type: none"> <li>○ Doesn't conform to ARP (x5)</li> <li>○ Traffic impacts on interior of neighbourhood (x3)</li> <li>○ Supports density at this location</li> <li>○ Would support with no parking</li> <li>○ Worried about capacity of the lane</li> <li>○ Safety of sightlines between lane and 114 Street NW</li> <li>○ Too much height</li> <li>○ Too large - bulky massing</li> </ul> </li> </ul>
<p><b>APPLICANT OPEN HOUSE</b>  <b>Initial Bigger Mid-rise Proposal</b>                  February 22, 2020</p>	<p>As reported by applicant:</p> <ul style="list-style-type: none"> <li>● Number of attendees: 28</li> <li>● Common Topics included:                         <ul style="list-style-type: none"> <li>○ Appearance &amp; Built Form</li> <li>○ Community Contributions</li> <li>○ Traffic and Parking</li> <li>○ Surrounding Effects</li> <li>○ Policy and Regulations</li> </ul> </li> </ul>
<p><b>ADVANCE NOTICE</b>  <b>Initial Bigger Mid-rise Proposal</b>                  April 3, 2020</p>	<ul style="list-style-type: none"> <li>● Number of recipients: 78</li> <li>● Number of responses: 8                         <ul style="list-style-type: none"> <li>○ McKernan Community League</li> </ul> </li> <li>● Number of responses in support: 0</li> <li>● Number of responses with concerns: 8</li> <li>● Common comments included:                         <ul style="list-style-type: none"> <li>○ Not conforming to the ARP (x5)</li> <li>○ 9 storeys too tall/oversized (x4)</li> <li>○ Traffic increase in the lane (x3)</li> <li>○ Cumulative impact of traffic from new developments (x2)</li> <li>○ Overlook and privacy concerns to the south (x2)</li> <li>○ Lots of small units could lead to a large frat house</li> <li>○ Increased traffic decreases safety of pedestrians and cyclists</li> <li>○ Will lead to increase in on-street parking pressures</li> <li>○ Increased crime with more density</li> <li>○ Increase noise impacts</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>o Decrease in property value for nearby houses</li> <li>o Breaking from ARP would set a precedent</li> </ul>
<p><b>ADVANCE NOTICE &amp; ENGAGED EDMONTON WEBPAGE</b>                  Notice: January 13, 2021                  Webpage: January 18 and February 5, 2021</p>	<p><a href="https://engaged.edmonton.ca/114University2">https://engaged.edmonton.ca/114University2</a></p> <ul style="list-style-type: none"> <li>● Engaged: 15</li> <li>● Informed: 43</li> <li>● Aware: 285</li>   <li>● Support: 5</li> <li>● Neutral/Mixed: 7</li> <li>● Opposed: 3</li>   <li>● Common topics included:                         <ul style="list-style-type: none"> <li>o Good to see this conform with the ARP now</li> <li>o Exciting project, good location</li> <li>o Massing &amp; Size                                 <ul style="list-style-type: none"> <li>■ Height and size are better than before</li> <li>■ Shouldn't be any higher than 4 storeys</li> <li>■ Original proposal at 30 m should have been approved</li> <li>■ Should have setbacks from the south</li> </ul> </li> <li>o Parking &amp; Traffic Impacts                                 <ul style="list-style-type: none"> <li>■ Not enough on site parking</li> <li>■ Provide as little parking as possible to decrease traffic</li> <li>■ Will lead to shortcutting through the neighbourhood</li> <li>■ Lane cannot handle this density. Will have too much traffic.</li> </ul> </li> <li>o Good location for density near LRT</li> <li>o Neighbourhood is losing its charm and reasons why people like it.</li> <li>o More density will increase crime</li> <li>o Privacy overlook concerns to the south</li> </ul> </li> <li>● See Appendix 2 for a full "What We Heard" Report</li> </ul>
<p><b>WEBPAGE</b></p>	<ul style="list-style-type: none"> <li>● <a href="https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/11323-11335-university-avenue-nw.aspx">https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/11323-11335-university-avenue-nw.aspx</a></li> </ul>

The McKernan Community League responded formally to the initial application for the bigger mid-rise building with the following main concerns:

- Did not conform with ARP in scale or intent
- Does not conform with “missing middle” intent and RA8 Zone suggested for this location
- Lack of family housing
- Will set a precedent for other developments to not follow the ARP
- Building too large and tall
- Do not like the nature of the community amenity contributions - not a good “trade-off”
- Increased traffic

When the application was revised to the smaller mid-rise building that conformed with the ARP, no updated response was received from the Community League.

## Conclusion

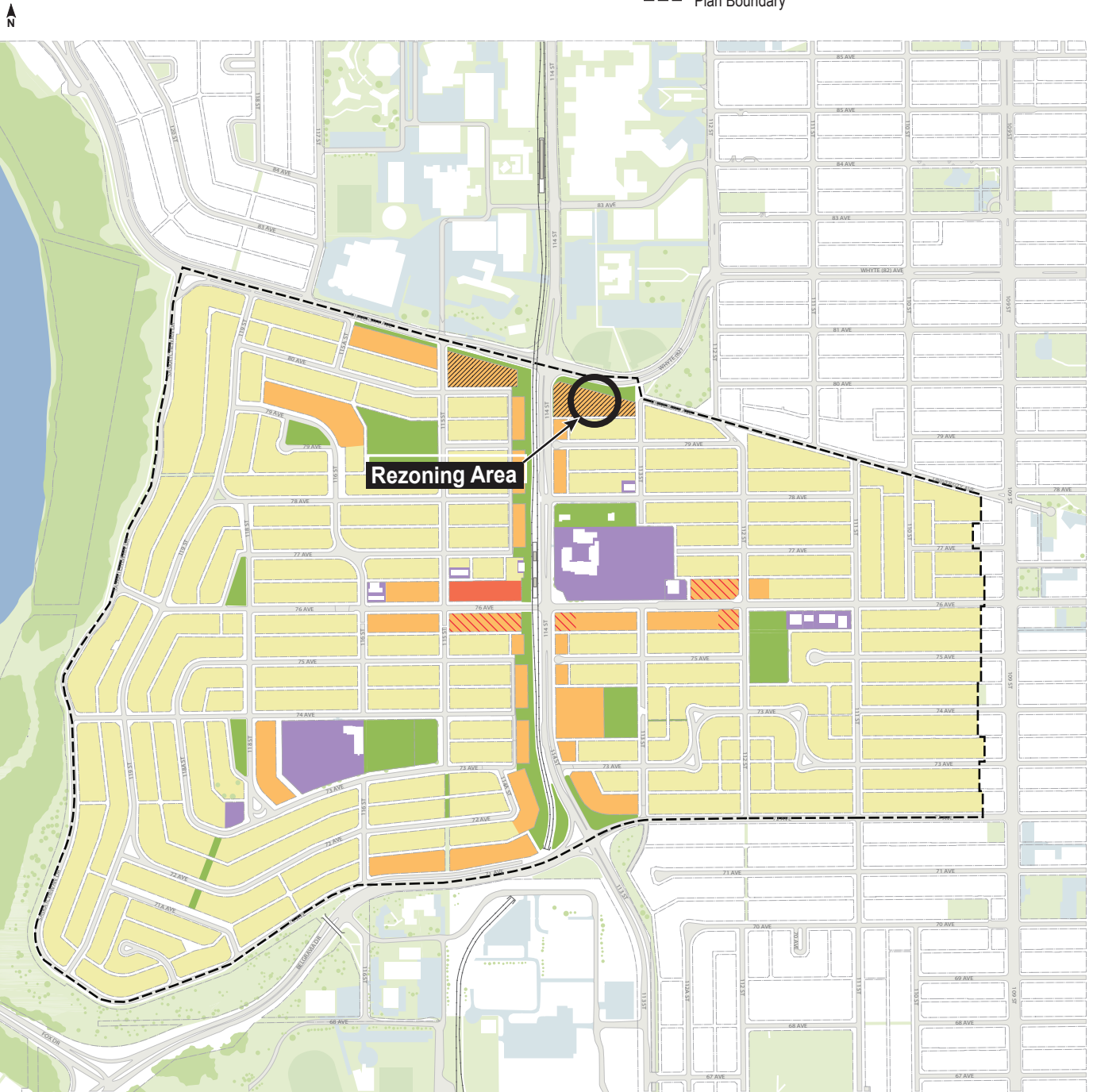
Administration recommends that City Council **APPROVE** this application.

## APPENDICES

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

Figure 15: Development Concept

- Mixed Use Residential (Commercial Required)
- Mixed Use Residential (Commercial Allowed)
- Residential (6 storey max)
- Residential (4 storey max)
- Small Scale Residential Infill
- Parks and Open Space
- Institutional / Public Utility Uses
- Plan Boundary





## WHAT WE HEARD REPORT

### Online Public Engagement Feedback Summary LDA20-0111: 114 University II

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**PROJECT ADDRESS:** 11323, 11325, 11329, 11333 and 11335 University Avenue NW

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

- A maximum height of 23.0 m (approximately 6 storeys);
- A maximum floor area ratio of 3.4; and
- A maximum of 132 residential units.

**ENGAGEMENT FORMAT:** Online engagement webpage - Engaged Edmonton: <https://engaged.edmonton.ca/114University2>

**ENGAGEMENT DATES:** January 18 - February 5, 2021

**NUMBER OF VISITORS:**

- Engaged: 15
- Informed: 43
- Aware: 285

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

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## **ABOUT THIS REPORT**

The information in this report includes feedback gathered through the online engagement web page on the Engaged Edmonton platform from January 18 - February 5, 2021. 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.

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## **ENGAGEMENT FORMAT**

The Engaged Edmonton webpage included a video and written text overview of the proposed rezoning as well as supplementary related documents 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.

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## **WHAT WE HEARD**

Support: 5

Neutral/Mixed: 7

Opposed: 3

## Comments

### Massing, Density, Building & Site Design

- Height and size are better than before (x2)
- Original proposal at 30 m should have been approved
- Would like to see more height increase to stagger up 3 to 6 storeys from south to north, instead of a “cube”.
- Shouldn't be any higher than 4 storeys.
- These kind of towering infills don't fit in the neighbourhood
- Loss of sunlight and privacy for nearby properties
- Need more density to support local business and make housing more affordable.
- Should have as dense of housing developments as possible close to LRT.
- Reduction in density from original proposal unfortunate.
- Square rectangles and uninteresting rooflines are not attractive.
- Rooftop amenity area needs to limit noise and ensure privacy of abutting houses.

### Transportation

- Proximity to LRT means this is what we should build here (x3).
- Would increase shortcutting through the neighbourhood. Should have more direct connections to major roads to mitigate this (x2).
- 76 Ave/114 Street intersection is already problematic, this would make it worse (x2).
- Not enough on site parking (x2).
- Encourage the developer to include as little parking as possible so that traffic through the neighbourhood isn't increased too much.
- East-west alley needs to be upgraded to accommodate this development and others.
- Like the commitment to bicycle parking

### General/Other

- Happy the revised proposal is in line with McKernan-Belgravia Station Area Redevelopment Plan (x2).
- This is exactly the type of place where more intense development should go.
- Great idea. Area needs more accommodations.
- Exciting, sensible project.
- Excited about this new project along University Avenue.
- Neighbourhood is losing its charm/reasons why people like it.
- Veiled motions of public consultation - not genuine.

## Questions & Answers

1. In light of the new open parking policy, how much underground parking is the developer planning on building for 114 University II and McKernan Gates?
  - From the applicant: The Open Option Parking strategy gives us the ability to adjust the exact number of parking spaces we want to build at the development permit stage in response to market conditions. Currently, we are contemplating 130 - 135 underground vehicle parking spaces in a shared 1-level parkade spanning underneath both buildings.
  
2. Can the developer provide any details on the amenity they will build? roof top, or other?
  - From the applicant: To meet the amenity area requirements of the proposed zone, we are currently planning to build an approximately 92 m<sup>2</sup> indoor amenity room with direct access to the rear landscaped courtyard. While the proposed DC2 Provision leaves open the option for a rooftop amenity area, that is not something currently being contemplated in our design, but this could change going forward.
  
3. Will residents have underground or off street parking? If not all do so, where will on-street parking occur?

Will on-site parking be increased?

- In line with the City's [Open Option Parking strategy](#), the zoning for this site will not regulate a minimum amount of parking for this development. This provides flexibility to developers to choose the amount of on-site parking that they feel is appropriate for their projects, including visitor parking.
  
- The developer has indicated that they are currently planning 130 - 135 underground vehicle parking spaces in a shared 1-level parkade spanning underneath this proposed building and the one already approved and under construction to the west of this site.
  
- The buildings combined could have up to 287 units, which means there may be units that do not have assigned parking spaces.



- In this scenario, residents of these buildings also wouldn't qualify for the Residential Parking Permit program in place in the area leaving their options for on-street parking nearby quite limited. As such, it is likely that the people that choose to live in this building without a designated parking space won't have a car.
4. Since the City wishes to emphasize pedestrian/transit use in this area, would the developer consider reducing the amount of underground parking (currently at around 135 units) in order to reduce auto traffic in the neighbourhood?
    - From the applicant: The current plan is for approximately 135 parking stalls between the two developments. The number of parking stalls proposed is already only about half of the maximum number of dwellings proposed (287). We believe this will help promote pedestrianisation and uptake of public transit among residents, while reducing the automobile traffic through the neighbourhood.
  5. What factors influence citizens' beliefs about infill and how can changes in attitude be achieved?
    - The City has taken a number of steps over the last several years through its [Infill Initiative](#) to try to raise awareness of the benefits of infill development and to help encourage good construction practices and better communication between builders and neighbours of infill. The City provided an update on the status of the current infill roadmap and enforcement efforts at the [January 19, 2021 Urban Planning Committee Meeting \(items 6.1-6.4\)](#).
  6. Will there be eco-friendly initiatives matching other builds in the area? In particular structures like solar panelling or rainwater collection?
    - The Zoning Bylaw does not regulate these kinds of eco-friendly initiatives. The future building would have to abide by any energy efficiency requirements of the Alberta Building Code or The National Energy Code of Canada.
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## **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.

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If you have questions about this application please contact:

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andrew.mclellan@edmonton.ca

## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19630
Location:	South side of University Avenue NW, between 113 Street NW and 114 Street NW
Addresses:	11323, 11325, 11329, 11333 and 11335 University Avenue NW
Legal Description:	Lots 22 - 26, Block 6, Plan 2064S
Site Area:	2570.4 m <sup>2</sup>
Neighbourhood:	McKernan
Notified Community Organizations:	McKernan Community League Belgravia Community League Garneau Community League Windsor Park Community League Central Area Council of Community Leagues
Applicant:	Clarity Development Advisory

### PLANNING FRAMEWORK

Current Zone and Overlay:	(RF3) Small Scale Infill Development Zone Mature Neighbourhood Overlay
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	McKernan-Belgravia Station Area Redevelopment Plan
Historic Status:	None

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Branch:	Development Services
Section:	Planning Coordination