



City Council Public Hearing - Agenda

Date: Tuesday, September 1, 2020
Time: 1:30 p.m. - 9:30 p.m.
Location: Council Chamber, 2nd floor, City Hall

Call to Order: 1:30 p.m.
Recess: 3:30 p.m. - 3:45 p.m.
Dinner: 5:30 p.m. - 7 p.m.
Adjournment: 9:30 p.m.

Deputy Mayor: B. Esslinger
Acting Mayor: A. Knack

Please note: To adhere to the recommended physical distancing practices outlined by the Chief Medical Officer of Health, City Hall is now closed to the public. The public is invited to view meetings online via <http://councilontheweb.edmonton.ca/> and via YouTube at www.edmonton.ca/meetings.

Public participation for this meeting will be conducted remotely. Please submit written correspondence to city.clerk@edmonton.ca or register to speak, and call-in instructions will be provided.

Captions are available on the live stream at <http://councilontheweb.edmonton.ca/>, by clicking on the far right icon in the bottom right hand corner of the stream, and selecting "Captions - English".

For additional information, contact the Office of the City Clerk at (780) 496-8178.

Pages

1. **Call to Order and Related Business**
 - 1.1 Call to Order
 - 1.2 Roll Call
 - 1.3 Adoption of Agenda
 - 1.4 Protocol Items
2. **Explanation of Public Hearing Process**
 - 2.1 Call for Persons to Speak

3. Bylaws and Related Reports

3.1	Bylaw 19136 - Amendment to the Big Lake Area Structure Plan <i>Bylaws 19136, 19129 and Charter Bylaw 19130 will be dealt with together.</i>	14
3.2	Bylaw 19129 - Amendment to the Kinglet Gardens Neighbourhood Structure Plan <i>Bylaws 19136, 19129 and Charter Bylaw 19130 will be dealt with together.</i>	44
3.3	Charter Bylaw 19130 - To allow for low density residential uses, street oriented residential uses and a stormwater management facility, Kinglet Gardens <i>Bylaws 19136, 19129 and Charter Bylaw 19130 will be dealt with together.</i>	80
3.4	Charter Bylaw 19401 - To allow for the expansion of a religious assembly building, Lansdowne	92
3.5	Bylaw 19402 - Amendment to the Central McDougall/Queen Mary Park Area Redevelopment Plan <i>Bylaw 19402 and Charter Bylaw 19403 will be dealt with together.</i>	102
3.6	Charter Bylaw 19403 - To allow for a high density, mid rise building, Queen Mary Park <i>Bylaw 19402 and Charter Bylaw 19403 will be dealt with together.</i>	136
3.7	Bylaw 19320 - To close a portion of road, Strathcona	184
3.8	Charter Bylaw 19399 - To allow for small scale infill development, Glenwood	197
3.9	Charter Bylaw 19400 - To allow for small scale infill development, Glenwood	214
3.10	Charter Bylaw 19386 - To allow for a mix of low-intensity commercial uses, Chappelle <i>Replacement pages</i>	228
3.11	Bylaw 19264 - Amendment to the Windermere Area Structure Plan <i>Bylaws 19264, 19265 and Charter Bylaw 19266 will be dealt with together.</i>	276
3.12	Bylaw 19265 - Amendment to the Windermere Neighbourhood Structure Plan <i>Bylaws 19264, 19265 and Charter Bylaw 19266 will be dealt with together.</i>	366
3.13	Charter Bylaw 19266 - To allow for medium density residential development, Windermere <i>Bylaws 19264, 19265 and Charter Bylaw 19266 will be dealt with together.</i>	431
3.14	Amendment to the Fort Road Old Town Master Plan <i>Item 3.14, Bylaw 19251 and Charter Bylaw 19262 will be dealt with together.</i>	500

3.15	Bylaw 19251 - Amendment to the Belvedere Station Area Redevelopment Plan <i>Item 3.14, Bylaw 19251 and Charter Bylaw 19262 will be dealt with together.</i>	561
3.16	Charter Bylaw 19262 - To allow for low and medium rise multi-use housing, Belvedere <i>Item 3.14, Bylaw 19251 and Charter Bylaw 19262 will be dealt with together.</i>	594
3.17	Charter Bylaw 19281 - To allow for a variety of low density housing forms, a greenway, and boundary adjustments to three pocket parks, Trumpeter	600
4.	Notices of Motion and Motions without Customary Notice	
5.	Adjournment	

PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.1/ 3.2/ 3.3

Kinglet Gardens

Bylaws: 19136/19129/19130

IN FAVOUR

✓	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Elise Shillington (to answer questions only)	Stantec Consulting
✓	2.	Scott Reistad (to answer questions only)	Anthem United
	3.		
	4.		

OPPOSED

	<u>NAME</u>		<u>ORGANIZATION</u>
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.4

Lansdowne

Bylaw: 19401

IN FAVOUR

✓	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Keith McIntyre (to answer questions only)	Lansdowne Community Baptist Church
✓	2.	Weixi Chow (to answer questions only)	
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.5/ 3.6

Queen Mary Park

Bylaws: 19402/19403

IN FAVOUR

<input checked="" type="checkbox"/>	<u>NAME</u>	<u>ORGANIZATION</u>
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<input checked="" type="checkbox"/>	1.	Marcelo Figueira (to answer questions only)	
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.7

Strathcona

Bylaw: 19320

IN FAVOUR

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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.8

Glenwood

Bylaw: 19399

IN FAVOUR

<input checked="" type="checkbox"/>	<u>NAME</u>	<u>ORGANIZATION</u>
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<input checked="" type="checkbox"/>	1.	Lucas Sherwin (to answer questions only)	
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.9

Glenwood

Bylaw: 19400

IN FAVOUR

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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.10

Chappelle

Bylaw: 19386

IN FAVOUR

<input checked="" type="checkbox"/>	<u>NAME</u>	<u>ORGANIZATION</u>
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<input checked="" type="checkbox"/>	1.	Marcelo Figueira (to answer questions only)	
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OPPOSED

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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.11/ 3.12 /3.13

Windermere

Bylaws: 19264/19265/19266

IN FAVOUR

✓	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Sylvia Summers	Stantec Consulting
✓	2.	Nizar Somji (to answer questions only)	Stantec Consulting
✓	3.	Alim Somji (to answer questions only)	
✓	4.	Patrick Wong (to answer questions only)	
	5.		

OPPOSED

	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Colin Van Buskirk	Windermere North Neighbourhood Association
✓	2.	David Hohnstein	
✓	3.	Rose Hohnstein	
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.14/ 3.15/ 3.16

Belvedere

Bylaws: 19251/19262

IN FAVOUR

✓	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Margo Auger	Treaty 8 First Nations of Alberta
✓	2.	Kris Janvier	Treaty 8 First Nations of Alberta
✓	3.	Loretta Bellerose	Treaty 8 First Nations of Alberta
	4.		

OPPOSED

	<u>NAME</u>		<u>ORGANIZATION</u>
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✓	1.	Donald Grimble	Fort Road Business Improvement Area
✓	2.	Hon Leong	Fort Road Business Improvement Area
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PUBLIC HEARING DELEGATION LIST

September 1, 2020

BYLAWS

Item Number: 3.17

Trumpeter

Bylaw: 19281

IN FAVOUR

✓		<u>NAME</u>	<u>ORGANIZATION</u>
✓	1.	Elise Shillington (to answer questions only)	Stantec Consulting
✓	2.	Scott Reistad (to answer questions only)	Anthem United
	3.		
	4.		

OPPOSED

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Bylaw 19136

Amendment to the Big Lake Area Structure Plan

Purpose

To update the land use and population statistics to align with the proposed changes to the Kinglet Gardens Neighbourhood Structure Plan.

Readings

Bylaw 19136 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Bylaw 19136 be considered for third reading."

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on April 24, 2020, May 2, 2020, and May 5, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Previous Council/Committee Action

At the May 12, 2020, City Council Public Hearing, Bylaws 19136, 19129 and Charter Bylaw 19130 were postponed to the September 1, 2020, City Council Public Hearing.

Report

The purpose of proposed Bylaw 19136 is to amend the Big Lake Area Structure Plan to update the land use and population statistics table to align with the proposed changes to the Kinglet Gardens Neighbourhood Structure Plan (Bylaw 19129) and associated rezoning application (Bylaw 19130).

All comments from affected city departments and utility agencies have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the Big Lake Community League on January 17, 2020. No responses were received.

Attachments

1. Bylaw 19136
2. Administration Report

Bylaw 19136

A Bylaw to amend Bylaw 9878, as amended
being the Big Lake Area Structure Plan,

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on September 24, 1991, the Municipal Council of the City of Edmonton passed Bylaw 9878, being Big Lake Area Structure Plan; and

WHEREAS Council found it desirable to from time to time to amend Bylaw 9878, being the Big Lake Area Structure Plan by adding new neighbourhoods; and

WHEREAS Council found it desirable to amend Bylaw 9878, the Big Lake Area Structure Plan through the passage of Bylaws 14802, 15460, 15546, 15986, 16067, 16742, 17751, 17673, 18904, and 19139; and

WHEREAS an application was received by Administration to further amend Big Lake Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 9878, Big Lake Area Structure Plan, as amended is hereby further amended as follows:
 - a. deleting “Table 2 Big Lake Area Structure Plan Land Use and Population Statistics Bylaw 19139” and replacing with the following:

Land Use and Population Statistics - Bylaw 19136							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	921.4	172.04	132.1	163.2	183.3	205.8	65.0
Powerline & Utility ROW	15.0	4.97	2.2	2.0	2.1	3.7	
Sewer ROW	10.0	3.16	2.0	4.8			
ER (Natural Conservation)	167.7	27.11	14.8	49.0	16.1	3.1	57.6
Transportation Utility Corridor	14.6		14.6				
Arterial Road Widening	21.3	6.06	0.7	3.2	0.9	3.1	7.4
Gross Developable Area	691.7	129.71	97.7	104.2	164.2	195.9	0.0
Glendale Golf Course	61.5				61.5		
Existing Uses	66.8					66.8	
Circulation Total	107.2	26.13	13.9	20.9	20.5	25.8	
Stormwater Management	50.4	12.13	10.6	7.0	10.9	9.8	
Natural Maintenance	2.4		2.4				
Natural Area (Municipal Reserve)	7.4				3.1	4.3	
School / Park	44.0	8.87	12.4	8.8	9.8	4.1	
Commercial	14.3	0.48			9.6	4.3	
Mixed Use Non-Residential	0.9	0.17		0.7			
Transit	1.0				1.0		
Urban Service - Fire Station	0.5				0.9		
Special Study Area	1.0			1.0			
Total Non-Residential	230.1	48.39	39.3	37.4	55.8	49.2	0.0
Low Density Residential	253.2	50.94	46.1	56.8	34.5	64.9	
Medium Density Residential	20.9	7.53		4.7	8.7		
Medium Density Residential (RF5/RF6)	6.6		6.6				
Medium Density Residential (RA7)	9.8		3.0			6.8	
Street Oriented Residential (Row Housing)	22.2	7.32		3.3	3.0	8.6	
Mixed Use Residential	3.8	0.97		2.0	0.8		
Future Residential and Associated Uses	17.5	14.66	2.8				
Total Residential	334.0	81.42	58.5	66.8	47.0	80.3	0.0

Residential Unit Count Statistics													
Residential Type	Units/Ha	Total		(1) Trumpeter		(2) Starling*		(3) Hawks Ridge*		(4) Pintail Landing		(5) Kinglet Gardens*	
		Units	%	Units	%	Units	%	Units	%	Units	%	Units	%
Low Density Residential	22	6,179	61%	1,121	37%	1,153	57%	1,421	63%	861	47%	1,623	62%
Medium Density Residential	90	1,849	14%	678	41%		0%	424	19%	135	0%	612	23%
RF5/RF6	42	297	4%		0%	297	17%		0%		0%		0%
RA7	125	265	9%		0%	265	13%		0%		0%		0%
Street Oriented Residential (Row Housing)	35	1571.2	2%	256.2	3%		0%	147	7%	781	42%	387	15%
Mixed Use Residential	125	439.25	3%	121.25	4%		0%	249	11%	69	0%		0%
Future Residential and Associated Uses**	varies	669	6%	421	15%	248	13%		0%		0%		0%
Total		11,269	100%	2,597	100%	1,963	100%	2,241	100%	1,846	100%	2,622	100%

Residential Population Statistics		Total	Neighbourhood				
Residential Type	persons/unit		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Low Density Residential	2.8	17,302	3,139	3,228	3,979	2,412	4,544
Medium Density Residential	1.6	4,271	1,085		678	1406	1102
RF5/RF6	1.9	832		832			
RA7	1.5	477		477			
Street Oriented Residential (Row Housing)	1.9	2229.78	486.78		280	379	1084
Mixed Use Residential	1.5	679.875	181.875		373	125	
Future Residential and Associated Uses**	varies	1,401	955	446			
Total		27,192	5,847	4,983	5,310	4,322	6,730

Student Generation Statistics						
Level	Total	Neighbourhood				
		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Level						
Public Elementary	1,139	259	209	208	205	258
Public Junior High School	570.71	130	105	104	103	129
Public Senior High School	571	130	105	104	103	129
Separate Elementary School	550	130	105	83	103	129
Separate Junior High School	275	65	52	42	51	65
Separate High School	275	65	52	42	51	65
Total	3,381	779	628	583	616	775

*Calculations for Neighbourhoods Two, Three, and Five are based on density and population projection standards of the 2010 Terms of Reference for the Preparation and Amendment of

**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs

READ a first time this _____ day of _____, A. D. 2020;
 READ a second time this _____ day of _____, A. D. 2020;
 READ a third time this _____ day of _____, A. D. 2020;
 SIGNED and PASSED this _____ day of _____, A. D. 2020.

THE CITY OF EDMONTON

 MAYOR

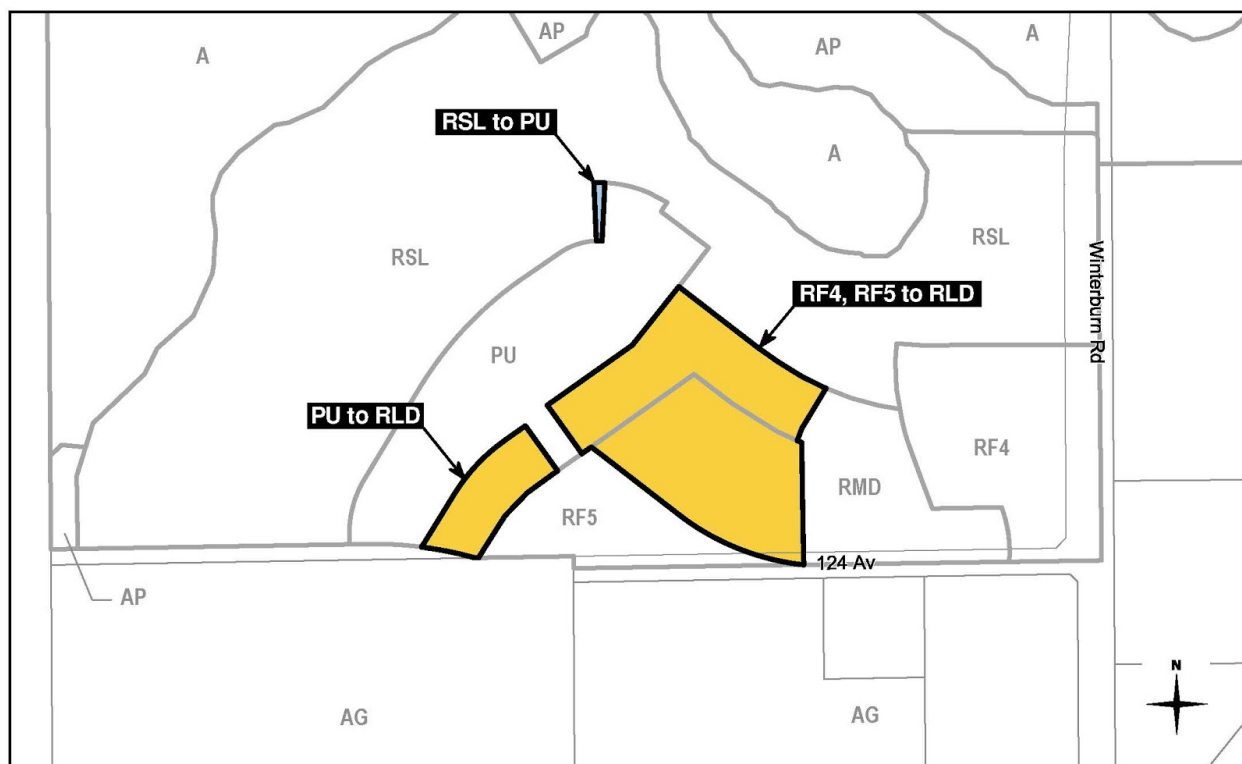
 CITY CLERK



ADMINISTRATION REPORT ASP & NSP AMENDMENTS + REZONING Kinglet Gardens

12510 - Winterburn Road NW

To redistribute areas for medium density residential use, reconfigure the shape and size of a stormwater management facility (SWMF), and allow for the development of low density residential uses.



RECOMMENDATION AND JUSTIFICATION

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

- will distribute medium density residential land uses more evenly throughout the neighbourhood Plan;
- will allow for a variety of low density housing types;
- will contribute to a compact urban form by allowing flexibility of lot sizes;
- will facilitate the orderly development of the neighbourhood; and
- will be compatible with existing and planned land uses.

THE APPLICATION

1. **BYLAW 19129** to amend the Kinglet Gardens Neighbourhood Structure Plan (NSP);
2. **BYLAW 19136** to amend the Big Lake Area Structure Plan (ASP); and
3. **CHARTER BYLAW 19130** to amend the Zoning Bylaw.

This application consists of three (3) components.

The first component is a proposed amendment to the Kinglet Gardens NSP to:

- Redistribute a portion of land planned for Street Oriented (Row Housing) Residential use from the northeast to the northwest area of the plan;
- Reconfigure the shape and size of a stormwater management facility (SWMF); and
- Add area for Low Density Residential use in the northeast portion of the plan.

The amendment to the Kinglet Gardens NSP also includes proposed updates to the land use and population statistics and relevant figures.

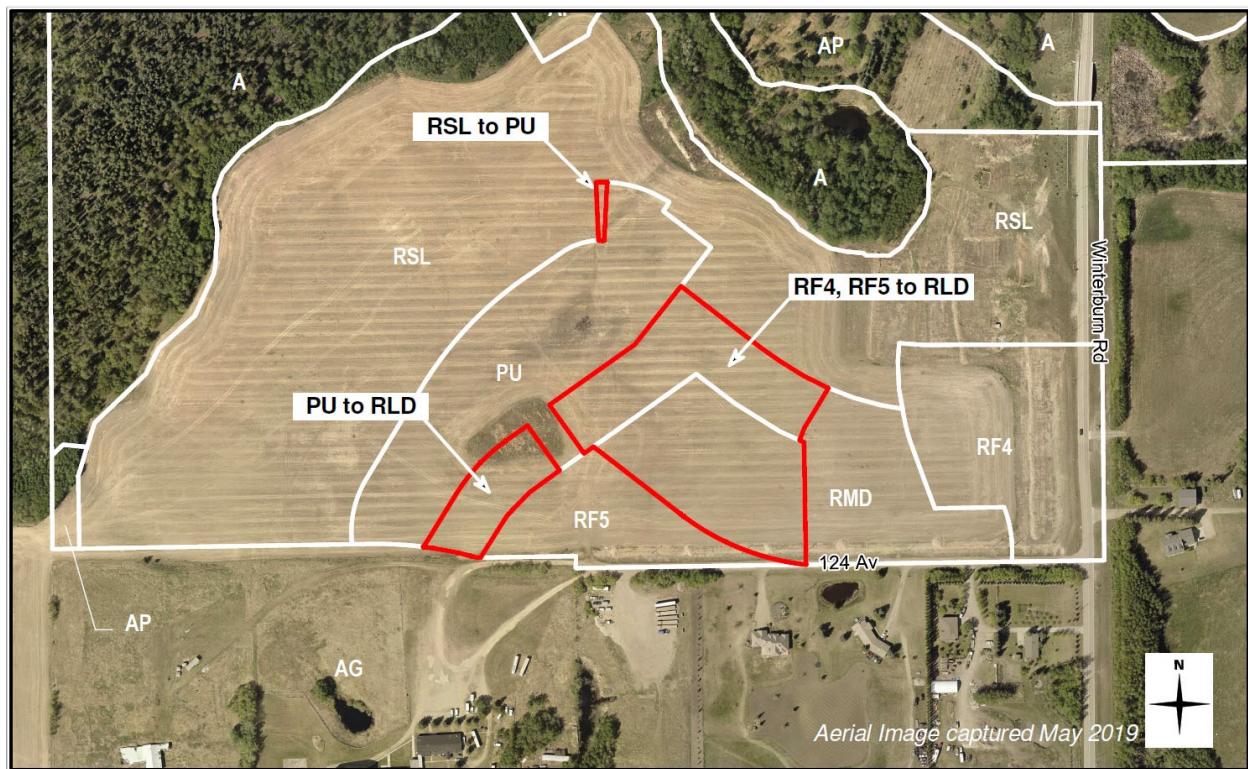
The second component is an amendment to the Big Lake ASP to update the land use and population statistics to align and ensure consistency with the amendments to the Kinglet Gardens NSP, as proposed by Bylaw 19129.

The third component is a proposed rezoning in the northeast portion of the neighbourhood to facilitate the development of low density housing and reduce the size of a SWMF, in accordance with the land use designations of the NSP (as proposed by Bylaw 19129).

Bylaw 19130 proposes to amend the subject land:

From:	To:
(PU) Public Utility Zone (RF4) Semi-detached Residential Zone (RF5) Row Housing Zone (RSL) Residential Small Lot Zone	(PU) Public Utility Zone (RLD) Residential Low Density Zone

SITE AND SURROUNDING AREA



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (RSL) Small Lot Residential Zone • (PU) Public Utility Zone • (RF4) Semi-detached Residential Zone • (RF5) Row Housing Zone 	Vacant / undeveloped land
CONTEXT		
North	<ul style="list-style-type: none"> • (RSL) Small Lot Residential Zone • (PU) Public Utility Zone 	Vacant / undeveloped land
East	<ul style="list-style-type: none"> • (RF5) Row Housing Zone • (RMD) Residential Mixed Dwelling Zone 	Vacant / undeveloped land
South	<ul style="list-style-type: none"> • (RF5) Row Housing Zone • (AG) Agricultural Zone 	Vacant / undeveloped land Rural Residential acreages
West	<ul style="list-style-type: none"> • (RSL) Small Lot Residential Zone • (PU) Public Utility Zone 	Vacant / undeveloped land

PLANNING ANALYSIS

The proposed amendment to the Kinglet Gardens NSP will redistribute Street Oriented Residential uses (Row Housing) from a larger agglomeration in the northeast portion of the neighbourhood, to a more even distribution along the planned collector roadway in the northwest part of the neighbourhood.

The reduction of the SWMF by 0.38 ha is the result of a refined engineering analysis, which concluded the original design of the SWMF was larger than required. Consequently, this revision has freed land that can now be made available for residential use. Public access and visibility from the main collector roadway (at the southernmost edge of the SWMF) has been maintained as part of the storm pond's reconfiguration.

In the aggregate of the land use changes proposed in the NSP, the amount of land designated for low density residential use will increase by 0.81 ha. However, the scale of this change is nominal and the overall residential density for the Neighbourhood Plan will remain unchanged at 33 units per net residential hectare (upnrha).

In terms of development regulations, height and scale, the proposed RLD Zone is compatible with the adjacent land that is zoned RSL and located to the north and east of the subject site. The RLD Zone also allows for a greater variety of lot sizes and widths, which contributes to a more compact urban form and efficient utilization of land with respect to Single Detached residential built-forms.

TECHNICAL REVIEW

The proposed amendments have been reviewed by all required technical agencies. The planned civic infrastructure can accommodate the proposed changes and will be provided in due course at later stages of development. All comments from affected City Departments and utility agencies have been addressed.

PUBLIC ENGAGEMENT

ADVANCE NOTICE January 17, 2020	<ul style="list-style-type: none">• Number of recipients: 76• No responses received
PUBLIC MEETING	<ul style="list-style-type: none">• Not held
WEBPAGE	<ul style="list-style-type: none">• edmonton.ca/kingletgardens

CONCLUSION

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

APPENDICES

- 1 Approved ASP Land Use and Population Statistics – Bylaw 19139
- 2 Proposed ASP Land Use and Population Statistics – Bylaw 19136
- 3 Approved NSP Land Use and Population Statistics – Bylaw 17752
- 4 Proposed NSP Land Use and Population Statistics – Bylaw 19129
- 5 Approved NSP – Bylaw 17752
- 6 Proposed NSP – Bylaw 19129
- 7 Application Summary

APPROVED BIG LAKE AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 19139

Land Use and Population Statistics - Bylaw 19139							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	921.43	172.04	132.10	163.20	183.3	205.79	65.00
Powerline & Utility ROW	14.98	4.97	2.20	2.00	2.1	3.71	
Sewer ROW	9.96	3.16	2.00	4.80			
ER (Natural Conservation)	167.71	27.11	14.80	49.00	16.1	3.10	57.60
Transportation Utility Corridor	14.60		14.60				
Arterial Road Widening	21.32	6.06	0.70	3.20	0.9	3.06	7.40
Gross Developable Area	691.73	129.71	97.70	104.20	164.2	195.92	0.00
Glendale Golf Course	61.50				61.5		
Existing Uses	66.80					66.80	
Circulation Total	107.23	26.13	13.90	20.90	20.5	25.80	
Stormwater Management	50.73	12.13	10.60	7.00	10.9	10.10	
Natural Maintenance	2.40		2.40				
Natural Area (Municipal Reserve)	7.40				3.1	4.30	
School / Park	43.97	8.87	12.40	8.80	9.8	4.10	
Commercial	14.34	0.48			9.6	4.26	
Mixed Use Non-Residential	0.87	0.17		0.70			
Transit	1.00				1.0		
Urban Service - Fire Station	0.90				0.9		
Special Study Area	1.00			1.00			
Total Non-Residential	230.09	48.39	39.30	37.40	55.8	49.20	0.00
Low Density Residential	252.54	50.94	46.10	56.80	34.5	64.20	
Medium Density Residential	20.93	7.53		4.70	8.7		
Medium Density Residential (RF5/RF6)	6.60		6.60				
Medium Density Residential (RA7)	9.81		3.00			6.81	
Street Oriented Residential (Row Housing)	22.62	7.32		3.30	3.0	9.00	
Mixed Use Residential	3.77	0.97		2.00	0.8		
Future Residential and Associated Uses	17.46	14.66	2.80				
Total Residential	333.73	81.42	58.50	66.80	47.0	80.01	0.00

Residential Unit Count Statistics													
Residential Type	Units/Ha	Total		(1) Trumpeter		(2) Starling*		(3) Hawks Ridge*		(4) Pintail Landing		(5) Kinglet Gardens*	
		Units	%	Units	%	Units	%	Units	%	Units	%	Units	%
Low Density Residential	22	6,179	61%	1,121	37%	1,153	57%	1,421	63%	861	47%	1,623	62%
Medium Density Residential	90	1,849	14%	678	41%		0%	424	19%	135	0%	612	23%
RF5/RF6	42	297	4%		0%	297	17%		0%		0%		0%
RA7	125	265	9%		0%	265	13%		0%		0%		0%
Street Oriented Residential (Row Housing)	35	1571.2	2%	256.2	3%		0%	147	7%	781	42%	387	15%
Mixed Use Residential	125	439.25	3%	121.25	4%		0%	249	11%	69	0%		0%
Future Residential and Associated Uses**	varies	669	6%	421	15%	248	13%		0%		0%		0%
Total		11,269	100%	2,597	100%	1,963	100%	2,241	100%	1,846	100%	2,622	100%

Residential Population Statistics		Total	Neighbourhood				
Residential Type	persons/unit		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Low Density Residential	2.8	17,302	3,139	3,228	3,979	2,412	4,544
Medium Density Residential	1.6	4,271	1,085		678	1406	1102
RF5/RF6	1.9	832		832			
RA7	1.5	477		477			
Street Oriented Residential (Row Housing)	1.9	2229.78	486.78		280	379	1084
Mixed Use Residential	1.5	679.875	181.875		373	125	
Future Residential and Associated Uses**	varies	1,401	955	446			
Total		27,192	5,847	4,983	5,310	4,322	6,730

Student Generation Statistics						
Level	Total	Neighbourhood				
		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Level						
Public Elementary	1,139	259	209	208	205	258
Public Junior High School	570.71	130	105	104	103	129
Public Senior High School	571	130	105	104	103	129
Separate Elementary School	550	130	105	83	103	129
Separate Junior High School	275	65	52	42	51	65
Separate High School	275	65	52	42	51	65
Total	3,381	779	628	583	616	775

*Calculations for Neighbourhoods and Two, Three, and Five are based on density and population projection standards of the 2010 Terms of Reference for the Preparation and Amendment of

**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs

PROPOSED BIG LAKE AREA STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 19136

Land Use and Population Statistics - Bylaw 19136							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	921.4	172.04	132.1	163.2	183.3	205.8	65.0
Powerline & Utility ROW	15.0	4.97	2.2	2.0	2.1	3.7	
Sewer ROW	10.0	3.16	2.0	4.8			
ER (Natural Conservation)	167.7	27.11	14.8	49.0	16.1	3.1	57.6
Transportation Utility Corridor	14.6		14.6				
Arterial Road Widening	21.3	6.06	0.7	3.2	0.9	3.1	7.4
Gross Developable Area	691.7	129.71	97.7	104.2	164.2	195.9	0.0
Glendale Golf Course	61.5				61.5		
Existing Uses	66.8					66.8	
Circulation Total	107.2	26.13	13.9	20.9	20.5	25.8	
Stormwater Management	50.4	12.13	10.6	7.0	10.9	9.8	
Natural Maintenance	2.4		2.4				
Natural Area (Municipal Reserve)	7.4				3.1	4.3	
School / Park	44.0	8.87	12.4	8.8	9.8	4.1	
Commercial	14.3	0.48			9.6	4.3	
Mixed Use Non-Residential	0.9	0.17		0.7			
Transit	1.0				1.0		
Urban Service - Fire Station	0.5				0.9		
Special Study Area	1.0			1.0			
Total Non-Residential	230.1	48.39	39.3	37.4	55.8	49.2	0.0
Low Density Residential	253.2	50.94	46.1	56.8	34.5	64.9	
Medium Density Residential	20.9	7.53		4.7	8.7		
Medium Density Residential (RF5/RF6)	6.6		6.6				
Medium Density Residential (RA7)	9.8		3.0			6.8	
Street Oriented Residential (Row Housing)	22.2	7.32		3.3	3.0	8.6	
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**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs

**KINGLET GARDENS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 17752**

	<u>Area (ha)</u>	<u>% of GA</u>	<u>% of aGDA</u>
Gross Area (GA)	205.8		
Environmental Reserve			
Natural Area	0.6	0.3%	
Upland Setback	2.5	1.2%	
Pipeline & Utility Right-of-Way	3.7	1.8%	
Arterial Road Right-of-Way	3.1	1.5%	
Gross Developable Area	195.9		
Existing Land Uses			
Existing Residential	57.9	28.1%	
Existing Business Industrial	3.1	1.5%	
Existing School/Park	5.8	2.8%	
Adjusted Gross Developable Area (aGDA)	129.1		
Commercial	4.3		3.3%
Parkland, Recreation, School (Municipal Reserve)			
Community League	1.2		1.0%
Pocket Parks & Greenways	2.9		2.3%
Natural Area (MR)	4.3		3.3%
Transportation			
Circulation	25.8		20.0%
Infrastructure & Servicing			
Drainage (Public Utility Lot)	0.5		0.4%
Stormwater Management	10.1		7.8%
Total Non-Residential Area	49.2		38.1%
Net Residential Area (NRA)	80.0		61.9%

RESIDENTIAL LAND USE, DWELLING UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units/ha	Units	% of NRA	People/Unit	Population
Single/Semi-Detached	64.2	25	1,605	61%	2.8	4,494
Street Oriented Residential (Row Housing)	9.0	45	405	15%	2.8	1,134
Low-rise / Multi / Medium Units	6.8	90	612	23%	1.8	1,102
Total	80.0		2,622	100%		6,730

SUSTAINABILITY MEASURES

Population per Net Residential Hectare (p/nrha)	84.1
Dwelling Units per Net Residential Hectare (du/nrha)	32.8
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Unit Ratio	61% / 39%
Population (%) within 500m of Parkland	100
Population (%) within 400m of Transit Service	100
Population (%) within 600m of Commercial Service	81
Presence/Loss of Natural Areas	

Protected as Environmental Reserve (ha)	1.0
Conserved as Naturalized Municipal Reserve (ha)	3.9
Lost to Development (ha)	10.7

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	258	129
Junior High School	129	65
Senior High School	129	65
Total	517	258

PROPOSED KINGLET GARDENS NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 19129

	Area (ha)	% of GDA
GROSS AREA	205.8	
Environmental Reserve		
Natural Area	0.6	0.3%
Upland Setback	2.5	1.2%
Pipeline & Utility Right-of-Way	3.7	1.8%
Arterial Road Right-of-Way	3.1	1.5%
GROSS DEVELOPABLE AREA	195.9	
Existing Land Uses		
Existing Residential	57.9	29.6%
Existing Business Industrial	3.1	1.6%
Existing School/Park	5.8	3.0%
Adjusted Gross Developable Area (aGDA)	129.1	
Commercial	4.3	3.3%
Parkland, Recreation, School (Municipal Reserve)		
Community League	1.2	1.0%
Pocket Parks & Greenways	2.9	2.3%
Natural Area	4.3	3.3%
Transportation		
Circulation	25.8	20.0%
Infrastructure & Servicing		
Drainage (Public Utility Lot)	0.5	0.4%
Stormwater Management	9.8	7.6%
TOTAL Non-Residential Area	48.8	37.8%
NET RESIDENTIAL AREA (NRA)	80.3	62.2%

RESIDENTIAL LAND USE AREA, UNIT AND POPULATION

	Area (ha)	Units/ha	Units	People/Unit	Population	% of Total Units
Low Density Residential (LDR)						
Single/Semi-Detached	64.9	25	1,623	2.8	4,544	62%
Street Oriented Residential (Row Housing)	8.6	45	387	2.8	1,084	15%
Low Rise/Multi/Medium Density Residential	6.8	90	612	1.8	1,102	23%
TOTAL	80.3		2,622		6,730	100.0%

SUSTAINABILITY MEASURES

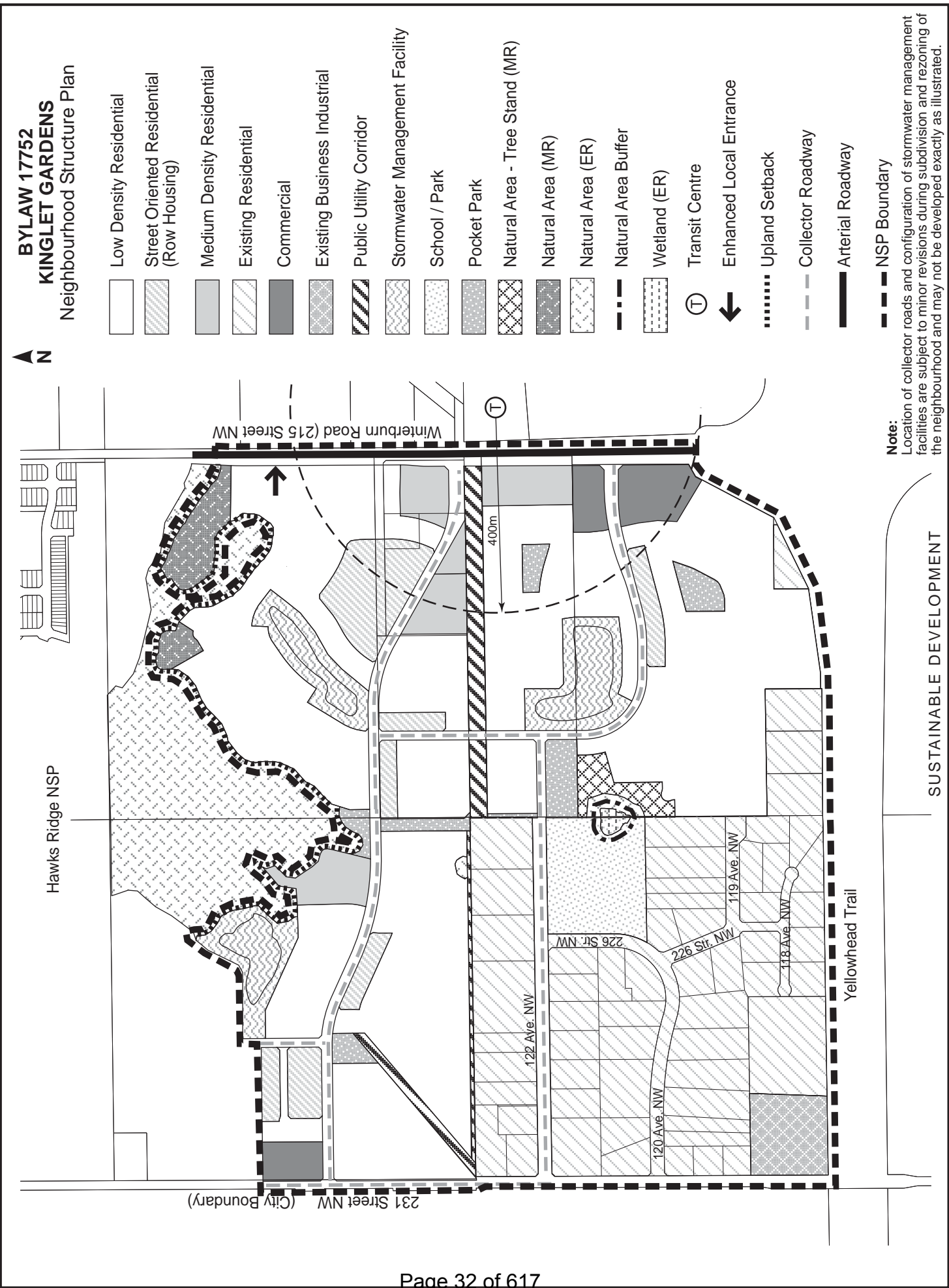
Population Per net Hectare (ppnha)	84
Units Per net Residential Hectare (upnrha)	33
LDR/MDR Ratio	62% / 38%
Population (%) within 500 m of Parkland	100%
Population (%) within 400 m of Transit Service	100%
Population (%) within 600 m of Commercial Service	81%

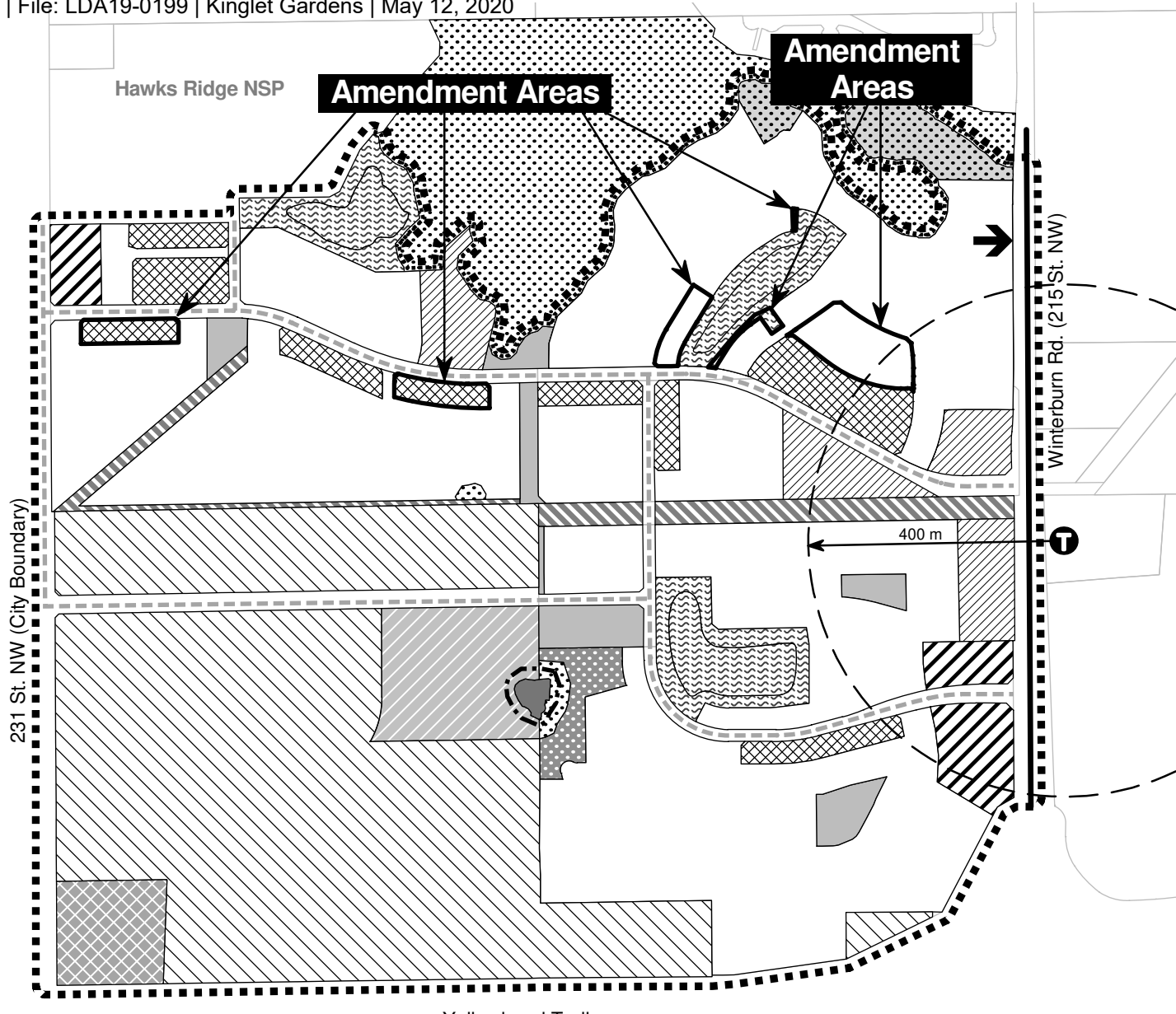
STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	258	129
Junior High School	129	65
Senior High School	129	65
Total	516	259

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with Sustainable Development-Parks Planning.























**25% of the RMD density is accounted for as MDR





Yellowhead Trail
BYLAW 19129
AMENDMENT TO
KINGLET GARDENS
Neighbourhood Structure Plan
(as amended)



	Low Density Residential		Natural Area (ER)
	Street Oriented Residential (Row Housing)		Natural Area (MR)
	Medium Density Residential		Natural Area - Tree Stand (MR)
	Existing Residential		Natural Area Buffer
	Commercial		Upland Setback
	Existing Business Industrial		Transit Centre
	School / Park		Enhanced Local Entrance
	Pocket Park		Collector Roadway
	Stormwater Management Facility		Arterial Roadway
	Public Utility Corridor		N.S.P. Boundary
	Wetland (ER)		Amendment Area

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

APPLICATION SUMMARY

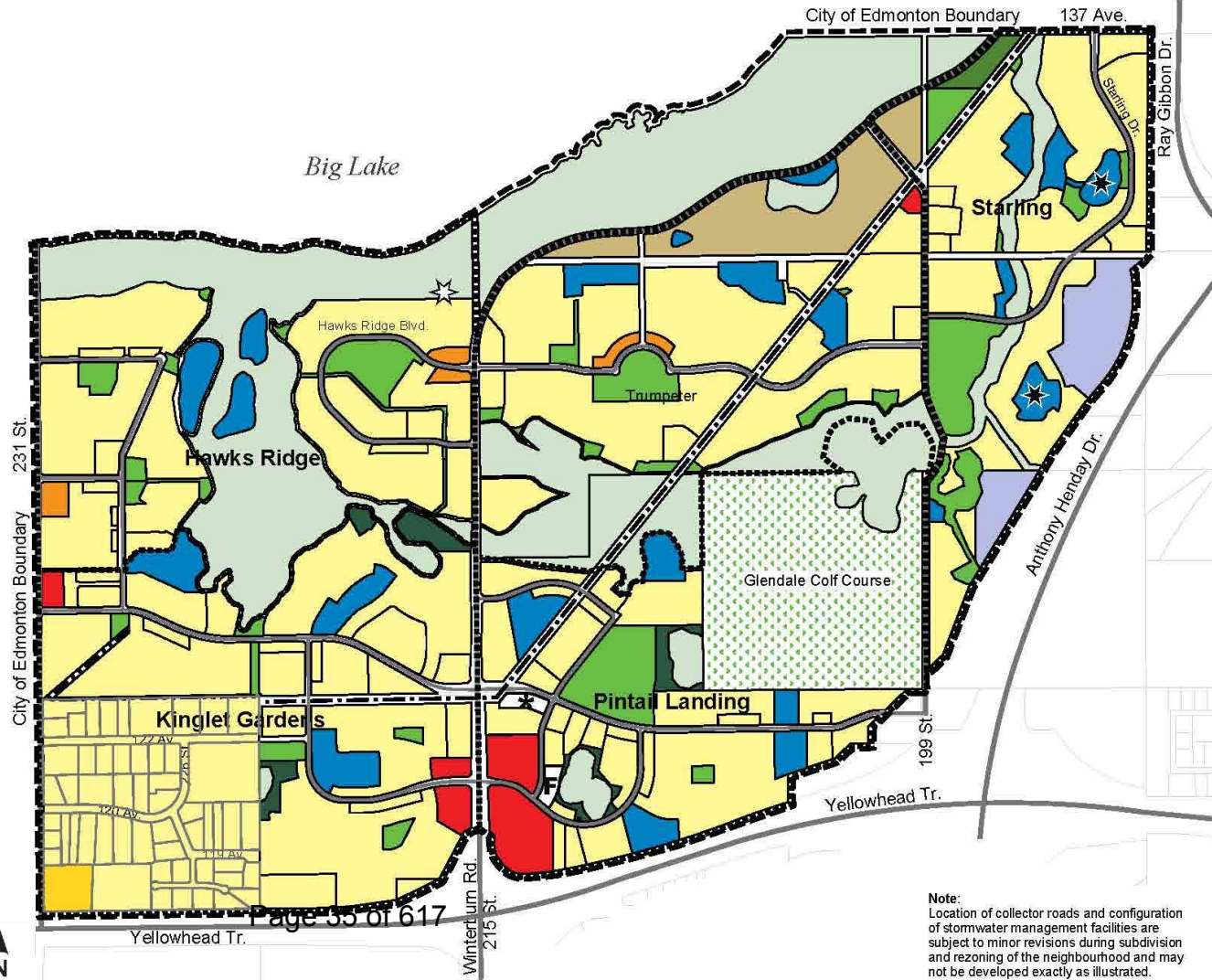
INFORMATION

Application Type:	Plan Amendments & Rezoning
Bylaw/Charter Bylaw:	Bylaw 19136 Bylaw 19129 Charter Bylaw 19130
Date of Application Acceptance	April 18, 2019
Location:	North of 124 Avenue NW and West of Winterburn Road NW
Address:	12510 Winterburn Road NW
Legal Description:	A portion of NE-13-53-26-4
Site Area:	3 ha
Neighbourhood:	Kinglet Gardens
Notified Community Organization:	Big Lake Community League
Applicant:	Stantec

PLANNING FRAMEWORK

Current Zones:	<ul style="list-style-type: none"> • (RSL) Small Lot Residential Zone • (RF4) Semi-detached Zone • (PU) Public Utility Zone • (RF5) Row Housing Zone
Proposed Zones:	<ul style="list-style-type: none"> • (PU) Public Utility Zone • (RLD) Residential Low Density Zone
Plans in Effect:	Big Lake Area Structure Plan Kinglet Gardens Neighbourhood Structure Plan

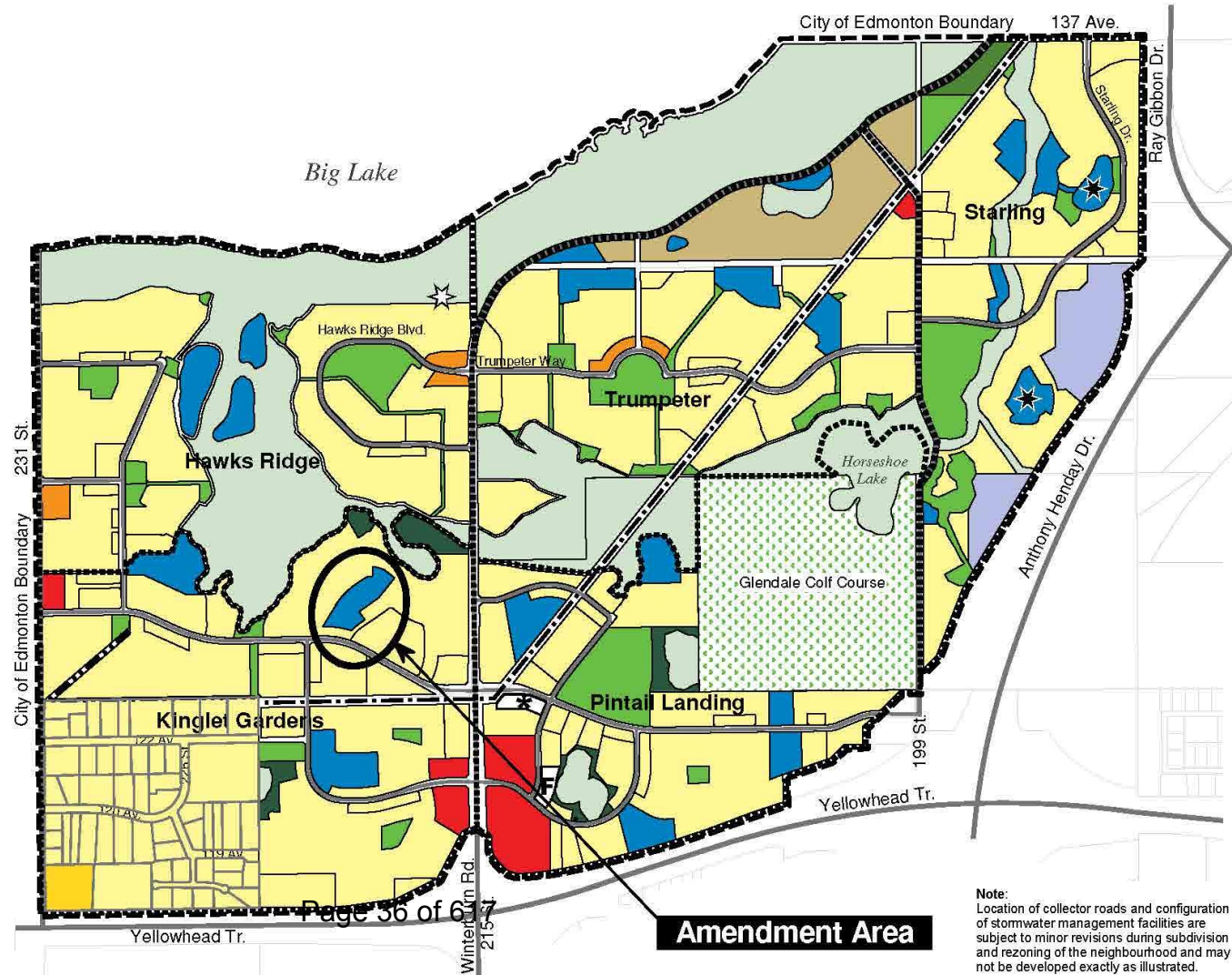
Written By:	Brandon Langille/Carla Semeniuk
Approved By:	Tim Ford
Branch:	City Planning
Section:	Planning Coordination



Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

3.1 - Big Lake

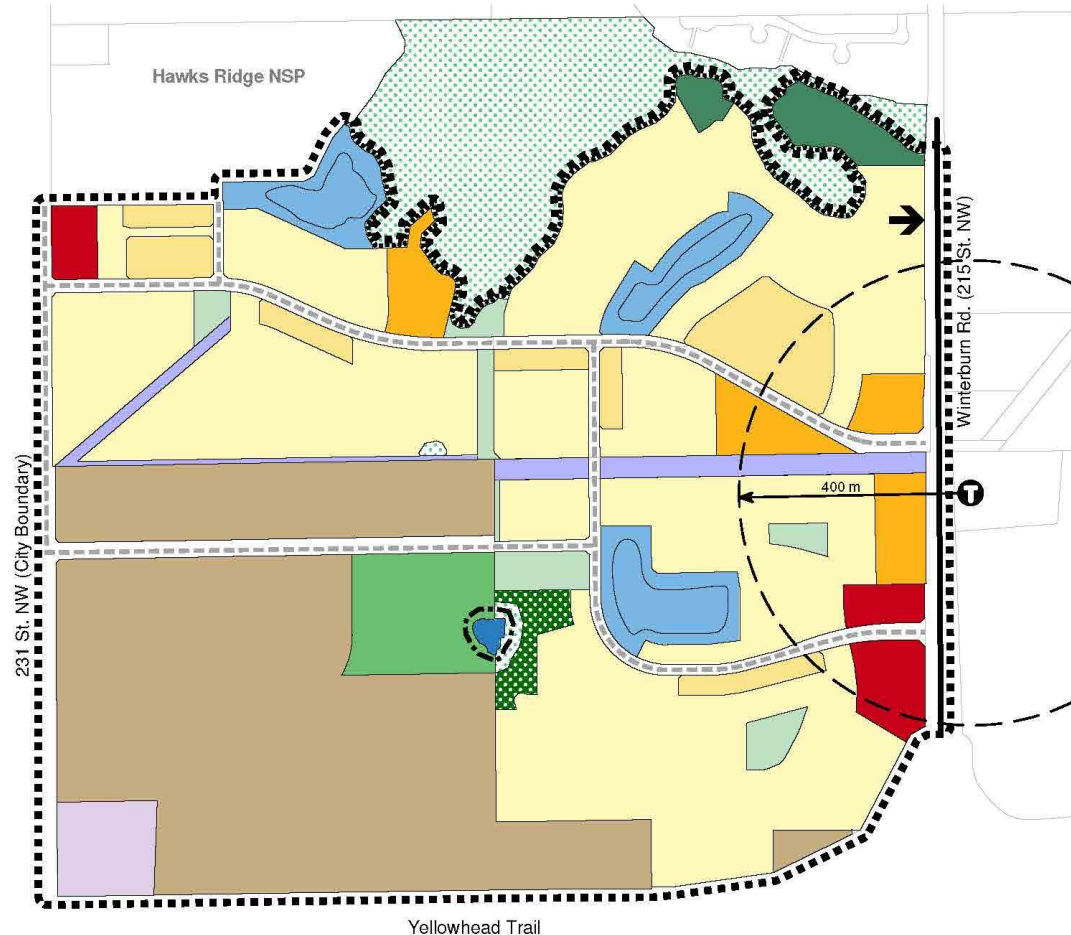
- Residential
- Commercial
- Mixed Use
- School / Park (M.R.)
- Existing Business Industrial
- Natural Maintenance
- Transportation Utility Corridor
- Natural Conservation Area
- * Transit Centre
- Stormwater Lake
- ★ Retained Public Lands
- ☆ Special Study Area
- Future Residential and Associated Uses
- Golf Course
- Natural Area (MR)
- F** Urban Services (Fire Hall)
- Collector Road
- Arterial Road
- Public Utility Corridor
- Powerline ROW
- ASP Boundary
- NSP Boundary



3.2 - Big Lake

- Low Density Residential
- Street Oriented Residential (Row Housing)
- Medium Density Residential
- Existing Residential
- Commercial
- Existing Business Industrial
- School / Park
- Pocket Park
- Stormwater Management Facility
- Public Utility Corridor
- Wetland (ER)
- Natural Area (ER)
- Natural Area (MR)
- Natural Area - Tree Stand (MR)
- Natural Area Buffer
- Upland Setback
- Transit Centre
- Enhanced Local Entrance
- Collector Roadway
- Arterial Roadway
- N.S.P. Boundary

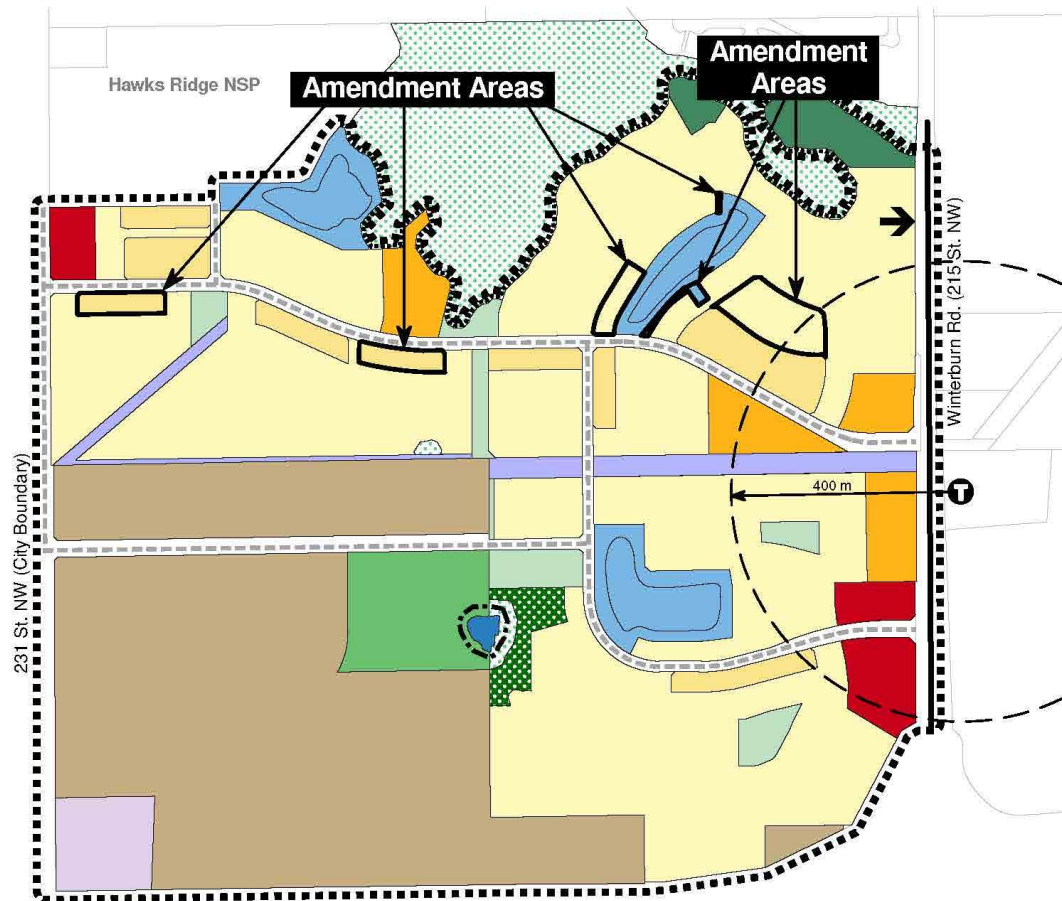
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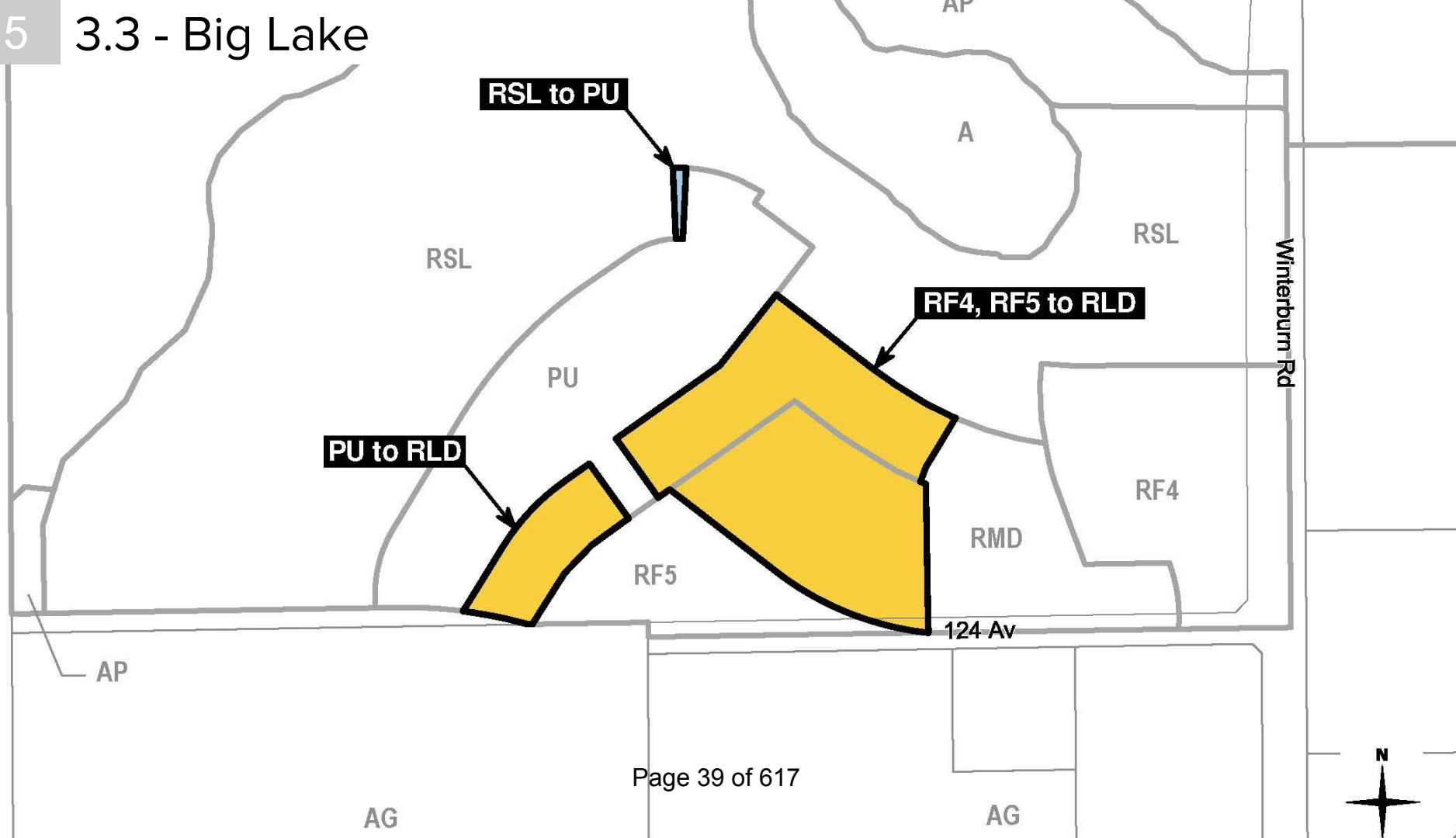


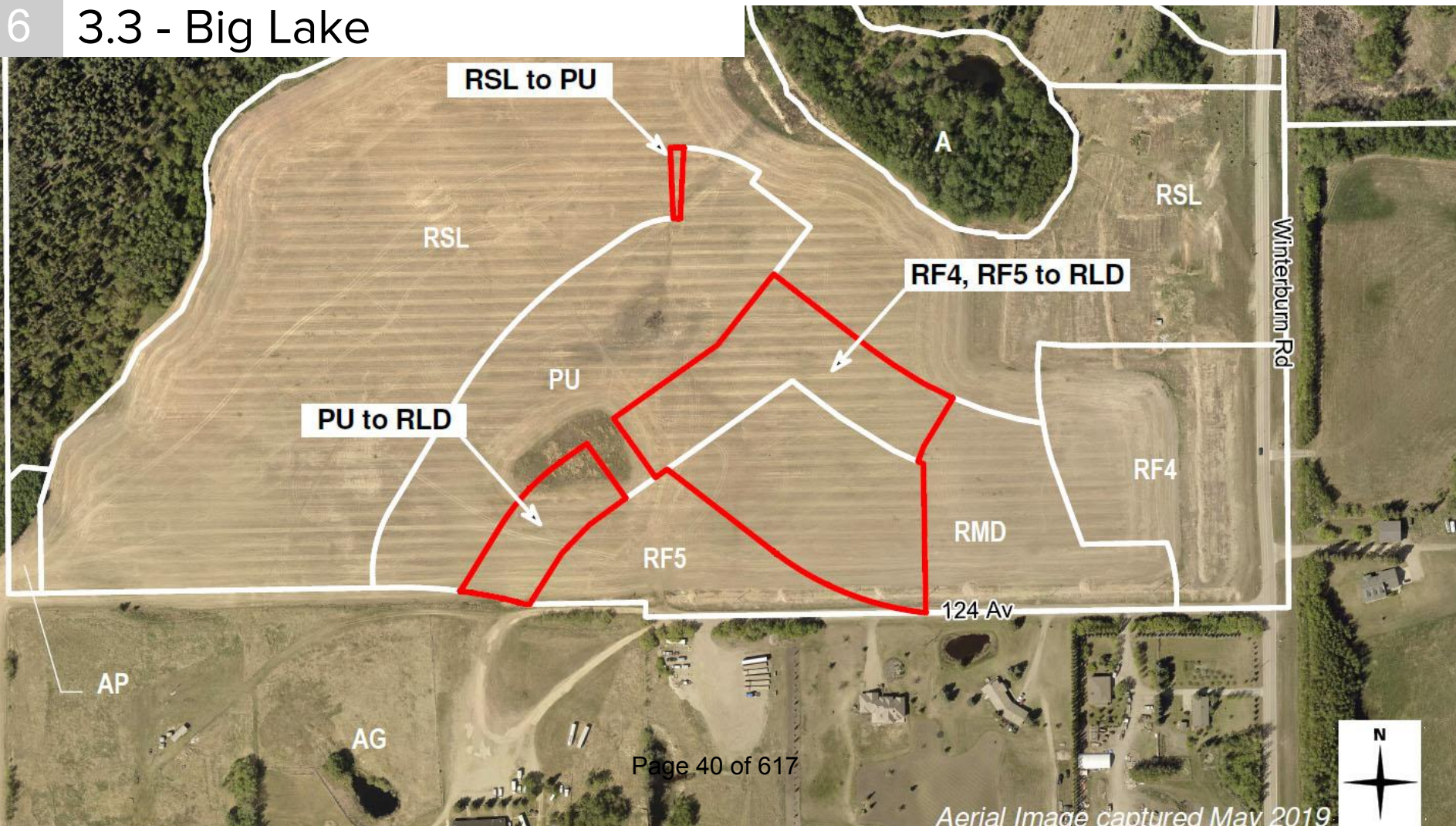
3.2 - Big Lake

- Low Density Residential
- Street Oriented Residential (Row Housing)
- Medium Density Residential
- Existing Residential
- Commercial
- Existing Business Industrial
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- Pocket Park
- Stormwater Management Facility
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Bylaw 19136

A Bylaw to amend Bylaw 9878, as amended
being the Big Lake Area Structure Plan,

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on September 24, 1991, the Municipal Council of the City of Edmonton passed Bylaw 9878, being Big Lake Area Structure Plan; and

WHEREAS Council found it desirable to from time to time to amend Bylaw 9878, being the Big Lake Area Structure Plan by adding new neighbourhoods; and

WHEREAS Council found it desirable to amend Bylaw 9878, the Big Lake Area Structure Plan through the passage of Bylaws 14802, 15460, 15546, 15986, 16067, 16742, 17751, 17673, 18904; and 19139; and

WHEREAS an application was received by Administration to further amend Big Lake Area Structure Plan; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. Bylaw 9878, Big Lake Area Structure Plan, as amended is hereby further amended as follows:
 - a. deleting “Table 2 Big Lake Area Structure Plan Land Use and Population Statistics Bylaw 19139” and replacing with the following:

Land Use and Population Statistics - Bylaw 19136							
	NEIGHBOURHOOD						Balance of ASP
	Total	(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*	
Gross Area	921.4	172.04	132.1	163.2	183.3	205.8	65.0
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Special Study Area	1.0			1.0			
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RA7	1.5	477		477			
Street Oriented Residential (Row Housing)	1.9	2229.78	486.78		280	379	1084
Mixed Use Residential	1.5	679.875	181.875		373	125	
Future Residential and Associated Uses**	varies	1,401	955	446			
Total		27,192	5,847	4,983	5,310	4,322	6,730

Student Generation Statistics						
Level	Total	Neighbourhood				
		(1) Trumpeter	(2) Starling*	(3) Hawks Ridge*	(4) Pintail Landing	(5) Kinglet Gardens*
Level						
Public Elementary	1,139	259	209	208	205	258
Public Junior High School	570.71	130	105	104	103	129
Public Senior High School	571	130	105	104	103	129
Separate Elementary School	550	130	105	83	103	129
Separate Junior High School	275	65	52	42	51	65
Separate High School	275	65	52	42	51	65
Total	3,381	779	628	583	616	775

*Calculations for Neighbourhoods Two, Three, and Five are based on density and population projection standards of the 2010 Terms of Reference for the Preparation and Amendment of

**Calculations for "Future Residential and Associated Uses" derived from the land use statistics of the Trumpeter and Starling NSPs

READ a first time this 1st day of September, A. D. 2020;

READ a second time this 1st day of September, A. D. 2020;

READ a third time this 1st day of September, A. D. 2020;

SIGNED and PASSED this 1st day of September, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

A/ CITY CLERK

Bylaw 19129

Amendment to the Kinglet Gardens Neighbourhood Structure Plan

Purpose

To amend the Kinglet Gardens Neighbourhood Structure Plan to reconfigure a portion of a Stormwater Management Facility and redistribute the location of Low Density Residential and Street Oriented Residential (Row Housing) uses.

Readings

Bylaw 19129 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19129 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on April 24, 2020, May 2, 2020, and May 5, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Previous Council/Committee Action

At the May 12, 2020, City Council Public Hearing, Bylaws 19136, 19129 and Charter Bylaw 19130 were postponed to the September 1, 2020, City Council Public Hearing

Report

Bylaw 19129 proposes to amend the Kinglet Gardens Neighbourhood Structure Plan by:

- Redistributing a portion of land planned for Street Oriented (Row Housing) Residential use from the northeast to the northwest area of the plan;
- Reconfiguring the shape and size of a stormwater management facility (SWMF); and
- Adding area for Low Density Residential use in the northeast portion of the plan.

Bylaw 19129 also includes proposed updates to the land use and population statistics and relevant figures. The proposed changes will not alter the overall residential density of the Plan, which will remain at 33 units per net residential hectare.

Associated amendments to the Big Lake Area Structure Plan (Bylaw 19136) and to rezone a portion of the subject site (Charter Bylaw 19130) accompany this Bylaw.

All comments from city departments and utility agencies have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the Big Lake Community League on January 17, 2020. No responses were received.

Attachments

1. Bylaw 19129
2. Administration Report (attached to Bylaw 19136 - Item 3.1)

Bylaw 19129

A Bylaw to amend Bylaw 9878, Big Lake Area Structure Plan,
through an amendment to the
Kinglet Gardens Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on September 24, 1991, the Municipal Council of the City of Edmonton passed Bylaw 9878, being Big Lake Area Structure Plan; and

WHEREAS Council found it desirable to from time to time to amend Bylaw 9878, Big Lake Area Structure Plan, by adding new neighbourhoods; and

WHEREAS on December 13, 2016, Council adopted the Kinglet Gardens Neighbourhood Structure Plan by passage of Bylaw 17752; and

WHEREAS an application was received by Administration to amend the Kinglet Gardens Neighbourhood Structure Plan; and

WHEREAS Council considers it desirable to amend the Kinglet Gardens Neighbourhood Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 17752 – Kinglet Gardens Neighbourhood Structure Plan is hereby amended by:

- a. deleting “Table 2: Land Use and Population Statistics” and replacing with the following:

Land Use and Population Statistics – Bylaw 19129

	Area (ha)	% of GDA
GROSS AREA	205.8	
Environmental Reserve		
Natural Area	0.6	0.3%
Upland Setback	2.5	1.2%
Pipeline & Utility Right-of-Way	3.7	1.8%
Arterial Road Right-of-Way	3.1	1.5%
GROSS DEVELOPABLE AREA	195.9	
Existing Land Uses		
Existing Residential	57.9	29.6%
Existing Business Industrial	3.1	1.6%
Existing School/Park	5.8	3.0%
Adjusted Gross Developable Area (aGDA)	129.1	
Commercial	4.3	3.3%
Parkland, Recreation, School (Municipal Reserve)		
Community League	1.2	1.0%
Pocket Parks & Greenways	2.9	2.3%
Natural Area	4.3	3.3%
Transportation		
Circulation	25.8	20.0%
Infrastructure & Servicing		
Drainage (Public Utility Lot)	0.5	0.4%
Stormwater Management	9.8	7.6%
TOTAL Non-Residential Area	48.8	37.8%
NET RESIDENTIAL AREA (NRA)	80.3	62.2%

RESIDENTIAL LAND USE AREA, UNIT AND POPULATION

	Area (ha)	Units/ha	Units	People/Unit	Population	% of Total Units
Low Density Residential (LDR)						
Single/Semi-Detached	64.9	25	1,623	2.8	4,544	62%
Street Oriented Residential (Row Housing)	8.6	45	387	2.8	1,084	15%
Low Rise/Multi/Medium Density Residential	6.8	90	612	1.8	1,102	23%
TOTAL	80.3		2,622		6,730	100.0%

SUSTAINABILITY MEASURES

Population Per net Hectare (ppnha)	84
Units Per net Residential Hectare (upnrha)	33
LDR/MDR Ratio	62% / 38%
Population (%) within 500 m of Parkland	100%
Population (%) within 400 m of Transit Service	100%
Population (%) within 600 m of Commercial Service	81%

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	258	129
Junior High School	129	65
Senior High School	129	65
Total	516	259

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with Sustainable Development-Parks Planning.

**25% of the RMD density is accounted for as MDR

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- g. deleting the map entitled “Figure 10.0 Stormwater Servicing” and replacing it with “Figure 10.0 Stormwater Servicing” attached as Schedule “F”.
- h. deleting the map entitled “Figure 11.0 Sanitary Servicing” and replacing it with “Figure 11.0 Sanitary Servicing” attached as Schedule “G”.
- i. deleting the map entitled “Figure 12.0 Water Servicing” and replacing it with “Figure 12.0 Water Servicing” attached as Schedule “H”.
- j. deleting the map entitled “Figure 13.0 Staging” and replacing it with “Figure 13.0 Staging” attached as Schedule “I”.

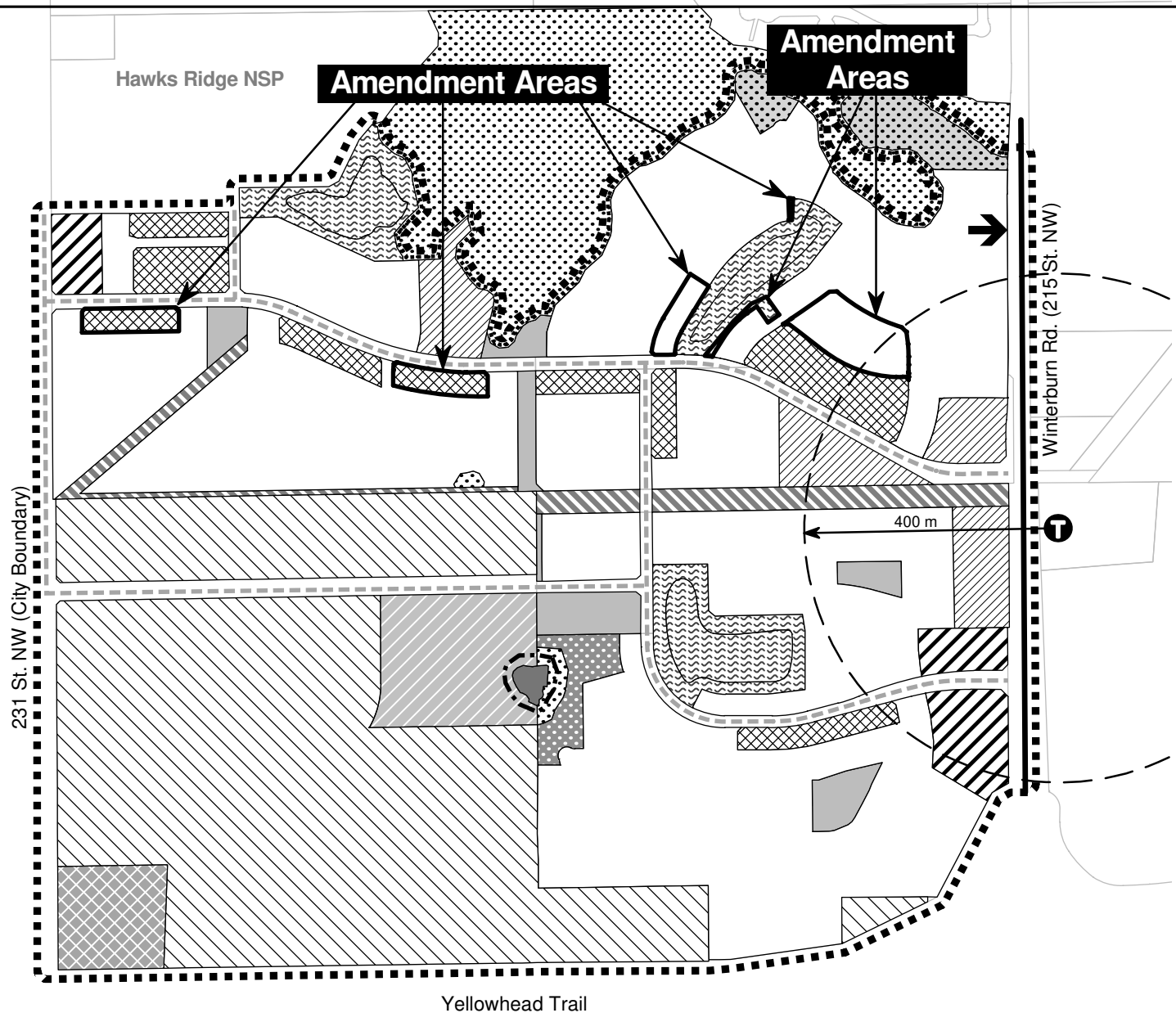
- k. deleting the map entitled “Figure 14.0 Low Impact Development Opportunities” and replacing it with “Figure 14.0 Low Impact Development Opportunities” attached as Schedule “J”.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



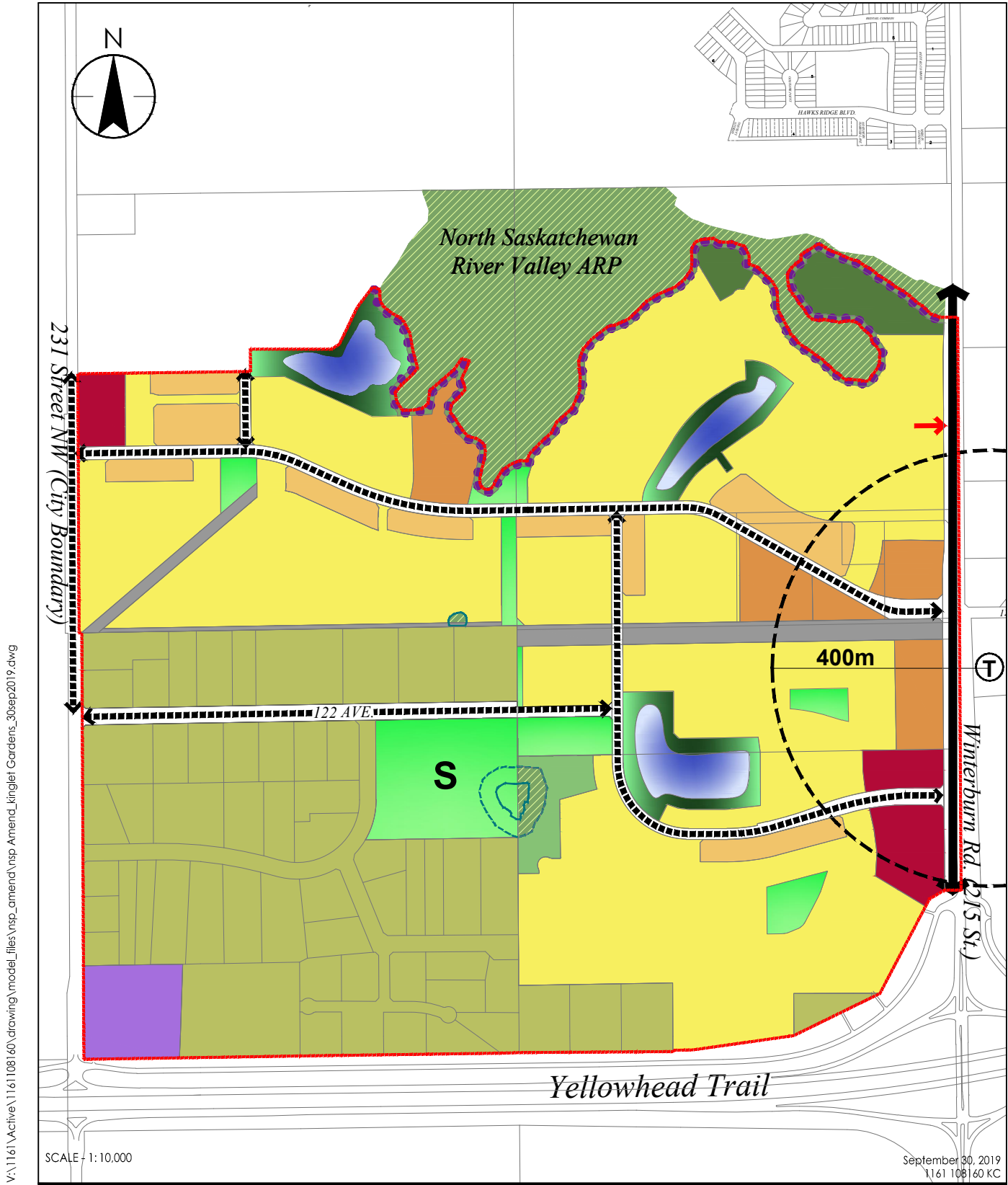
Yellowhead Trail

BYLAW 19129
AMENDMENT TO
KINGLET GARDENS
Neighbourhood Structure Plan
 (as amended)



	Low Density Residential		Natural Area (ER)
	Street Oriented Residential (Row Housing)		Natural Area (MR)
	Medium Density Residential		Natural Area - Tree Stand (MR)
	Existing Residential		Natural Area Buffer
	Commercial		Upland Setback
	Existing Business Industrial		Transit Centre
	School / Park		Enhanced Local Entrance
	Pocket Park		Collector Roadway
	Stormwater Management Facility		Arterial Roadway
	Public Utility Corridor		N.S.P. Boundary
	Wetland (ER)		Amendment Area

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



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10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

Legend

- | | |
|---|--------------------------------|
| Low Density Residential | Natural Area - Tree Stand (MR) |
| Street Oriented Residential (Row Housing) | Natural Area (MR) |
| Medium Density Residential | Natural Area (ER) |
| Existing Residential | Wetland (ER) |
| Commercial | Natural Area Buffer |
| Existing Business Industrial | Transit Centre |
| Public Utility Corridor | Enhanced Local Entrance |
| Stormwater Management Facility | Upland Setback |
| School / Park | Material Roadway |
| Pocket Park | Collector Roadway |
| | NSP Boundary |

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

6.0

Title

Land-use
Concept



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10160-112 Street
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Legend

- | | |
|--------------------------------|-------------------------|
| Wetland (ER) | School / Park |
| Natural Area (ER) | Park |
| Natural Area (MR) | Ecological Connectivity |
| Natural Area - Tree Stand (MR) | Upland Setback |
| Wetland (ER) | NSP Boundary |

Client/Project

ROHIT GROUP OF COMPANIES

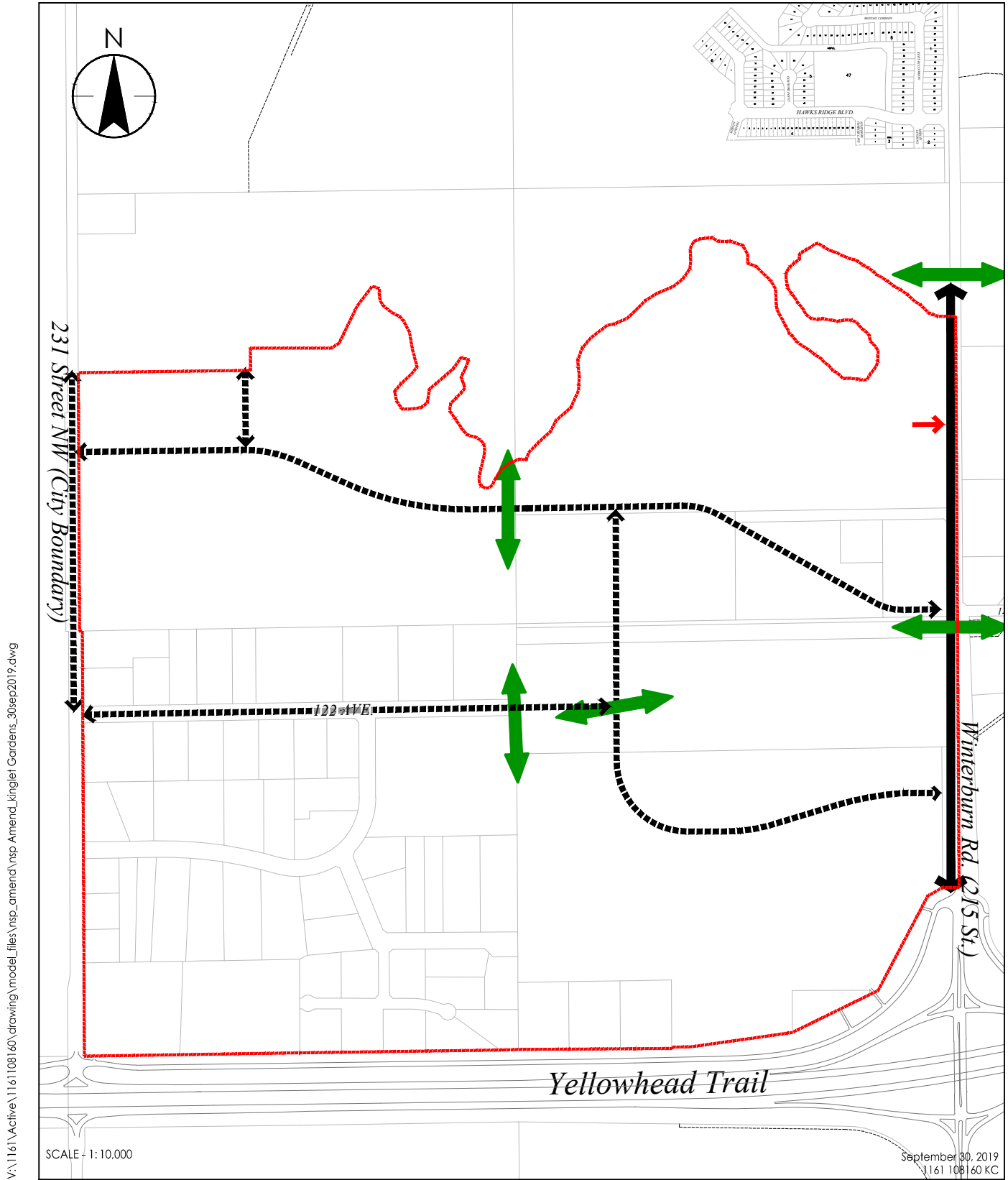
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

7.0

Title

Parks &
Open Space



Legend

- Arterial Roadway
- Collector Roadway
- Enhanced Local Entrance
- Potential Wildlife Passage
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

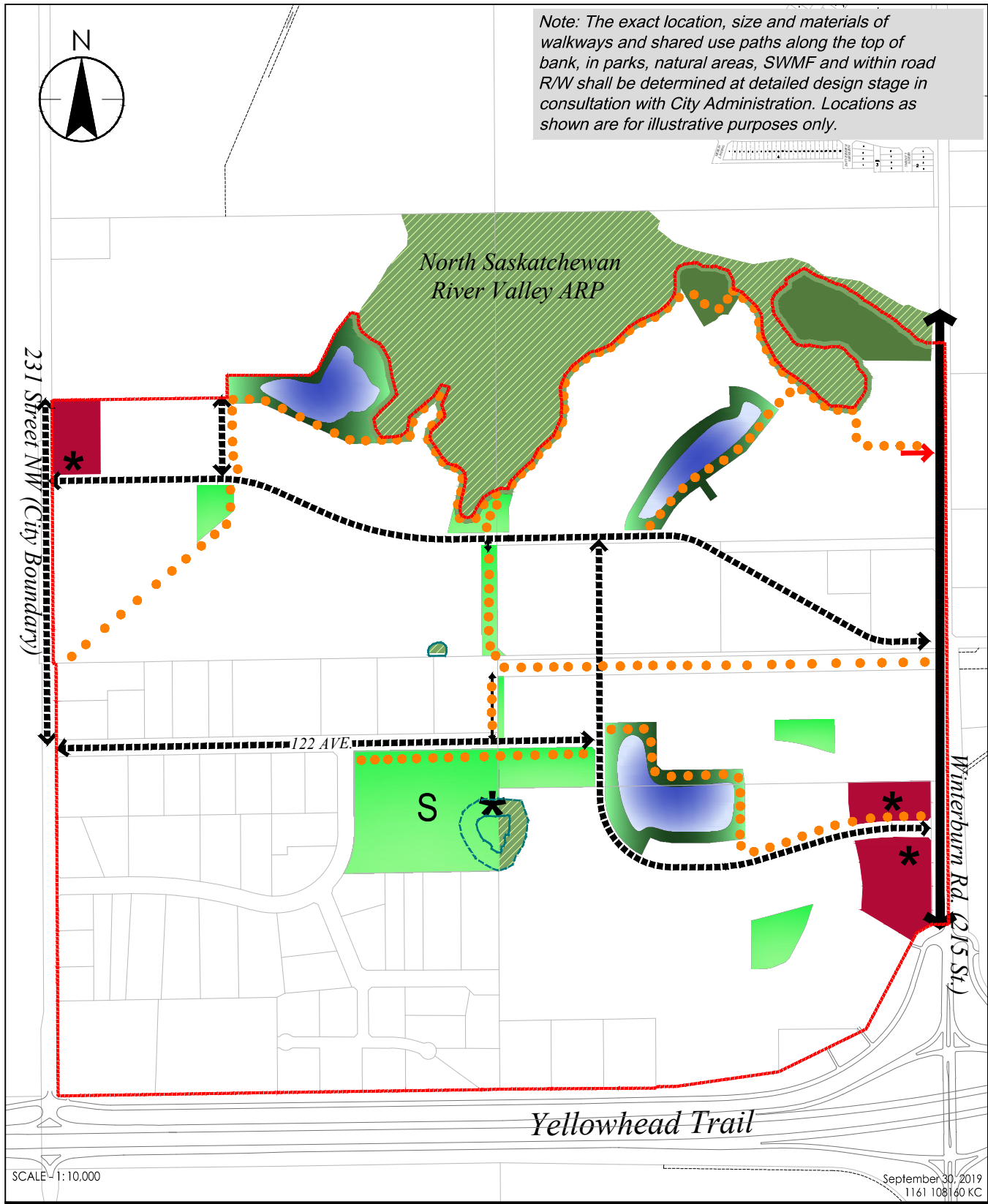
8.0

Title

Transportation
Network

Note: The exact location, size and materials of walkways and shared use paths along the top of bank, in parks, natural areas, SWMF and within road R/W shall be determined at detailed design stage in consultation with City Administration. Locations as shown are for illustrative purposes only.

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Legend

- | | |
|---|--|
| Commercial | Active Modes Connection |
| S School / Park | Pedestrian Access |
| Pocket Park | * Destination Point |
| Natural Area (MR) | Enhanced Local Entrance |
| Natural Area - Tree Stand (MR) | NSP Boundary |
| Natural Area (ER) | |
| Stormwater Management Facility | |
| Wetland (ER) | |

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

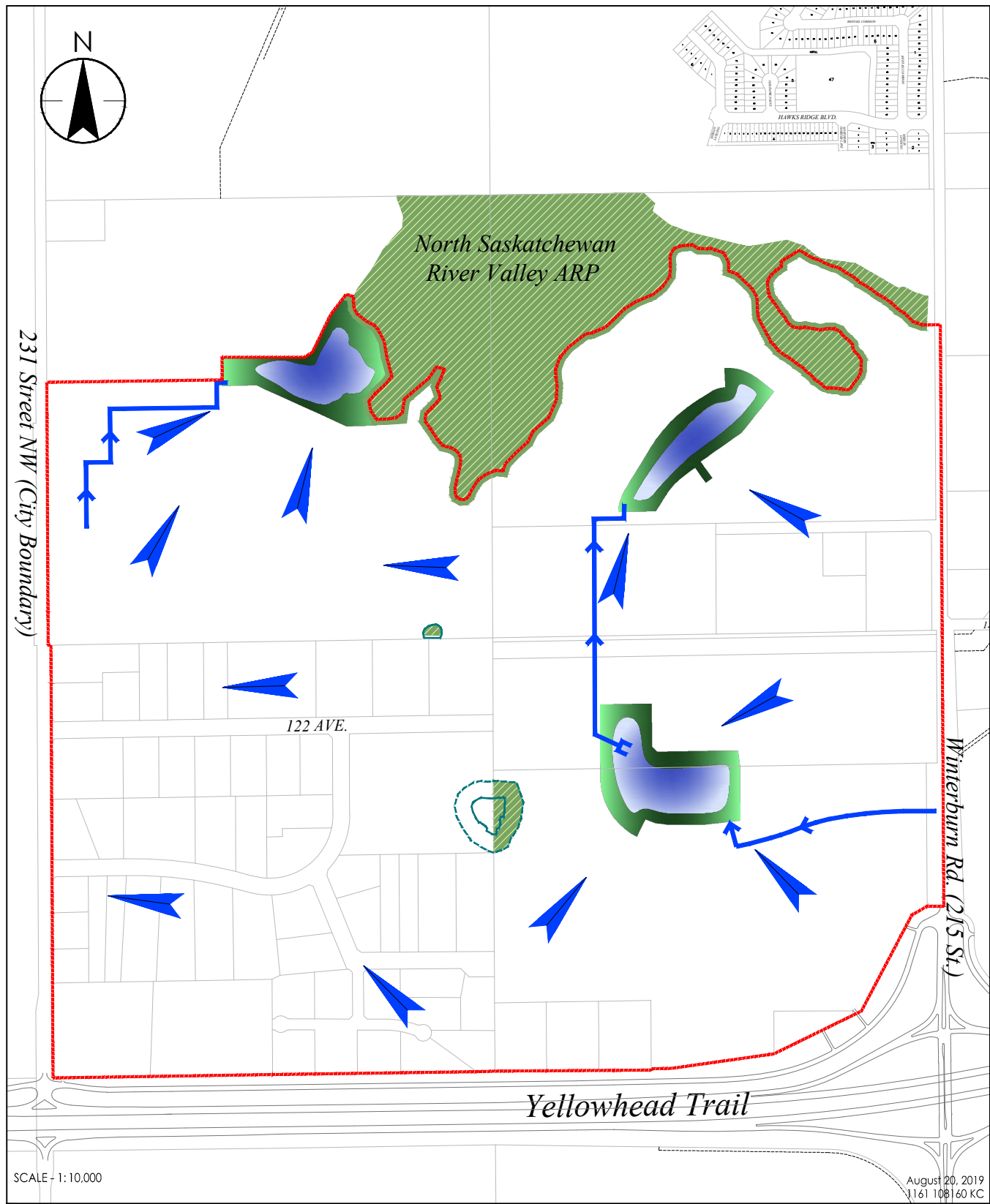
9.0

Title

Active Modes
Network







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Legend

-  Stormwater Management Facility
-  Natural Area (ER)
-  Wetland (ER)
-  Direction of Drainage
-  Stormwater Trunk
-  NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

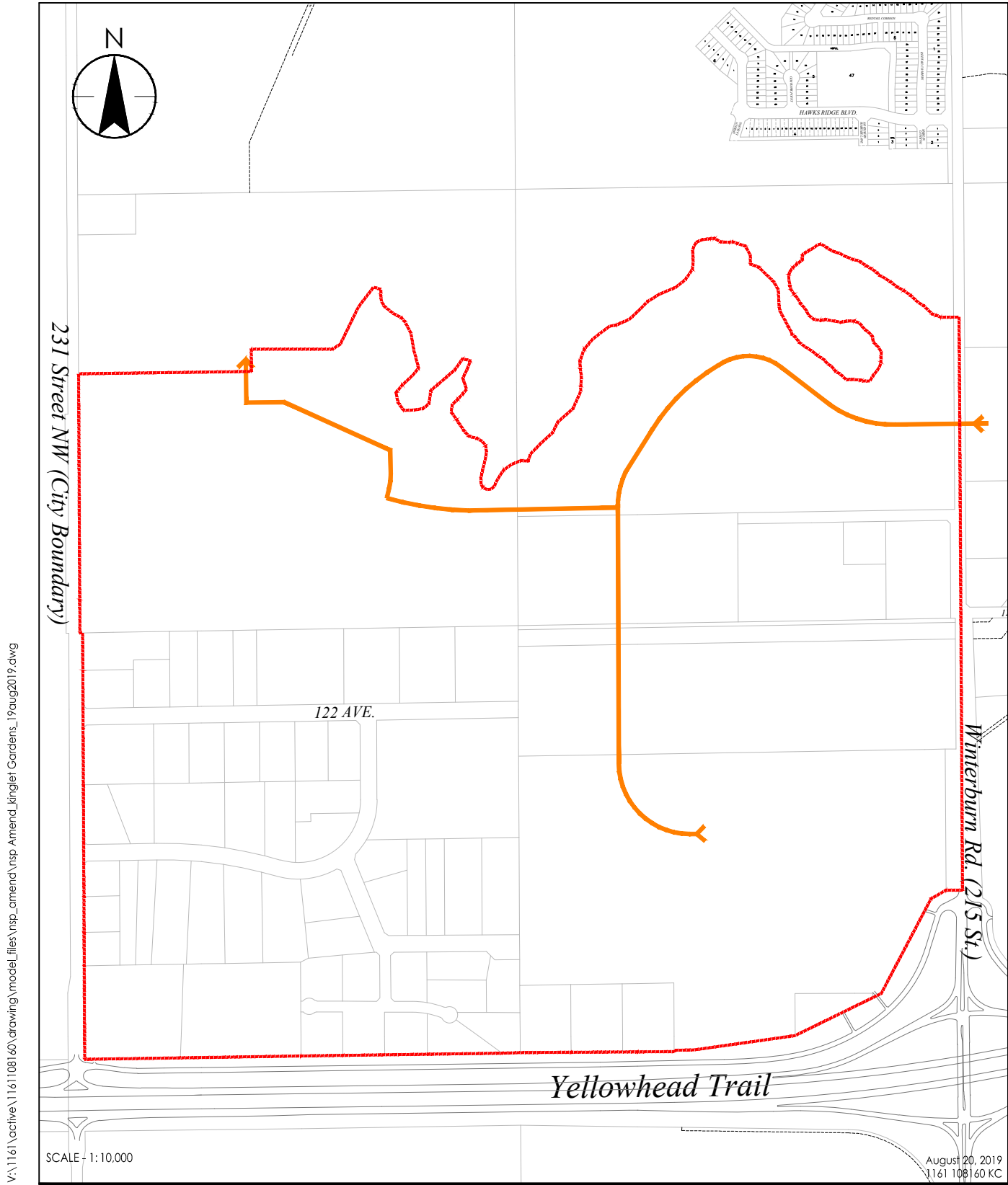
Figure No.

10.0

Title

Stormwater
Servicing

August 20, 2019
1161 1081 60 KC



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Legend

- Major Sanitary Trunk
- - - NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

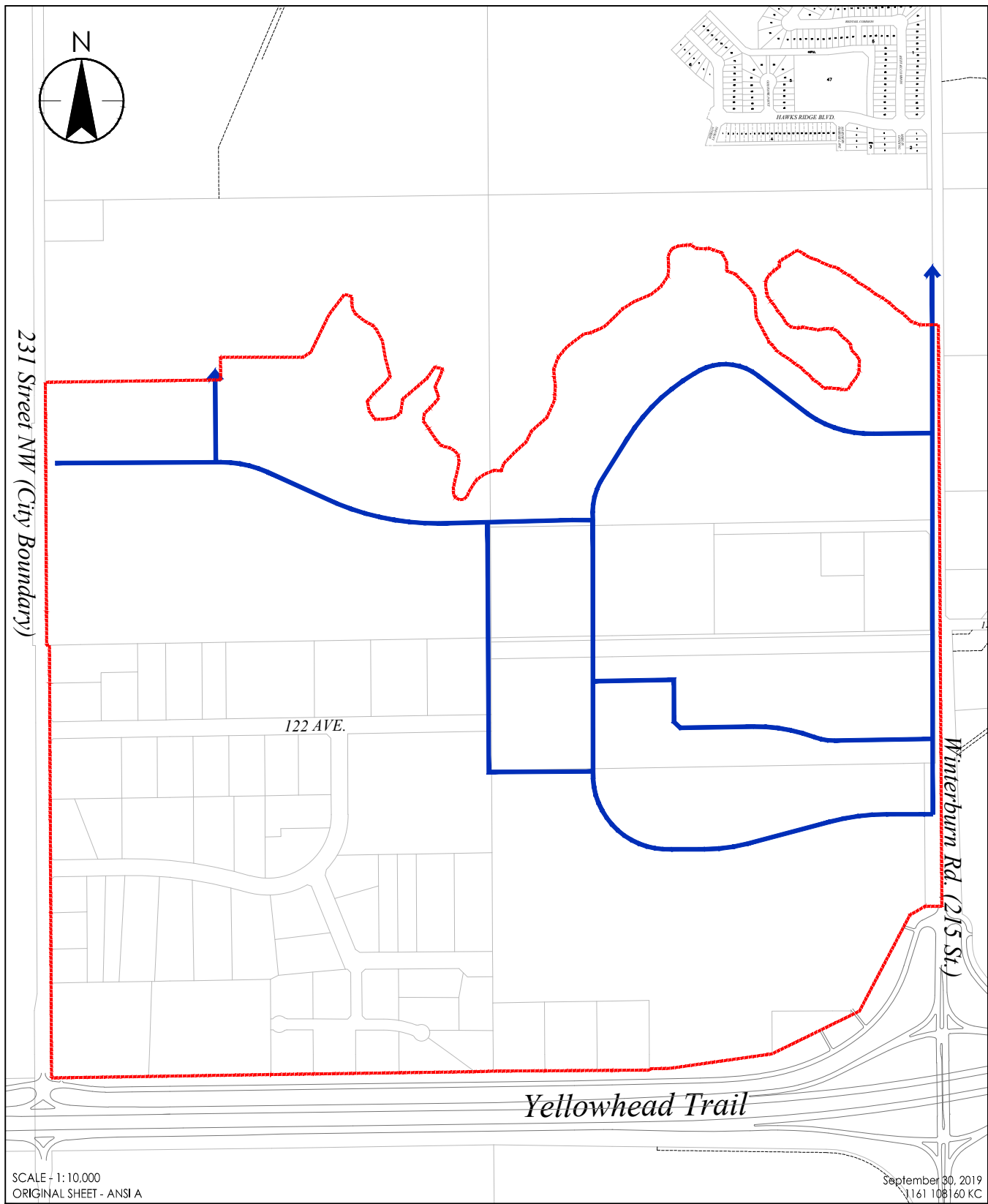
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

11.0

Title

Sanitary
Servicing



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Legend

- Major Water Trunk
- - - NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

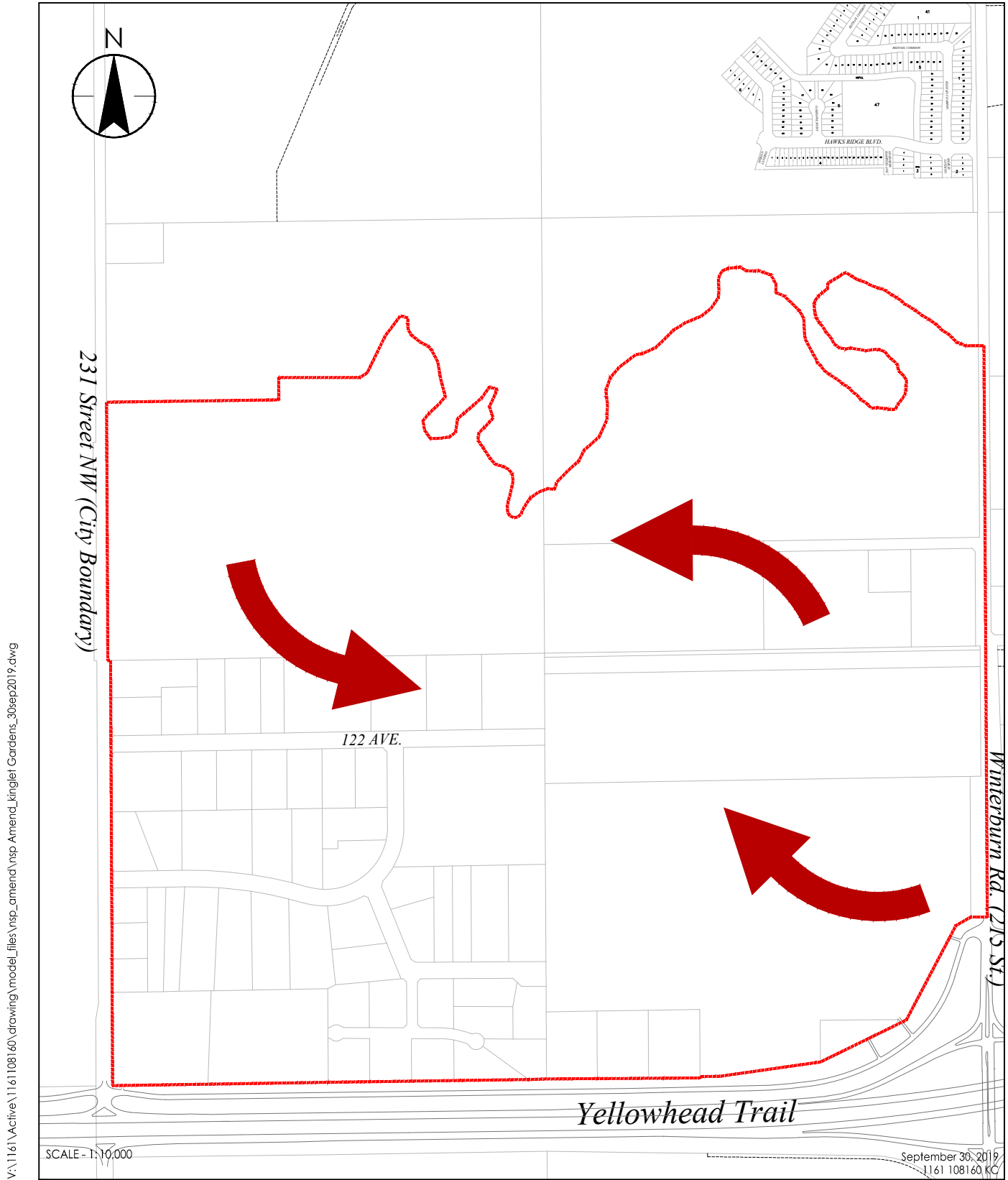
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

12.0

Title



Water
Servicing



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Legend

-  Direction of Development
-  NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

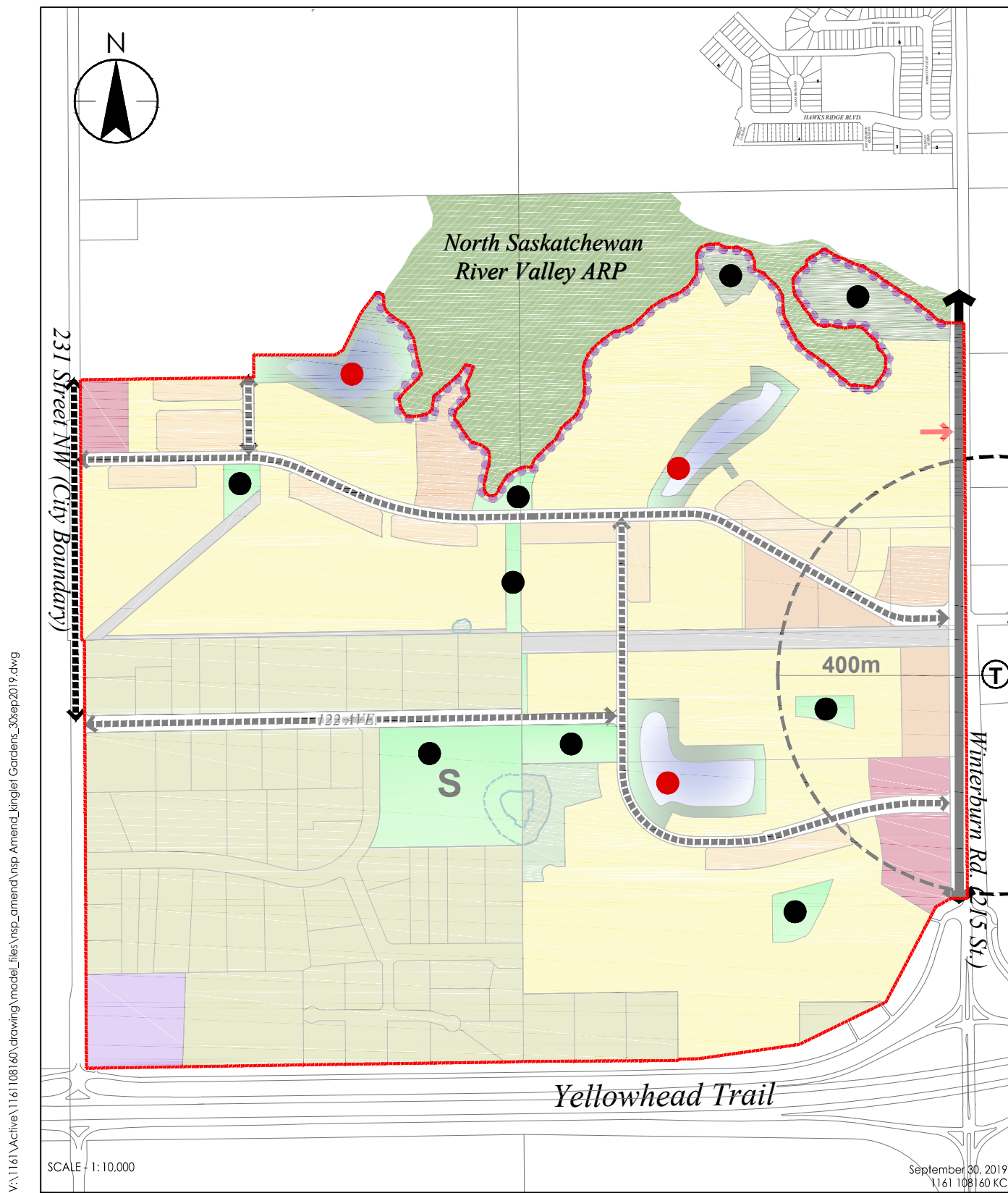
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

13.0

Title

Staging



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Legend

- Naturalized Stormwater Management Facility
- Absorbent Landscaping

Note: This Figure shows potential locations for Low Impact Development (LID). Opportunities are available for LID to be explored in these locations as well as throughout the plan area.

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Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

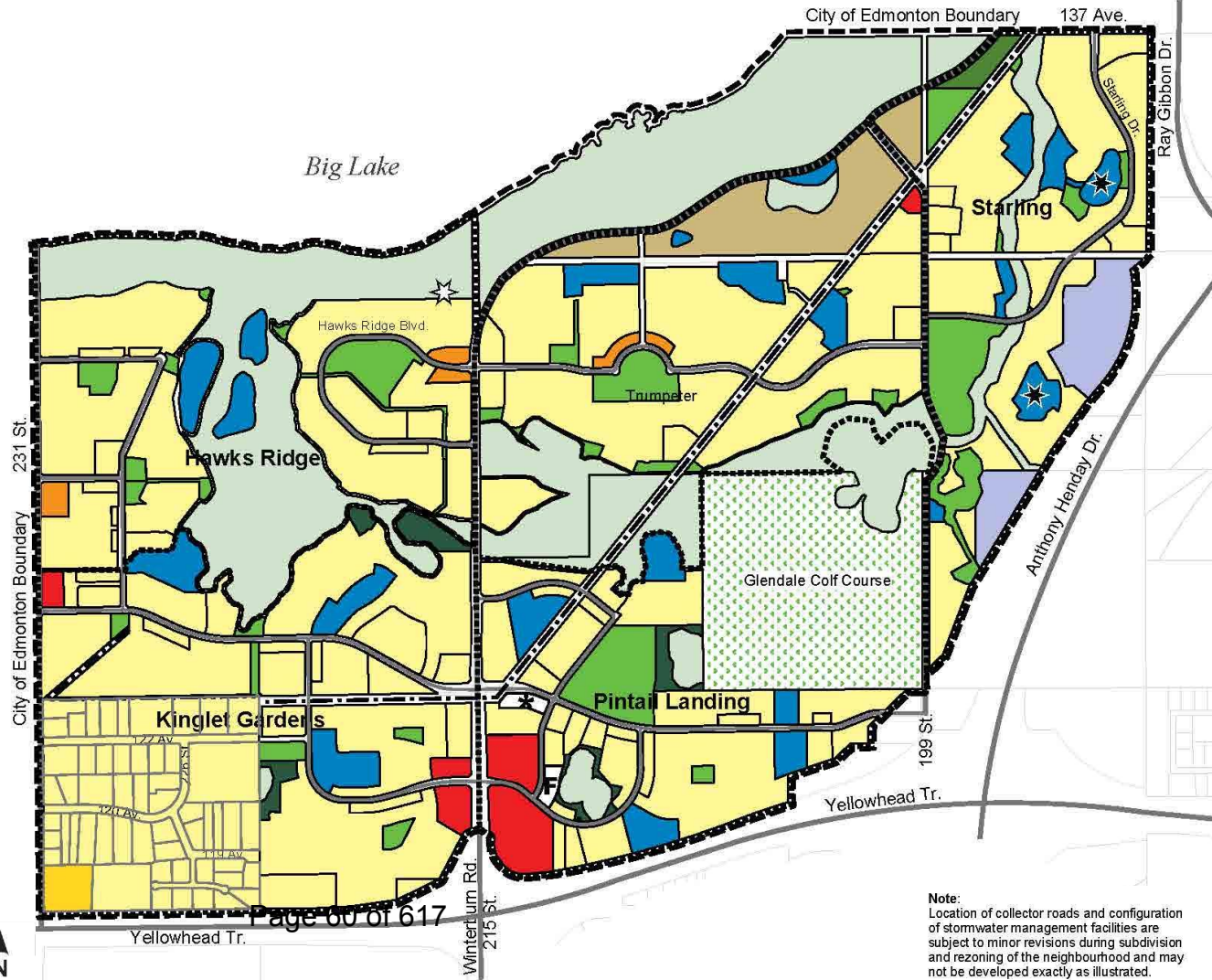
14.0

Title

Low Impact
Development Opportunities

3.1 - Big Lake

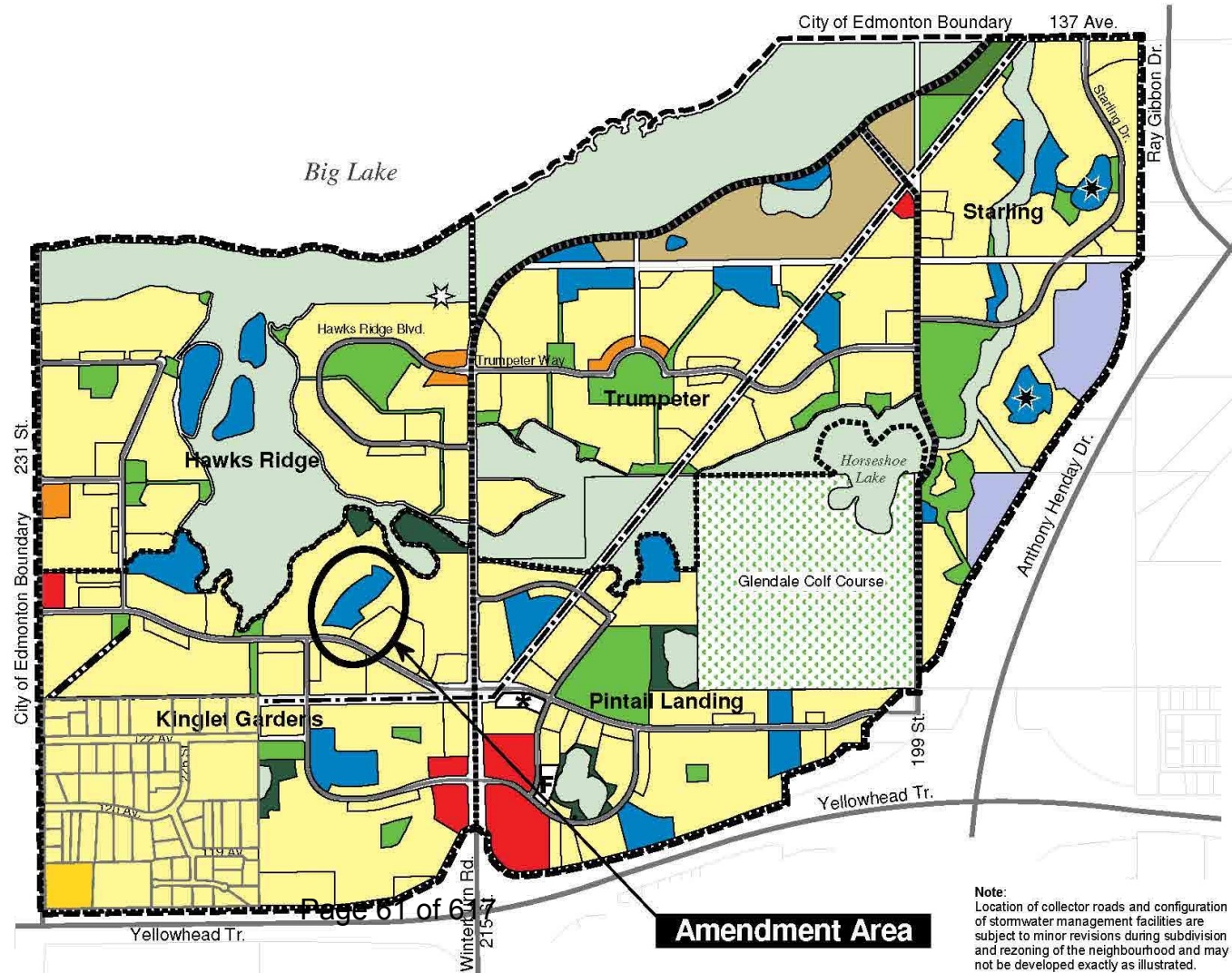
- Residential
- Commercial
- Mixed Use
- School / Park (M.R.)
- Existing Business Industrial
- Natural Maintenance
- Transportation Utility Corridor
- Natural Conservation Area
- Transit Centre
- Stormwater Lake
- Retained Public Lands
- Special Study Area
- Future Residential and Associated Uses
- Golf Course
- Natural Area (MR)
- Urban Services (Fire Hall)
- Collector Road
- Arterial Road
- Public Utility Corridor
- Powerline ROW
- ASP Boundary
- NSP Boundary



Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

3.1 - Big Lake

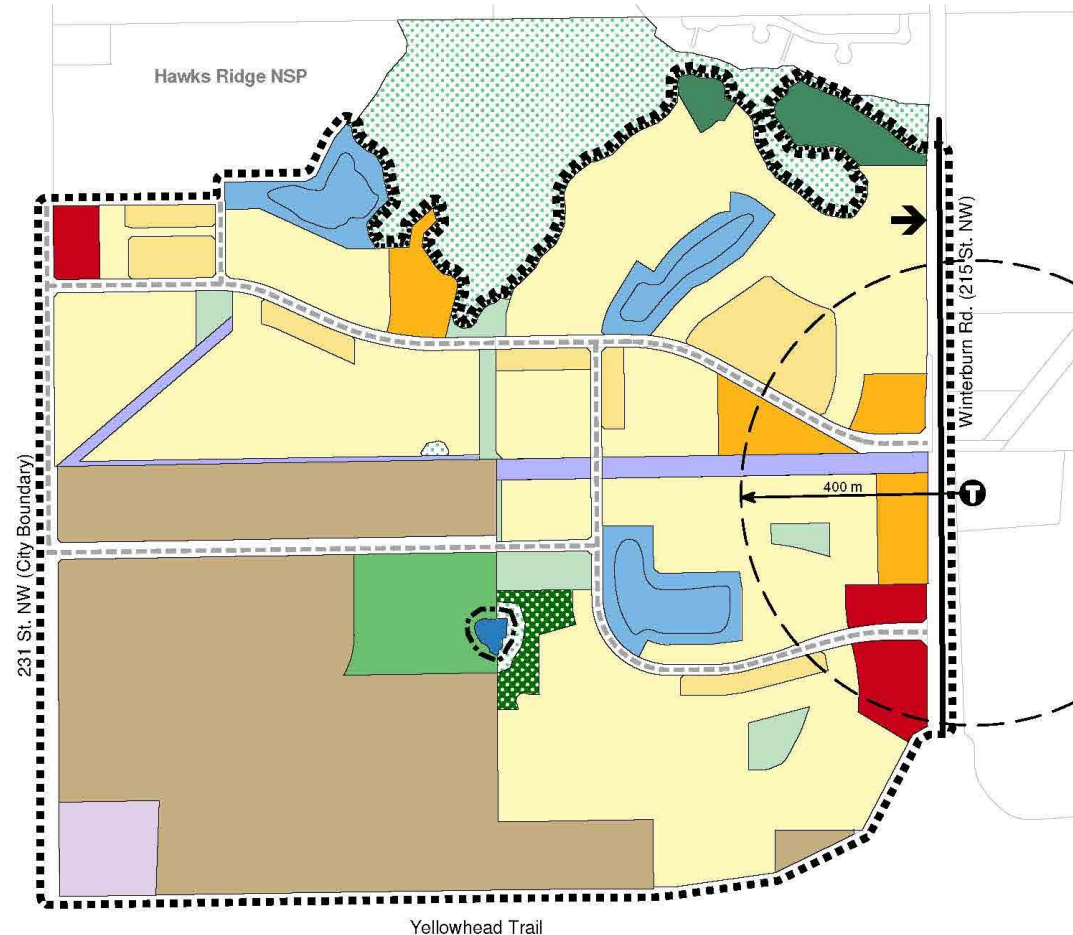
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- School / Park (M.R.)
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




















3.2 - Big Lake

- Low Density Residential
- Street Oriented Residential (Row Housing)
- Medium Density Residential
- Existing Residential
- Commercial
- Existing Business Industrial
- School / Park
- Pocket Park
- Stormwater Management Facility
- Public Utility Corridor
- Wetland (ER)
- Natural Area (ER)
- Natural Area (MR)
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- Natural Area Buffer
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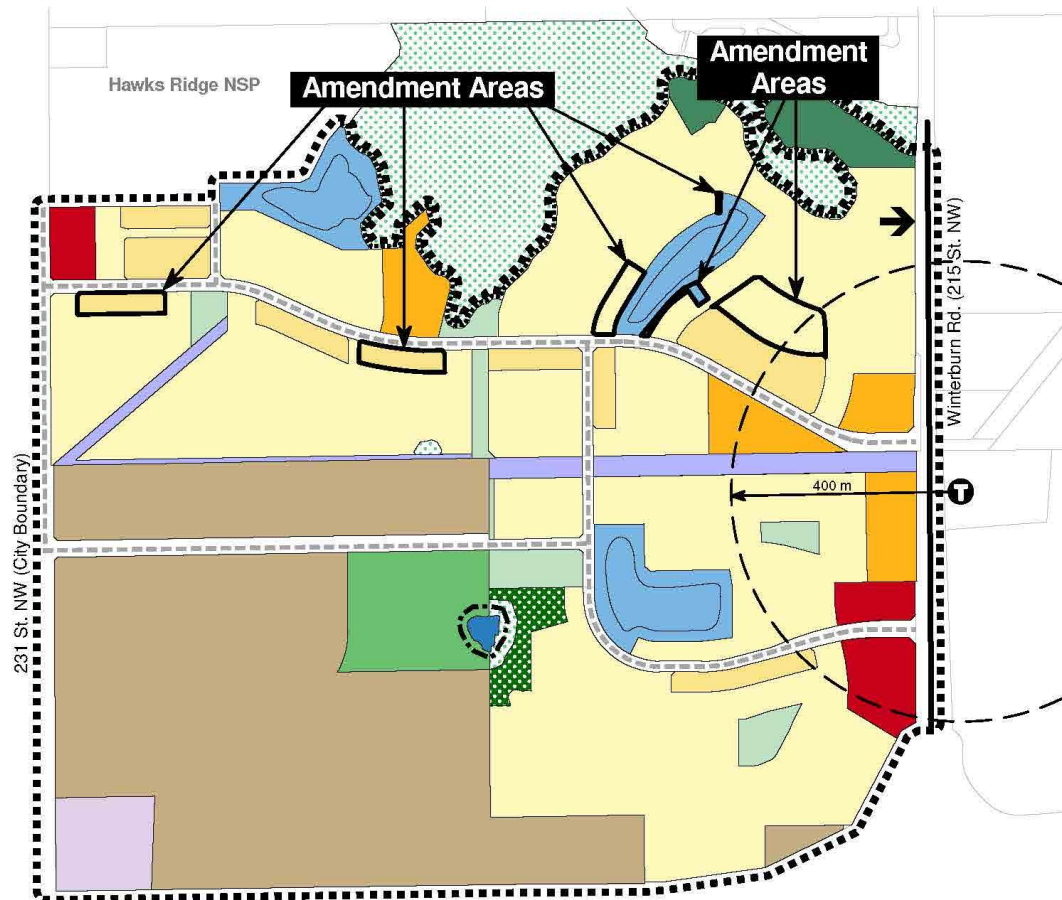
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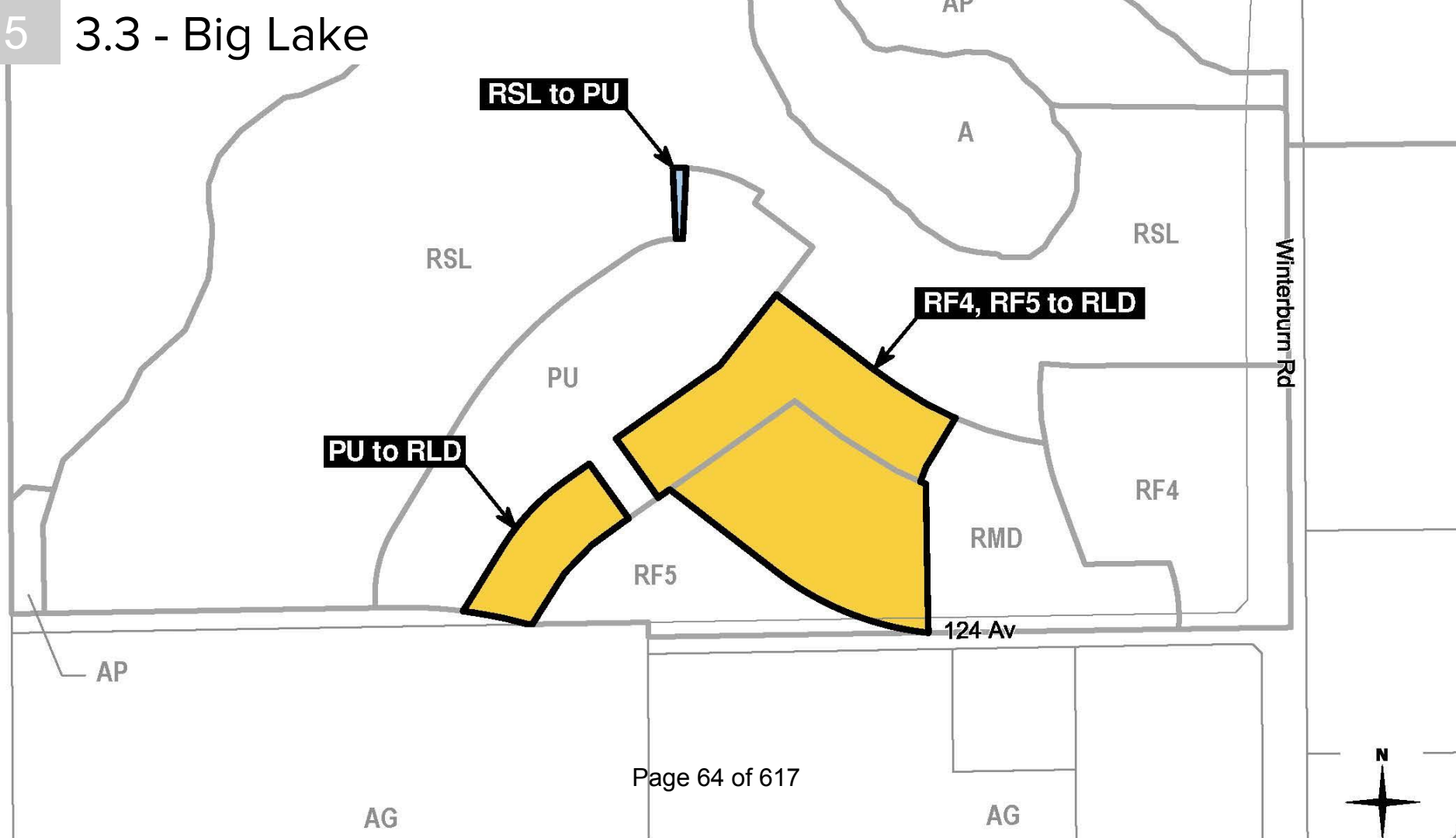


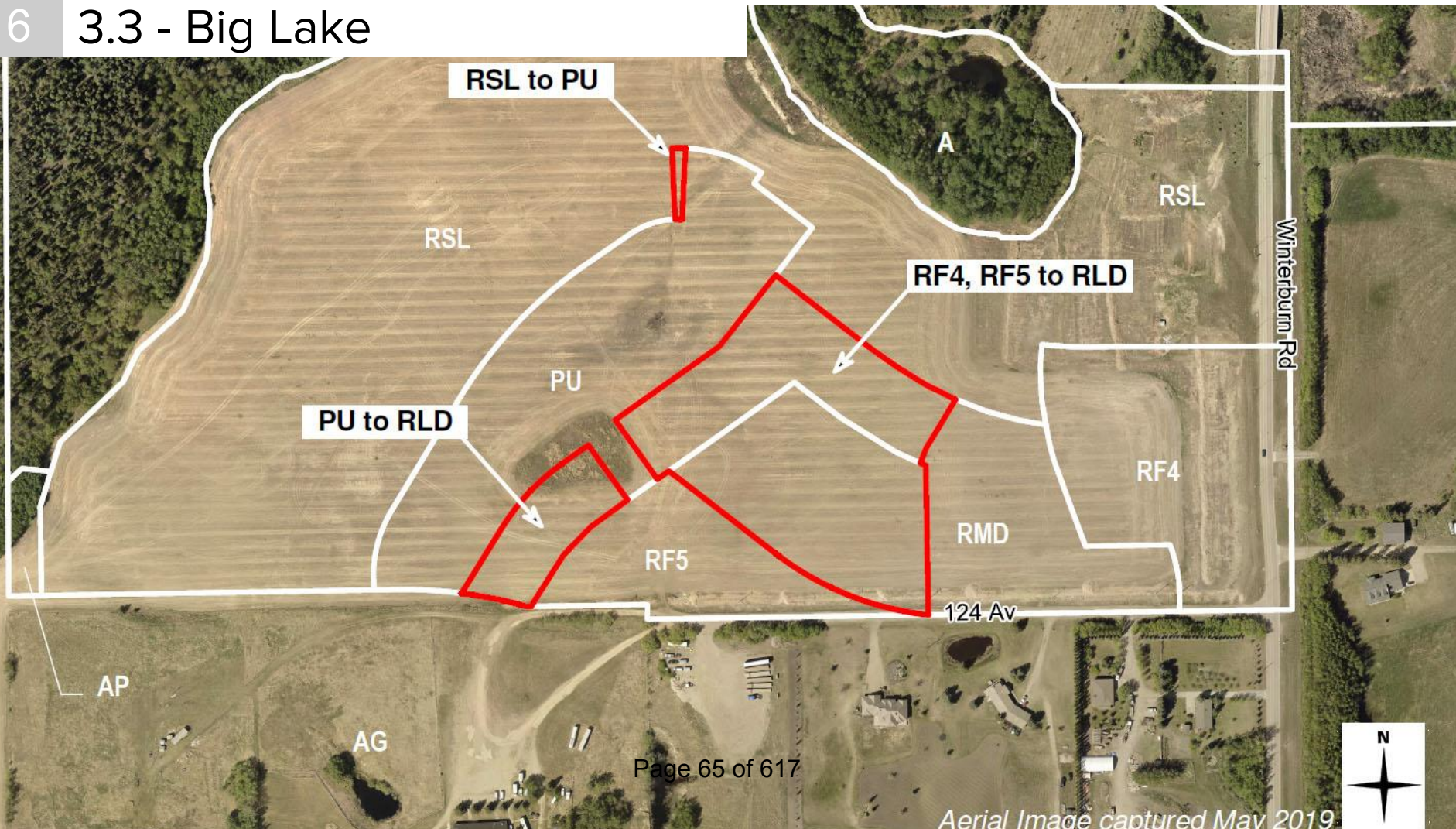
3.2 - Big Lake

-  Low Density Residential
-  Street Oriented Residential (Row Housing)
-  Medium Density Residential
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-  Commercial
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Units Per net Residential Hectare (upnrha)

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100%

Population (%) within 400 m of Transit Service

100%

Population (%) within 600 m of Commercial Service

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- f. deleting the map entitled "Figure 9.0 Active Modes Network" and replacing it with "Figure 9.0 Active Modes Network" attached as Schedule "E".
- g. deleting the map entitled "Figure 10.0 Stormwater Servicing" and replacing it with "Figure 10.0 Stormwater Servicing" attached as Schedule "F".
- h. deleting the map entitled "Figure 11.0 Sanitary Servicing" and replacing it with "Figure 11.0 Sanitary Servicing" attached as Schedule "G".
- i. deleting the map entitled "Figure 12.0 Water Servicing" and replacing it with "Figure 12.0 Water Servicing" attached as Schedule "H".
- j. deleting the map entitled "Figure 13.0 Staging" and replacing it with "Figure 13.0 Staging" attached as Schedule "I".

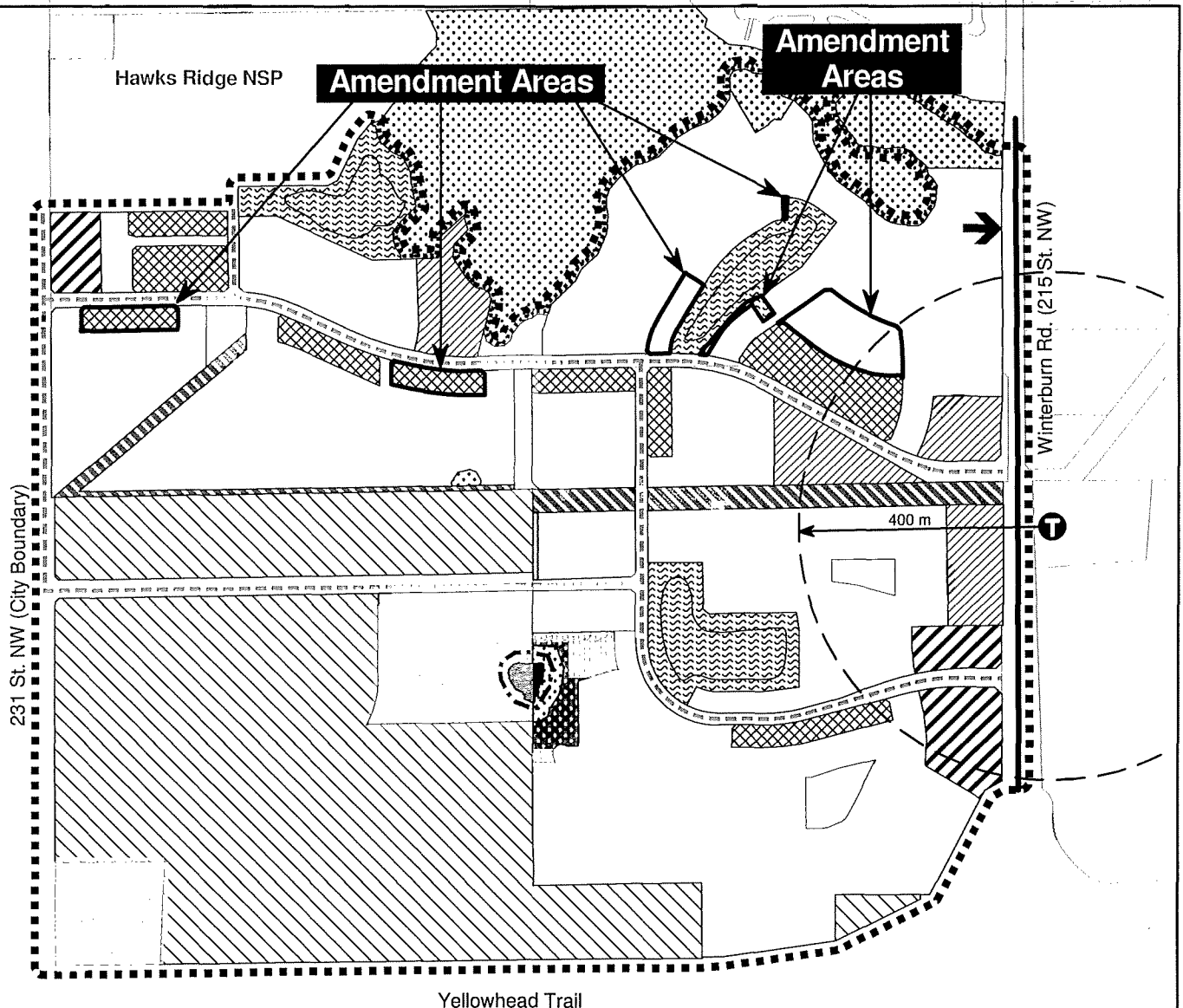
- k. deleting the map entitled "Figure 14.0 Low Impact Development Opportunities" and replacing it with "Figure 14.0 Low Impact Development Opportunities" attached as Schedule "J".

READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR

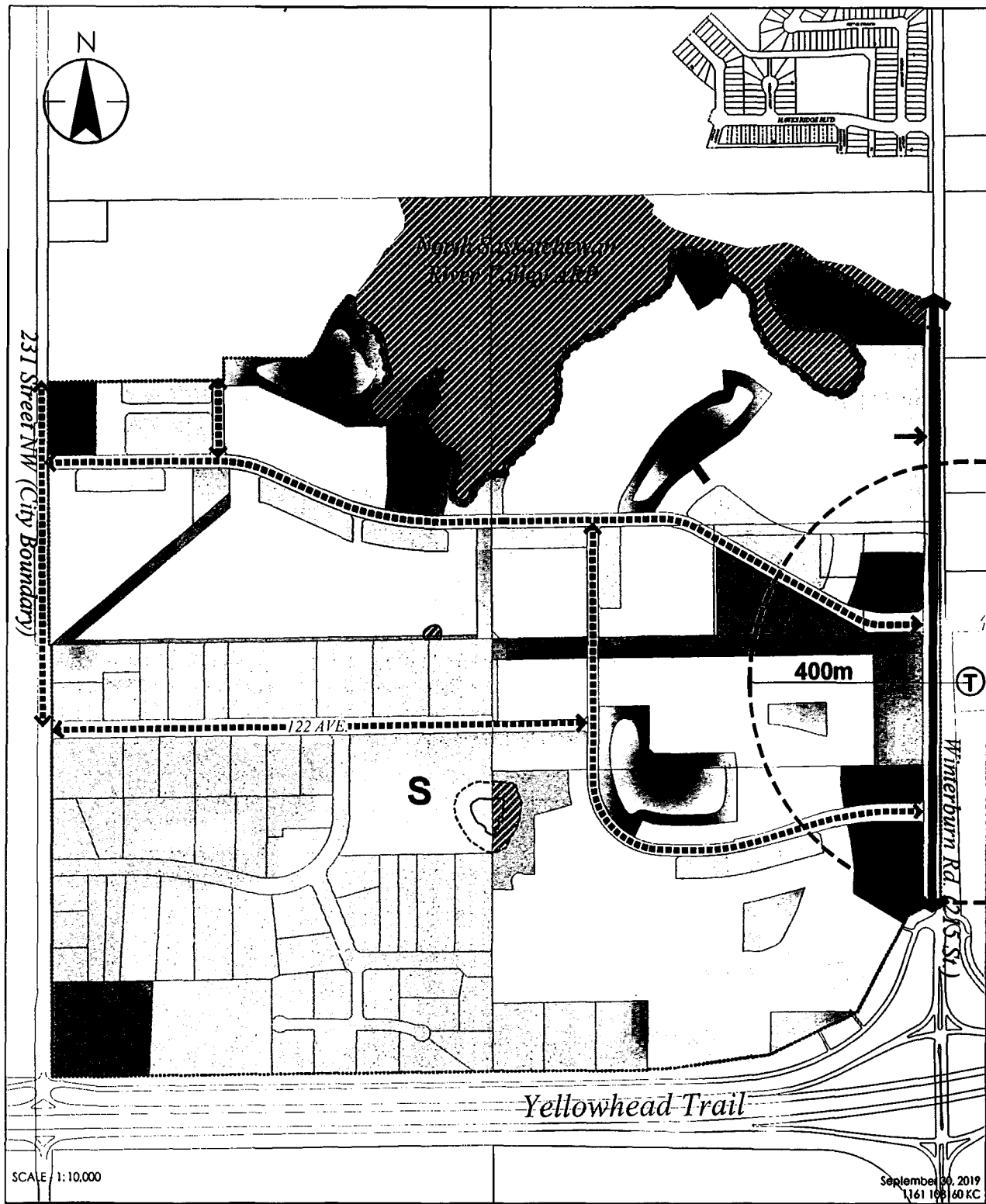

CITY CLERK



Yellowhead Trail
BYLAW 19129
AMENDMENT TO
KINGLET GARDENS
Neighbourhood Structure Plan
 (as amended)

	Low Density Residential		Natural Area (ER)
	Street Oriented Residential (Row Housing)		Natural Area (MR)
	Medium Density Residential		Natural Area - Tree Stand (MR)
	Existing Residential		Natural Area Buffer
	Commercial		Upland Setback
	Existing Business Industrial		Transit Centre
	School / Park		Enhanced Local Entrance
	Pocket Park		Collector Roadway
	Stormwater Management Facility		Arterial Roadway
	Public Utility Corridor		N.S.P. Boundary
	Wetland (ER)		Amendment Area

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



V:\1161\Active\1161108160\drawing\model_files\isp_amend\isp_amend_kinglet Gardens_30sep2019.dwg



10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

Legend

	Low Density Residential		Natural Area - Tree Stand (MR)
	Street Oriented Residential (Row Housing)		Natural Area (MR)
	Medium Density Residential		Natural Area (ER)
	Existing Residential		Welland (ER)
	Commercial		Natural Area Buffer
	Existing Business Industrial		Transit Centre
	Public Utility Corridor		Enhanced Local Entrance
	Stormwater Management Facility		Upland Setback
	School / Park		Arterial Roadway
	Pocket Park		Collector Roadway
			ISP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

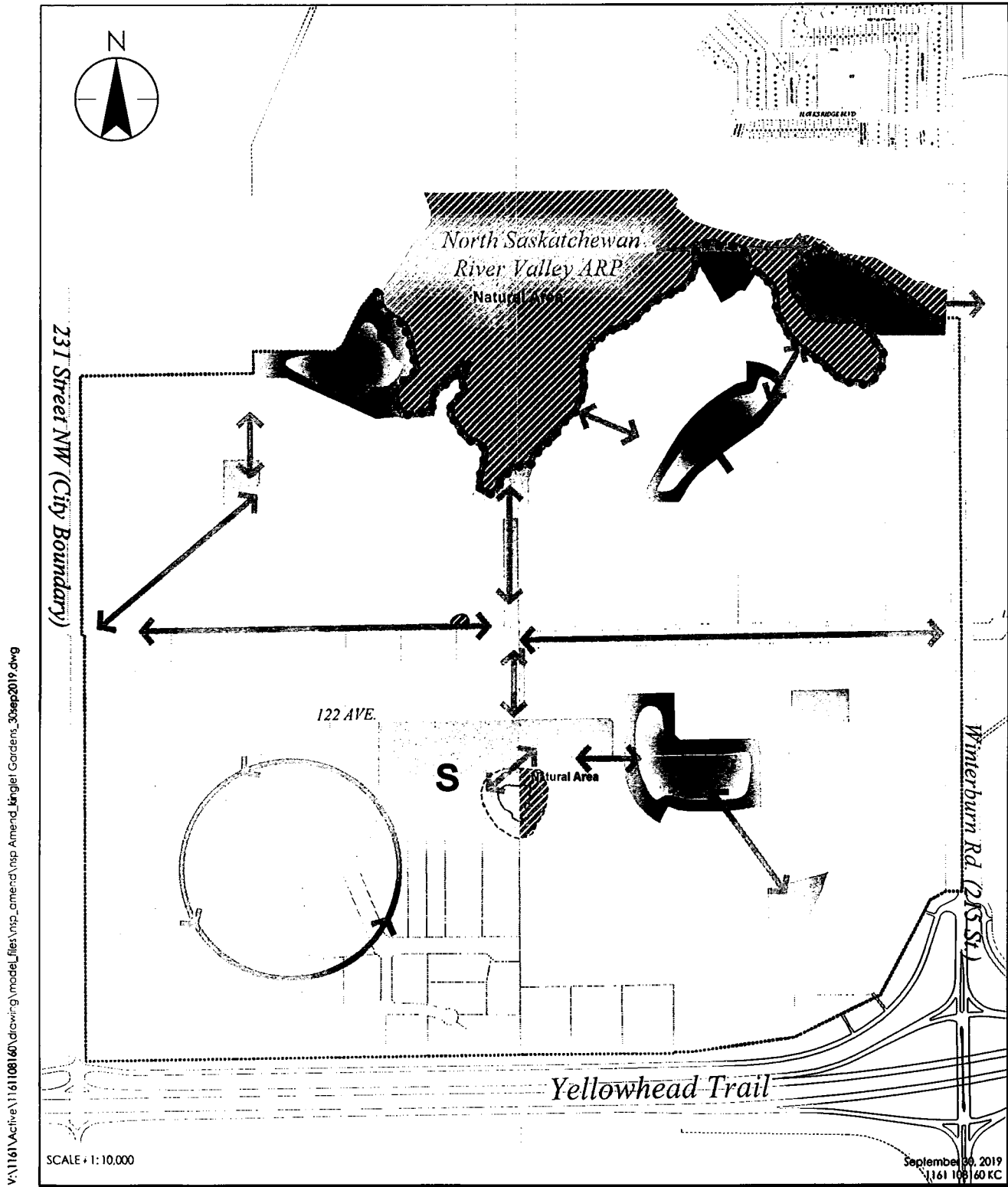
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

6.0

Title

Land-use
Concept



V:\1161\Active\1161108160\drawing\model_files\insp_amend\insp_amend_kinglet_gardens_30sep2019.dwg



10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

Legend

- | | |
|--------------------------------|-------------------------|
| SWMF | School / Park |
| Natural Area (ER) | Park |
| Natural Area (MR) | Ecological Connectivity |
| Natural Area - Tree Stand (MR) | Upland Setback |
| Welland (ER) | NSP Boundary |

Client/Project

ROHIT GROUP OF COMPANIES

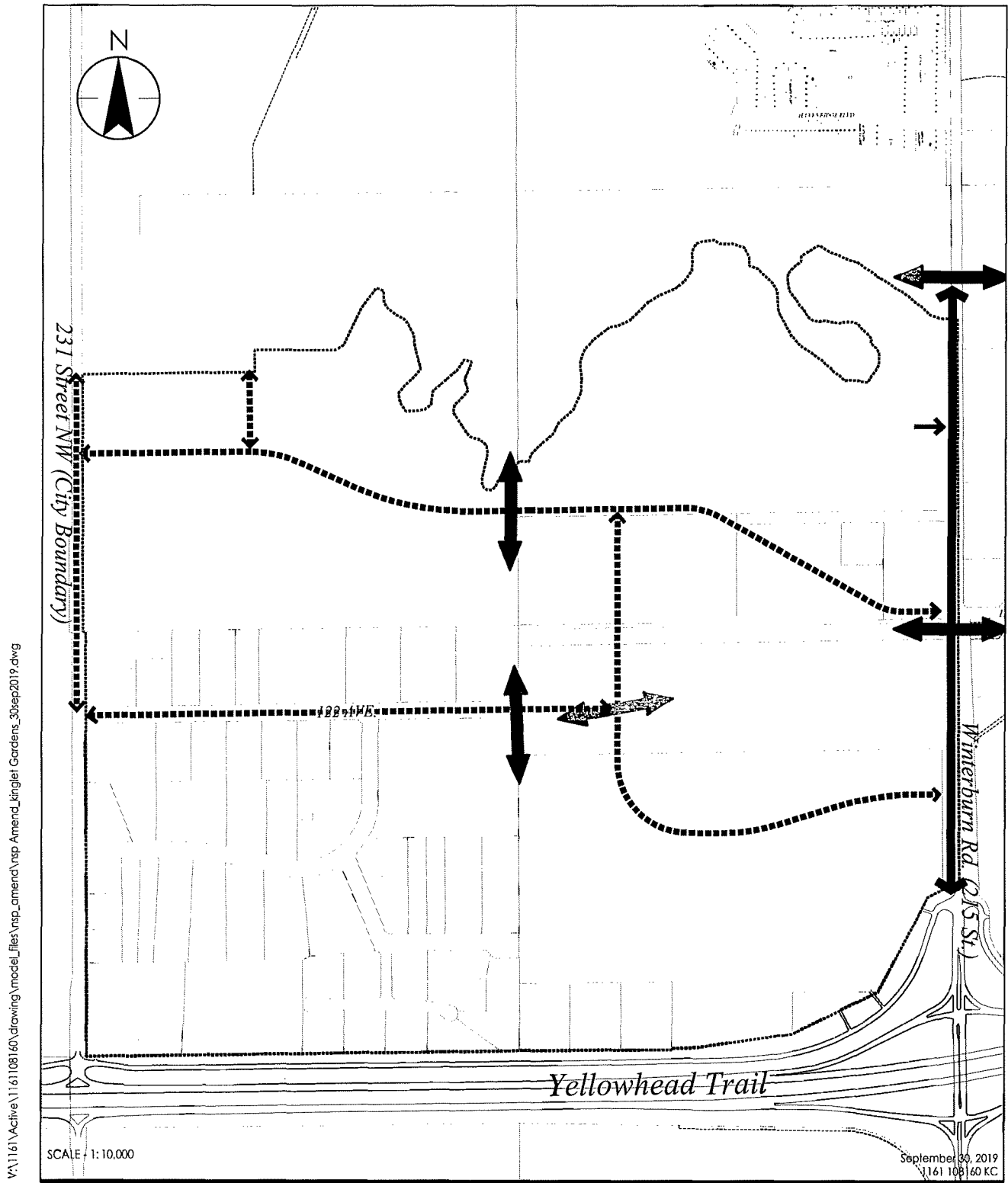
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

7.0

Title

Parks &
Open Space



Legend

- Arterial Roadway
- - - Collector Roadway
- Enhanced Local Entrance
- ↔ Potential Wildlife Passage
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

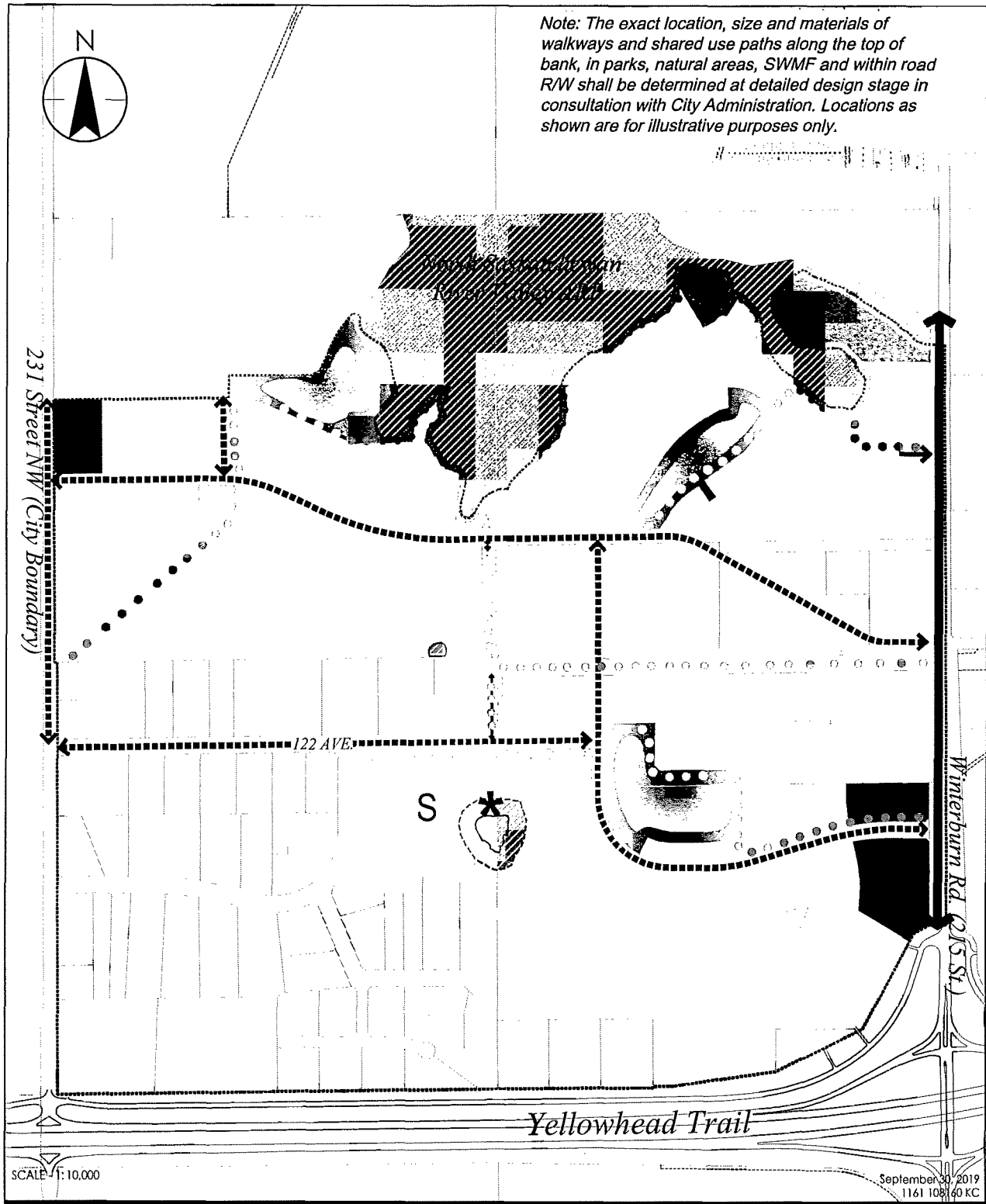
Figure No.

8.0

Title

Transportation
Network

10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com



V:\1161\Active\11611081\60\drawing\model_files\nsp_amend\nsp Amend_kinglet Gardens_30sep2019.dwg



Legend

- | | |
|--------------------------------|-------------------------|
| Commercial | Active Modes Connection |
| School / Park | Pedestrian Access |
| Pocket Park | Destination Point |
| Natural Area (MR) | Enhanced Local Entrance |
| Natural Area - Tree Stand (MR) | NSP Boundary |
| Natural Area (ER) | |
| Stormwater Management Facility | |
| Wetland (ER) | |

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

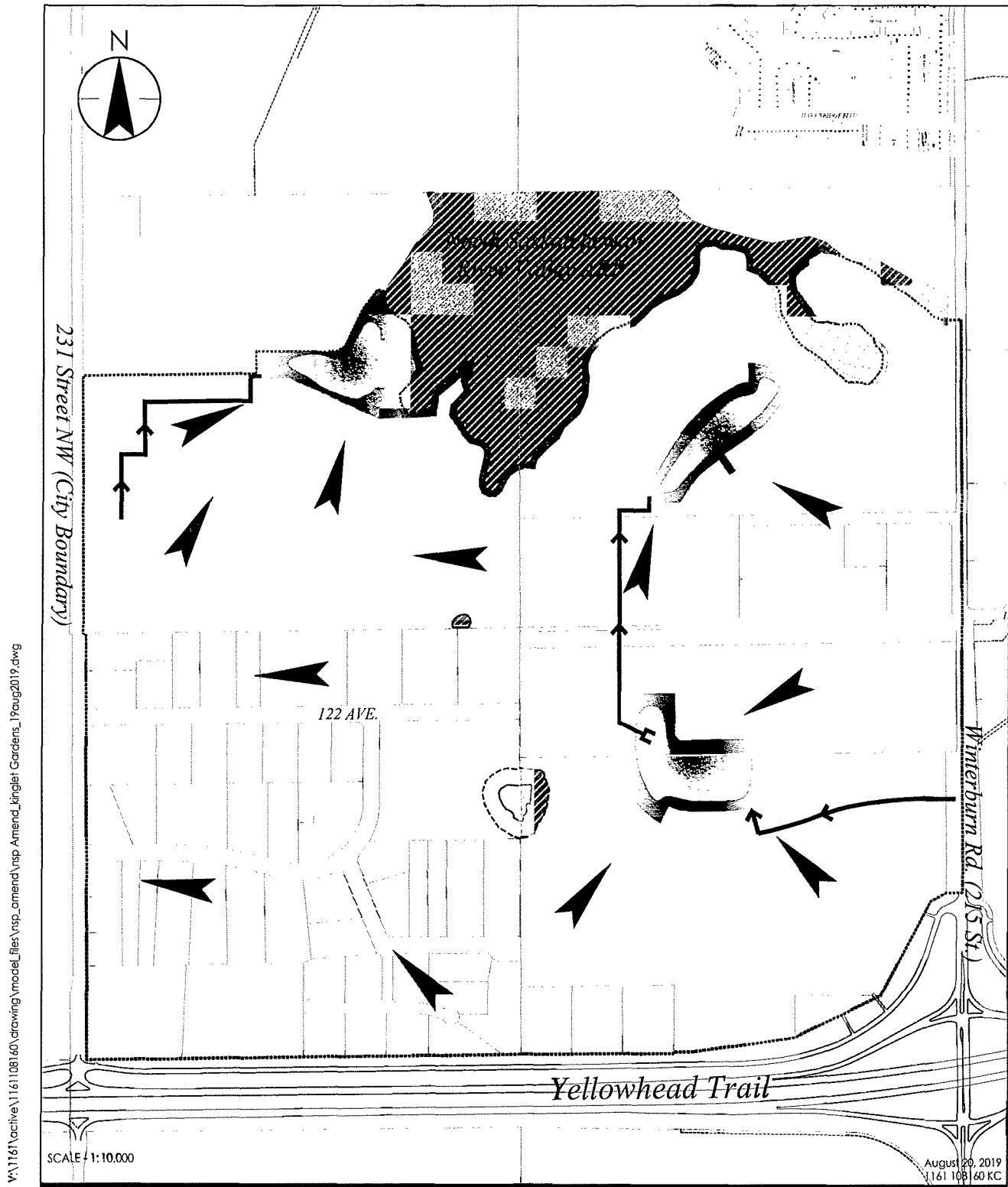
Figure No.

9.0

Title

Active Modes
Network

10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com



V:\1161\active\1161108160\drawing\model_files\rsp_amend\rsp_amend_kinglet_gardens_19aug2019.dwg



10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

Legend

- Stormwater Management Facility
- Natural Area (ER)
- Wetland (ER)
- Direction of Drainage
- Stormwater Trunk
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

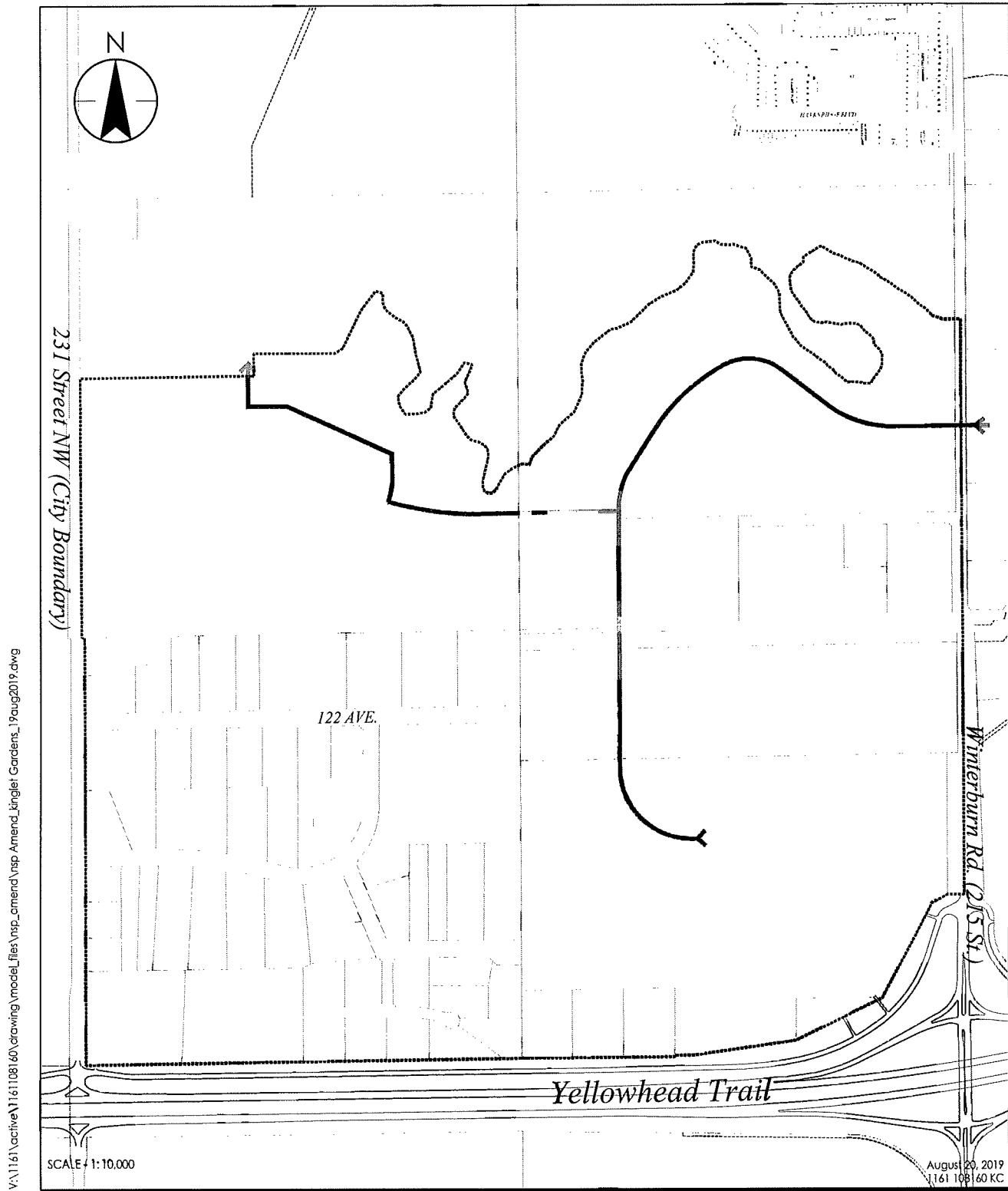
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

10.0

Title

Stormwater
Servicing



Legend

- Major Sanitary Trunk
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

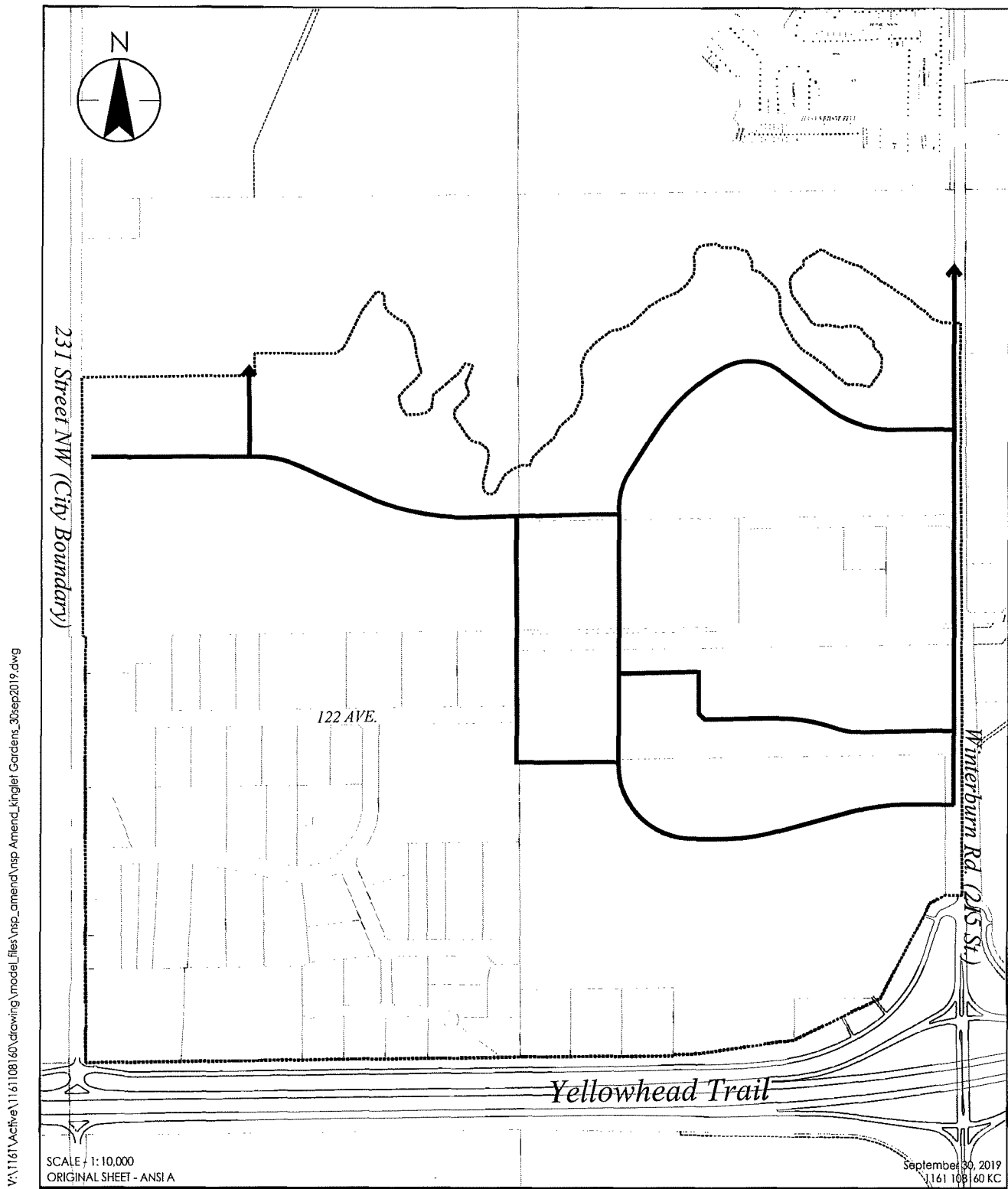
Figure No.

11.0

Title

Sanitary
Servicing

10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com



Legend

- Major Water Trunk
- NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

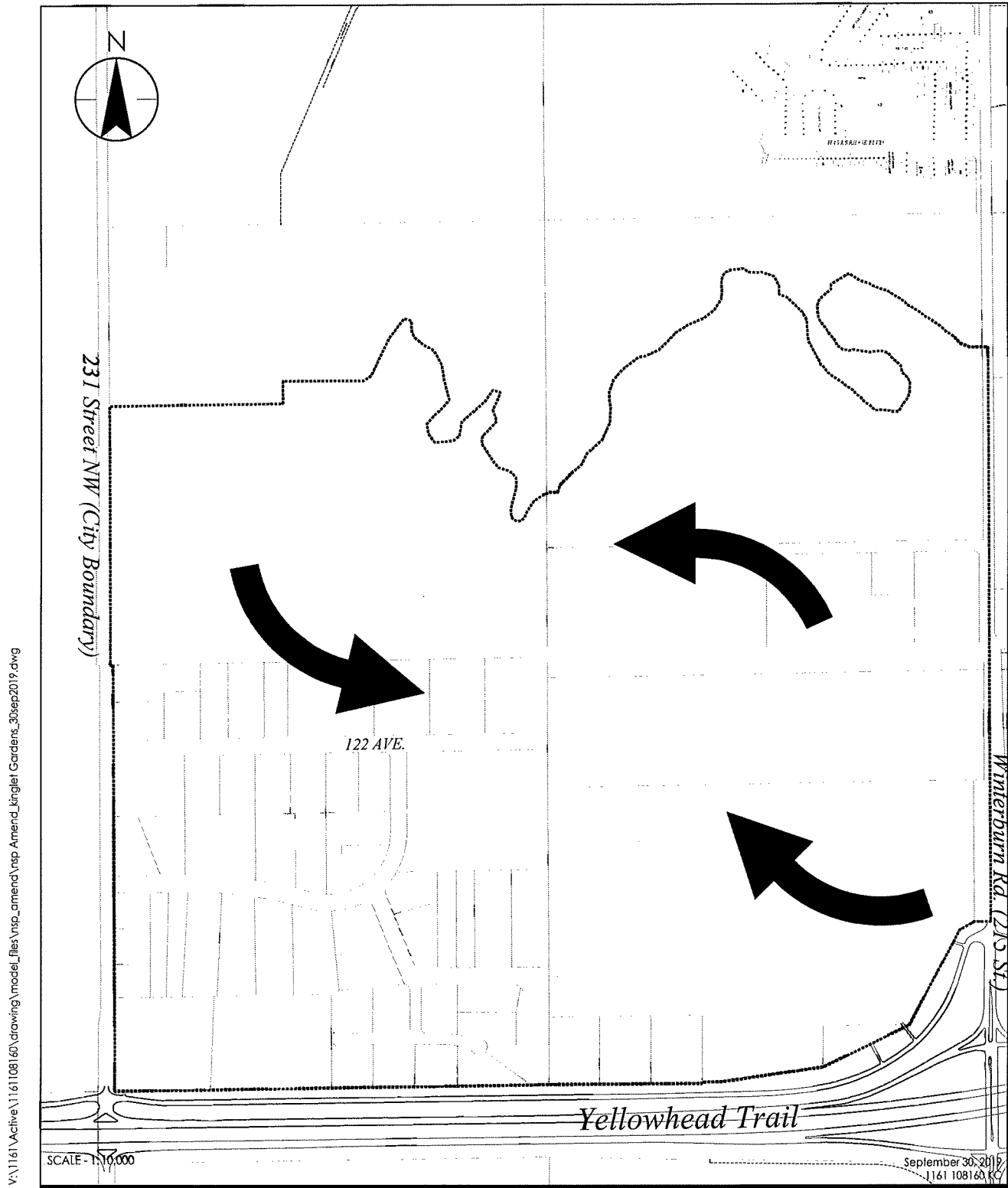
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

12.0

Title

Water
Servicing



Legend

- Direction of Development
 NSP Boundary

Client/Project

ROHIT GROUP OF COMPANIES

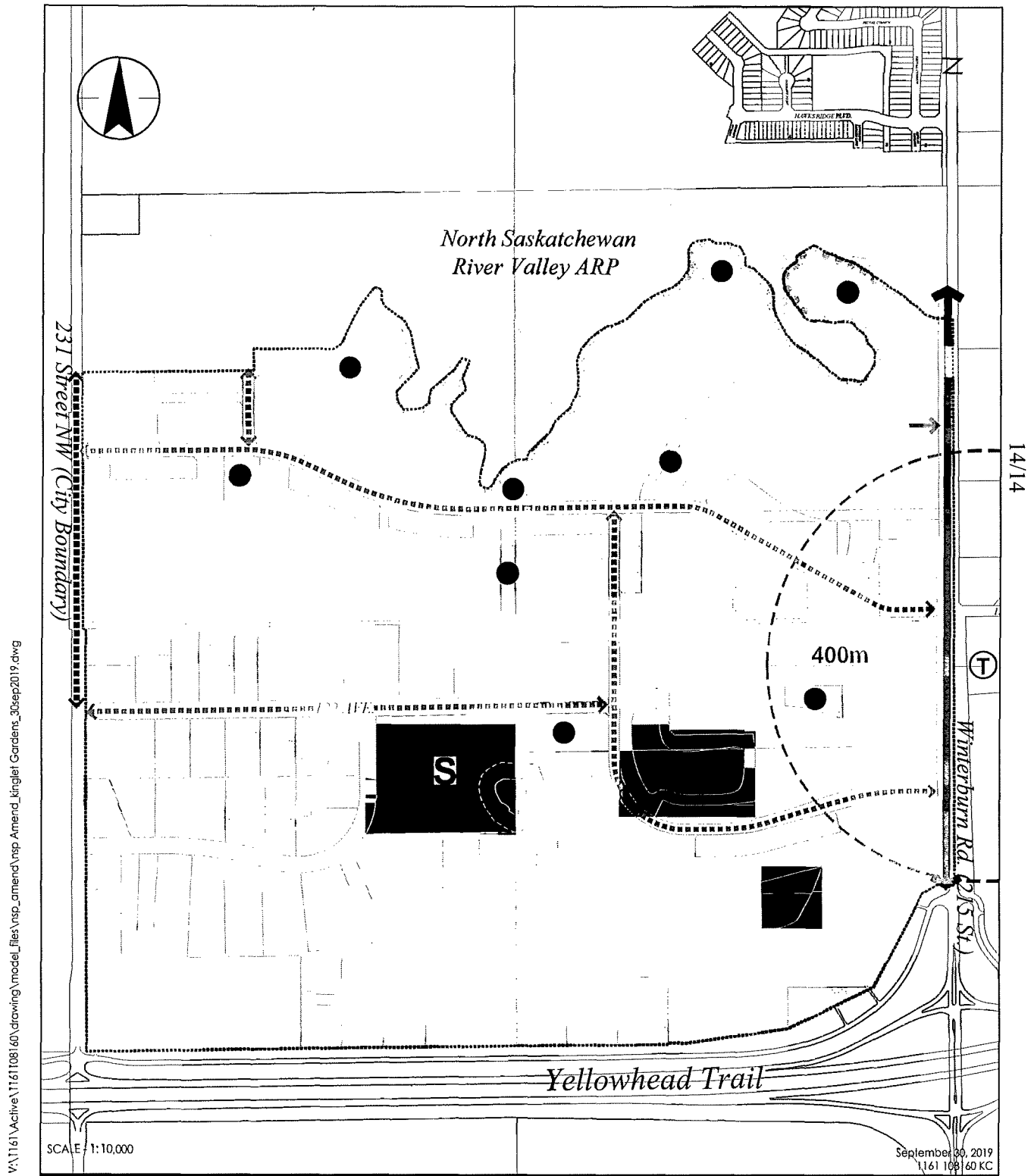
KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

13.0

Title

Staging



- Legend
- Naturalized Stormwater Management Facility
 - Absorbent Landscaping

Note: This Figure shows potential locations for Low Impact Development (LID). Opportunities are available for LID to be explored in these locations as well as throughout the plan area.

10160-112 Street
Edmonton, AB T5K 2L6
www.stantec.com

Client/Project

ROHIT GROUP OF COMPANIES

KINGLET GARDENS
NEIGHBOURHOOD STRUCTURE PLAN

Figure No.

14.0

Title

Low Impact
Development Opportunities

Charter Bylaw 19130

To allow for low density residential uses, street oriented residential uses and a stormwater management facility, Kinglet Gardens

Purpose

Rezoning from PU, RSL, RF4 and RF5 to PU & RLD; located at 12510 - Winterburn Road NW.

Readings

Charter Bylaw 19130 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19130 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on April 24, 2020, May 2, 2020, and May 5, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Previous Council/Committee Action

At the May 12, 2020, City Council Public Hearing, Bylaws 19136, 19129 and Charter Bylaw 19130 were postponed to the September 1, 2020, City Council Public Hearing

Report

Charter Bylaw 19130 proposes to amend the Zoning Bylaw for a portion of 12510 Winterburn Road NW:

From:	To:
(PU) Public Utility Zone (RF4) Semi-detached Residential Zone (RF5) Row Housing Zone (RSL) Residential Small Lot Zone	(PU) Public Utility Zone (RLD) Residential Low Density Zone

The purpose of the proposed rezoning is to reconfigure the shape and size of a stormwater pond and facilitate the development of low density housing.

Associated amendments to the Big Lake Area Structure Plan (Bylaw 19136) and Kinglet Gardens Neighbourhood Structure Plan (Bylaw 19129) accompany this Charter Bylaw.

All comments from city departments and utility agencies have been addressed.

Public Engagement

An advance notice was sent to surrounding property owners and the Big Lake Community League on January 17, 2020. No responses were received.

Attachments

1. Charter Bylaw 19130
2. Administration Report (attached to Bylaw 19136 - Item 3.1)

Charter Bylaw 19130

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 2953

WHEREAS portions of NE-13-53-26-4; located at 12510 - Winterburn Road NW, Kinglet Gardens, Edmonton, Alberta, are specified on the Zoning Map as (PU) Public Utility Zone, (RF4) Semi-detached Residential Zone, (RF5) Row Housing Zone, and (RSL) Residential Small Lot Zone; and

WHEREAS an application was made to rezone the above described properties to (PU) Public Utility Zone and (RLD) Residential Low Density Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as portions of NE-13-53-26-4; located at 12510 - Winterburn Road NW, Kinglet Gardens, Edmonton, Alberta, which lands are shown on the sketch plan attached as Schedule "A", from (PU) Public Utility Zone, (RF4) Semi-detached Residential Zone, (RF5) Row Housing Zone, and (RSL) Residential Small Lot Zone to (PU) Public Utility Zone (RLD) Residential Low Density Zone.

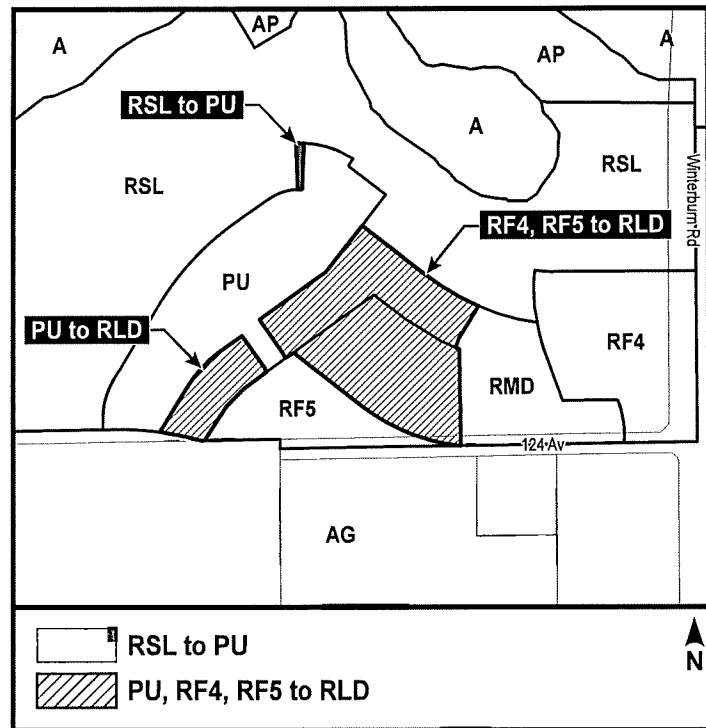
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19130



Charter Bylaw 19130

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 2953

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WHEREAS an application was made to rezone the above described properties to (PU) Public Utility Zone and (RLD) Residential Low Density Zone;

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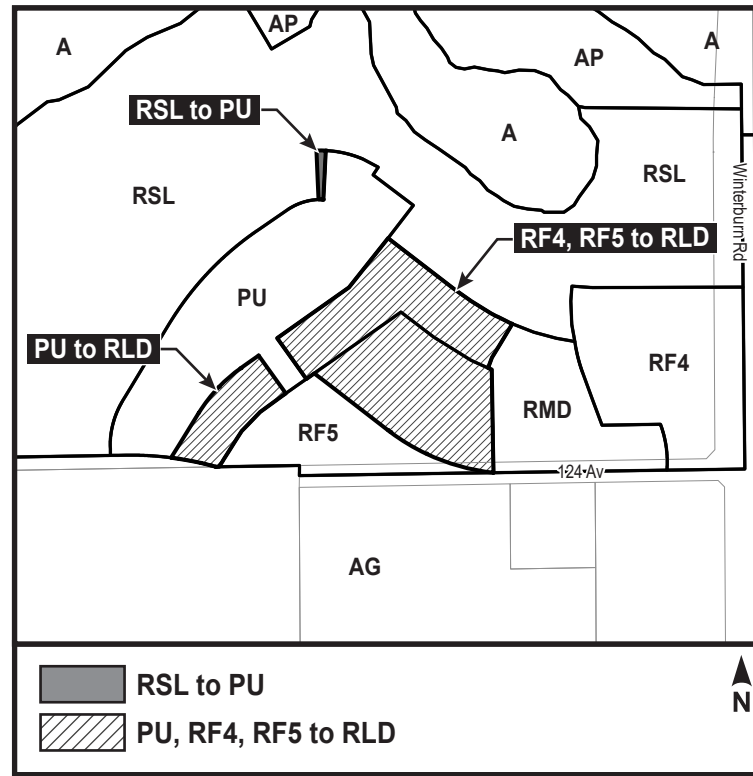
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

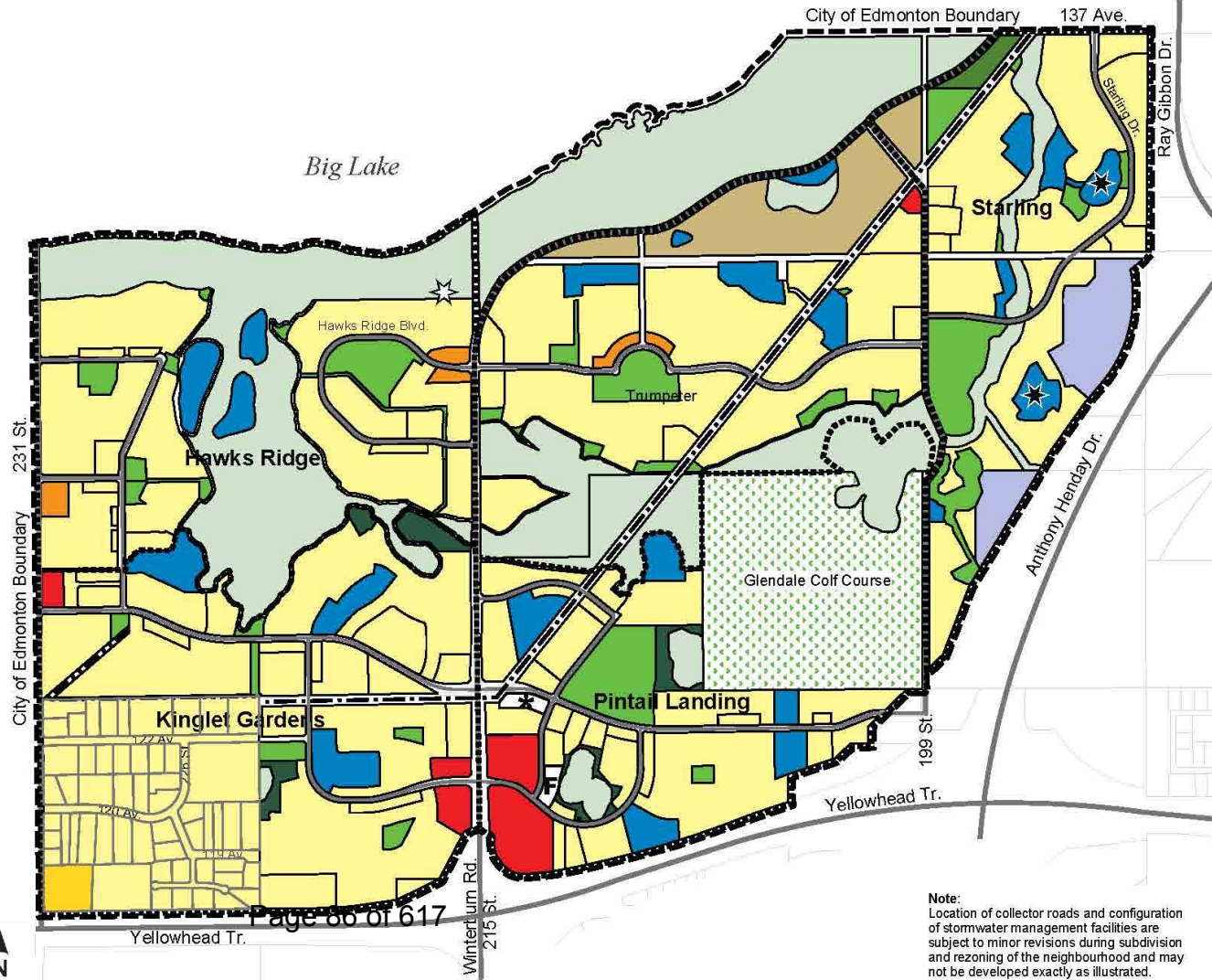
THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19130

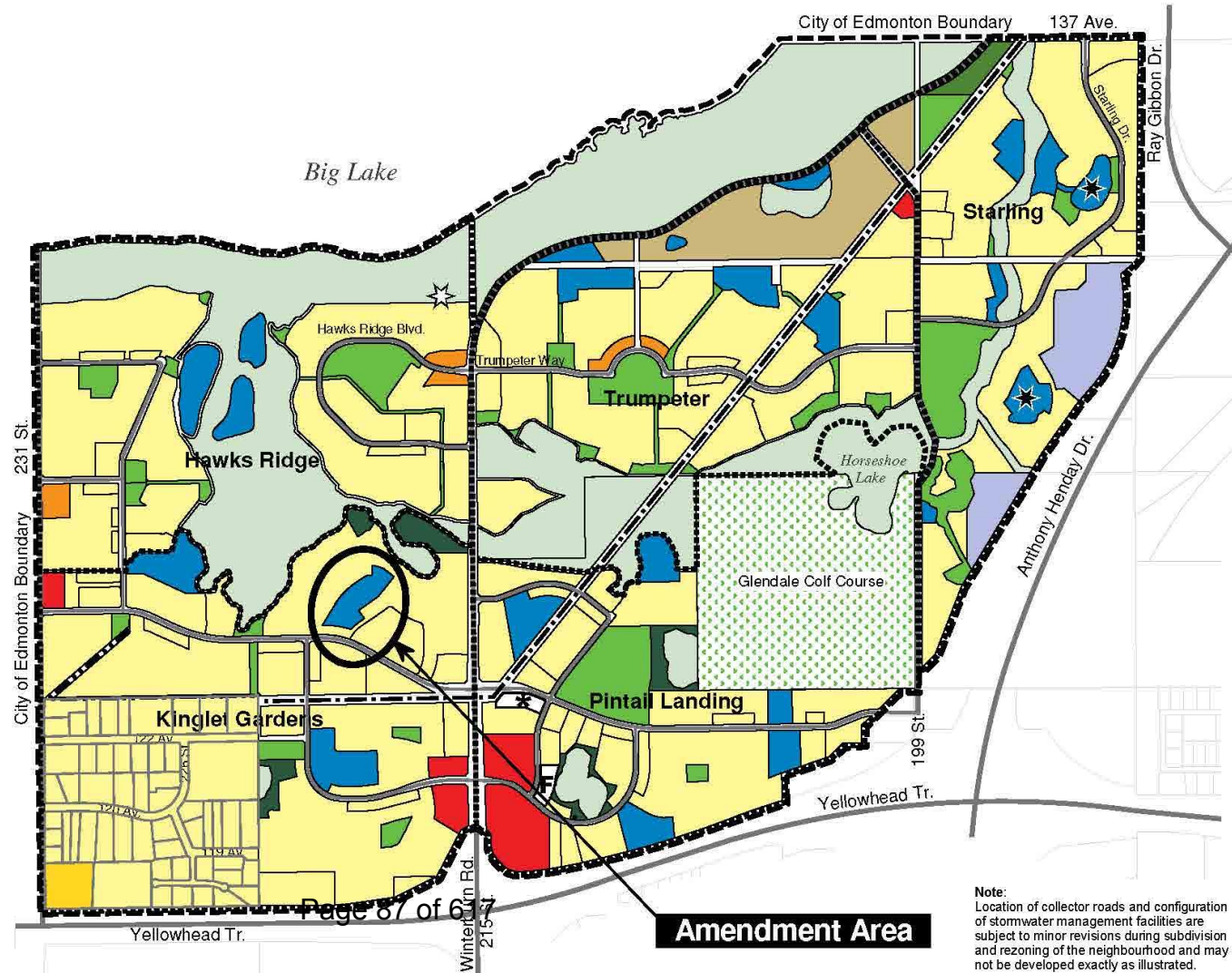




Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

3.1 - Big Lake

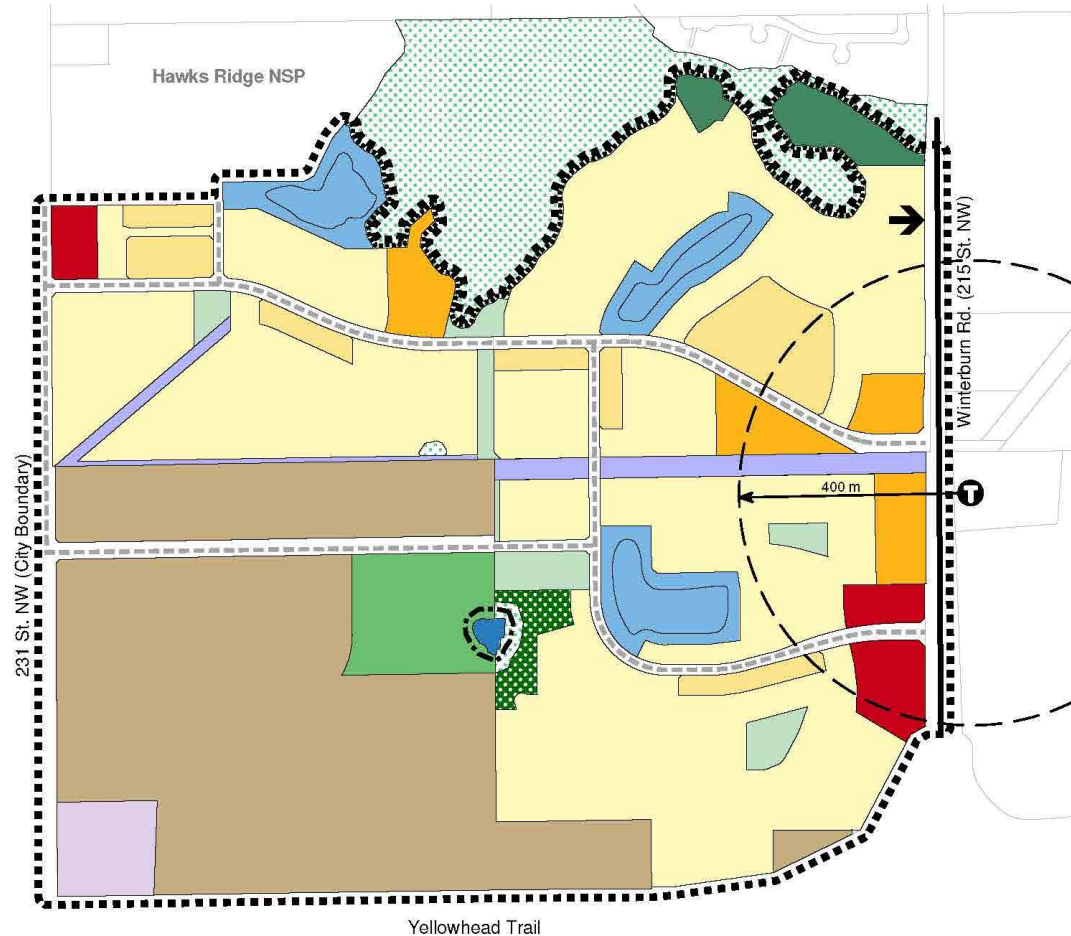
- Residential
- Commercial
- Mixed Use
- School / Park (M.R.)
- Existing Business Industrial
- Natural Maintenance
- Transportation Utility Corridor
- Natural Conservation Area
- * Transit Centre
- Stormwater Lake
- ★ Retained Public Lands
- ☆ Special Study Area
- Future Residential and Associated Uses
- Golf Course
- Natural Area (MR)
- F** Urban Services (Fire Hall)
- Collector Road
- Arterial Road
- Public Utility Corridor
- Powerline ROW
- ASP Boundary
- NSP Boundary
























3.2 - Big Lake

- Low Density Residential
- Street Oriented Residential (Row Housing)
- Medium Density Residential
- Existing Residential
- Commercial
- Existing Business Industrial
- School / Park
- Pocket Park
- Stormwater Management Facility
- Public Utility Corridor
- Wetland (ER)
- Natural Area (ER)
- Natural Area (MR)
- Natural Area - Tree Stand (MR)
- Natural Area Buffer
- Upland Setback
- Transit Centre
- Enhanced Local Entrance
- Collector Roadway
- Arterial Roadway
- N.S.P. Boundary

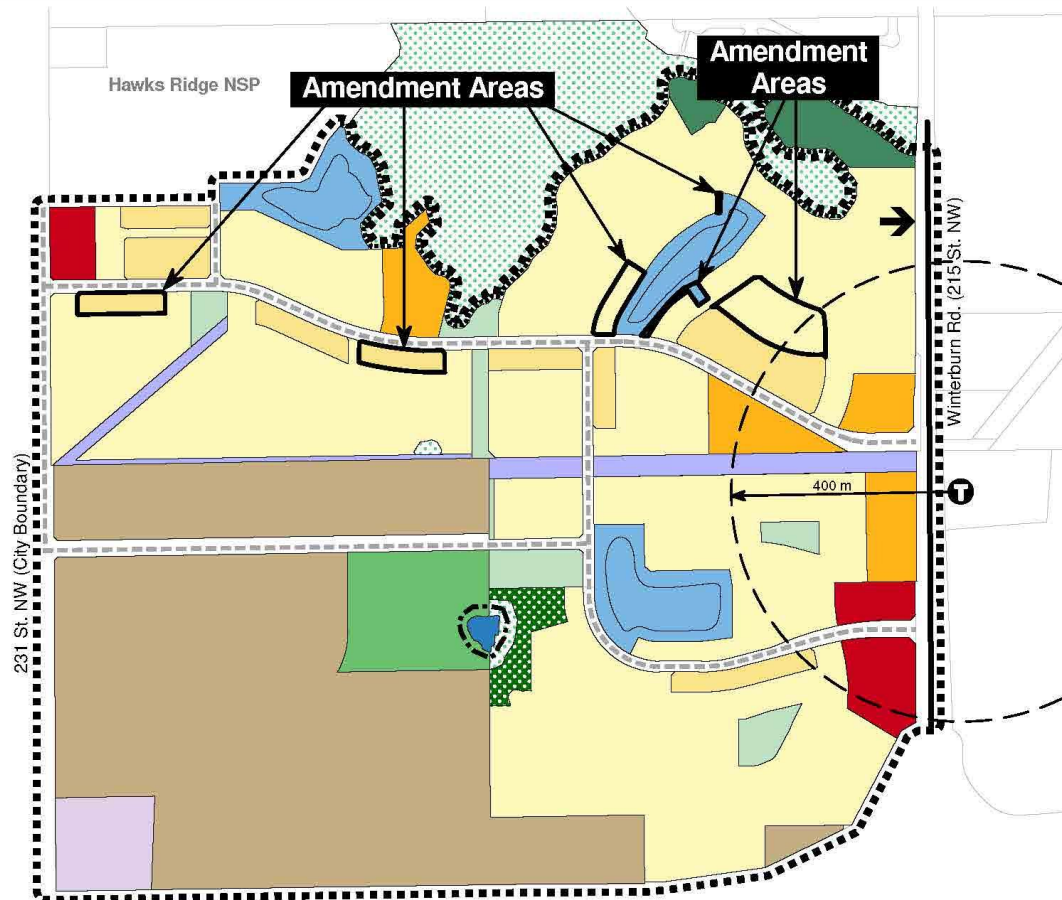
Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

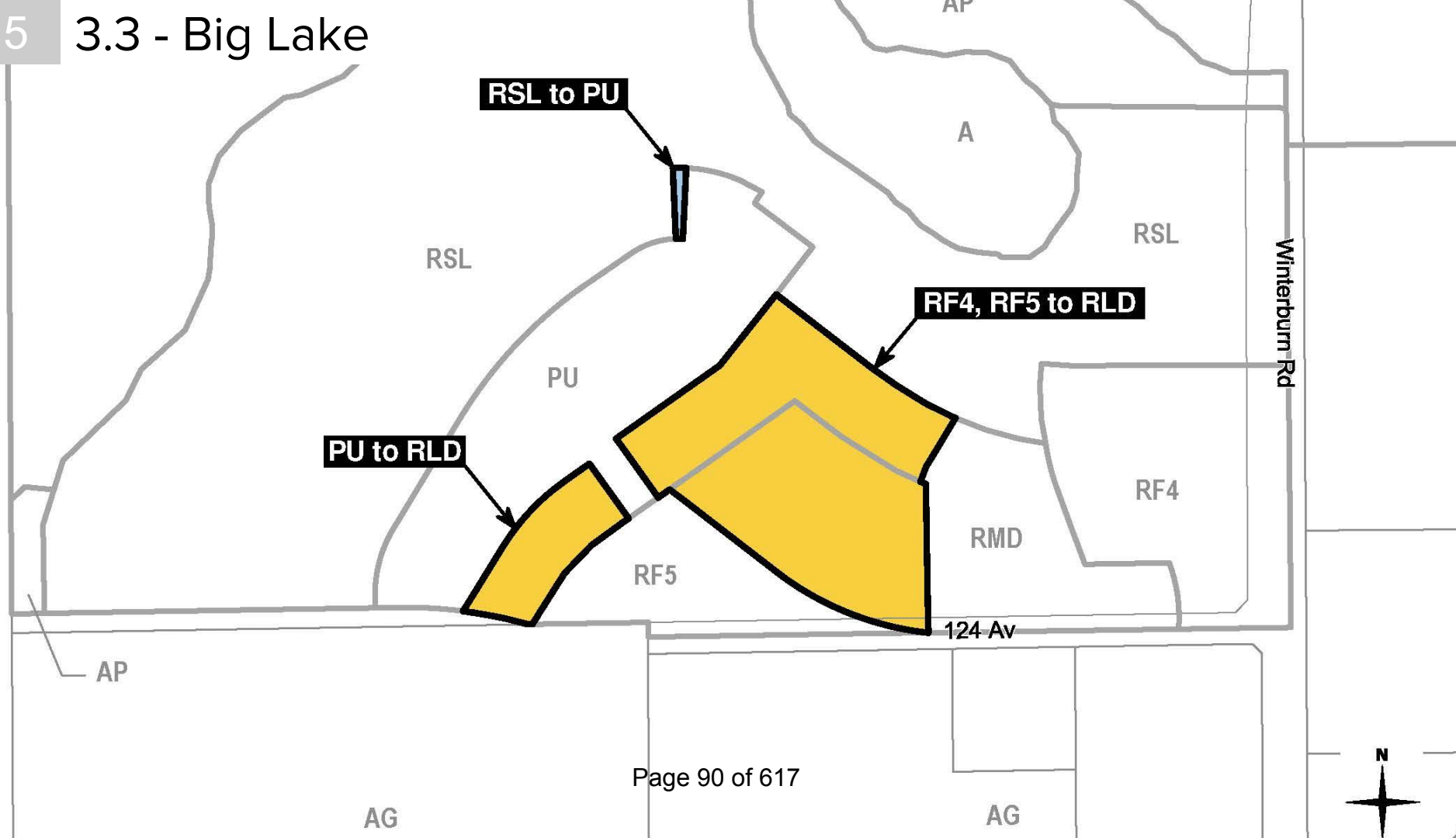


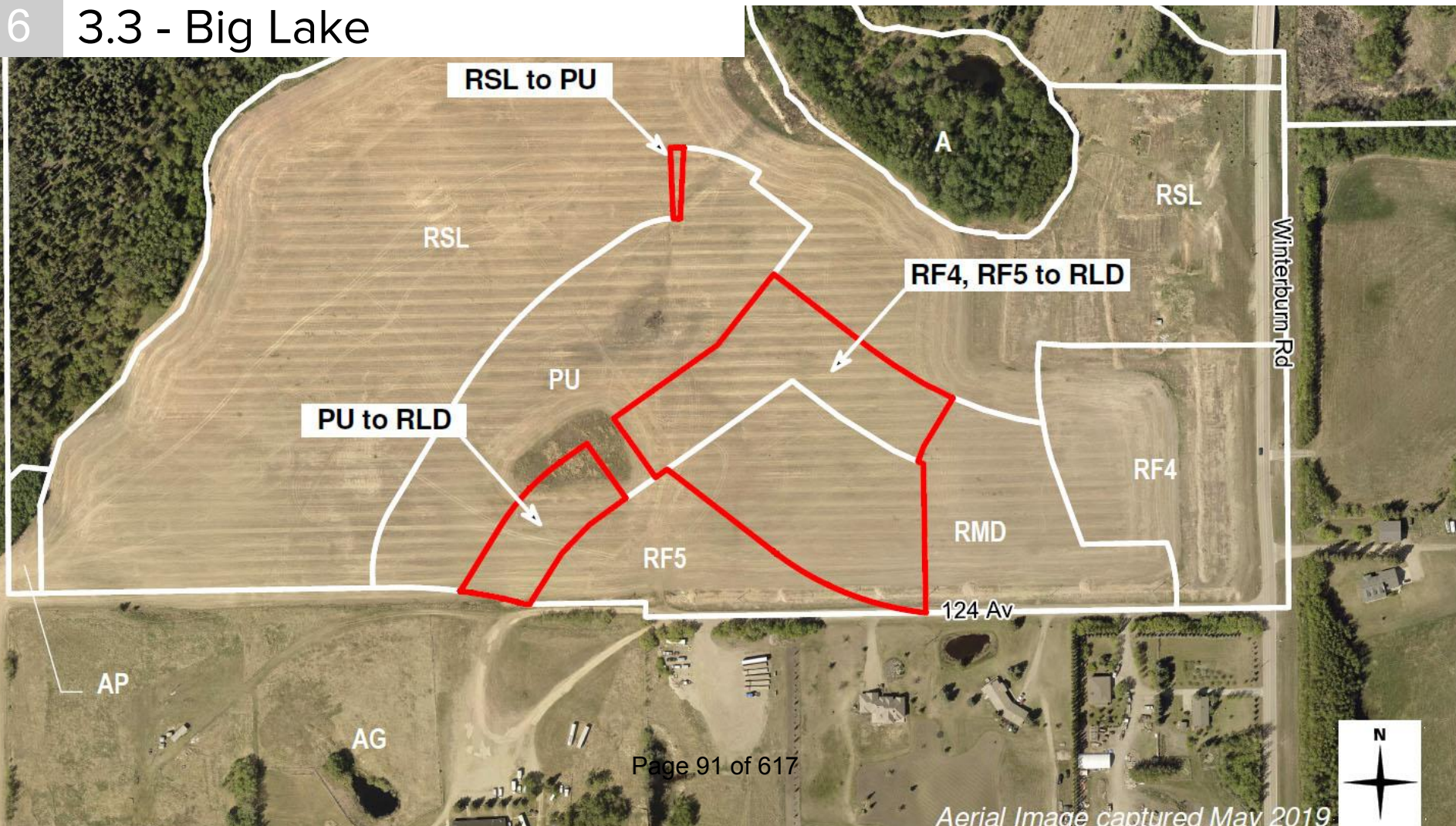
3.2 - Big Lake

-  Low Density Residential
-  Street Oriented Residential (Row Housing)
-  Medium Density Residential
-  Existing Residential
-  Commercial
-  Existing Business Industrial
-  School / Park
-  Pocket Park
-  Stormwater Management Facility
-  Public Utility Corridor
-  Wetland (ER)
-  Natural Area (ER)
-  Natural Area (MR)
-  Natural Area - Tree Stand (MR)
-  Natural Area Buffer
-  Upland Setback
-  Transit Centre
-  Enhanced Local Entrance
-  Collector Roadway
-  Arterial Roadway
-  N.S.P. Boundary

Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.







Charter Bylaw 19401

To allow for the expansion of a religious assembly building, Lansdowne

Purpose

Rezoning from (RF1) Single Detached Residential Zone to (US) Urban Services Zone; located at 5011 - 122A Street NW.

Readings

Charter Bylaw 19401 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19401 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19401 proposes to rezone the subject site from (RF1) Single Detached Residential Zone to (US) Urban Services Zone. The site is located at the southeast corner of 122A Street NW and 51 Avenue NW. The proposed rezoning would allow for the expansion of the existing religious assembly on the site. Administration supports the proposed rezoning.

Public Engagement

Advance notice was sent to surrounding property owners, the Lansdowne Community League, the Malmo Community League, and the Southwest Area Council on April 30, 2020. Three responses were received and are summarized in the attached Administration Report.

Attachments

1. Charter Bylaw 19401
2. Administration Report

Charter Bylaw 19401

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3070

WHEREAS Lot 1, Block 24, Plan 2021122; located at 5011 - 122A Street NW, Lansdowne, Edmonton, Alberta, are specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described properties to (US) Urban Services Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 1, Block 24, Plan 2021122; located at 5011 - 122A Street NW, Lansdowne, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule “A”, from (RF1) Single Detached Residential Zone to (US) Urban Services Zone.

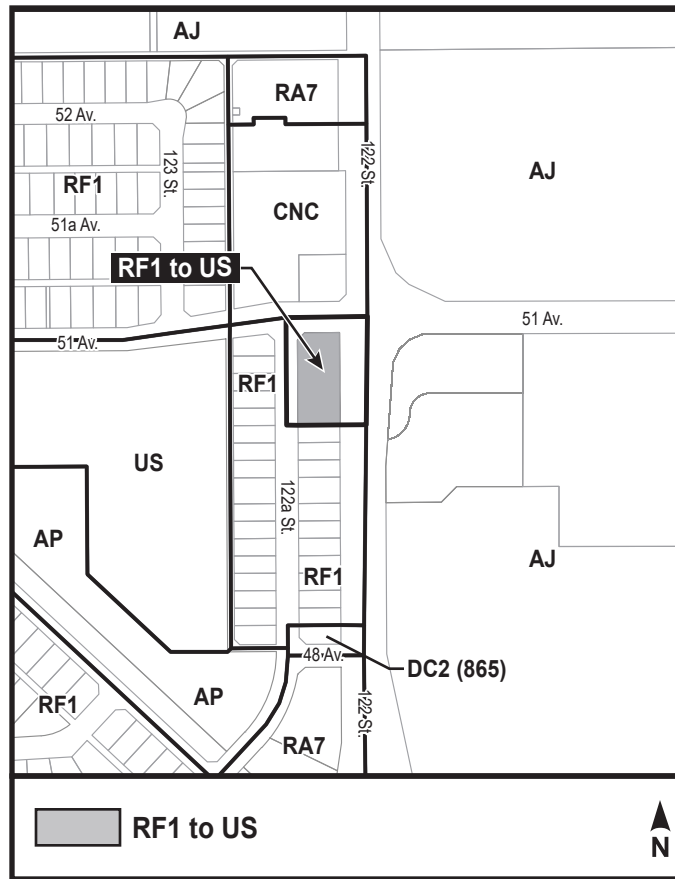
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19401

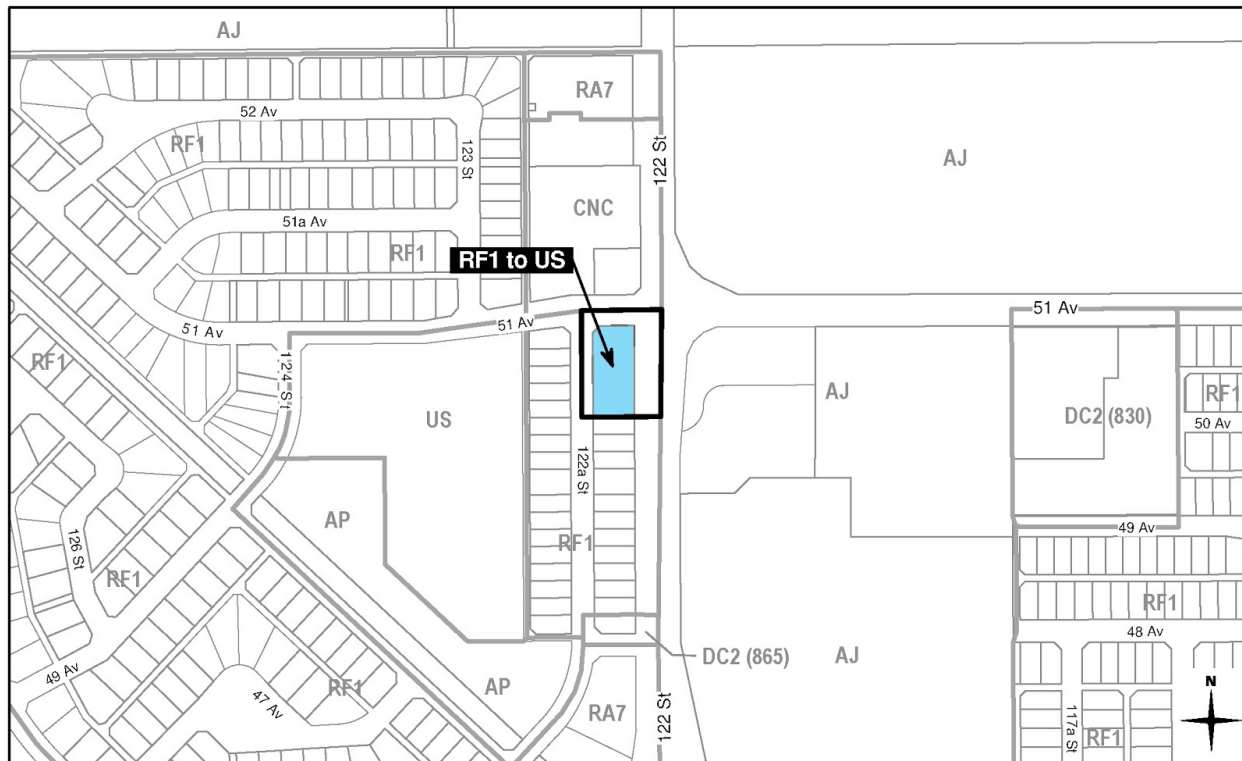




ADMINISTRATION REPORT **REZONING** LANSDOWNE

5011 - 122A STREET NW

To allow for the expansion of an existing religious assembly building.



RECOMMENDATION AND JUSTIFICATION

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

- it allows for the continued use and expansion of an existing religious assembly building;
- it is compatible with surrounding land uses; and
- the proposed (US) Urban Services Zone is more appropriate for the existing religious assembly use than the (RF1) Single Detached Residential Zone.

THE APPLICATION

1. CHARTER BYLAW 19401 to rezone from (RF1) Single Detached Residential Zone to (US) Urban Services Zone.

The applicant's stated intent is to expand the existing religious assembly building on the site.

SITE AND SURROUNDING AREA

The site is approximately 0.29 hectares in area and is located at the eastern edge of the Lansdowne neighbourhood on a corner at the intersection of 122 Street NW, which is an arterial road, and 51 Avenue NW. It currently houses the Lansdowne Community Baptist Church. It is located adjacent to neighbourhood commercial development to the north, high density residential development to the east, and abuts low density residential development to the south and west. The site is within 100m walking distance of bus stops on 51 Avenue NW and 122 Street NW.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Religious Assembly

CONTEXT		
North	(CNC) Neighbourhood Convenience Commercial Zone	Gas Bar Lansdowne Centre Shopping Mall
East	(AJ) Alternative Jurisdiction Zone	Multi-unit Housing
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached Houses



VIEW OF THE SITE LOOKING SOUTHWEST



VIEW OF THE SITE LOOKING SOUTHEAST

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The purpose of the proposed (US) Urban Services Zone is to provide for publicly and privately owned facilities of an institutional or community service nature, while the purpose of the current (RF1) Single Detached Residential Zone is to provide for Single Detached Housing and other small scale residential development. The current use of the site as a religious assembly is in line with this purpose of the US Zone and, therefore, the proposed zoning is more appropriate for the site. The RF1 Zone with the application of the Mature Neighbourhood Overlay is not conducive to development of institutional buildings as the Overlay is intended to preserve historical development patterns of low density residential buildings, and introduces a number of constraints to non-residential building footprints.

The proposed US Zone is compatible with the surrounding land uses, being located at an intersection with commercial and high density residential development. The institutional and community services uses allowed in the zone are also compatible with, and provide services for the surrounding residential areas. The regulations of the US Zone ensure that impacts on abutting residential development will be minimal. The maximum building height is 10 metres, which is only 1.1 metres higher than the maximum height within the Mature Neighbourhood Overlay. The US Zone also requires a side setback of 4.5 metres and a rear setback of 7.5 metres, which will ensure there is significant distance between buildings on the site and surrounding residential development.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

ADVANCE NOTICE April 30, 2020	<ul style="list-style-type: none">• Number of recipients: 138• Number of responses in support: 0• Number of responses with concerns: 3• Common comments included:<ul style="list-style-type: none">o concerns about the way the religious assembly is operatedo parking impactso traffic impactso noise
PUBLIC MEETING	<ul style="list-style-type: none">• Not held
WEBPAGE	<ul style="list-style-type: none">• edmonton.ca/lansdowne

CONCLUSION

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19401
Location:	South of 51 Avenue NW and west of 122 Street NW
Addresses:	5011 - 122A Street NW
Legal Description(s):	Lot 1, Block 24, Plan 2021122
Site Area:	0.29 hectares
Neighbourhood:	Lansdowne
Notified Community Organization(s):	Lansdowne Community League, the Malmo Community League, and the Southwest Area Council
Applicant:	Frank Hilbich Architect Inc.

PLANNING FRAMEWORK

Current Zone and Overlay:	(RF1) Single Detached Residential Zone and Mature Neighbourhood Overlay
Proposed Zone:	(US) Urban Services Zone
Plan in Effect:	None
Historic Status:	None

Written By:	Jeff Booth
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

Charter Bylaw 19401

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3070

WHEREAS Lot 1, Block 24, Plan 2021122; located at 5011 - 122A Street NW, Lansdowne, Edmonton, Alberta, are specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described properties to (US) Urban Services Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 1, Block 24, Plan 2021122; located at 5011 - 122A Street NW, Lansdowne, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (RF1) Single Detached Residential Zone to (US) Urban Services Zone.

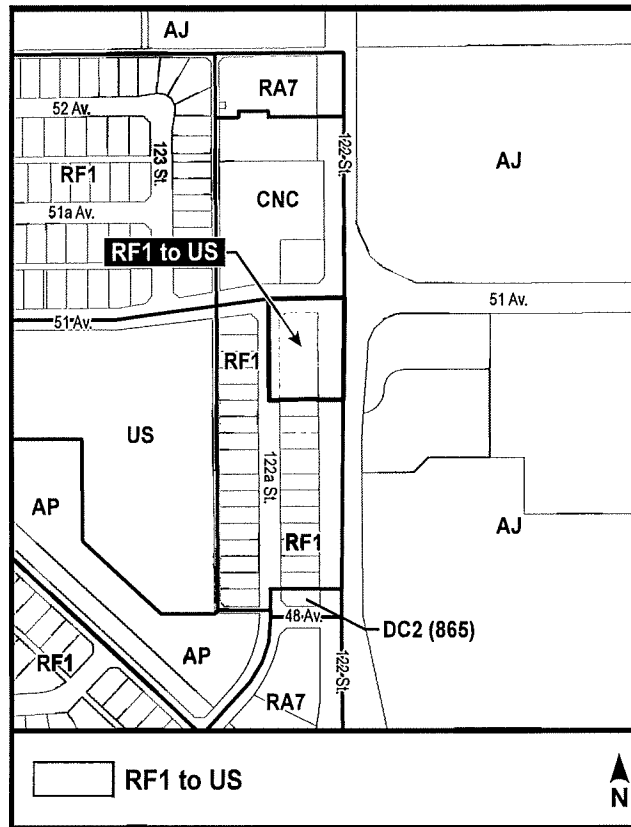
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19401



Bylaw 19402

Amendment to the Central McDougall/Queen Mary Park Area Redevelopment Plan

Purpose

To amend a Policy and a Map to facilitate a proposed rezoning.

Readings

Bylaw 19402 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19402 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

Bylaw 19402 proposes to amend the Central McDougall/Queen Mary Park Area Redevelopment Plan to change a policy related to land use and update an applicable map legend, Map 8 – Downtown North Edge Development Concept. The proposed plan amendment adds text to the ‘Precinct E High Rise Apartments - Requirements for Implementation’ to allow an exception for an associated (DC2) Site Specific Development Control Provision rezoning (Charter Bylaw 19403) which would facilitate the development of a high density, mid rise residential building with up to 120 residential units and a Floor Area Ratio of 3.2.

All comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the president of the Queen Mary Park Community League on May 26, 2020. One response was received and is summarized in the attached Administration Report.

Attachments

1. Bylaw 19402
2. Administration Report

Bylaw 19402

Bylaw to amend Bylaw 11648, as amended,
being the Central McDougall/Queen Mary Park
Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on March 5, 1998, passed Bylaw 11648, as amended, being a bylaw to adopt the Central McDougall/Queen Mary Park Area Redevelopment Plan; and

WHEREAS an application was received by City Planning to amend Bylaw 11648, as amended, the Central McDougall/Queen Mary Park Area Redevelopment Plan;

WHEREAS City Council considers it desirable to amend Central McDougall/Queen Mary Park Area Redevelopment Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Central McDougall/Queen Mary Park Area Redevelopment Plan is hereby further amended by:

- a. adding the following bullet under PRECINCT 'E' HIGH RISE APARTMENTS - REQUIREMENTS FOR IMPLEMENTATION - Discussion Section following "The maximum height shall be 9 storeys or 28.0m", which reads:
 - "Notwithstanding the previous statements on FAR and Density, the following parcel shall have a maximum FAR of 3.2 and a maximum number of dwellings of 120: Lot 182A, Block 13, Plan 1821138."
- b. deleting the map entitled "Map 8 - Downtown North Edge Development Concept" and replacing it with the map entitled "Map 8 - Downtown North Edge Development Concept", attached hereto as Schedule "A" and forming a part of this bylaw.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

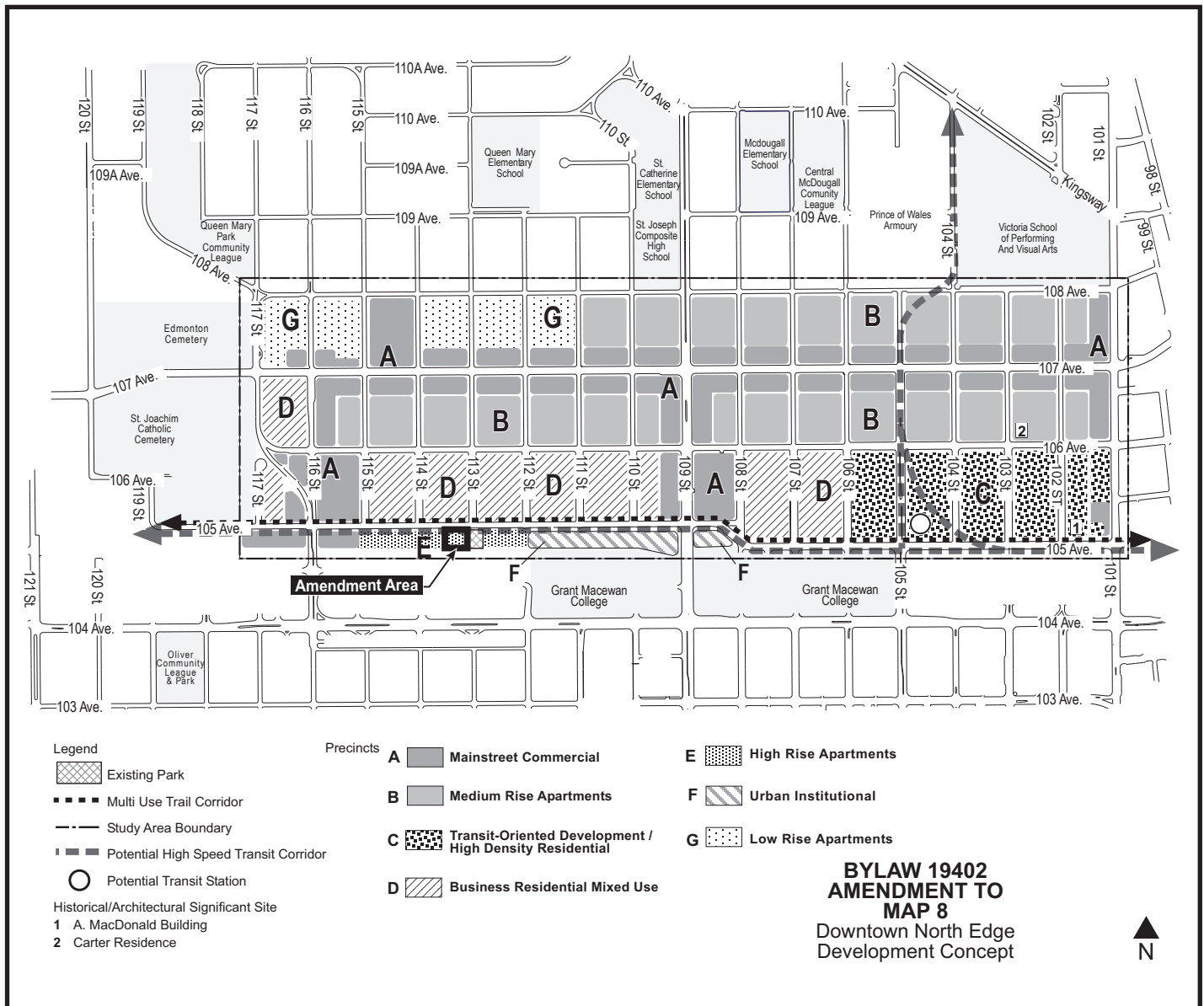
THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 19402

SCHEDULE "A"

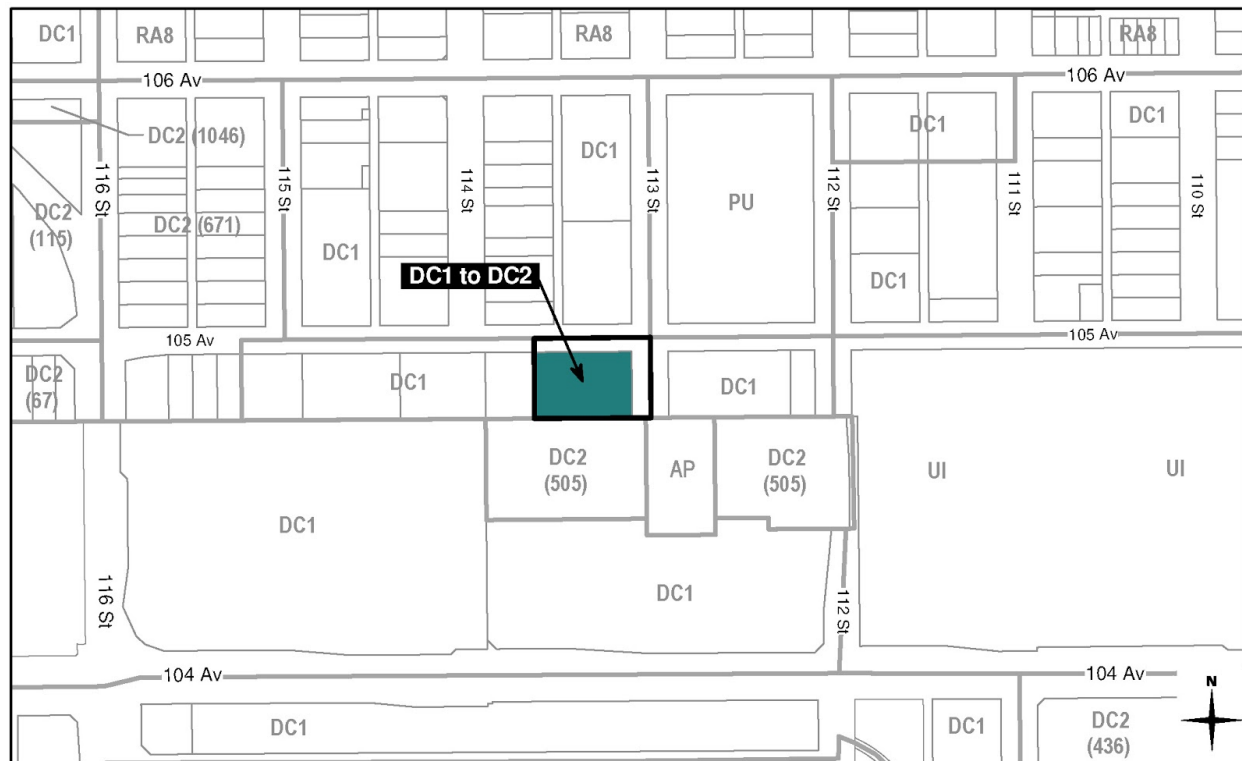




ADMINISTRATION REPORT REZONING & PLAN AMENDMENT Queen Mary Park

11303 - 105 AVENUE NW

To allow for a high density, mid rise building.



RECOMMENDATION AND JUSTIFICATION

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

- it is compatible with its surrounding context between lands zoned for high-rise and mid-rise developments; and
- it increases residential density at a location complemented by an integrated bicycle network, nearby transit services, commercial opportunities and institutional developments.

THE APPLICATION

1. BYLAW 19402 to amend a map (Map 8 - Downtown North Edge Development Concept) and add text to the 'Precinct E High Rise Apartments - Requirements for Implementation' in the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP) to facilitate the associated rezoning.
2. CHARTER BYLAW 19403 to amend the Zoning Bylaw from a (DC1) Direct Development Control Provision to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a building with the following characteristics:
 - A maximum height of 23 metres (approximately 6 storeys);
 - A maximum Floor Area Ratio (FAR) of 3.2;
 - Up to 120 residential dwellings; and
 - Underground parking accessible from 105 Avenue NW.

This site is undergoing redevelopment with a residential building currently under construction based on approved Development and Building Permits granted in 2018 and 2019 under the current DC1 Provision. The issued permits for this property are to construct a six (6) storey, 86 dwelling apartment building with an underground parkade. The building is designed to activate 105 Avenue NW with ground oriented units having dedicated entrances front the roadway.

The applicant has indicated that in order to respond to market demands and to adjust the development to current economic conditions, the allowable number of residential dwellings is proposed to increase from 86 to 120. The applicant is also requesting a slight increase in FAR from 3.0 to 3.2 due to a recalculation of floor area on the approved permits for the building under construction. The applicant proposes no changes to the building's approved height, setbacks, or architectural appearance.

SITE AND SURROUNDING AREA

The subject site is approximately 2,878 m² and located on the south side of 105 Avenue NW, west of 113 Street NW within the Queen Mary Park Neighborhood.

The site is surrounded by a mix of some older industrial office warehouse typologies throughout this portion of Queen Mary Park as well as newer multi-residential developments found predominantly along the 105 Avenue NW corridor. The rezoning site is well situated near major roadways and located within walking distance to commercial uses to the south along 104 Avenue NW. Additional walkable opportunities include McKenzie & Mann Park abutting the site to the southwest, Macewan University campus further west, and other commercial corridors along 107 Avenue NW to the north, 109 Street NW to the east, and 116 Street NW to the west.

Transit opportunities are found along the same commercial corridors as well as high frequency bus services along 104 Avenue NW. Future opportunities for LRT services include a station located at the corner of 112 Street NW and 104 Avenue NW approximately 230 metres from the

site. The site is adjacent to dedicated east/west bicycle lanes located currently on the north side of 105 Avenue NW which further provide other modes of transportation opportunities for the development and other surrounding areas.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC1) Direct Development Control Provision (Area 3 - Precinct E)	Multi-Unit Housing (under construction)
CONTEXT		
North	(DC1) Direct Development Control Provision (Area 2 - Precinct D)	Multi-Unit Housing
East	(DC1) Direct Development Control Provision (Area 3 - Precinct E)	Multi-Unit Housing (under construction)
South	(DC2.505) Site Specific Development Control Provision	Multi-Unit Housing
West	(DC1) Direct Development Control Provision (Area 3 - Precinct E)	Office Warehouse



SUBJECT SITE AND BUILDING UNDER CONSTRUCTION
(VIEW LOOKING SOUTHEAST)



SUBJECT SITE AND BUILDING UNDER CONSTRUCTION
(VIEW LOOKING SOUTHWEST)

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The site is surrounded by a mix of similar residential developments predominantly along the southern side of 105 Avenue NW and directly north of the site across 105 Avenue NW. Additional mid-rise developments zoned DC2 are found south and southwest of the site on each side of the Mackenzie & Mann Park. The following table provides a summary of other similar nearby developments showing comparable unit counts and development heights.

Address	Project Name	No. of Dwellings	Height	Zoning
11303- 105 Avenue NW*	The Village	120 Dwellings	23 m (6 Storeys)	Proposed DC2
10518 - 113 Street NW	Maxx	93 Dwellings	23 m (6 Storeys)	DC1 - Precinct D
11235 - 105 Avenue NW	Park Avenue	108 Dwellings	17 m (5 Storeys)	DC1 - Precinct E
11350-104 Avenue NW	Oliver Village West	156 dwellings	32m (8 Storeys)	DC2.505
11250-104 Avenue NW	Oliver Village East	156 dwellings	32m (8 Storeys)	DC2.505

*Subject Site

APPLICABLE PLANS & GUIDELINES

Central McDougall/Queen Mary Park Area Redevelopment Plan

The subject site is located in Precinct E of the Central McDougall/Queen Mary Park ARP. The intent of this precinct is to provide for a transition of developments from the Oliver neighbourhood to the south towards the downtown north edge portions of the Queen Mary Park and Central McDougall neighbourhoods. To achieve this transition, residential buildings up to 29 metres are allowed for Precinct E located south of 105 Avenue then tapers down in form to both mid-rise and low-rise apartment developments north across 105 Avenue NW.

The application proposes to maintain the majority of the DC1 regulations for Precinct E, meeting many planning objectives of the ARP such as providing an active residential frontage along 105 Avenue NW, with design features that blend well with surrounding properties. The proposed DC2 further retains elements of the ARP by leveraging the desire to discourage surface parking lots and promote the usage of nearby paths including the 105 Avenue NW bicycle lanes and the 113 Street NW pathway to Mackenzie & Mann Park. Although Precinct E has a maximum density of 300 Dwellings per hectare and a maximum FAR of 3.0, the proposed increase for both density and FAR have been deemed appropriate based on the current trends to support the mid-rise category for residential developments. On August 26, 2019, City Council approved amendments to the standard (RA8) Medium Rise Apartment Zone, removing its maximum density while simultaneously increasing the maximum FAR range to 3.0 - 3.2 in order to promote the mid-rise residential product type. This DC2 rezoning proposal, from the more dated DC1 provisions, is better aligned with the current standards for mid-rise residential developments.

Transit Oriented Development Guidelines (TODG)

The site is within 230 metres from the future 112 Street NW/104 Avenue LRT Station, an 'Enhanced Neighbourhood Station' identified in the Transit Oriented Development Guidelines (TODG). The guidelines recognize that this station type calls for higher density residential uses with neighbourhood serving retail and employment on a street grid network of roads with improved pedestrian and bicycle movement throughout. The TODG provides recommendations on built forms around the station area with the expectation to include street fronting developments, ground oriented units, underground parking, and primary street facing entries for all ground level units fronting onto a street. The proposed DC2 Provision and approved development permit for the project includes these elements and is consistent with the direction, intent and objectives of the TODG for this type of station.

EDMONTON DESIGN COMMITTEE (EDC)

On September 17, 2017, the redevelopment application for the site was presented to the Edmonton Design Committee (EDC) which provided a recommendation of support with conditions to address ground surface materials to ensure a barrier free access for all ages and

abilities, and to revise the design of the parkade and waste storage entrances. Both items were addressed prior to the issuance of the Development Permit granted on January 18, 2018.

A subsequent review by the EDC was deemed unnecessary for the purposes of this rezoning application to DC2 as the design elements from the approved Development Permit have been preserved in the proposed DC2 provisions and appendices.

PUBLIC CONTRIBUTIONS

As a condition of approval for the development permit, the property owner shall pay a Redevelopment Levy in the amount of \$159,280.00 to the City of Edmonton to fund the acquisition of public parkspace and \$129,750.00 towards the 105 Avenue Streetscape Improvement Levy. Both conditions were satisfied on April 23, 2019.

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

C582 - Developer Sponsored Affordable Housing

The DC2 Provision contains the requirement for an agreement between the City and the owner providing the option for the City to purchase 5% of any proposed residential dwellings at 85% of mark value, or the equivalent value as cash in lieu to the City. With the maximum number of dwellings proposed by the DC2 Provision, yielding the equivalent to 6 Dwellings to support the affordable housing policy.

C599 - Community Amenity Contributions

A required contribution for this proposal is required to comply with City Policy C599 Community Amenity Contributions in Direct Control Provisions. This DC2 application complies with this policy through the provision of an additional \$22,416.00 towards the 105 Avenue Streetscape Improvements Levy.

TECHNICAL REVIEW

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

PARKING, LOADING AND VEHICULAR ACCESS

All vehicular parking is provided underground with access to the parkade from 105 Avenue NW in accordance with the Zoning Bylaw. Because there is no abutting lane, loading and waste collection areas will be provided and accessed from 105 Avenue NW within future dedicated lay-by areas on the south side of 105 Avenue NW; immediately north of the site's abutting sidewalk.

Bicycle Parking requirements for the site meet the minimum requirements of the Zoning Bylaw by requiring a minimum 0.50 spaces per dwelling in a safe, secure location within the underground parkade. Access to bicycle parking shall be easily accessible to cyclists via parkade access ramp that facilitates easy and efficient transportation of bicycles.

PUBLIC ENGAGEMENT

PRE-APPLICATION NOTICE April 2, 2020	<ul style="list-style-type: none">• Number of recipients: 154 As reported by the applicant: <ul style="list-style-type: none">• Number of responses in support: 0• Number of responses with concerns: 1• comments included:<ul style="list-style-type: none">o concerns regarding parking and traffic impactso street pollution
ADVANCE NOTICE May 26, 2020	<ul style="list-style-type: none">• Number of recipients: 154• Number of responses in support: 0• Number of responses with concerns: 1• comments included:<ul style="list-style-type: none">o concerns regarding parking and traffic impacts
WEBPAGE	<ul style="list-style-type: none">• https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/queen-mary-park-planning-applications.aspx

CONCLUSION

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

APPENDICES

- 1 Application Summary

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment & Rezoning
Bylaw/Charter Bylaw:	19402 & 19403
Location:	South of 105 Avenue NW and west of 113 Street NW
Address:	11303 - 113 Street NW
Legal Description:	Lot 182A, Block 13, Plan 1821138
Site Area:	2,878 m ²
Neighbourhood:	Queen Mary Park
Notified Community Organization:	Queen Mary Park Community League
Applicant:	Greenspace Alliance

PLANNING FRAMEWORK

Current Zone:	(DC1) Direct Development Control Provision (Area 3 - Precinct E)
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Central McDougall/Queen Mary Park Area Redevelopment Plan
Historic Status:	None

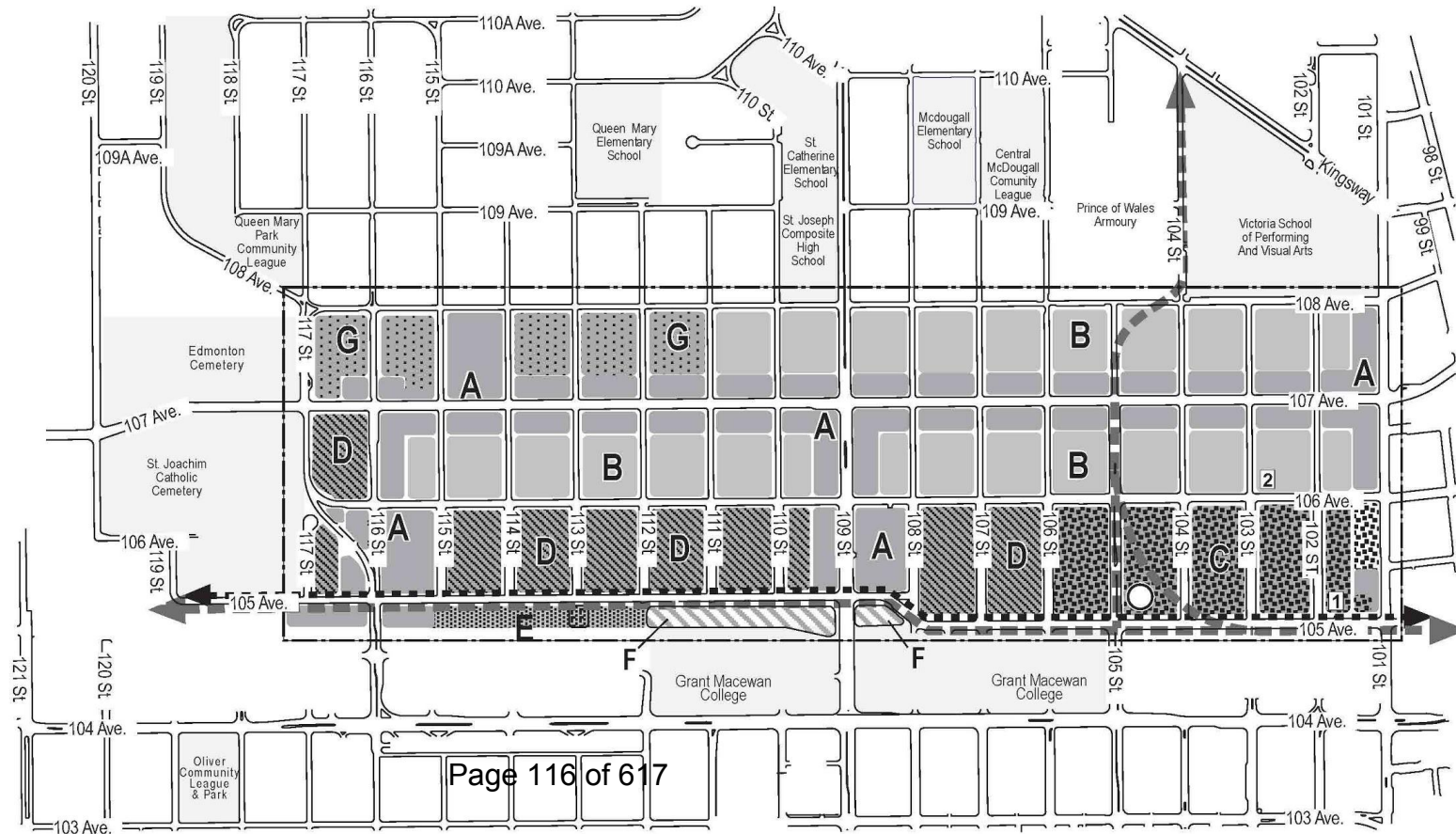
Written By:	Marty Vasquez
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

2 3.5 - Queen Mary Park

MAP 8
Downtown North Edge
Development Concept



- Legend**
- Existing Park
 - Multi Use Trail Corridor
 - Study Area Boundary
 - Potential High Speed Transit Corridor
 - Potential Transit Station
- Precincts**
- Historical/Architectural Significant Site**
- 1 A. MacDonald Building
 - 2 Carter Residence
- A** **Mainstreet Commercial**
maximum F.A.R. = 3.5
maximum bldg. height = 4 storeys (14.0m)
- B** **Medium Rise Apartments**
maximum F.A.R. = 1.5
maximum bldg. height = 6 storeys (23.0m)
maximum density = 225 units/ha
- C** **Transit-Oriented Development / High Density Residential**
maximum F.A.R. = 4.0
maximum bldg. height = 15 storeys (45.0m or not to exceed A.P.O.)
maximum density = 500 units/ha
- D** **Business Residential Mixed Use**
maximum F.A.R. = 3.0
maximum bldg. height = 6 storeys (23.0m)
maximum density = 300 units/ha
- E** **High Rise Apartments**
maximum F.A.R. = 3.0
maximum bldg. height = 9 storeys (28.0m)
maximum density = 300 units/ha
- F** **Urban Institutional**
- G** **Low Rise Apartments**
maximum F.A.R. = 1.3
maximum bldg. height = 4 storeys (14.0m)
maximum density = 125 units/ha



3 3.5 - Queen Mary Park

MAP 8
Downtown North Edge
Development Concept

Legend

- Existing Park
- Multi Use Trail Corridor
- Study Area Boundary
- Potential High Speed Transit Corridor
- Potential Transit Station

Historical/Architectural Significant Site

- 1 A. MacDonald Building
- 2 Carter Residence

A Mainstreet Commercial
maximum F.A.R. = 3.5
maximum bldg. height = 4 storeys (14.0m)

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maximum F.A.R. = 1.5
maximum bldg. height = 6 storeys (23.0m)
maximum density = 225 units/ha

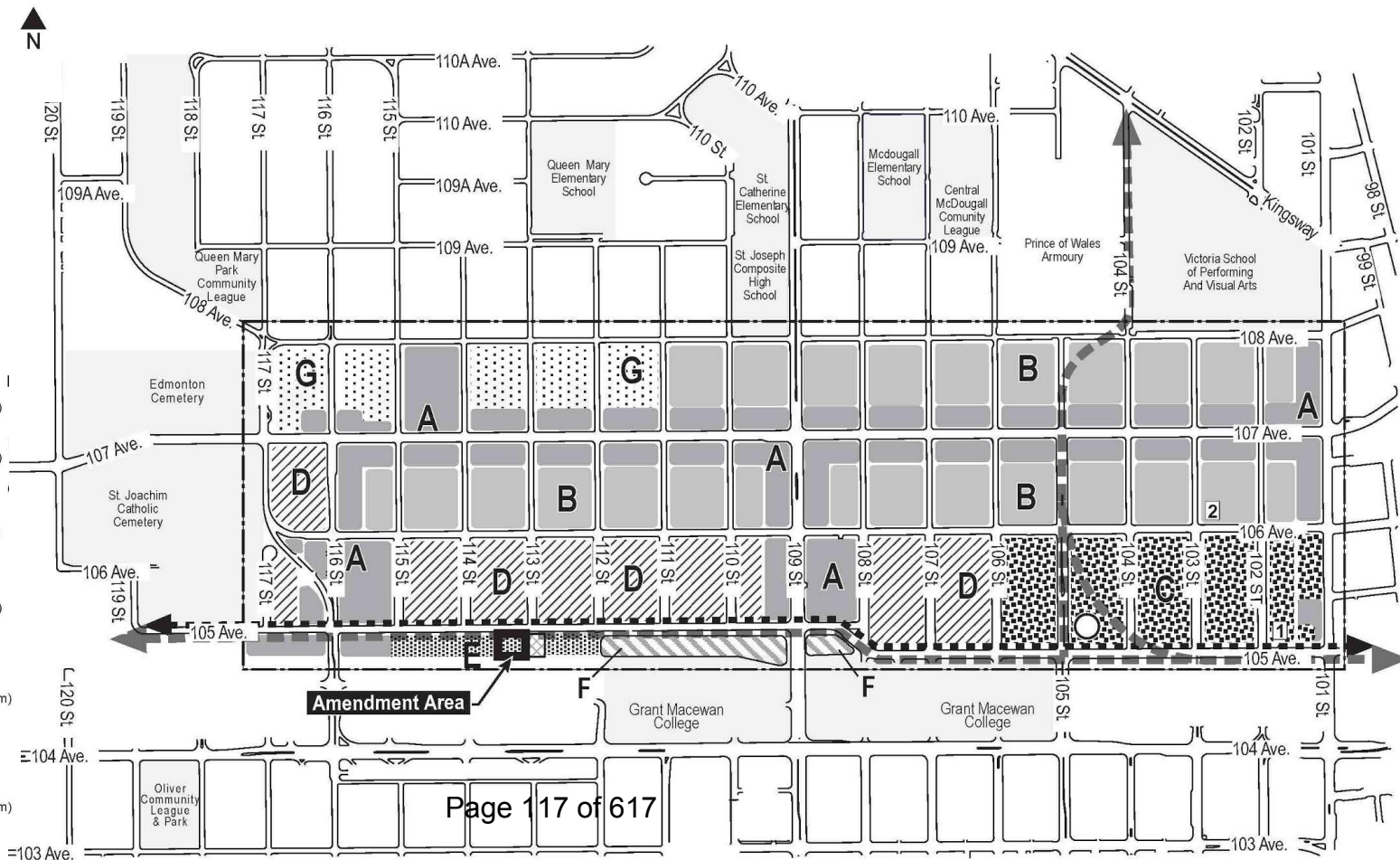
C Transit-Oriented Development / High Density Residential
maximum F.A.R. = 4.0
maximum bldg. height = 15 storeys (45.0m or not to exceed A.P.O.)
maximum density = 500 units/ha

D Business Residential Mixed Use
maximum F.A.R. = 3.0
maximum bldg. height = 6 storeys (23.0m)
maximum density = 300 units/ha

E High Rise Apartments
maximum F.A.R. = 3.0
maximum bldg. height = 9 storeys (28.0m)
maximum density = 300 units/ha

F Urban Institutional

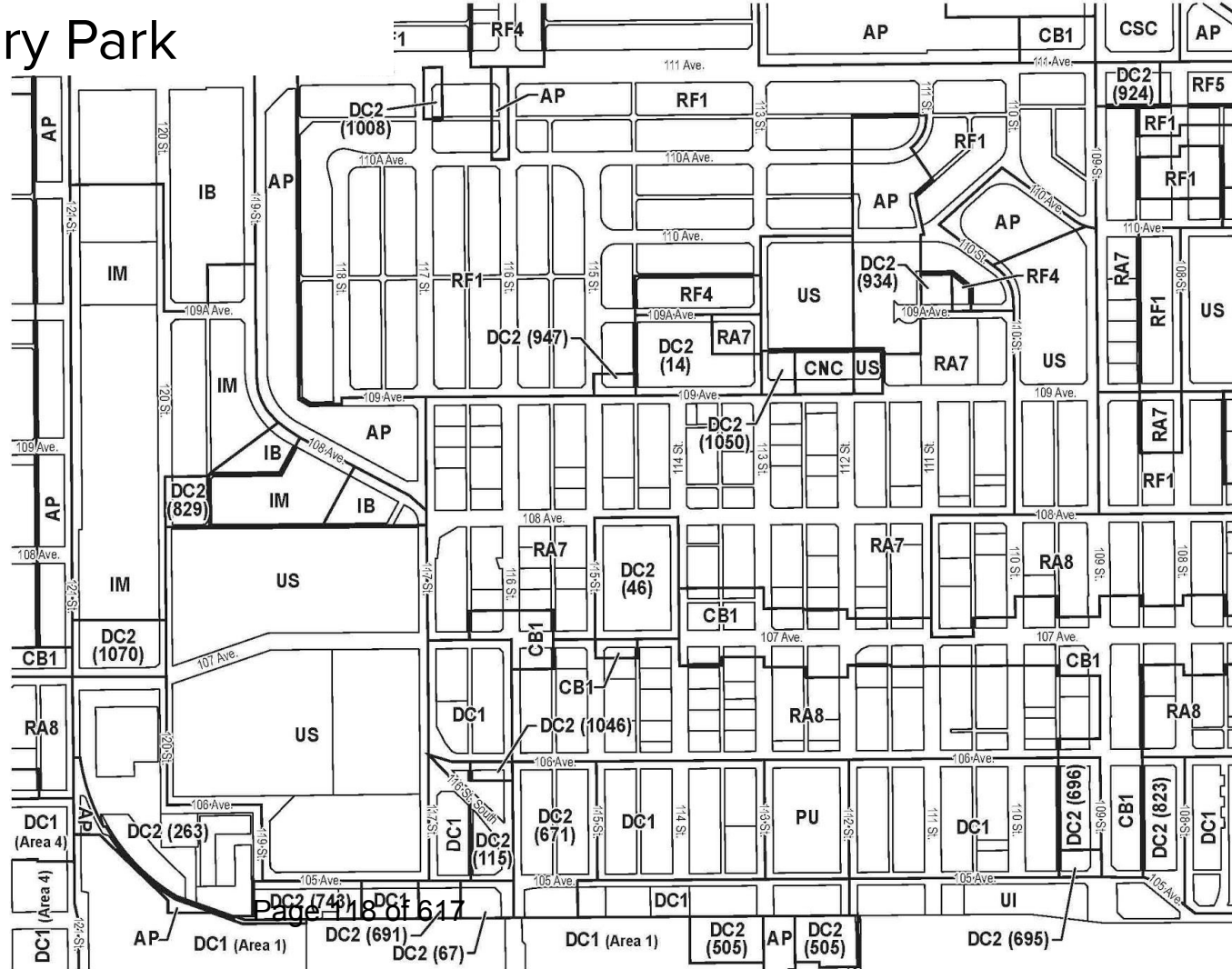
G Low Rise Apartments
maximum F.A.R. = 1.3
maximum bldg. height = 4 storeys (14.0m)
maximum density = 125 units/ha



Map 12 - Queen Mary Park - Zoning

Zones

- | | |
|------------|---|
| RF1 | Single Detached Residential District |
| RF4 | Semi Detached Residential District |
| RA7 | Low Rise Apartment District |
| RA8 | Medium Rise Apartment District |
| CNC | Neighbourhood Convenience Commercial District |
| CB1 | Low Intensity Business District |
| IB | Industrial Business District |
| IM | Medium Industrial District |
| US | Urban Services District |
| PU | Public Utility District |
| AP | Public Parks District |
| DC2 | Site Specific Development Control District |



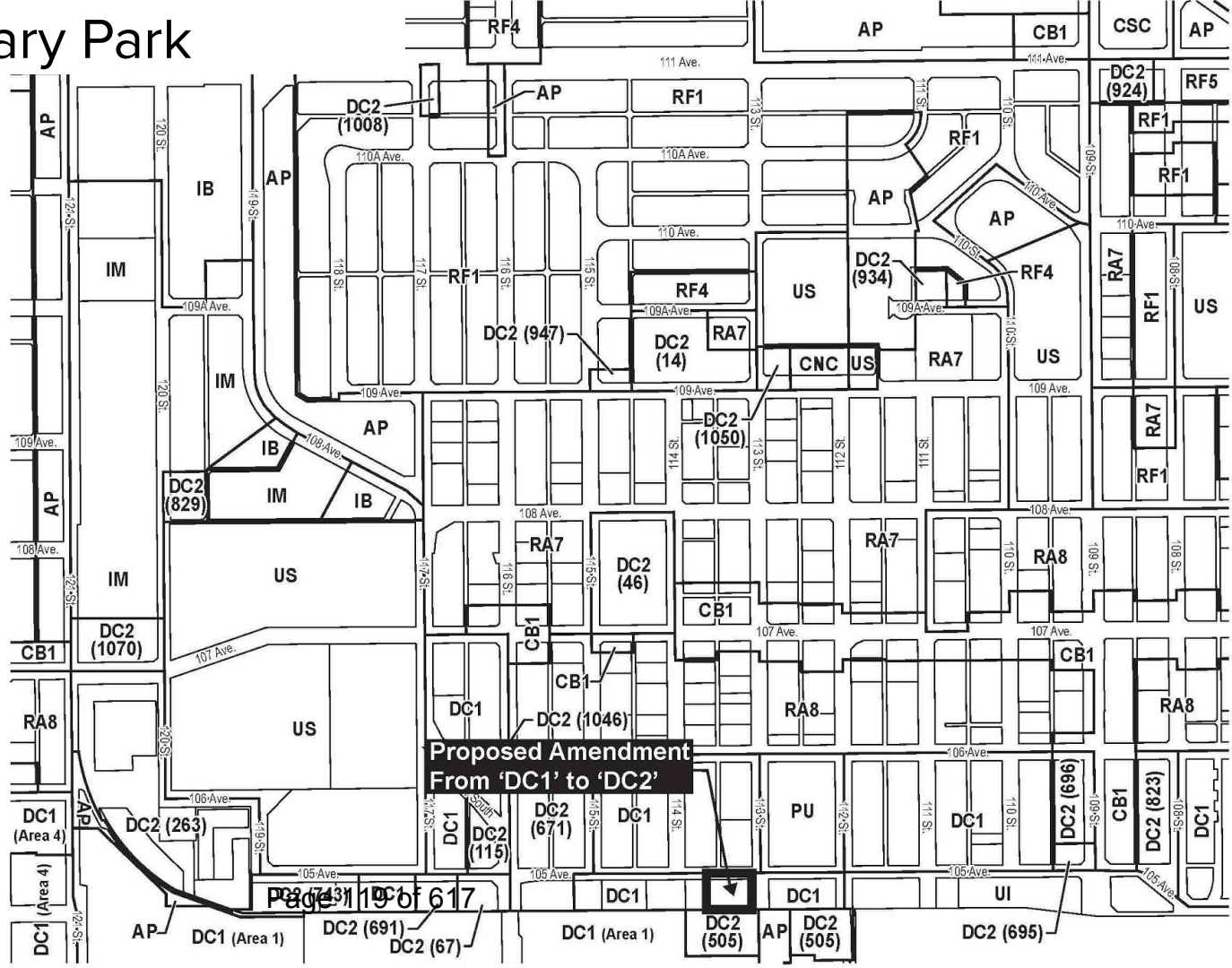
3.5 - Queen Mary Park

Proposed Amendment to Map 12 - Queen Mary Park - Zoning

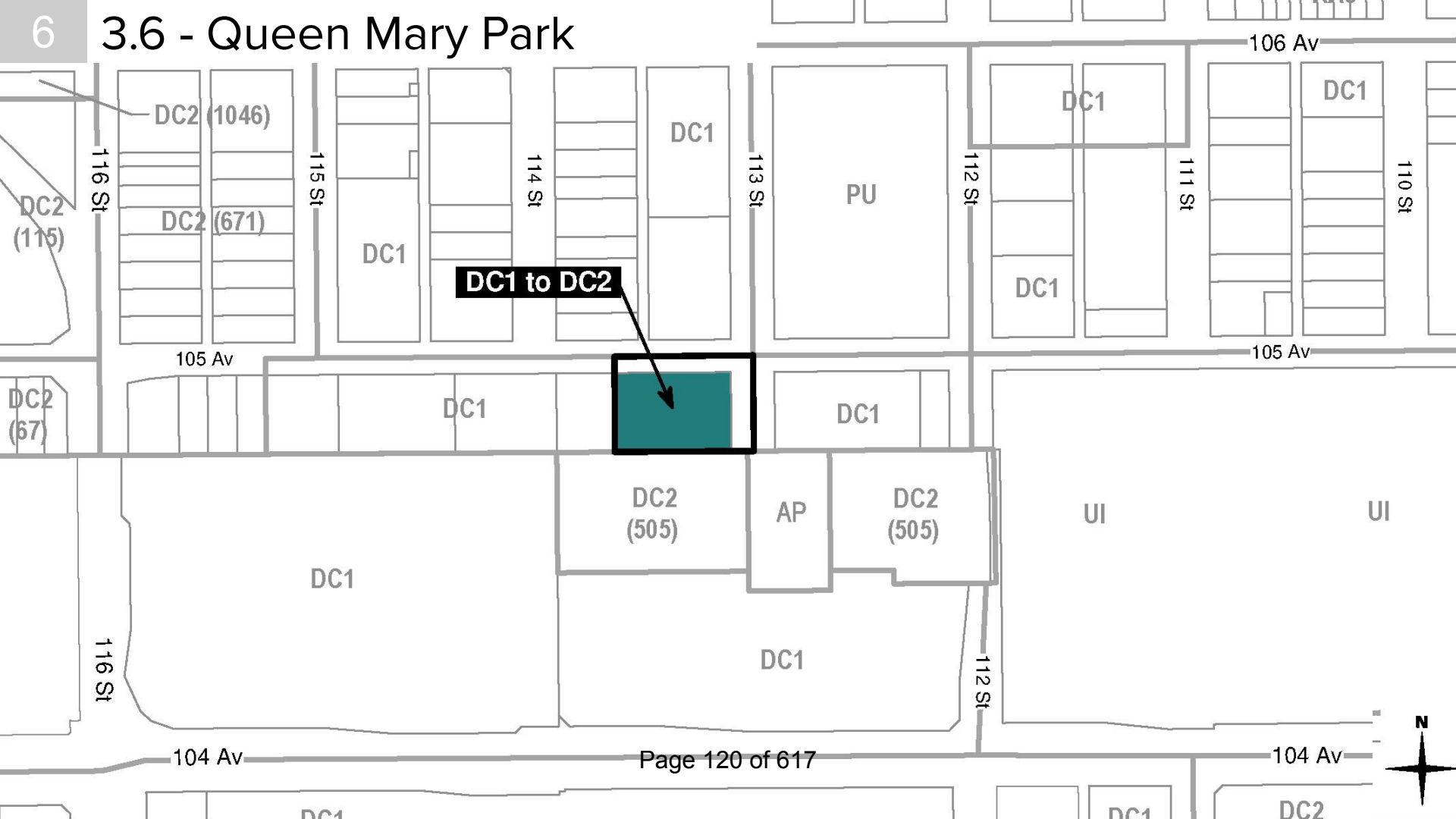
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| PU | Public Utility District |
| AP | Public Parks District |
| DC2 | Site Specific Development Control District |

Amendment Area



6 3.6 - Queen Mary Park



7 3.6 - Queen Mary Park



RA8

106 Av

106 Av

DC2 (1046)

DC1

DC1

DC2
(115)

DC2 (671)

DC1

PU

DC1

110 St

116 St

115 St

114 St

113 St

112 St

111 St

DC1 to DC2

105 Av

105 Av

DC2
(67)

DC1

DC1

DC2
(505)

AP

DC2
(505)

UI

UI

DC1

DC1

116 St

112 St

104 Av

104 Av





CHARTER BYLAW 19386 CHAPPELLE SITE SPECIFIC DEVELOPMENT CONTROL (DC2)

**GREEN SPACE ALLIANCE
SEPTEMBER 1, 2020**

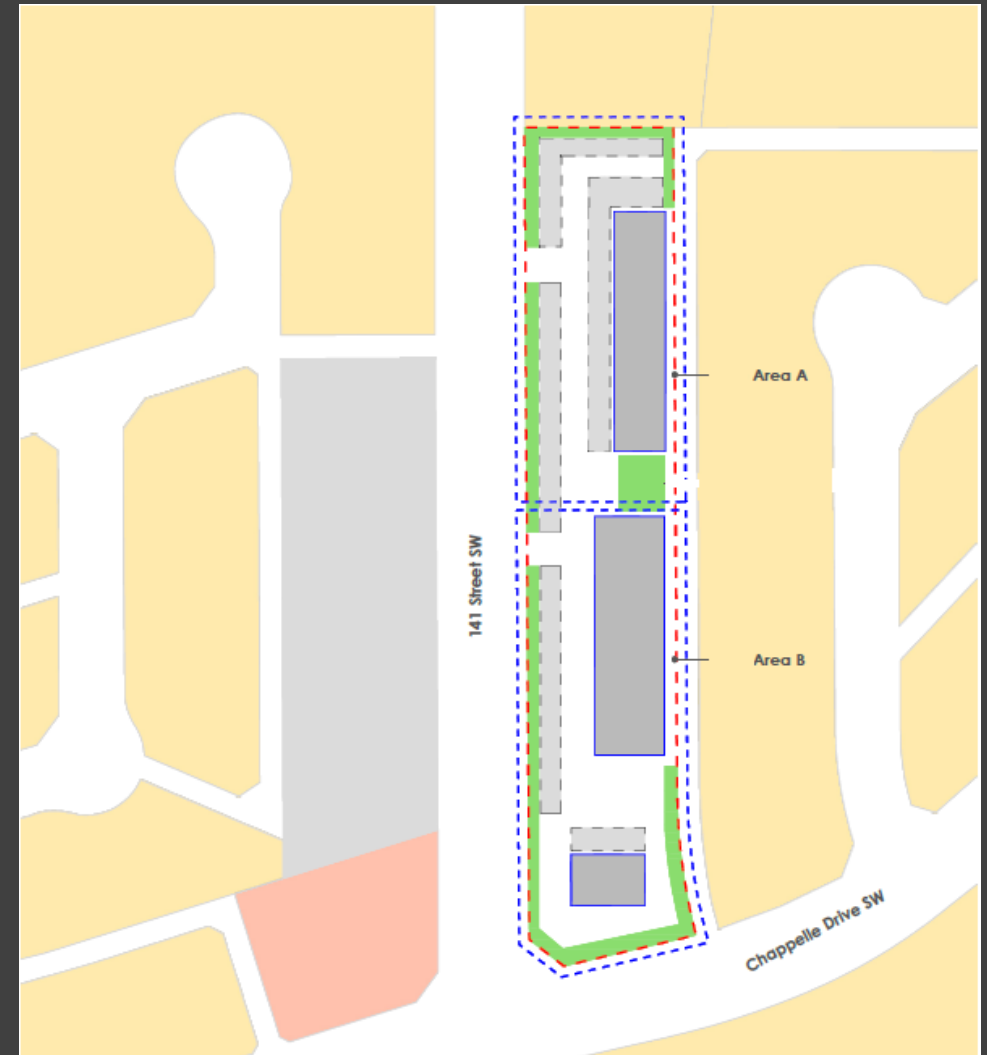
BUILDING AREA 'A'

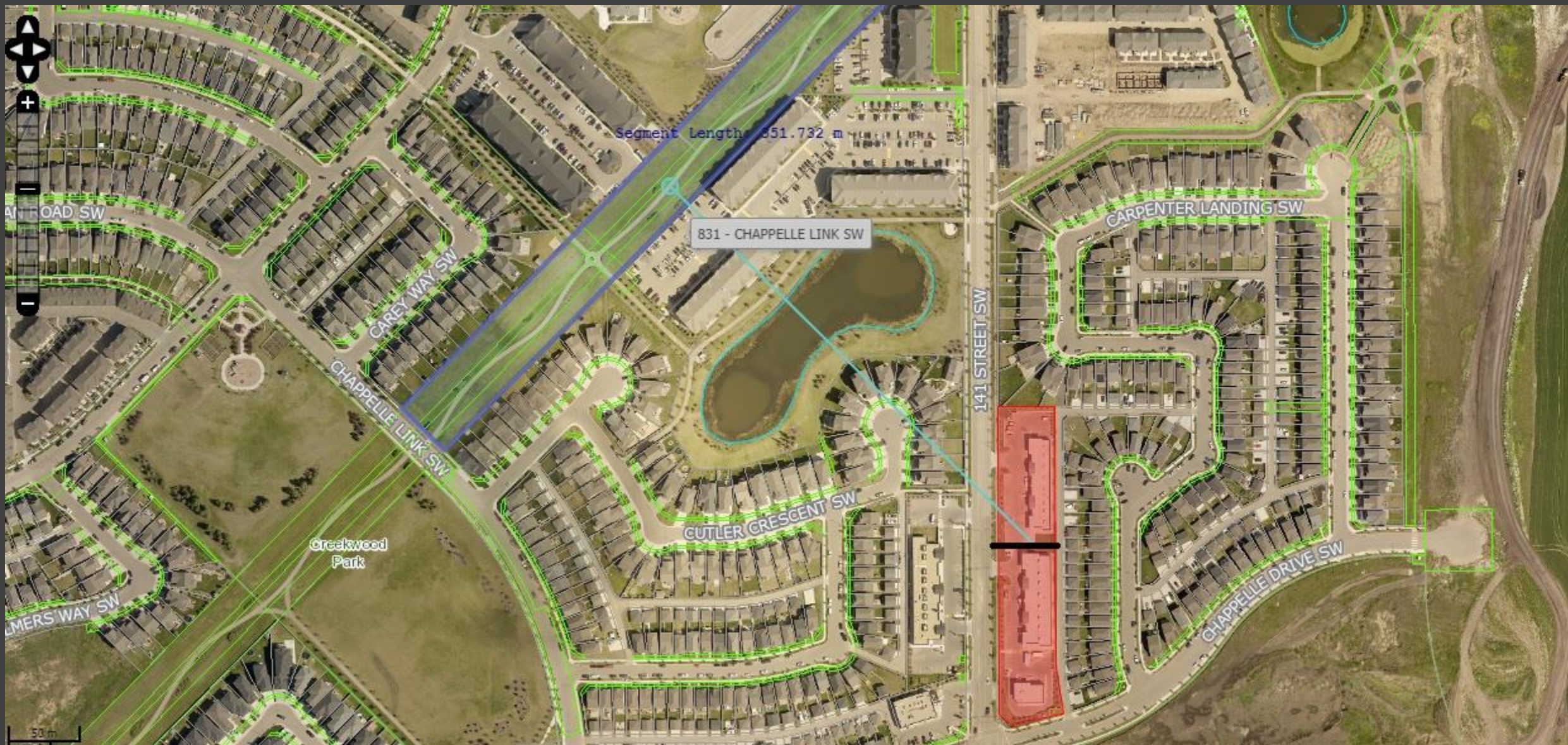


BUILDING AREA 'B'



SITE PLAN





350 METRES SETBACK FROM CENTRELINE



EXISTING FIRE HYDRANT

THE VILLAGE CHARTER BYLAWS 19402-19403 QUEEN MARY PARK SITE SPECIFIC DEVELOPMENT CONTROL (DC2)

GREEN SPACE ALLIANCE
SEPTEMBER 1, 2020



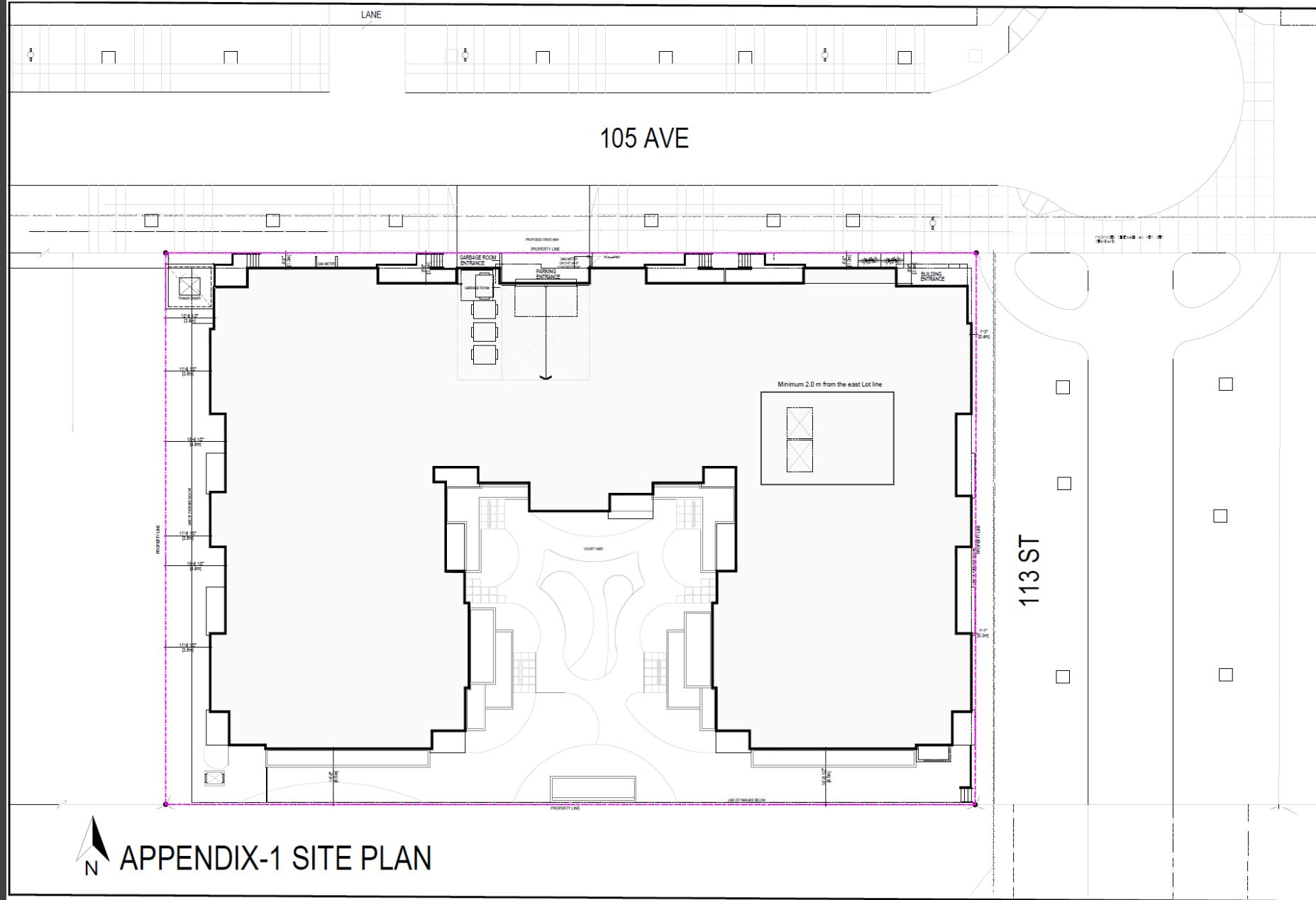
LOCATION



DEVELOPMENT PERMIT APPROVED ON JANUARY 17,2018

BUILDING PERMIT APPROVED ON OCTOBER 9, 2019

Page 128 of 617



N APPENDIX-1 SITE PLAN



DC1 LEVIES (ALREADY PAID):

- **AREA REDEVELOPMENT PLAN
LEVY - \$159,280**
- **105 AVENUE STREETSCAPE
IMPROVEMENT LEVY - \$129,750**

COMMUNITY CONSULTATION

- **89 LETTERS**
- **01 RESPONSE**

**DC2 COMMUNITY AMENITY
CONTRIBUTION - \$22,416**



Bylaw 19402

Bylaw to amend Bylaw 11648, as amended,
being the Central McDougall/Queen Mary Park
Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on March 5, 1998, passed Bylaw 11648, as amended, being a bylaw to adopt the Central McDougall/Queen Mary Park Area Redevelopment Plan; and

WHEREAS an application was received by City Planning to amend Bylaw 11648, as amended, the Central McDougall/Queen Mary Park Area Redevelopment Plan;

WHEREAS City Council considers it desirable to amend Central McDougall/Queen Mary Park Area Redevelopment Plan;

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1. The Central McDougall/Queen Mary Park Area Redevelopment Plan is hereby further amended by:

- a. adding the following bullet under PRECINCT 'E' HIGH RISE APARTMENTS - REQUIREMENTS FOR IMPLEMENTATION - Discussion Section following "The maximum height shall be 9 storeys or 28.0m", which reads:
 - "Notwithstanding the previous statements on FAR and Density, the following parcel shall have a maximum FAR of 3.2 and a maximum number of dwellings of 120: Lot 182A, Block 13, Plan 1821138."
- b. deleting the map entitled "Map 8 - Downtown North Edge Development Concept" and replacing it with the map entitled "Map 8 - Downtown North Edge Development Concept", attached hereto as Schedule "A" and forming a part of this bylaw.

READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
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SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

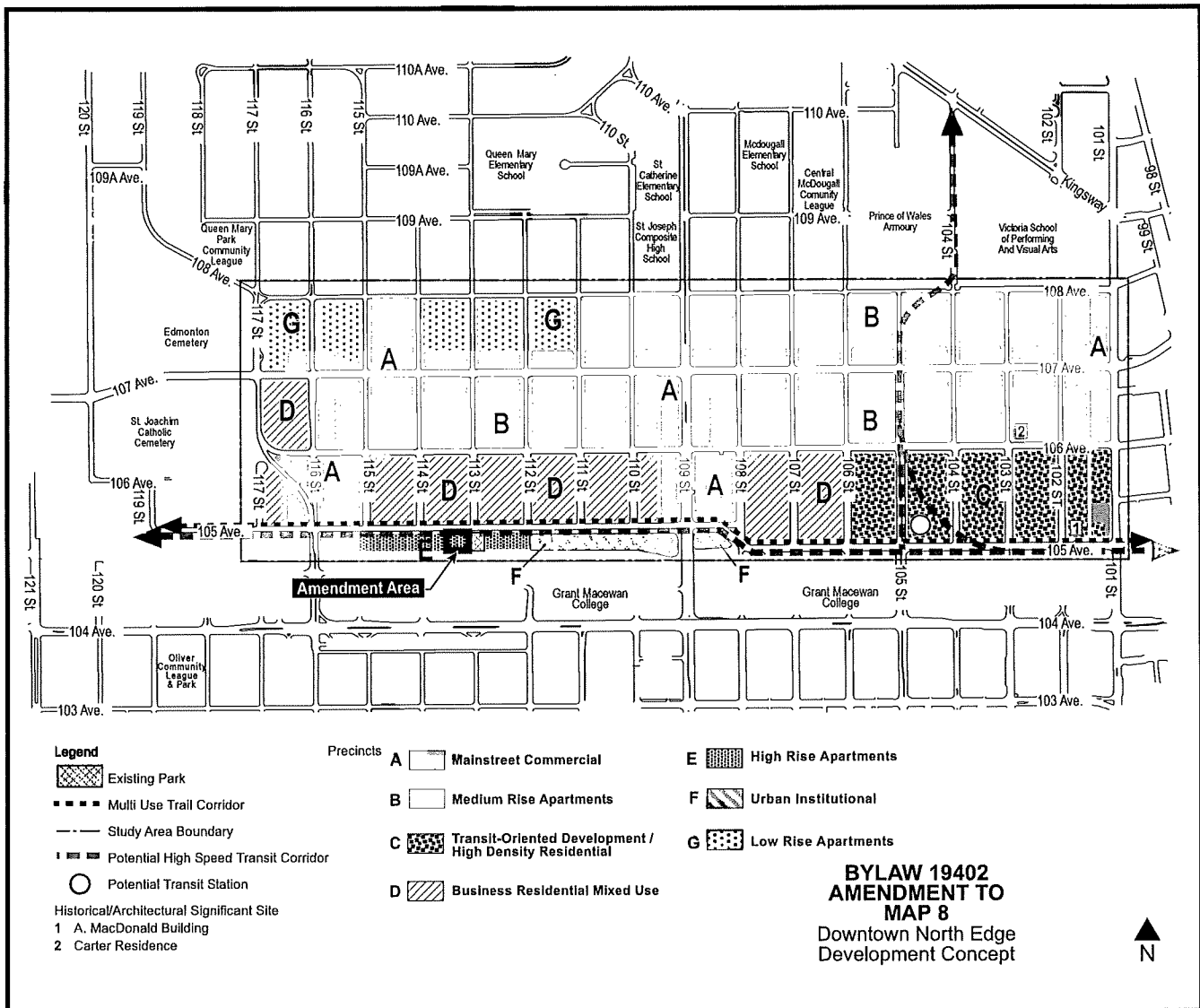
THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 19402

SCHEDULE "A"



Charter Bylaw 19403

To allow for a high density, mid rise building, Queen Mary Park

Purpose

Rezoning from DC1 to DC2, located at 11303 - 105 Avenue NW.

Readings

Charter Bylaw 19403 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19403 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19403 proposes to change the zoning from a (DC1) Direct Development Control Provision (DC1 - Area 3 - Precinct E of the Central McDougall/Queen Mary Park ARP) to a (DC2) Site Specific Development Control Provision. The proposed DC2 Provision would allow for a building with the following characteristics:

- A maximum height of 23 metres (approximately 6 storeys);
- A maximum Floor Area Ratio of 3.2;
- Up to 120 residential dwellings; and
- Underground parking accessible from 105 Avenue NW.

The proposed rezoning is accompanied by an associated amendment to the Central McDougall/Queen Mary Park Area Redevelopment Plan (Bylaw 19402).

All comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the president of the Queen Mary Park Community League on May 26, 2020. One response was received and is summarized in the attached Administration Report.

Attachments

1. Charter Bylaw 19403
2. Administration Report (attached in Bylaw 19402 - Item 3.5)

Charter Bylaw 19403

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3071

WHEREAS Lot 182A, Block 13, Plan 1821138; located at 11303 – 105 Avenue NW, Queen Mary Park, Edmonton, Alberta, is specified on the Zoning Map as (DC1) Direct Development Control Provision; and

WHEREAS an application was made to rezone the above described property to (DC2) Site Specific Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 182A, Block 13, Plan 1821138; located at 11303 – 105 Avenue NW, Queen Mary Park, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule “A”, from (DC1) Direct Development Control Provision to (DC2) Site Specific Development Control Provision.
2. The uses and regulations of the aforementioned DC2 Provision are annexed hereto as Schedule "B"

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedule "B" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

READ a first time this _____ day of _____, A. D. 2020;

READ a second time this _____ day of _____, A. D. 2020;

READ a third time this _____ day of _____, A. D. 2020;

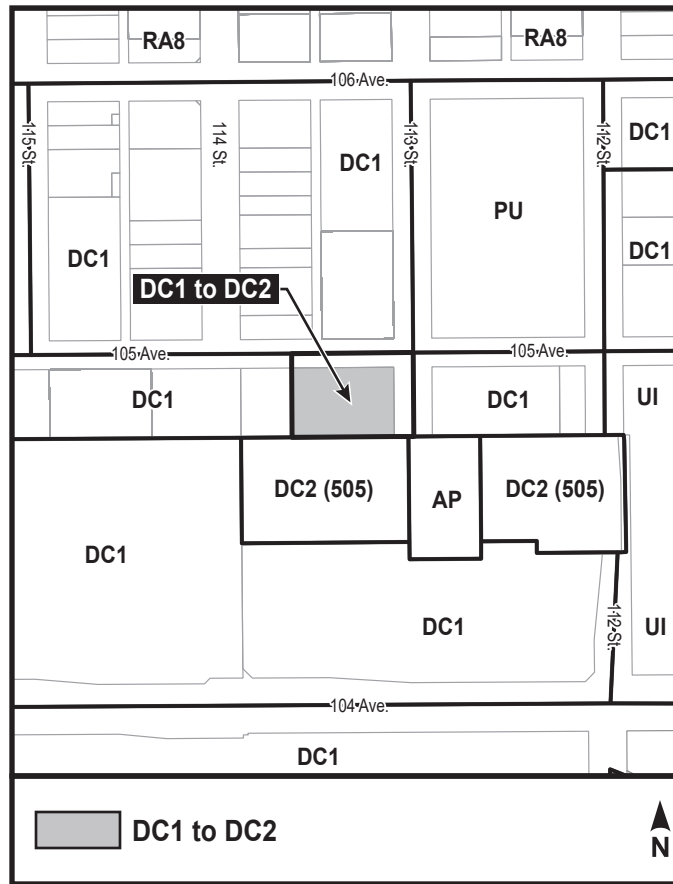
SIGNED and PASSED this day of , A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19403



SCHEDULE "B"

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION**1. General Purpose**

To accommodate a mid rise, high density residential development, that is compatible with adjacent land uses and supports a pedestrian friendly streetscape.

2. Area of Application

This Provision shall apply to Lot 182A, Block 13, Plan 1821138 as shown in Schedule "A" of the Charter Bylaw adopting this Provision, Queen Mary Park.

3. Uses

1. Apartment Hotels
2. Lodging Houses
3. Child Care Services
4. Convenience Retail Stores
5. Health Services
6. Live Work Unit
7. Minor Home Based Business
8. Multi-unit Housing
9. Personal Service Shops
10. Professional, Financial, and Office Support Services
11. Residential Sales Centre
12. Restaurants
13. Specialty Food Services
14. Fascia On-premises Signs
15. Freestanding On-premises Signs
16. Projecting On-premises Signs
17. Temporary On-premises Signs

4. Development Regulations for Uses

1. Non-Residential and non-Residential-Related Uses shall be limited to the ground level Storey of the development.
2. Live Work Units shall be limited to the ground-oriented Dwellings.
3. Personal Services Shops shall not be developed as Body Rub Centres.
4. Residential Sales Centres shall be limited to the sale or leasing of on-Site condominium or rental Dwellings.
5. Restaurants shall be limited to 120 m² of Public Space excluding exterior patio/deck space.
6. Specialty Food Services shall be limited to 48 m² of Public Space excluding exterior patio/deck space.
7. Signs:

- a. Signs shall comply with Schedule 59B of the Zoning Bylaw.
- b. Temporary On-premises Signs shall be limited to project advertising associated with a Residential Sales Centre and shall not include trailer mounted Signs or Signs with changeable Copy.
- c. When reviewing applications for Signs, the Development Officer shall have regard for visual harmony and the compatibility of the proposed Sign with the architectural character and finish of the development and with the design, location and appearance of other Signs on the development.

5. Development Regulations for Site Layout and Built Form

- 1. The development shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.
- 2. The maximum Height shall be 23.0 m.
- 3. The maximum Floor Area Ratio shall be 3.2.
- 4. The maximum number of Dwellings shall be 120.
- 5. The minimum Setbacks for the building at ground level shall be:
 - a. 1.2 m from the north Lot line;
 - b. 4.5 m from the south Lot line;
 - c. 3.5 m from the west Lot line; and
 - d. 0.0 m from the east Lot line.
- 6. Where the development includes Commercial Uses at ground level, the maximum Front Setback shall be 1.5 m to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plaza. The 1.5 m building Setback shall not be used exclusively for Landscaping.
- 7. Where the development includes Residential Uses at ground level, the maximum Front Setback shall be 1.5 m to allow physical separation from the abutting street for the Dwelling units.
- 8. The portions of the Parking Garage below ground level shall not be subject to any Setbacks and may extend to all Lot lines provided there is sufficient soil capacity to support any required Landscaping, to the satisfaction of the Development Officer.
- 9. Any portion of a building exceeding a Height of 18.5m shall be setback a minimum of
 - a. 4.5 m from the north Lot line;
 - b. 7.5 m from the south Lot line,
 - c. 5.5 m from the west Lot line, and
 - d. 2.0 m from the east Lot line.

6. Development Regulations for Building Design and Features

- 1. All building Facades shall have consistent and harmonious exterior finishing materials.
- 2. The development shall incorporate design elements to reduce the perceived mass and add architectural interest, including articulation of the Façades, using a defined pattern of projections and/or recessions and a variety of exterior building cladding materials and colours.

3. The building shall be finished with high quality, durable materials. The use of stucco as a finishing material is not permitted below the fifth Storey of the building. The use of stucco above the fifth Storey shall be limited to a maximum of 15% of the exterior surface area of the building.
4. The development shall maximize the use of glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete. The contextual fit, design, proportion, quality, texture and application of various finishing materials shall be to the satisfaction of the Development Officer.
5. Entrances for non-Residential Uses shall be clearly differentiated from entrances to Residential Uses through distinct architectural treatment to the satisfaction of the Development Officer.
6. The development shall incorporate a prominent front entrance for Residential Uses facing 105 Avenue NW through distinct architectural treatment to the satisfaction of the Development Officer.
7. Where a Dwelling unit is provided at ground level abutting a public roadway, other than a lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
8. Main building entrance shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
9. Multi-unit Housing developments shall incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
10. A weather protection element in the form of a canopy or other architectural element above the main Residential entrance and non-residential entrances facing 105 Avenue NW shall be provided to create a comfortable environment for pedestrians.
11. Projections into the required setbacks shall be provided as per the Zoning Bylaw, except that:
 - a. Platform Structures in the form of balconies shall be allowed to project up to the north, east, and west Lot lines; and
 - b. Platform Structures in the form of balconies shall not exceed 0.5 m into the required south Setback.
12. Ground level Non-Residential Uses shall provide a minimum of 60% of the building Façade as transparent, nonreflective, untinted, and unobscured glazing that allows viewing in and out of the Use to the satisfaction of the Development Officer. The bottom of the glazing shall not be higher than 0.5 m above Grade and the top of the glazing shall not be lower than 2.5 m above Grade. Linear Frontage shall be measured as the horizontal plane at 1.5 m above Grade.
13. Development shall have regard for the interface between buildings to the west and the existing development immediately to the south. The contextual fit and application of various finishing materials such as glazing, and landscape features shall be to the satisfaction of the Development Officer.
14. A maximum of 10% of the first Storey glazing may be covered by Signs. The remainder of the glazing shall remain free from obstruction.
15. All mechanical equipment, including roof mechanical units, and surface level venting systems shall be concealed by screening in a manner compatible with the architectural character of the

building, or concealed by incorporating it within the building. Ground level vents shall be oriented away from adjacent Sites, on-Site amenities or pedestrian circulation areas.

7. Development Regulations for Parking, Loading, Storage and Access

1. Vehicular access and egress from 105 Avenue NW must be in accordance with the 105 Avenue Corridor Study and to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
2. All vehicular parking shall be provided in an underground Parking Garage.
3. Adequate sight lines shall be maintained for vehicles entering and exiting the Parking Garage, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
4. Entrances to the Parking Garage shall minimize the physical and visual impact of the entrances and doors to 105 Avenue NW, to the satisfaction of the Development Officer.
5. Vehicular parking shall be provided as per the Zoning Bylaw, except that:
 - a. parking spaces for Non-Residential Uses may be shared as visitor parking spaces for Residential Uses.
 - b. there shall be no on-site vehicle loading facilities.
6. Bicycle Parking facilities shall be provided in the underground Parking Garage or in another secure location within the building that is easily accessible to cyclists via access ramps, or a route through the building which facilitates easy and efficient transportation of bicycles.
7. Vertical or stacked racks may be used to satisfy bicycle parking requirements if it can be demonstrated that they can be safely and efficiently used. The size of vertical bike parking stalls shall be a minimum of 0.60 m wide, 2.3 m high, and 1.1 m deep, with a minimum 1.5 m wide aisle.
8. Waste collection, storage areas, and loading shall be located within the building, accessed from the 105 Avenue NW, and screened from view from the abutting roadway and shall be designed to the satisfaction of the Development Officer in consultation with Waste Management Services, Subdivision and Development Coordination (Transportation) and City Operations.

8. Development Regulations for Landscaping, Lighting and Amenity Areas

1. A detailed Landscape Plan for the Site, prepared by a Landscape Architect registered with the Alberta Association of Landscape Architects (AALA), including all existing and proposed utilities and off-Site streetscape improvements within the road right-of-way may be required by the Development Officer and shall be submitted as part of a Development Permit application for review and approval.
2. The Landscape Plan must indicate the coordination between development on the subject Site and 105 Avenue NW, in accordance with the 105 Avenue NW Corridor Study.
3. The following shall apply and be shown on the required Landscape Plan:

- a. Landscaping shall use plant materials that provide colour throughout the year to enhance appearance during winter months;
 - b. Landscaping Plans shall incorporate native and/or drought tolerant species into the Landscaping design;
4. At ground level:
- a. where Setbacks are provided in front of active Commercial Uses fronting onto 105 Avenue NW, there shall be an enhanced pedestrian experience and a public realm through the use of landscaping and paving materials with a finish and pattern that complement and provide a seamless transition with the adjacent streetscape, to the satisfaction of the Development Officer; or
 - b. where Setbacks are provided in front of Residential Uses fronting onto 105 Avenue NW, a transition area shall be provided from public to private property using landscape features such as decorative fencing, change in grade, shrub beds, planters, rock gardens and/or other built elements, to the satisfaction of the Development Officer.
5. A 1.83 m fence shall be provided along the entire length of the west Lot line except within 1.5 m of 105 Avenue NW.
6. Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and shall be provided to ensure a well-lit and safe environment for pedestrians, to accentuate architectural elements, and to provide additional lighting for the 105 Avenue NW.
7. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
8. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.
9. Amenity Areas shall be provided as per the Zoning Bylaw, except that the minimum Amenity Area provided on Site per Dwelling shall be 6.0 m².

9. Other Regulations

- 1. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- 2. Prior to the issuance of a Development Permit for the principal building, a Crime Prevention Through Environmental Design (CPTED) Assessment shall be provided to the satisfaction of the Development Officer to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guidelines for a Safer City (City of Edmonton 1995).
- 3. Prior to the issuance of a Development Permit for:
 - a) a building that contains 12 or more Dwelling units; or

- b) a building that contains less than 12 Dwelling units, but is part of a Site with 12 or more Dwelling units in total;

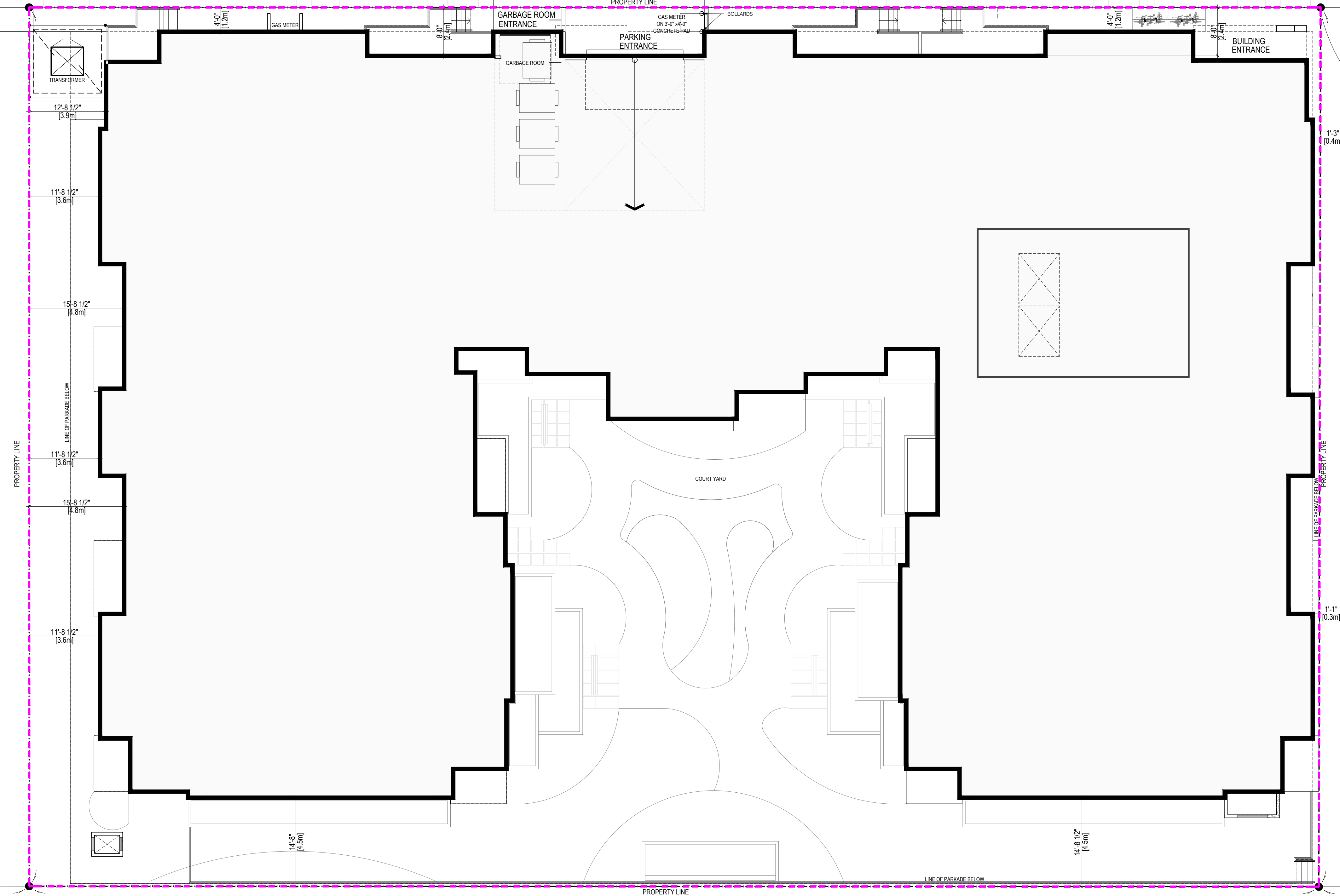
the Development Officer shall ensure a signed agreement has been executed between the City and the owner, requiring the owner to provide the City, at the time of each Development Permit approval, the option to purchase up to 5% of the proposed number of Dwelling units (rounded to the nearest Dwelling unit) in each building with Dwelling units, at 85% of market value or the equivalent value as cash in lieu (at the discretion of the owner) to the City.

4. Public Improvements and Contributions

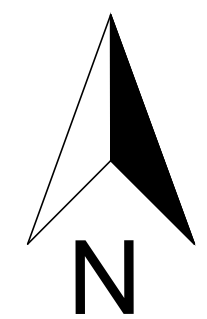
1. As a condition of the Development Permit for construction of the principal building, the owner shall enter into an Agreement with the City of Edmonton for off-Site improvements necessary to serve the development. The Agreement shall include an engineering drawing review and approval process. Improvements shall be constructed at the owner's cost and shall be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), City Operations, Integrated Infrastructure Services, EPCOR Water Inc., Drainage, and others as required. Improvements to address in the Agreement shall include, but are not limited to:
 - a. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Community Services, Planning and Development, or Transportation Departments as part of the development. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
 - b. The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
 - c. The owner shall prior to the issuance of a Development Permit, except for Development Permits for demolition, excavation, shoring or signage, the applicant shall submit documentation that demonstrates, to the satisfaction of the Development Officer in consultation with Fire Rescue Services and EPCOR Water Services, that the fire flows and water servicing to the Site will be adequate for the proposed building and construction type, and be in accordance with the City of Edmonton Design and Construction Standards. The Development Officer shall verify that any infrastructure upgrades or systems required to ensure these standards are met shall be implemented in the design of the building and/or through off-site improvements.
2. As a condition of a Development Permit for construction of the principal building, the owner shall enter into an agreement with the City of Edmonton whereby the owner shall provide a minimum contribution of \$22,416 toward streetscape improvements that are identified in the 105 Avenue Corridor Study. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.

105 AVE

PROPOSED SIDEWALK AS PER CITY STANDARD



113 ST



APPENDIX-1 SITE PLAN



APPENDIX-2 NORTH ELEVATION



APPENDIX-3 SOUTH ELEVATION



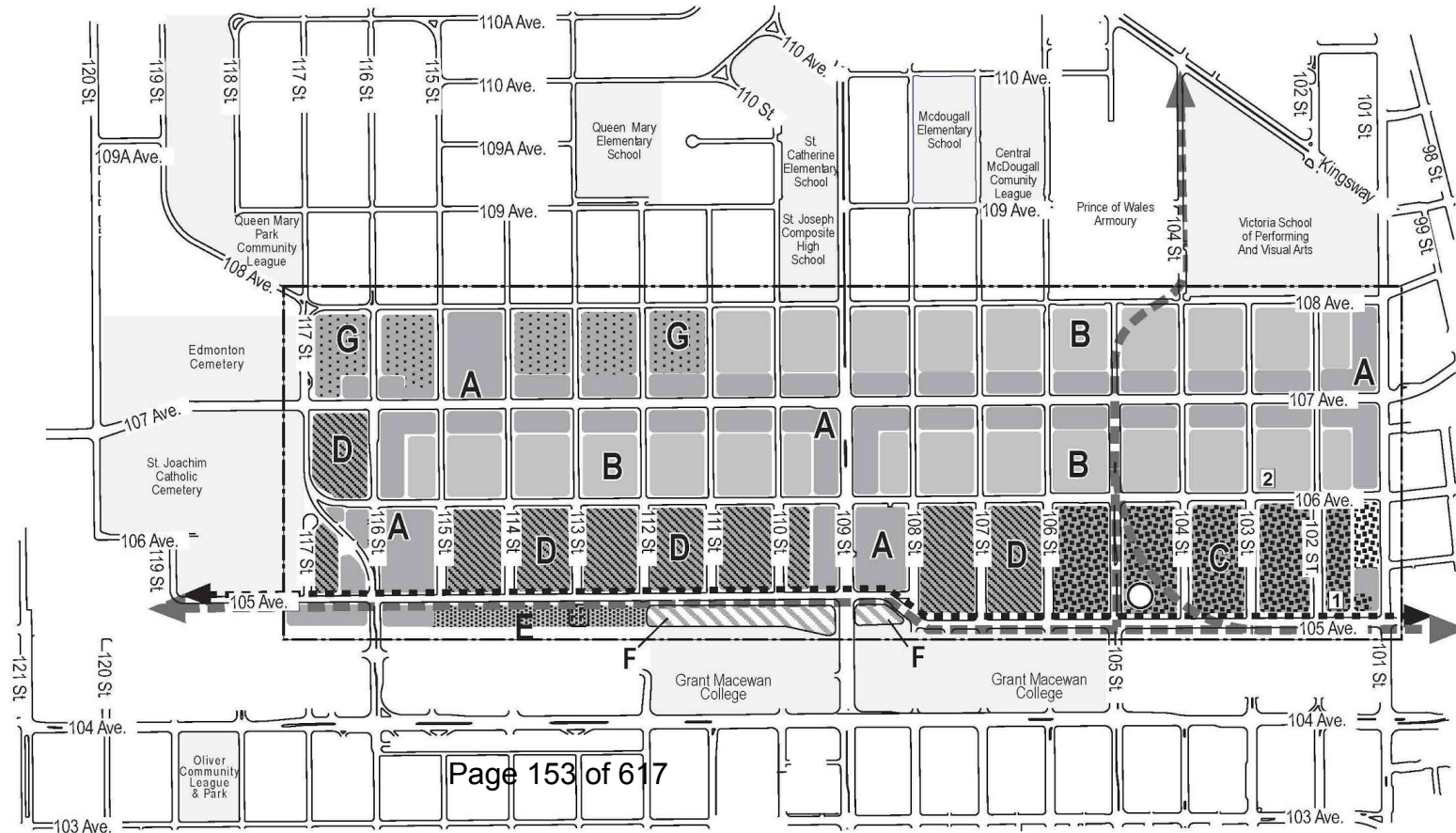


2 3.5 - Queen Mary Park

MAP 8
Downtown North Edge
Development Concept



- Legend**
- Existing Park
 - Multi Use Trail Corridor
 - Study Area Boundary
 - Potential High Speed Transit Corridor
 - Potential Transit Station
- Precincts**
- Historical/Architectural Significant Site**
- 1 A. MacDonald Building
 - 2 Carter Residence
- A** **Mainstreet Commercial**
maximum F.A.R. = 3.5
maximum bldg. height = 4 storeys (14.0m)
- B** **Medium Rise Apartments**
maximum F.A.R. = 1.5
maximum bldg. height = 6 storeys (23.0m)
maximum density = 225 units/ha
- C** **Transit-Oriented Development / High Density Residential**
maximum F.A.R. = 4.0
maximum bldg. height = 15 storeys (45.0m or not to exceed A.P.O.)
maximum density = 500 units/ha
- D** **Business Residential Mixed Use**
maximum F.A.R. = 3.0
maximum bldg. height = 6 storeys (23.0m)
maximum density = 300 units/ha
- E** **High Rise Apartments**
maximum F.A.R. = 3.0
maximum bldg. height = 9 storeys (28.0m)
maximum density = 300 units/ha
- F** **Urban Institutional**
- G** **Low Rise Apartments**
maximum F.A.R. = 1.3
maximum bldg. height = 4 storeys (14.0m)
maximum density = 125 units/ha



3 3.5 - Queen Mary Park

MAP 8
Downtown North Edge
Development Concept

Legend

- Existing Park
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- Study Area Boundary
- Potential High Speed Transit Corridor
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Historical/Architectural Significant Site

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- 2 Carter Residence

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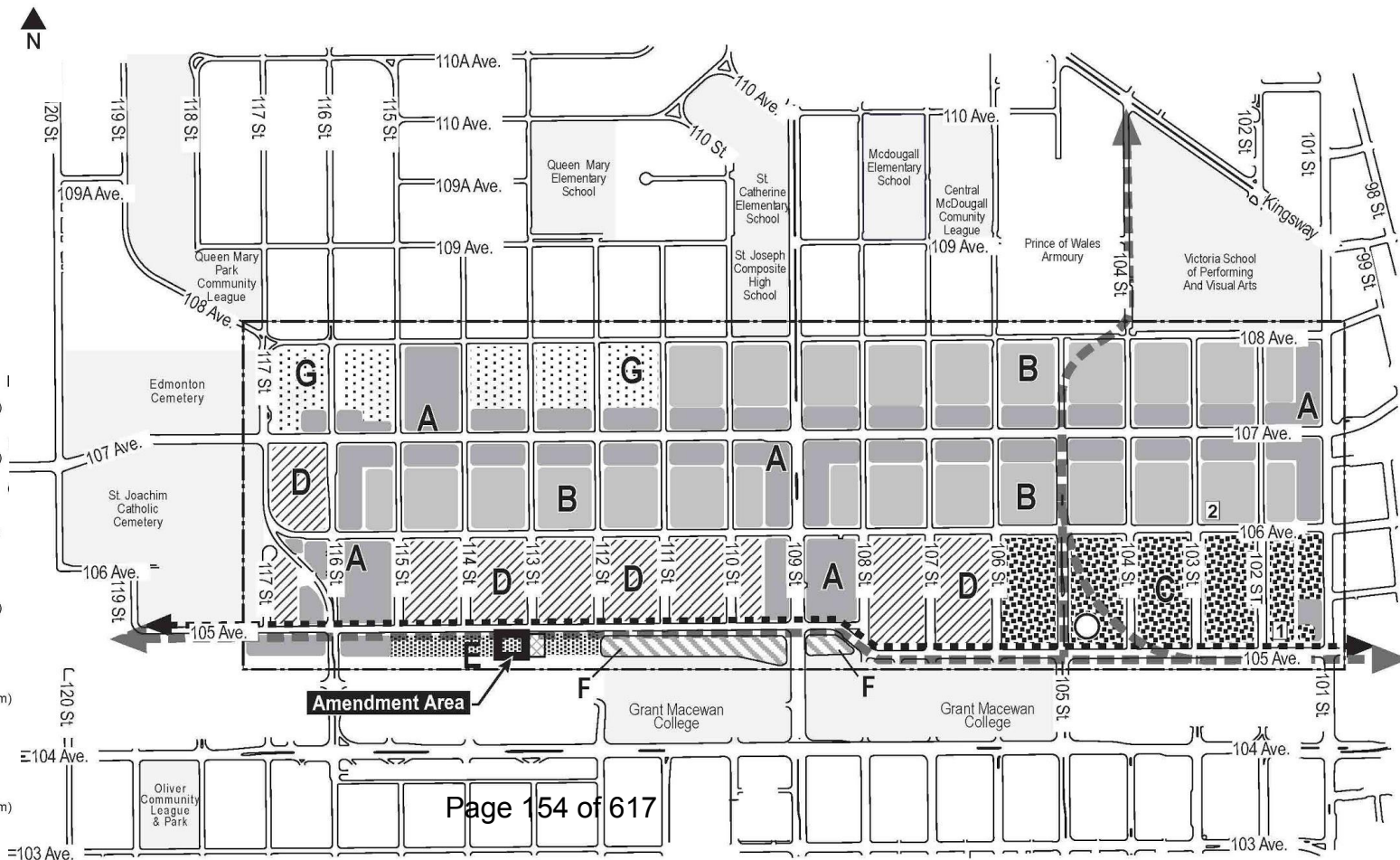
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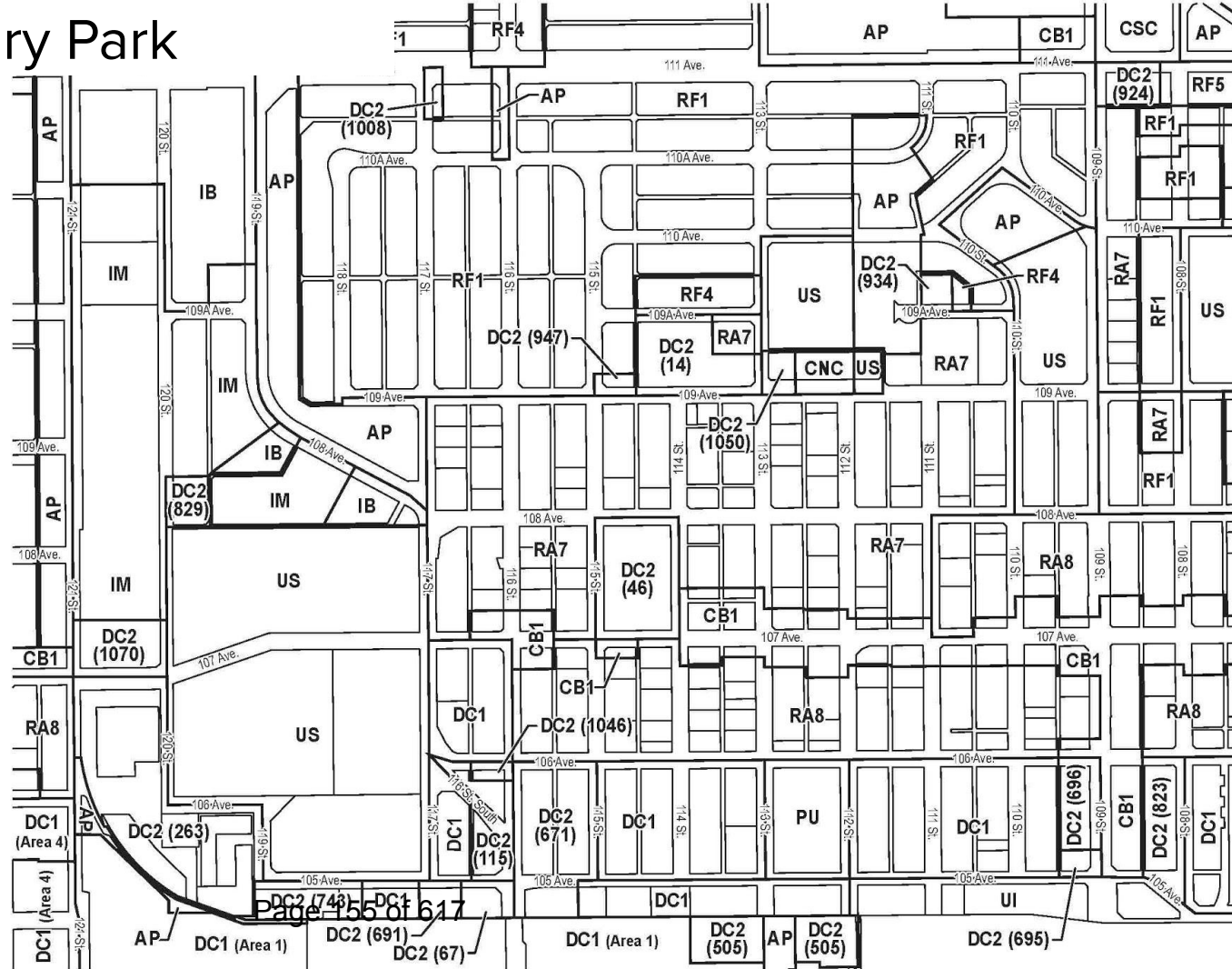
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RF1	Single Detached Residential District
RF4	Semi Detached Residential District
RA7	Low Rise Apartment District
RA8	Medium Rise Apartment District
CNC	Neighbourhood Convenience Commercial District
CB1	Low Intensity Business District
IB	Industrial Business District
IM	Medium Industrial District
US	Urban Services District
PU	Public Utility District
AP	Public Parks District
DC2	Site Specific Development Control District



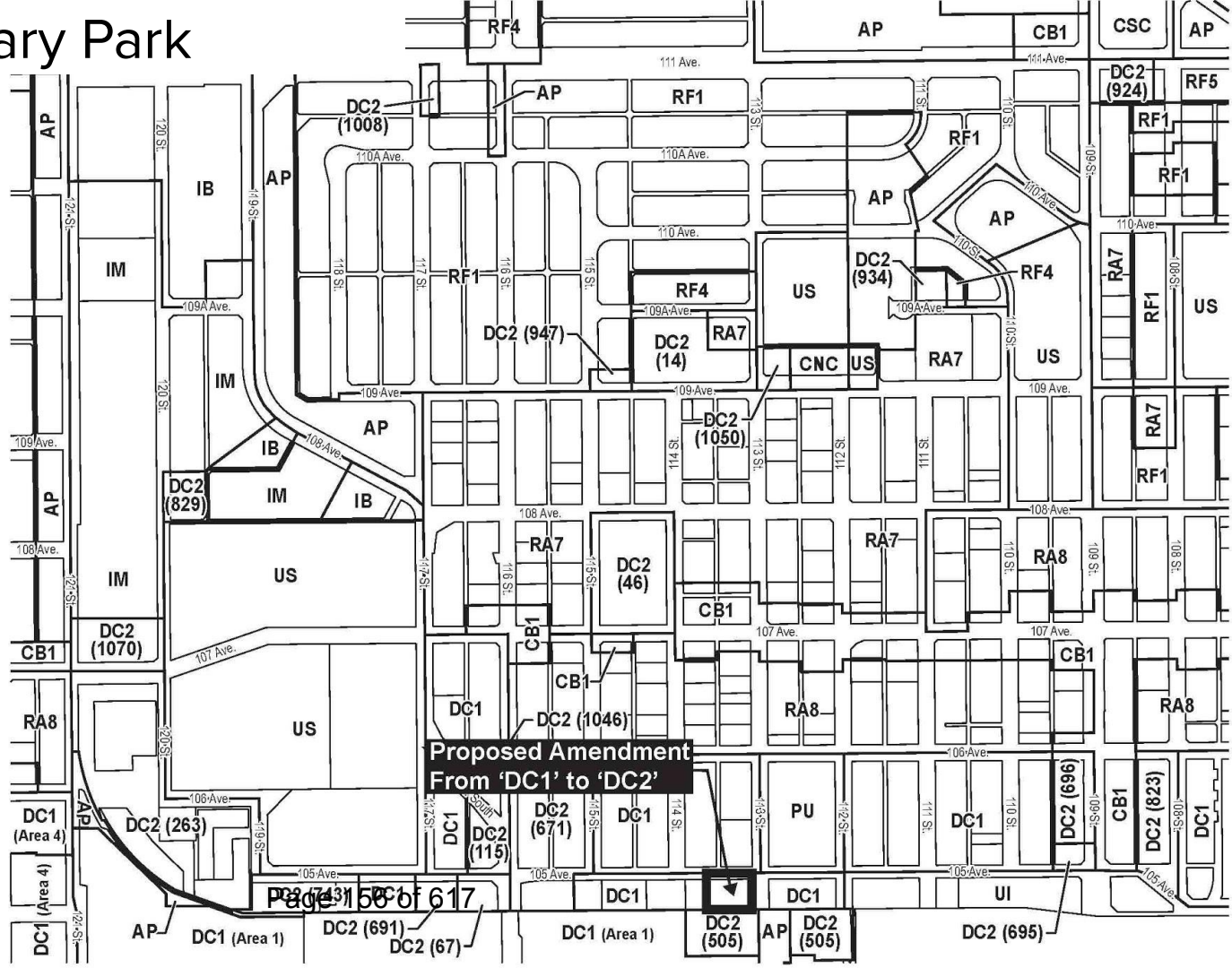
3.5 - Queen Mary Park

Proposed Amendment to Map 12 - Queen Mary Park - Zoning

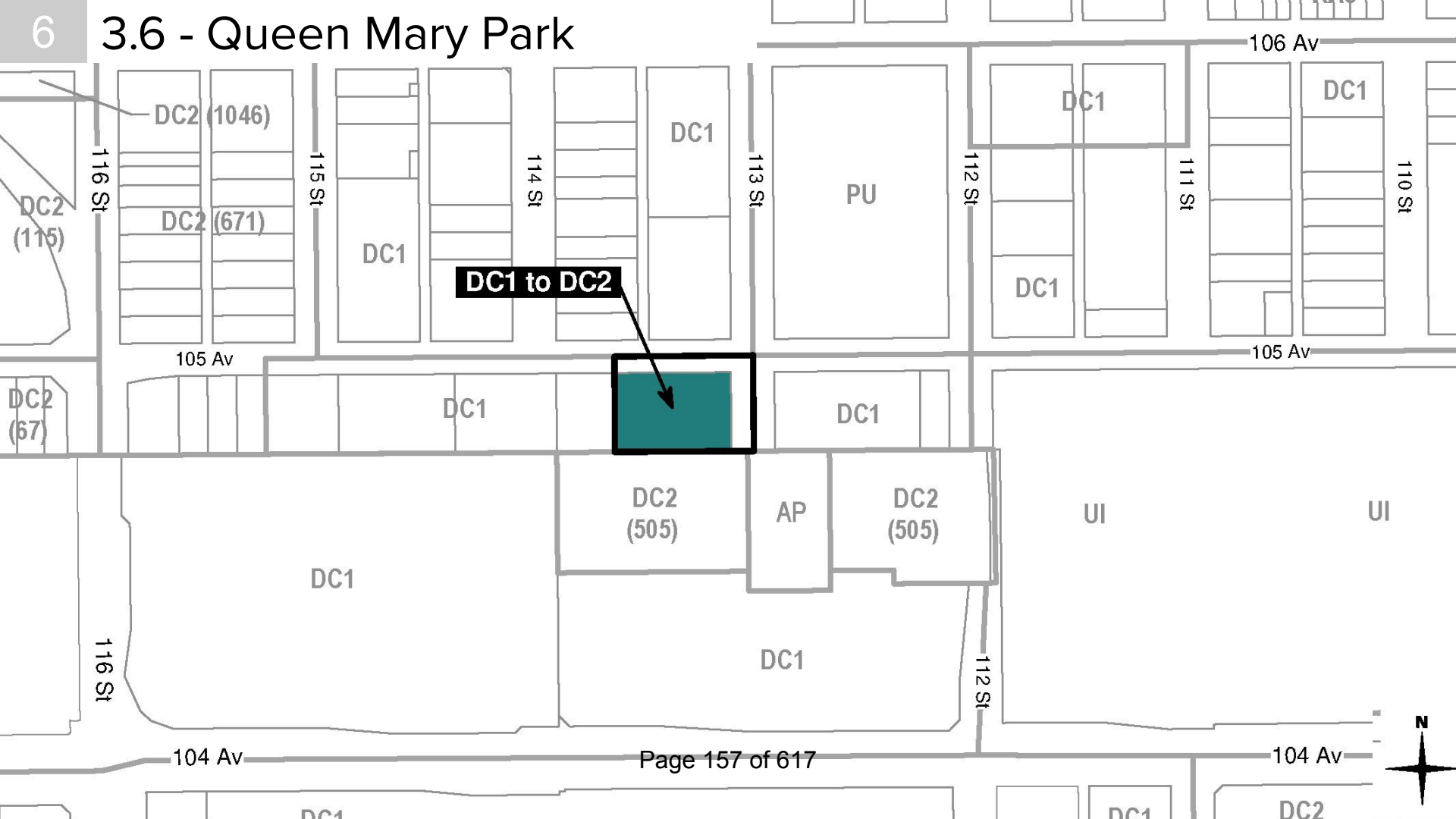
Zones

- | | |
|------------|---|
| RF1 | Single Detached Residential District |
| RF4 | Semi Detached Residential District |
| RA7 | Low Rise Apartment District |
| RA8 | Medium Rise Apartment District |
| CNC | Neighbourhood Convenience Commercial District |
| CB1 | Low Intensity Business District |
| IB | Industrial Business District |
| IM | Medium Industrial District |
| US | Urban Services District |
| PU | Public Utility District |
| AP | Public Parks District |
| DC2 | Site Specific Development Control District |

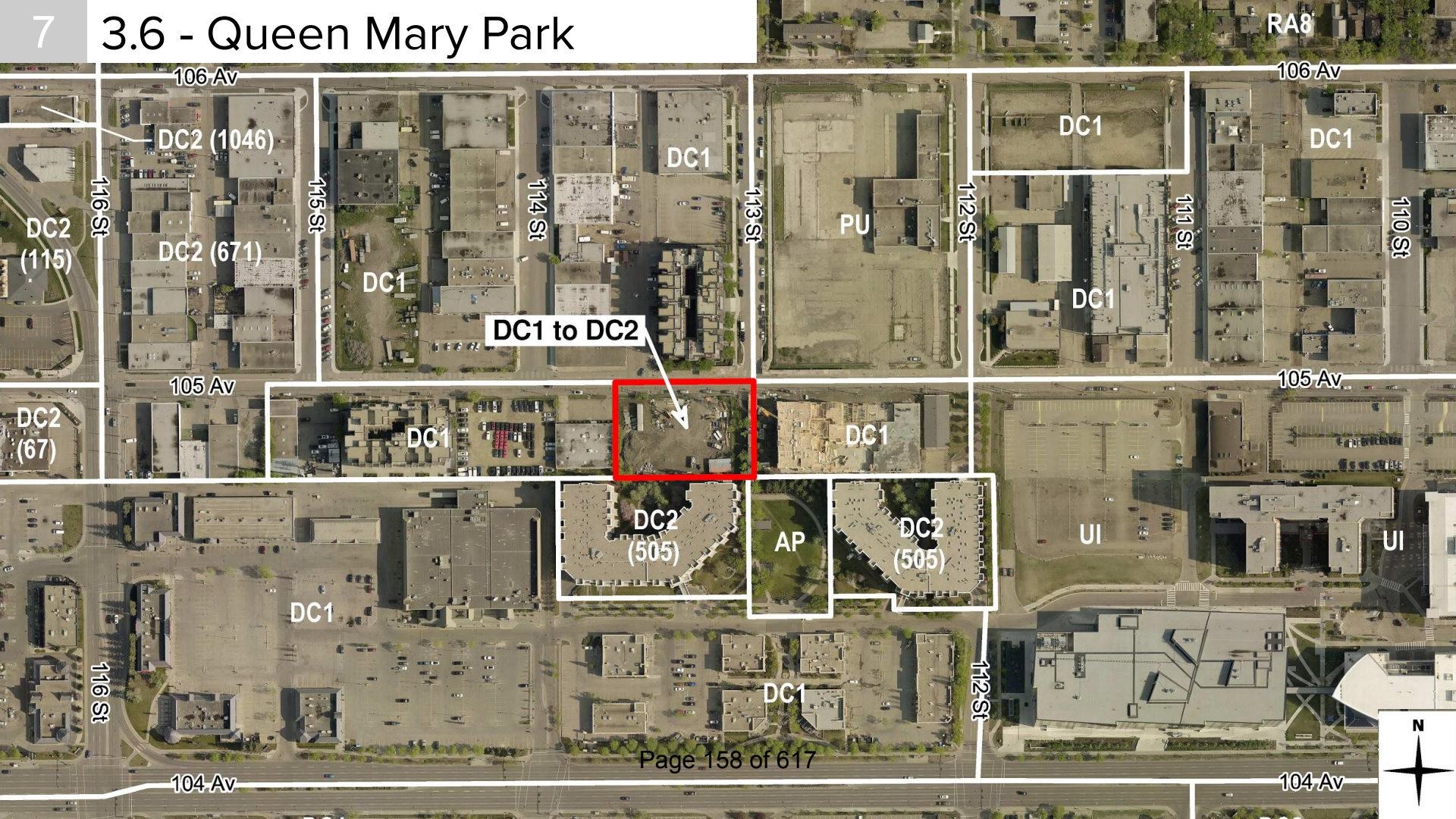
Amendment Area



6 3.6 - Queen Mary Park



7 3.6 - Queen Mary Park



RA8

106 Av

106 Av

DC2 (1046)

DC1

DC1

DC2
(115)

DC2 (671)

DC1

PU

DC1

110 St

116 St

115 St

114 St

113 St

112 St

111 St

DC1 to DC2

105 Av

105 Av

DC2
(67)

DC1

DC1

DC2
(505)

AP

DC2
(505)

UI

UI

DC1

DC1

116 St

112 St

104 Av

104 Av





CHARTER BYLAW 19386 CHAPPELLE SITE SPECIFIC DEVELOPMENT CONTROL (DC2)

**GREEN SPACE ALLIANCE
SEPTEMBER 1, 2020**

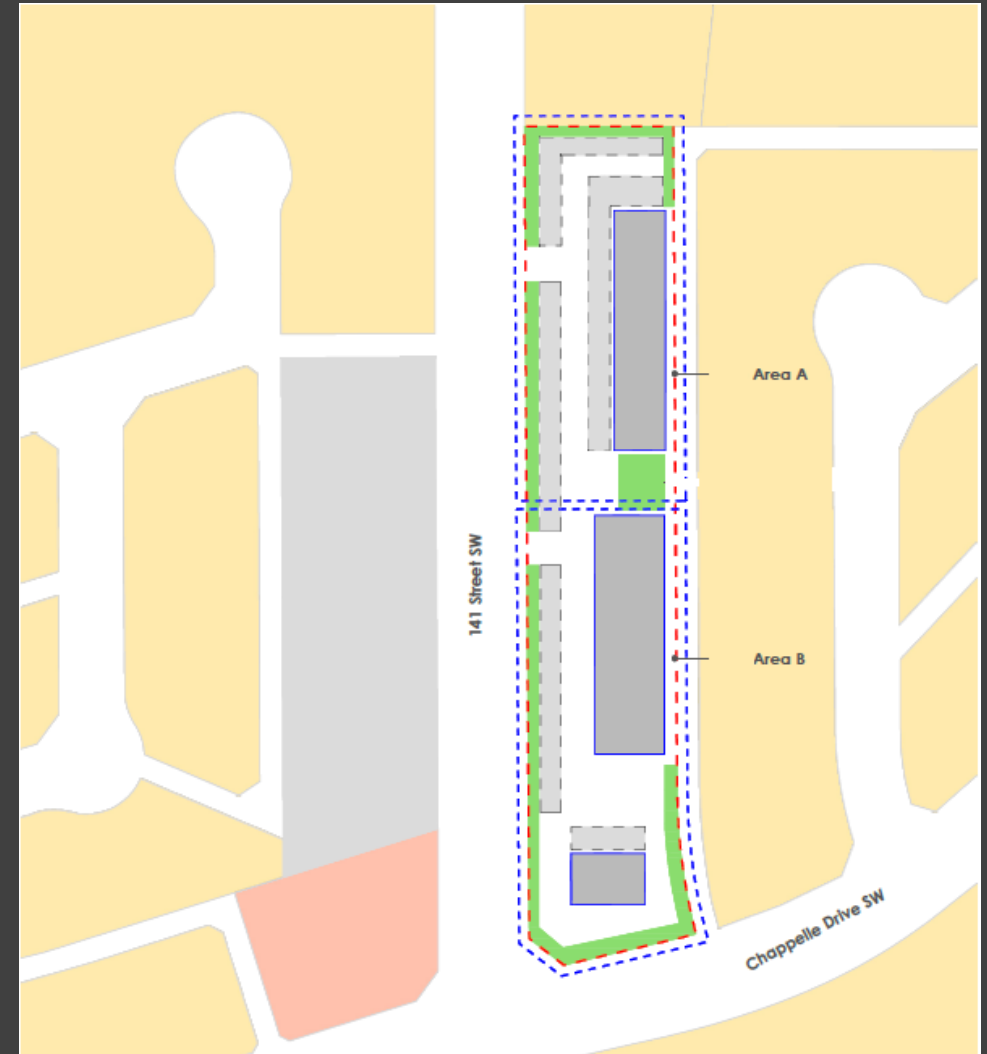
BUILDING AREA 'A'

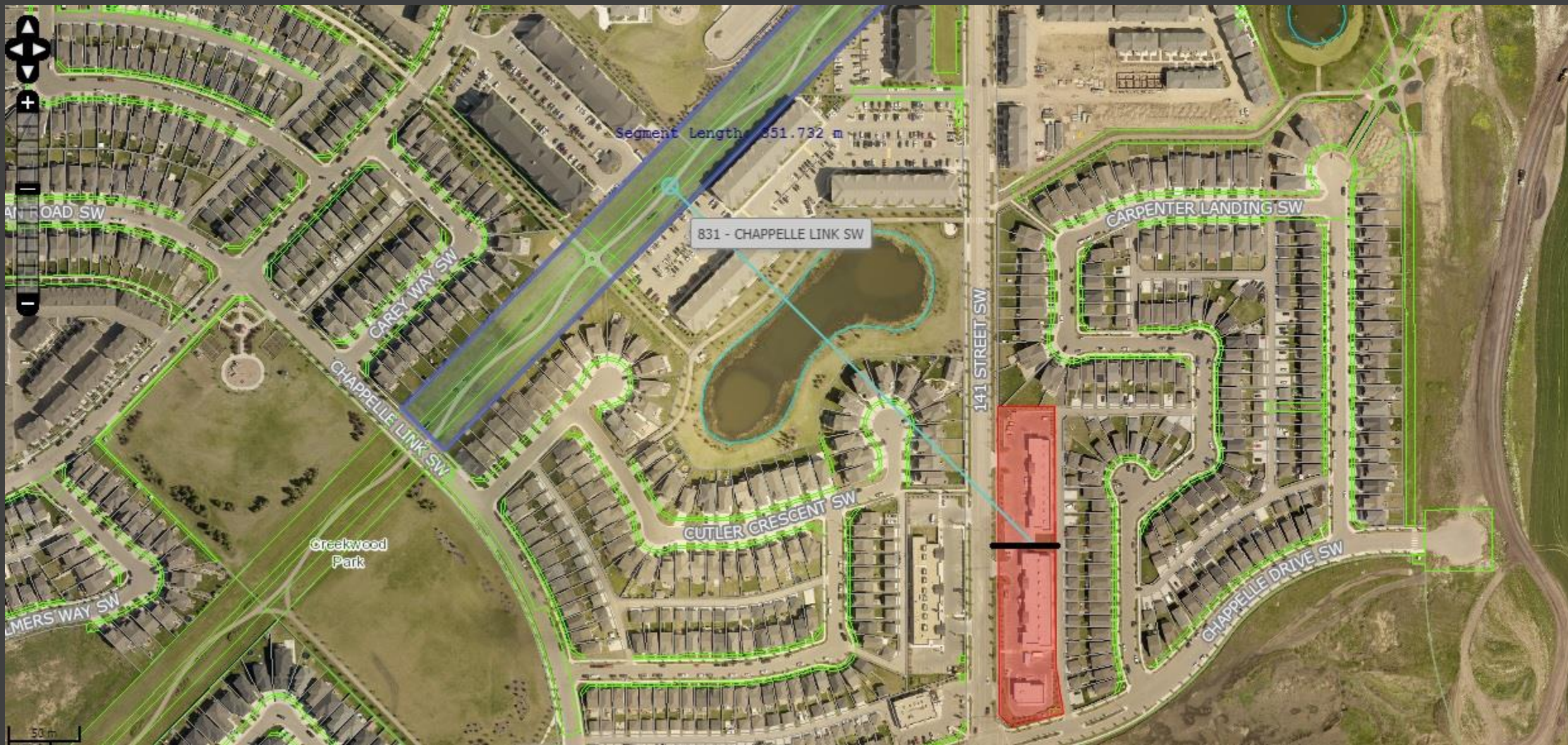


BUILDING AREA 'B'



SITE PLAN





350 METRES SETBACK FROM CENTRELINE



THE VILLAGE CHARTER BYLAWS 19402-19403 QUEEN MARY PARK SITE SPECIFIC DEVELOPMENT CONTROL (DC2)

GREEN SPACE ALLIANCE
SEPTEMBER 1, 2020



DEVELOPMENT PERMIT APPROVED ON JANUARY 17,2018

BUILDING PERMIT APPROVED ON OCTOBER 9, 2019

Page 165 of 617





DC1 LEVIES (ALREADY PAID):

- **AREA REDEVELOPMENT PLAN
LEVY - \$159,280**
- **105 AVENUE STREETSCAPE
IMPROVEMENT LEVY - \$129,750**



COMMUNITY CONSULTATION

- **89 LETTERS**
- **01 RESPONSE**

**DC2 COMMUNITY AMENITY
CONTRIBUTION - \$22,416**



Charter Bylaw 19403

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3071

WHEREAS Lot 182A, Block 13, Plan 1821138; located at 11303 – 105 Avenue NW, Queen Mary Park, Edmonton, Alberta, is specified on the Zoning Map as (DC1) Direct Development Control Provision; and

WHEREAS an application was made to rezone the above described property to (DC2) Site Specific Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 182A, Block 13, Plan 1821138; located at 11303 – 105 Avenue NW, Queen Mary Park, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule “A”, from (DC1) Direct Development Control Provision to (DC2) Site Specific Development Control Provision.
2. The uses and regulations of the aforementioned DC2 Provision are annexed hereto as Schedule "B"

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedule "B" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

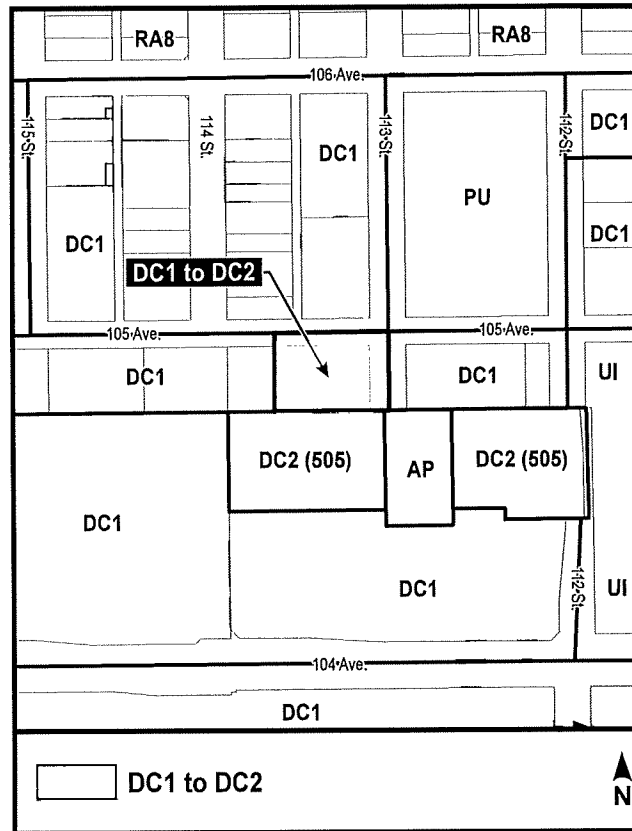
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19403



SCHEDULE "B"

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

1. General Purpose

To accommodate a mid rise, high density residential development, that is compatible with adjacent land uses and supports a pedestrian friendly streetscape.

2. Area of Application

This Provision shall apply to Lot 182A, Block 13, Plan 1821138 as shown in Schedule "A" of the Charter Bylaw adopting this Provision, Queen Mary Park.

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7. Signs:

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- b. Temporary On-premises Signs shall be limited to project advertising associated with a Residential Sales Centre and shall not include trailer mounted Signs or Signs with changeable Copy.
- c. When reviewing applications for Signs, the Development Officer shall have regard for visual harmony and the compatibility of the proposed Sign with the architectural character and finish of the development and with the design, location and appearance of other Signs on the development.

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 - d. 0.0 m from the east Lot line.
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9. Any portion of a building exceeding a Height of 18.5m shall be setback a minimum of
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9. Multi-unit Housing developments shall incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
10. A weather protection element in the form of a canopy or other architectural element above the main Residential entrance and non-residential entrances facing 105 Avenue NW shall be provided to create a comfortable environment for pedestrians.
11. Projections into the required setbacks shall be provided as per the Zoning Bylaw, except that:
 - a. Platform Structures in the form of balconies shall be allowed to project up to the north, east, and west Lot lines; and
 - b. Platform Structures in the form of balconies shall not exceed 0.5 m into the required south Setback.
12. Ground level Non-Residential Uses shall provide a minimum of 60% of the building Façade as transparent, nonreflective, untinted, and unobscured glazing that allows viewing in and out of the Use to the satisfaction of the Development Officer. The bottom of the glazing shall not be higher than 0.5 m above Grade and the top of the glazing shall not be lower than 2.5 m above Grade. Linear Frontage shall be measured as the horizontal plane at 1.5 m above Grade.
13. Development shall have regard for the interface between buildings to the west and the existing development immediately to the south. The contextual fit and application of various finishing materials such as glazing, and landscape features shall be to the satisfaction of the Development Officer.
14. A maximum of 10% of the first Storey glazing may be covered by Signs. The remainder of the glazing shall remain free from obstruction.
15. All mechanical equipment, including roof mechanical units, and surface level venting systems shall be concealed by screening in a manner compatible with the architectural character of the

building, or concealed by incorporating it within the building. Ground level vents shall be oriented away from adjacent Sites, on-Site amenities or pedestrian circulation areas.

7. Development Regulations for Parking, Loading, Storage and Access

1. Vehicular access and egress from 105 Avenue NW must be in accordance with the 105 Avenue Corridor Study and to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
2. All vehicular parking shall be provided in an underground Parking Garage.
3. Adequate sight lines shall be maintained for vehicles entering and exiting the Parking Garage, to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
4. Entrances to the Parking Garage shall minimize the physical and visual impact of the entrances and doors to 105 Avenue NW, to the satisfaction of the Development Officer.
5. Vehicular parking shall be provided as per the Zoning Bylaw, except that:
 - a. parking spaces for Non-Residential Uses may be shared as visitor parking spaces for Residential Uses.
 - b. there shall be no on-site vehicle loading facilities.
6. Bicycle Parking facilities shall be provided in the underground Parking Garage or in another secure location within the building that is easily accessible to cyclists via access ramps, or a route through the building which facilitates easy and efficient transportation of bicycles.
7. Vertical or stacked racks may be used to satisfy bicycle parking requirements if it can be demonstrated that they can be safely and efficiently used. The size of vertical bike parking stalls shall be a minimum of 0.60 m wide, 2.3 m high, and 1.1 m deep, with a minimum 1.5 m wide aisle.
8. Waste collection, storage areas, and loading shall be located within the building, accessed from the 105 Avenue NW, and screened from view from the abutting roadway and shall be designed to the satisfaction of the Development Officer in consultation with Waste Management Services, Subdivision and Development Coordination (Transportation) and City Operations.

8. Development Regulations for Landscaping, Lighting and Amenity Areas

1. A detailed Landscape Plan for the Site, prepared by a Landscape Architect registered with the Alberta Association of Landscape Architects (AALA), including all existing and proposed utilities and off-Site streetscape improvements within the road right-of-way may be required by the Development Officer and shall be submitted as part of a Development Permit application for review and approval.
2. The Landscape Plan must indicate the coordination between development on the subject Site and 105 Avenue NW, in accordance with the 105 Avenue NW Corridor Study.
3. The following shall apply and be shown on the required Landscape Plan:

- a. Landscaping shall use plant materials that provide colour throughout the year to enhance appearance during winter months;
 - b. Landscaping Plans shall incorporate native and/or drought tolerant species into the Landscaping design;
4. At ground level:
- a. where Setbacks are provided in front of active Commercial Uses fronting onto 105 Avenue NW, there shall be an enhanced pedestrian experience and a public realm through the use of landscaping and paving materials with a finish and pattern that complement and provide a seamless transition with the adjacent streetscape, to the satisfaction of the Development Officer; or
 - b. where Setbacks are provided in front of Residential Uses fronting onto 105 Avenue NW, a transition area shall be provided from public to private property using landscape features such as decorative fencing, change in grade, shrub beds, planters, rock gardens and/or other built elements, to the satisfaction of the Development Officer.
5. A 1.83 m fence shall be provided along the entire length of the west Lot line except within 1.5 m of 105 Avenue NW.
 6. Decorative and security lighting shall be designed and finished in a manner consistent with the architectural theme of the development and shall be provided to ensure a well-lit and safe environment for pedestrians, to accentuate architectural elements, and to provide additional lighting for the 105 Avenue NW.
 7. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
 8. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.
 9. Amenity Areas shall be provided as per the Zoning Bylaw, except that the minimum Amenity Area provided on Site per Dwelling shall be 6.0 m².

9. Other Regulations

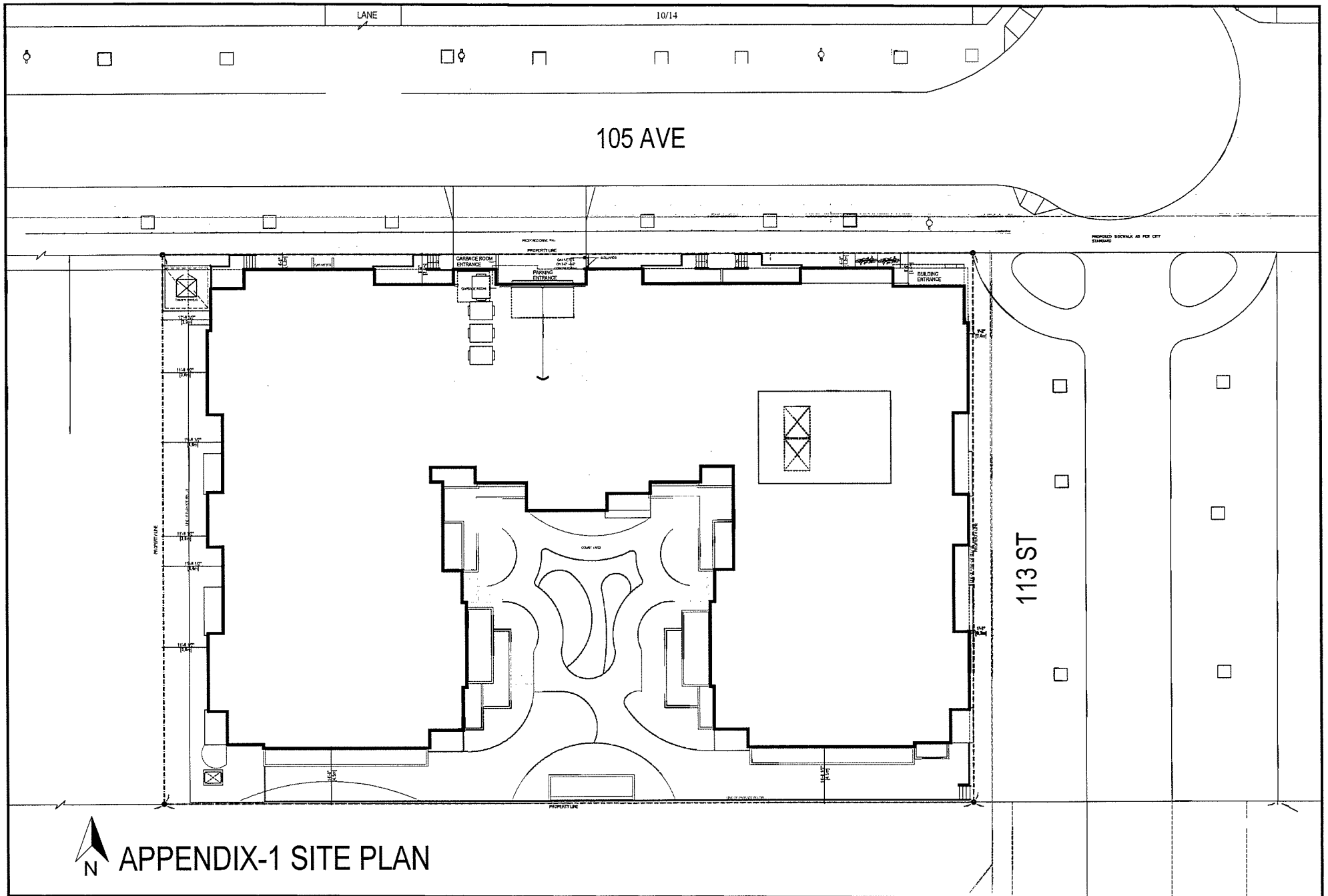
1. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
2. Prior to the issuance of a Development Permit for the principal building, a Crime Prevention Through Environmental Design (CPTED) Assessment shall be provided to the satisfaction of the Development Officer to ensure that the development provides a safe urban environment in accordance with the guidelines and principles established in the Design Guidelines for a Safer City (City of Edmonton 1995).
3. Prior to the issuance of a Development Permit for:
 - a) a building that contains 12 or more Dwelling units; or

- b) a building that contains less than 12 Dwelling units, but is part of a Site with 12 or more Dwelling units in total;

the Development Officer shall ensure a signed agreement has been executed between the City and the owner, requiring the owner to provide the City, at the time of each Development Permit approval, the option to purchase up to 5% of the proposed number of Dwelling units (rounded to the nearest Dwelling unit) in each building with Dwelling units, at 85% of market value or the equivalent value as cash in lieu (at the discretion of the owner) to the City.

4. Public Improvements and Contributions

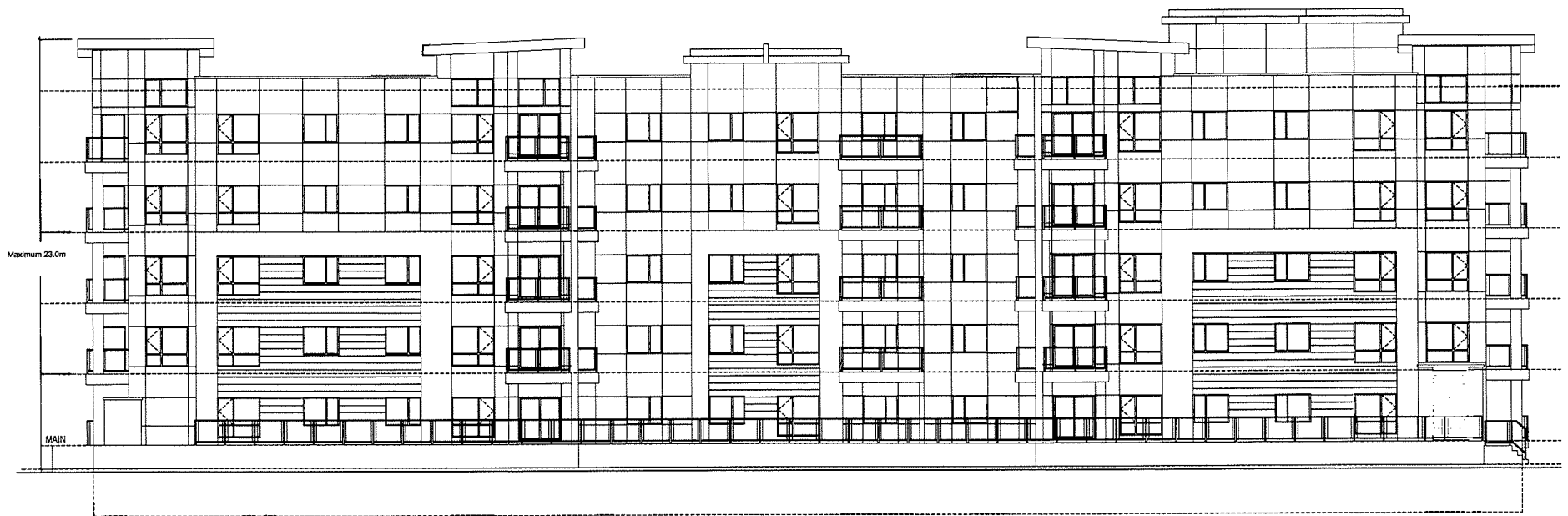
1. As a condition of the Development Permit for construction of the principal building, the owner shall enter into an Agreement with the City of Edmonton for off-Site improvements necessary to serve the development. The Agreement shall include an engineering drawing review and approval process. Improvements shall be constructed at the owner's cost and shall be designed to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), City Operations, Integrated Infrastructure Services, EPCOR Water Inc., Drainage, and others as required. Improvements to address in the Agreement shall include, but are not limited to:
 - a. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Community Services, Planning and Development, or Transportation Departments as part of the development. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
 - b. The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
 - c. The owner shall prior to the issuance of a Development Permit, except for Development Permits for demolition, excavation, shoring or signage, the applicant shall submit documentation that demonstrates, to the satisfaction of the Development Officer in consultation with Fire Rescue Services and EPCOR Water Services, that the fire flows and water servicing to the Site will be adequate for the proposed building and construction type, and be in accordance with the City of Edmonton Design and Construction Standards. The Development Officer shall verify that any infrastructure upgrades or systems required to ensure these standards are met shall be implemented in the design of the building and/or through off-site improvements.
2. As a condition of a Development Permit for construction of the principal building, the owner shall enter into an agreement with the City of Edmonton whereby the owner shall provide a minimum contribution of \$22,416 toward streetscape improvements that are identified in the 105 Avenue Corridor Study. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.



N APPENDIX-1 SITE PLAN



APPENDIX-2 NORTH ELEVATION



APPENDIX-3 SOUTH ELEVATION



APPENDIX-4 WEST ELEVATION



APPENDIX-5 EAST ELEVATION

Bylaw 19320

To close a portion of a road, Strathcona

Purpose

To close a portion of 99B Street NW south of 95A Avenue NW.

Readings

Bylaw 19320 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19320 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

Bylaw 19320 proposes to close a portion of 99B Street NW south of 95A Avenue NW. The proposed closure area would remain as road right-of-way, but be closed to vehicle traffic and landscaped. This proposed closure is part of the City’s Building Great Neighbourhoods - Strathcona project (neighbourhood renewal/reconstruction).

In conjunction with the closure, upgrades to the surrounding road network will be provided to ensure proper emergency access to the abutting privately owned lots is retained. Transportation Planning & Design and Fire Rescue Services have reviewed the proposed upgrades along with the closure, and support the application.

All other comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

This proposed closure was included in engagement activities surrounding the 2019 - 2021 Building Great Neighbourhoods - Strathcona project (neighbourhood renewal/reconstruction). It was included in the February 5, 2019, Preliminary Design Event, and the March 4, 2019, Pre-Construction Event.

With this particular application, Advance notice was sent to surrounding property owners and the presidents of the Strathcona Community League and Central Area Council of Community Leagues on October 22, 2019. Three responses were received, all in support of the application. Responses focused on the underutilization of the road, seclusion of the road attracting vehicles and people that would engage in negative behaviours and activities, and support for enhancing the abutting parkland and greenspace.

Attachments

1. Bylaw 19320
2. Aerial Map
3. Building Great Neighbourhoods Plan

Bylaw 19320

Closure of a portion of 99B Street NW south of 95A Avenue NW, Strathcona

WHEREAS the Municipal Council of the City of Edmonton may pass a Bylaw for the purpose of closing any road provided that the bylaw is advertised and any person who claims to be affected prejudicially by the bylaw, or their agent, has been given an opportunity of being heard by City Council in relation to the proposed Bylaw; and

WHEREAS City Council has considered the proposed closing and has agreed that it is in the public interest to pass this Bylaw;

NOW THEREFORE the Municipal Council of the City of Edmonton, duly assembled, enacts as follows:

1. All that portion of road, generally as shown on Schedule "A" described as follows:

Part of Road (99B Street)

Between

Block B Plan 3313EO

and

Lots 1-8 Block 1 Plan 3313EO & Lot 9A Block 1 Plan 0723196

River Lot 15, Edmonton Settlement

(Theo. SW ¼ Sec 33 Twp 52 Rge 24 W4th Mer)

EXCEPTING THEREOUT ALL MINES AND MINERALS

IS HEREBY CLOSED.

2. When title or titles are created for the former portion of road as described in Section 1 of this Bylaw, it is understood and agreed that such title or titles for the former portion of road may be issued excepting Mines and Minerals, the City however, reserving the right to the said Mines and Minerals if in fact the City is the owner thereof.

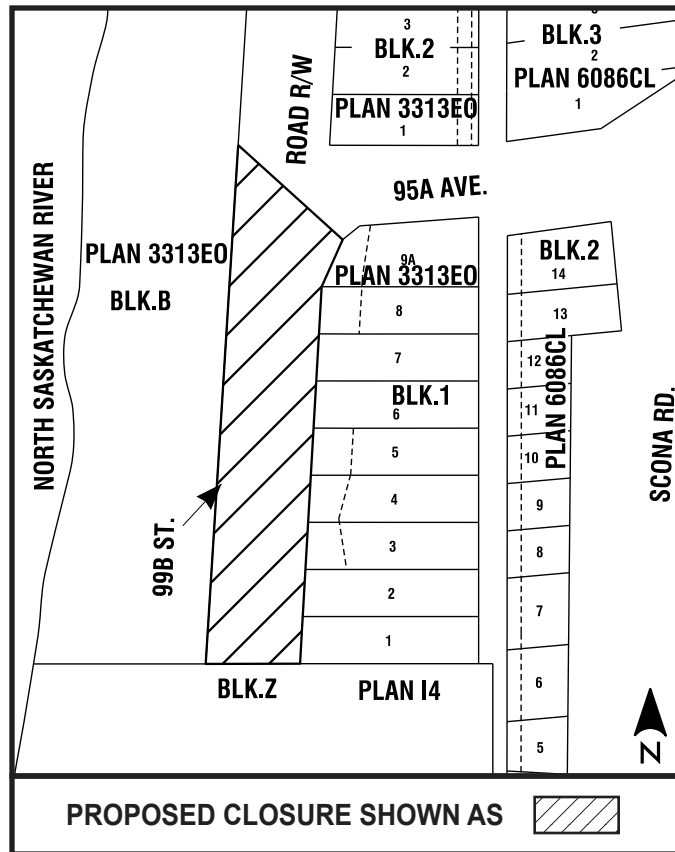
READ a first time this	day of	, A.D. 2020;
READ a second time this	day of	, A.D. 2020;
READ a third time this	day of	, A.D. 2020;
SIGNED and PASSED this	day of	, A.D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 19320



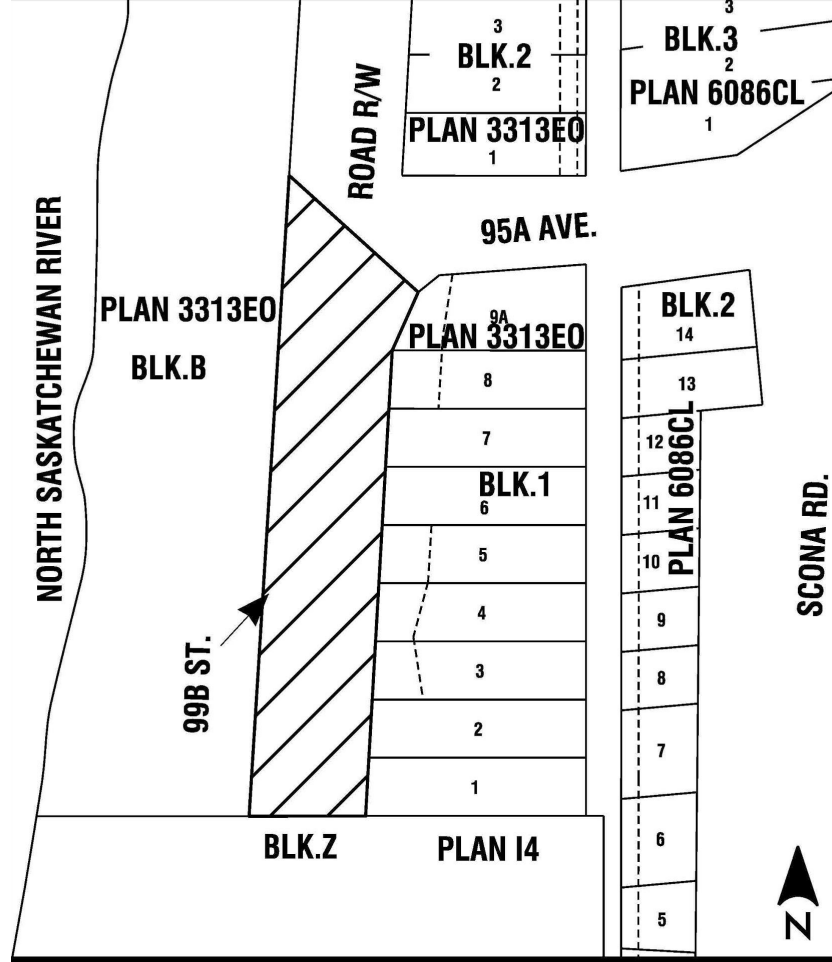
Aerial Map

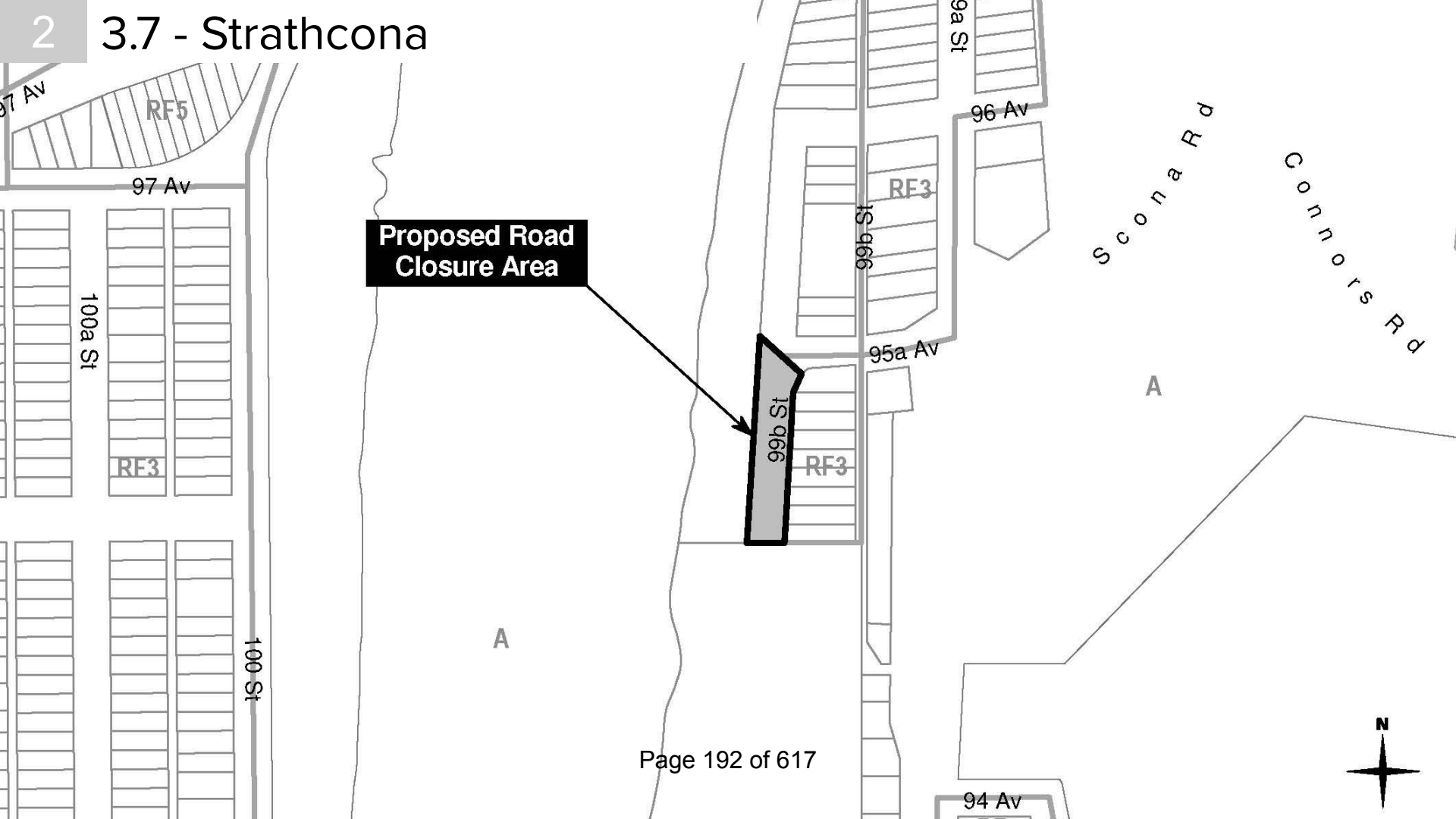


Building Great Neighbourhoods Plan



3.7 - Strathcona







Bylaw 19320

Closure of a portion of 99B Street NW south of 95A Avenue NW, Strathcona

WHEREAS the Municipal Council of the City of Edmonton may pass a Bylaw for the purpose of closing any road provided that the bylaw is advertised and any person who claims to be affected prejudicially by the bylaw, or their agent, has been given an opportunity of being heard by City Council in relation to the proposed Bylaw; and

WHEREAS City Council has considered the proposed closing and has agreed that it is in the public interest to pass this Bylaw;

NOW THEREFORE the Municipal Council of the City of Edmonton, duly assembled, enacts as follows:

1. All that portion of road, generally as shown on Schedule "A" described as follows:

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Between

Block B Plan 3313EO

and

Lots 1-8 Block 1 Plan 3313EO & Lot 9A Block 1 Plan 0723196

River Lot 15, Edmonton Settlement

(Theo. SW ¼ Sec 33 Twp 52 Rge 24 W4th Mer)

EXCEPTING THEREOUT ALL MINES AND MINERALS

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2. When title or titles are created for the former portion of road as described in Section 1 of this Bylaw, it is understood and agreed that such title or titles for the former portion of road may be issued excepting Mines and Minerals, the City however, reserving the right to the said Mines and Minerals if in fact the City is the owner thereof.

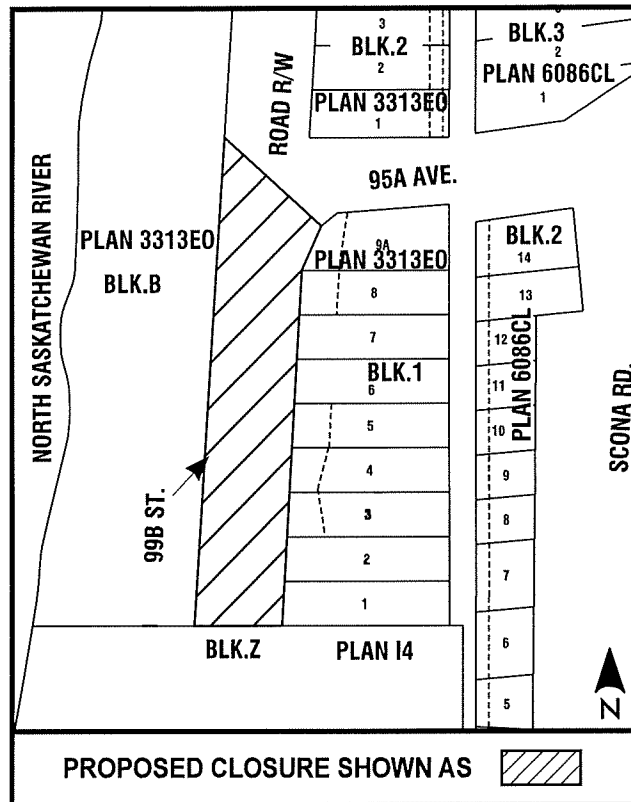
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

BYLAW 19320



Charter Bylaw 19399

To allow for small scale infill development, Glenwood

Purpose

Rezoning from RF1 to RF3; located at 9949 & 9951 - 162 Street NW.

Readings

Charter Bylaw 19399 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19399 be considered for third reading."

Advertising and Signing

This Charter Bylaw was advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19399 proposes to rezone the subject site from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone. The site is located at the southeast corner of 162 Street NW and 100 Avenue NW. The stated intent of the applicant is to develop Row Housing under the 'Multi-unit Housing' Use permitted in the RF3 zone. Administration supports the proposed rezoning.

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

Public Engagement

Advance notice was sent to surrounding property owners, the Glenwood Community League, and the Stony Plain Road and Area Business Improvement Area on May 28, 2020. No responses were received.

Attachments

1. Charter Bylaw 19399
2. Administration Report

Charter Bylaw 19399

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3068

WHEREAS Lot 13, Block 3B, Plan 6144AH; located at 9949 - 162 Street NW and 9951 - 162 Street NW, Glenwood, Edmonton, Alberta, is specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described property to (RF3) Small Scale Infill Development Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 13, Block 3B, Plan 6144AH; located at 9949 - 162 Street NW and 9951 - 162 Street NW, Glenwood, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule “A”, from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19399





ADMINISTRATION REPORT

REZONING

GLENWOOD

9949 & 9951 - 162 STREET NW

To allow for small scale infill development.



RECOMMENDATION AND JUSTIFICATION

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

- provides the opportunity for increased density and housing choice in the Glenwood community;
- is in conformance with the Jasper Place Area Redevelopment Plan;
- is located in close proximity to transit service;
- provides sensitive transitions and setbacks to adjacent properties; and
- is located on a corner lot flanking an arterial road, where row housing developments are supported by the Residential Infill Guidelines.

THE APPLICATION

1. CHARTER BYLAW 19399 to rezone the subject site from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

SITE AND SURROUNDING AREA

The site area is approximately 547 square metres and consists of two lots forming a corner site. It is located in the interior of the Glenwood neighbourhood, on the corner of 162 Street NW and 100 Avenue NW. The site flanks 100 Avenue, which is an arterial road. It is 300m walking distance to transit service and within 800m to the future LRT stop at 156 Street and Stony Plain Road.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Single Detached House
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached Houses
East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



VIEW OF THE SITE LOOKING SOUTHEAST



VIEW OF THE SITE LOOKING NORTHEAST

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The site is within the Mature Neighborhood Overlay (MNO) which is designed to ensure that infill development, such as Row Housing, is sensitive to its surrounding context. The regulations that control built form in the RF3 Zone, with the regulations of the MNO, are largely the same as those of the RF1 Zone. Front and rear setback requirements in both zones are the same, the maximum height in both zones is 8.9 metres. However, the RF3 Zone requires a more sensitive interior setback of 3.0 metres while the RF1 zone requires only 1.2 metres.

The RF3 Zone allows a higher site coverage than the RF1 Zone, but on this particular site the size of the building will be constrained by setback requirements, resulting in similar allowable built form to an RF1 development. The proposed zone will allow the division of the building into additional, smaller units. The land use activities that will be allowed on the site are residential in nature, and the same as those allowed in the RF1 Zone. The transition provided by the proposed zone to the single detached house to the south of the subject property is considered appropriate.

The proposed RF3 Zone would allow the opportunity for increased housing choice in the Glenwood neighbourhood. According to the 2016 Municipal Census, there were 35 row housing units in Glenwood, as compared to 1000 single detached houses and 1061 apartment units.

JASPER PLACE AREA REDEVELOPMENT PLAN

The site is located in the Glenwood portion of the Jasper Place Area Redevelopment Plan, which designates this site for (G2) Active Edge Housing which supports the development of ground-oriented housing opportunities, including row housing. The Mature Neighbourhood Overlay will ensure that the Plan's policies including requirements for vehicular access to be from the lane and building articulation will be implemented.

TRANSIT ORIENTED GUIDELINES

The subject site is located within 800 metres from the future Valley Line West LRT 156 Street stop. The Transit Oriented Guidelines indicate that densities on sites within 800 metres of Neighbourhood Stops may be increased to accommodate the unique context of the neighbourhood provided the development is sympathetic to surrounding existing uses. They describe that the maximum density would be 42 dwelling units per hectare, which is described as row housing. The RF3 Zone together with the Mature Neighbourhood Overlay would ensure that any development on the site would be sensitive to the surrounding context.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

ADVANCE NOTICE May 28, 2020	<ul style="list-style-type: none">• Number of recipients: 34• No responses received
WEBPAGE	<ul style="list-style-type: none">• edmonton.ca/glenwood

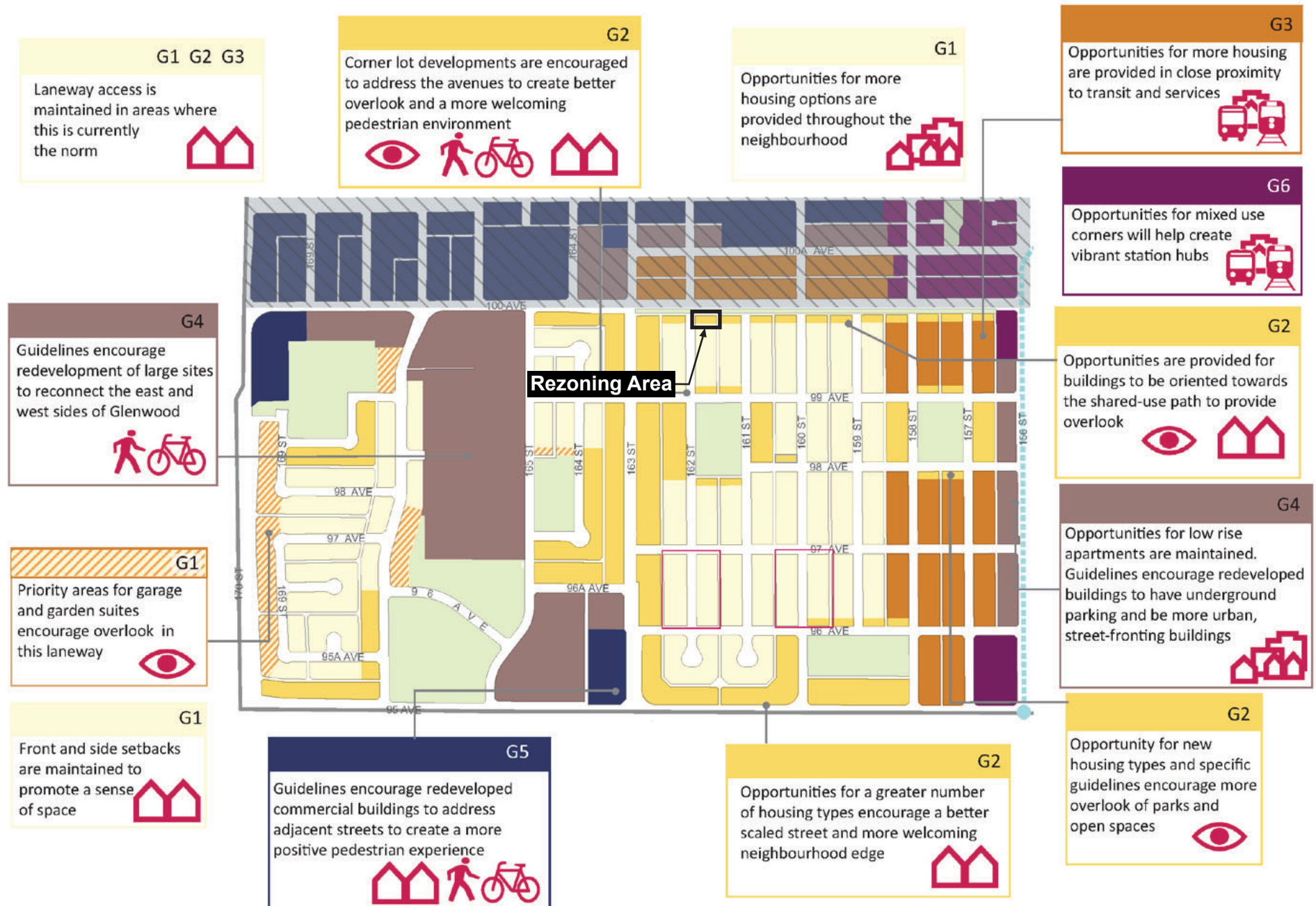
CONCLUSION

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

APPENDICES

- 1 Context Plan Map
- 2 Application Summary

PROPOSED LAND USE



APPLICATION SUMMARY

INFORMATION

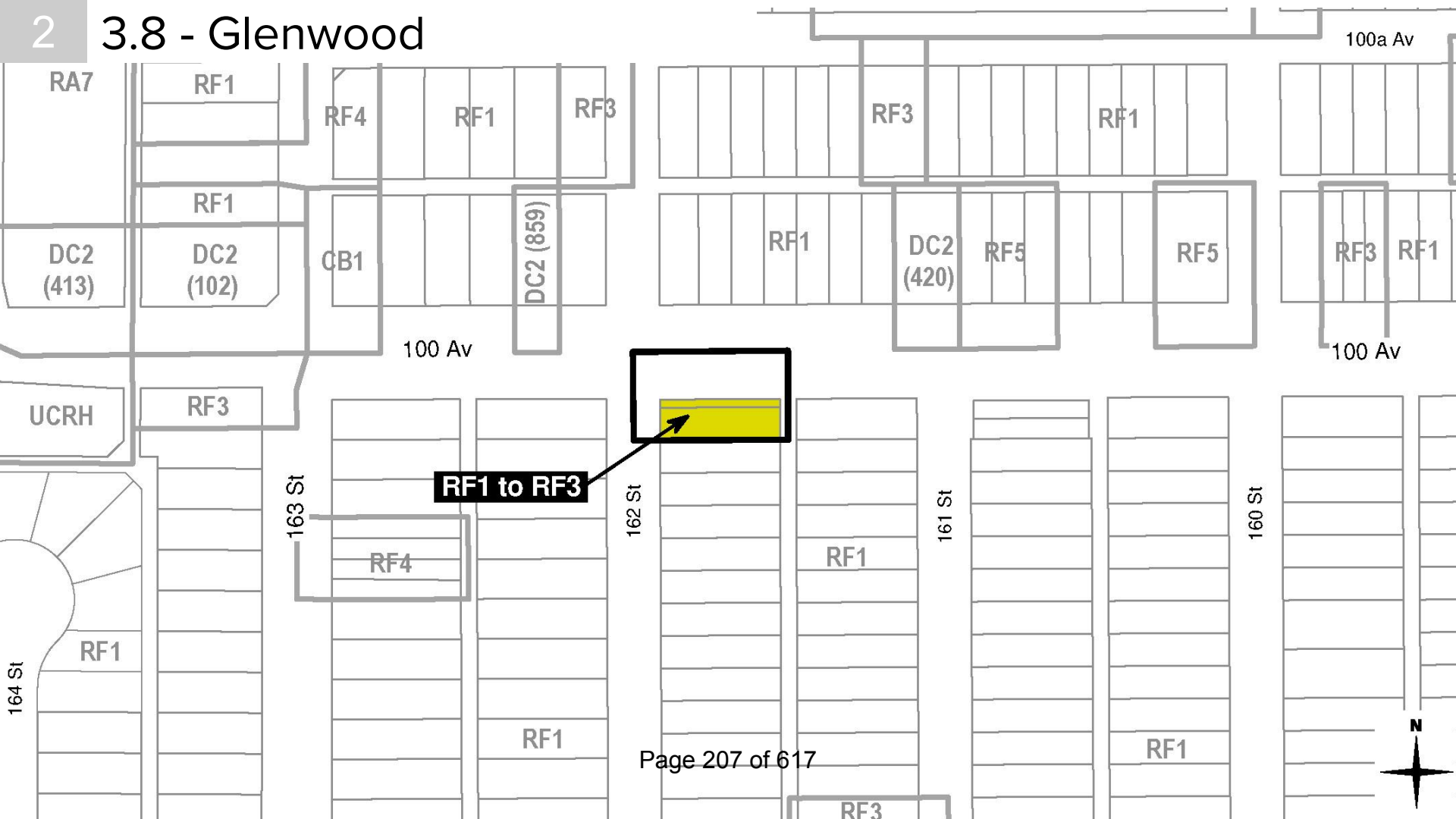
Application Type:	Rezoning
Charter Bylaw:	19399
Location:	South of 100 Avenue NW and east of 162 Street NW
Addresses:	9949 & 9951 - 162 Street NW
Legal Description(s):	Lot 13, Block 3B, Plan 6144AH
Site Area:	683.71 square metres
Neighbourhood:	Glenwood
Notified Community Organizations:	Glenwood Community League and Stony Plain Road and Area Business Improvement Area
Applicant:	Green Space Alliance

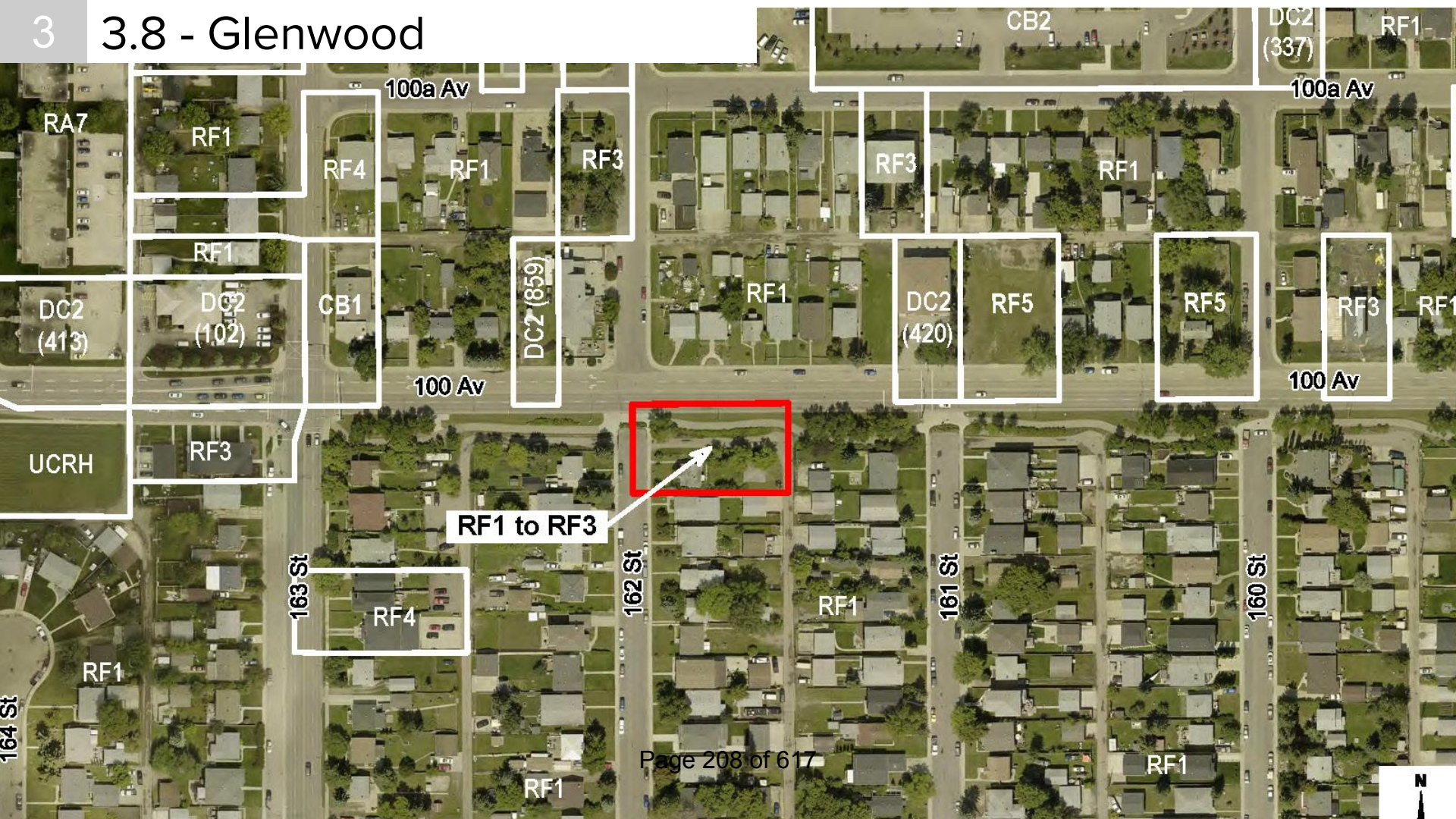
PLANNING FRAMEWORK

Current Zone and Overlay:	(RF1) Single Detached Residential Zone and Mature Neighbourhood Overlay
Proposed Zone and Overlay:	(RF3) Small Scale Infill Development Zone and Mature Neighbourhood Overlay
Plan in Effect:	Jasper Place Area Redevelopment Plan
Historic Status:	None

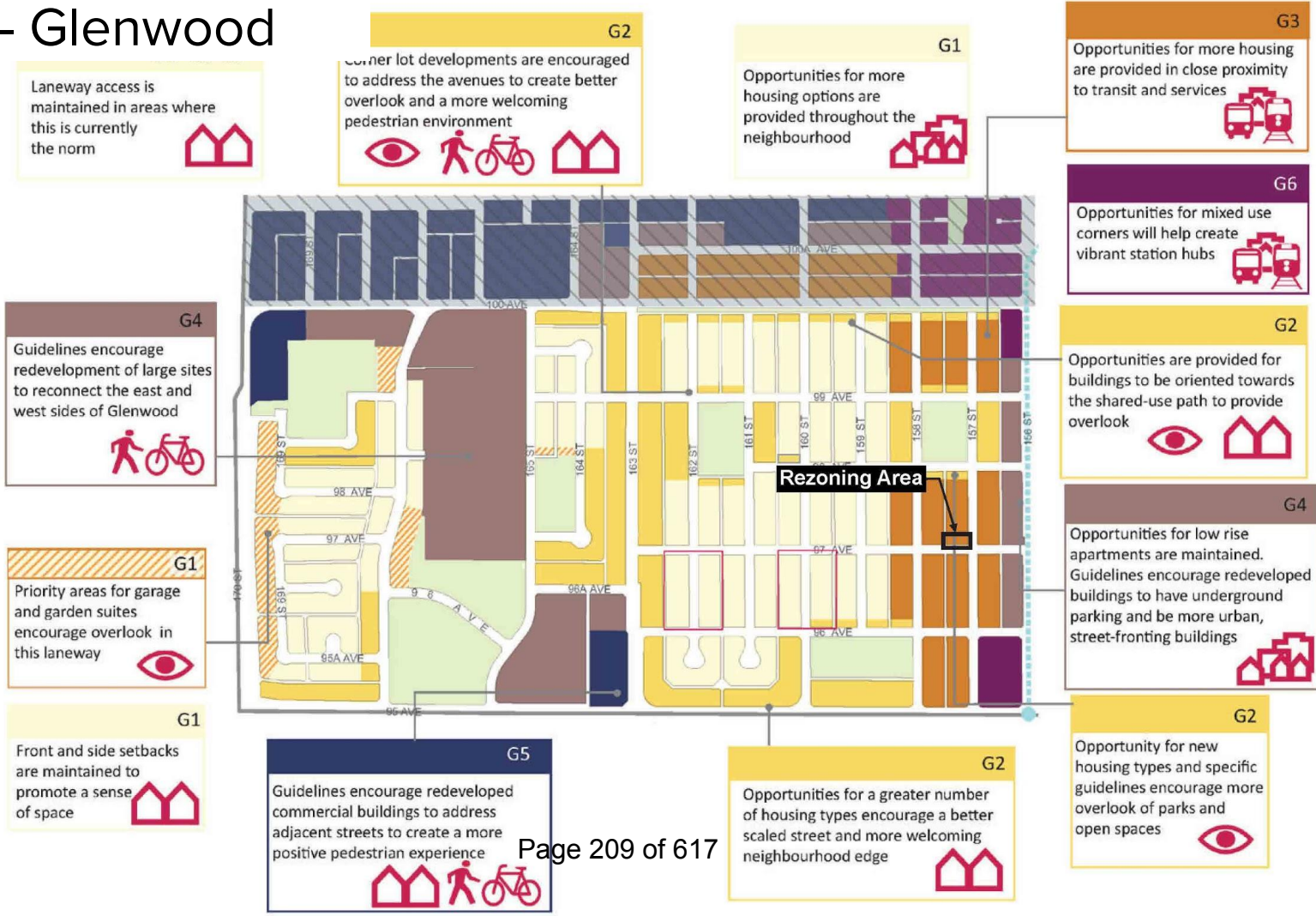
Written By:	Jeff Booth
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination



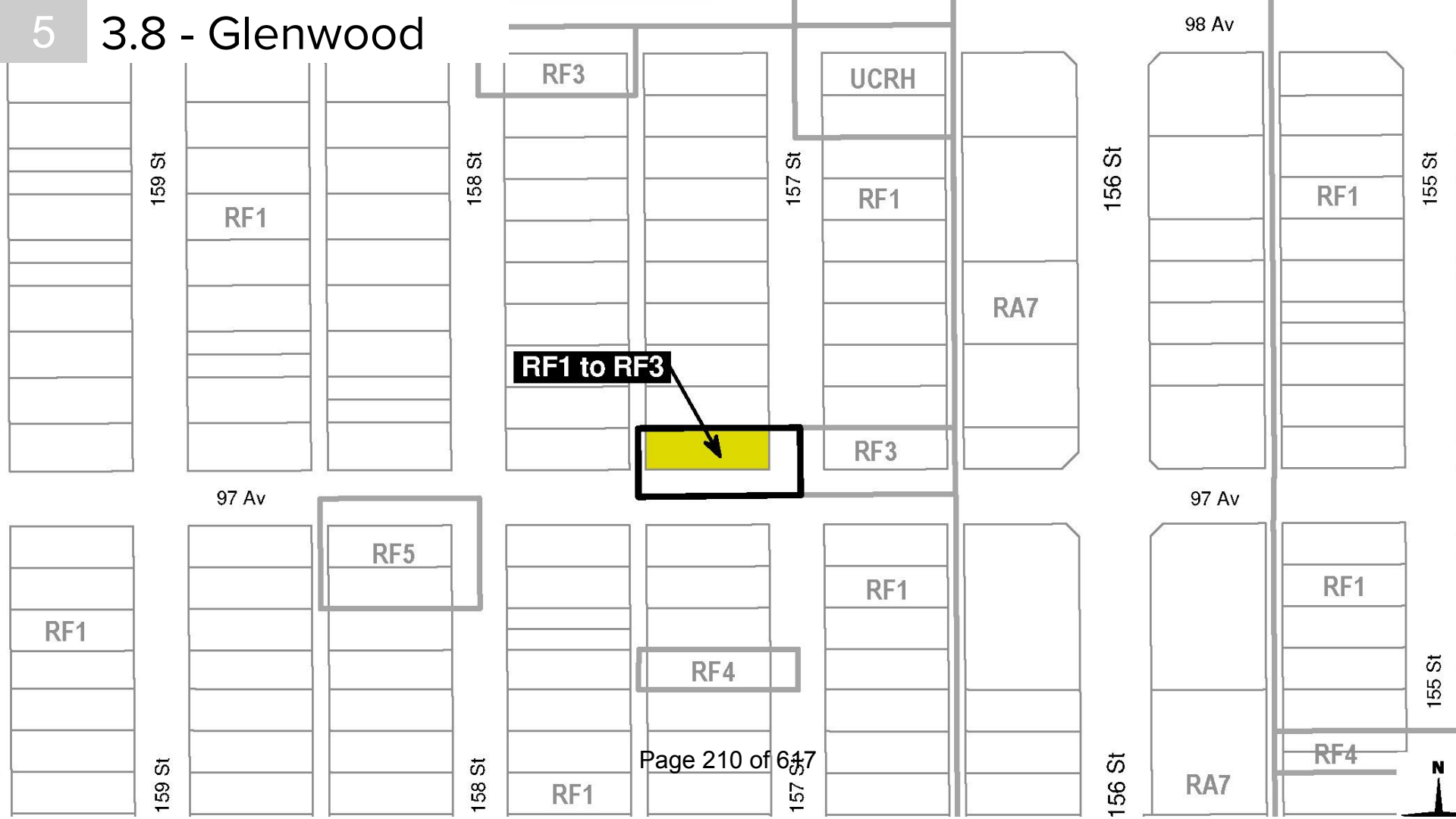


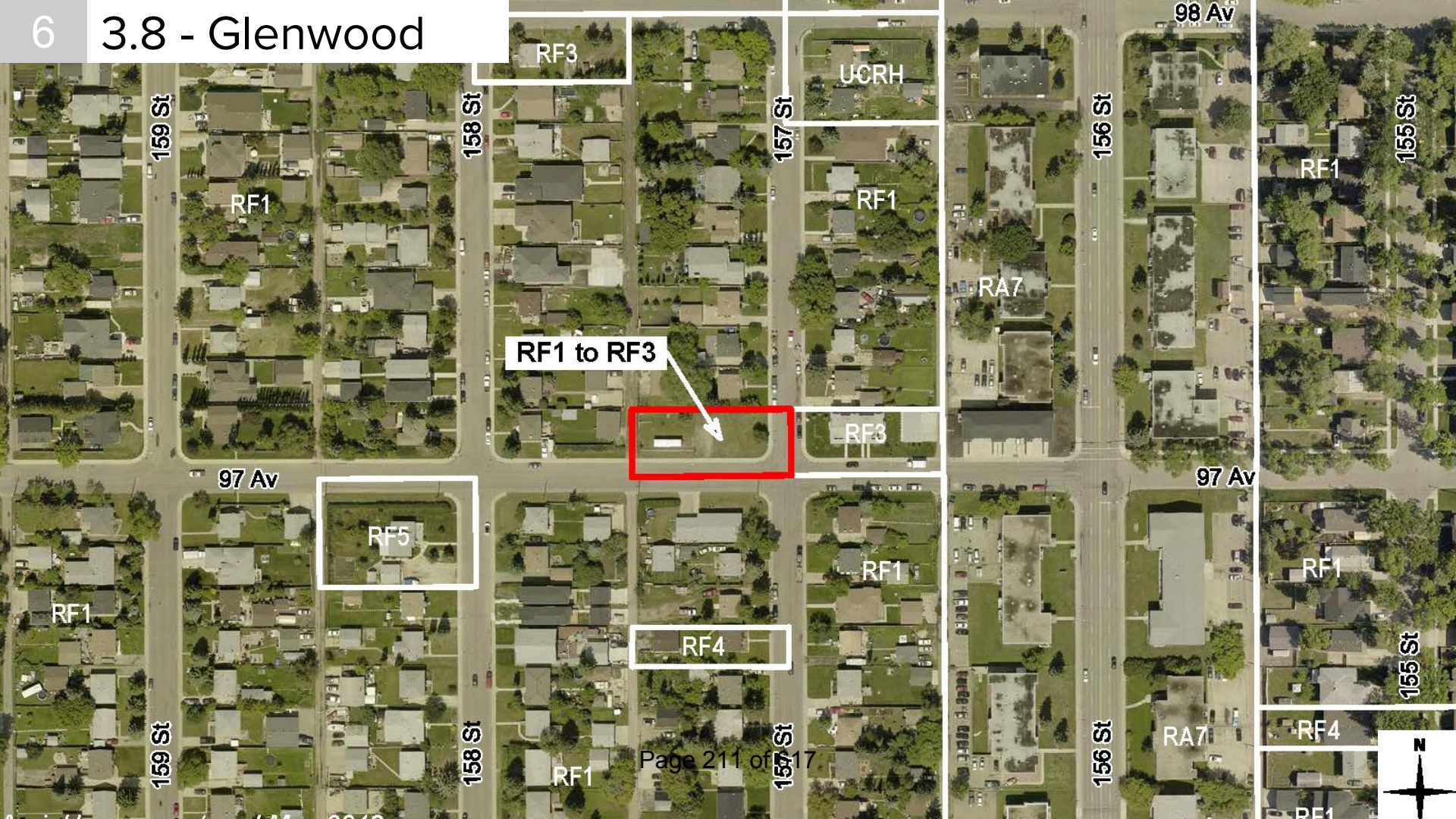


3.8 - Glenwood



3.8 - Glenwood





Charter Bylaw 19399

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3068

WHEREAS Lot 13, Block 3B, Plan 6144AH; located at 9949 - 162 Street NW and 9951 - 162 Street NW, Glenwood, Edmonton, Alberta, is specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described property to (RF3) Small Scale Infill Development Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 13, Block 3B, Plan 6144AH; located at 9949 - 162 Street NW and 9951 - 162 Street NW, Glenwood, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

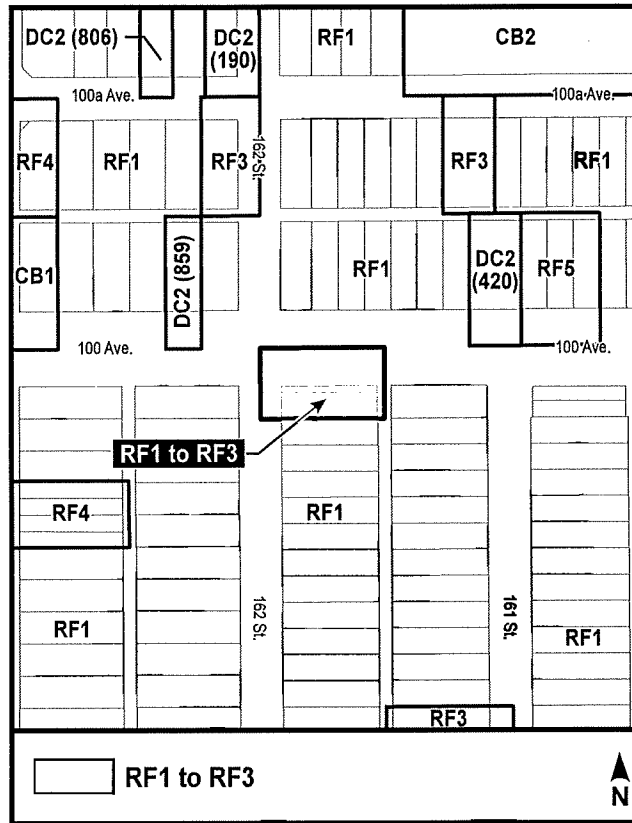
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19399



Charter Bylaw 19400

To allow for small scale infill development, Glenwood

Purpose

Rezoning from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone to allow for multi-unit housing.

Readings

Charter Bylaw 19400 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Charter Bylaw 19400 be considered for third reading.”

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19400 proposes to rezone the subject site from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone. The site is located at the northwest corner of 157 Street NW and 97 Avenue NW. The stated intent of the applicant is to develop Row Housing under the ‘Multi-unit Housing’ Use permitted in the RF3 zone. Administration supports the proposed rezoning.

Public Engagement

Advance notice was sent to surrounding property owners and the Glenwood Community League on May 28, 2020. No responses were received.

Attachments

1. Charter Bylaw 19400
2. Administration Report

Charter Bylaw 19400

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3069

WHEREAS Lot 20, Block 20, Plan 2298HW; located at 9702 - 157 STREET NW, Glenwood, Edmonton, Alberta, is specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described property to (RF3) Small Scale Infill Development Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 20, Block 20, Plan 2298HW; located at 9702 - 157 STREET NW, Glenwood, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

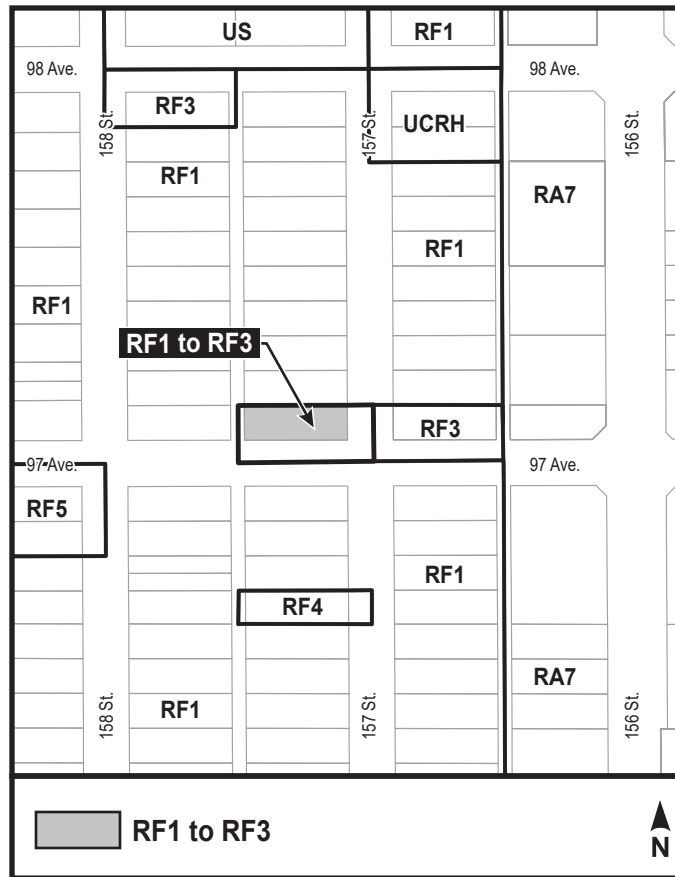
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19400





ADMINISTRATION REPORT **REZONING** GLENWOOD

9702 - 157 Street NW

To allow for small scale infill development.



RECOMMENDATION AND JUSTIFICATION

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

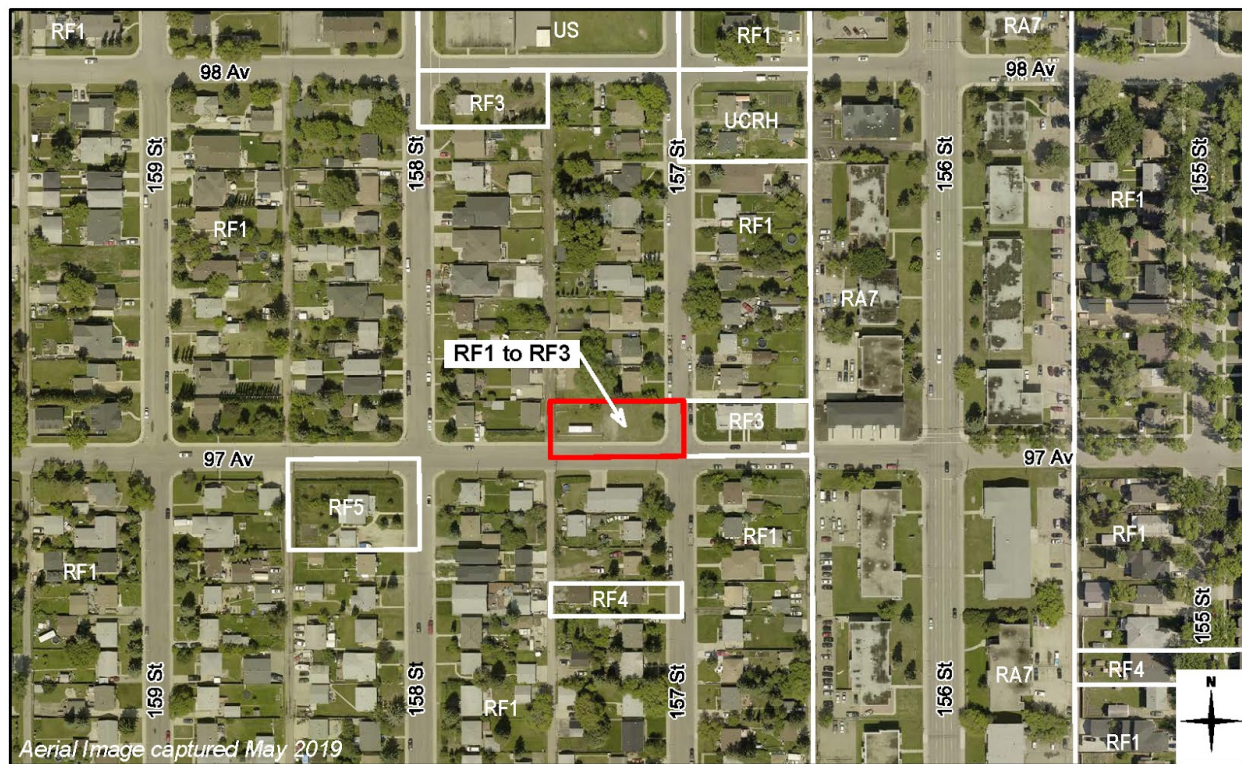
- provides the opportunity for increased density and housing choice in the Glenwood community;
- is in conformance with the Jasper Place Area Redevelopment Plan;
- is located in close proximity to transit service; and
- provides sensitive transitions and setbacks to adjacent properties.

THE APPLICATION

1. CHARTER BYLAW 19400 to rezone the subject site from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

SITE AND SURROUNDING AREA

The site area is approximately 687 square metres and is a corner lot. It is located in the interior of the Glenwood neighbourhood, on the corner of 157 Street NW and 97 Avenue NW. It is in close proximity to frequent transit service along 156 Street and within 500 metres of the future West Valley Line LRT Stop at 95 Avenue and 156 Street.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Vacant lot
CONTEXT		
North	(RF1) Single Detached Residential Zone	Single Detached House
East	(RF3) Small Scale Infill Development Zone	Multi-unit housing
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



VIEW OF THE SITE LOOKING NORTHWEST



VIEW OF THE SITE LOOKING SOUTHWEST

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The site is within the Mature Neighborhood Overlay (MNO) which is designed to ensure that infill development, such as Row Housing, is sensitive to its surrounding context. The regulations that control built form in the RF3 Zone, with the regulations of the MNO, are largely the same as those of the RF1 Zone. Front and rear setback requirements in both zones are the same, the maximum height in both zones is 8.9 metres. However, the RF3 Zone requires a more sensitive interior setback of 3.0 metres while the RF1 zone requires only 1.2 metres.

The RF3 Zone allows a higher site coverage than the RF1 Zone, but on this particular site the size of the building will be constrained by setback requirements, resulting in similar allowable built form to an RF1 development. The proposed zone will allow the division of the building into additional, smaller units. The land use activities that will be allowed on the site are residential in nature, and the same as those allowed in the RF1 Zone. The transition provided by the proposed zone to the single detached house to the north of the subject property is considered appropriate.

The proposed RF3 Zone would allow the opportunity for increased housing choice in the Glenwood neighbourhood as it allows for the multi-unit housing use. According to the 2016 Municipal Census, there were 35 row housing units in Glenwood, as compared to 1000 single detached houses and 1061 apartment units.

JASPER PLACE AREA REDEVELOPMENT PLAN

The site is located in the Glenwood portion of the Jasper Place Area Redevelopment Plan, which designates this site for (G3) Transit Oriented Housing which supports the development of ground-oriented housing opportunities, including row housing. The Mature Neighbourhood Overlay will ensure that the Plan's policies including requirements for vehicular access to be from the lane and building articulation will be implemented.

TRANSIT ORIENTED GUIDELINES

The subject site is located within 500 metres from the future Valley Line West LRT 156 Street stop. The Transit Oriented Guidelines indicate that densities on sites within 800 metres of Neighbourhood Stops may be increased to accommodate the unique context of the neighbourhood provided the development is sympathetic to surrounding existing uses. They state that the maximum density would be 42 dwelling units per hectare, which is described as row housing. The RF3 Zone together with the Mature Neighbourhood Overlay would ensure that any development on the site would be sensitive to the surrounding context.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

ADVANCE NOTICE May 28, 2020	<ul style="list-style-type: none">• Number of recipients: 28• No responses received
WEBPAGE	<ul style="list-style-type: none">• edmonton.ca/glenwood

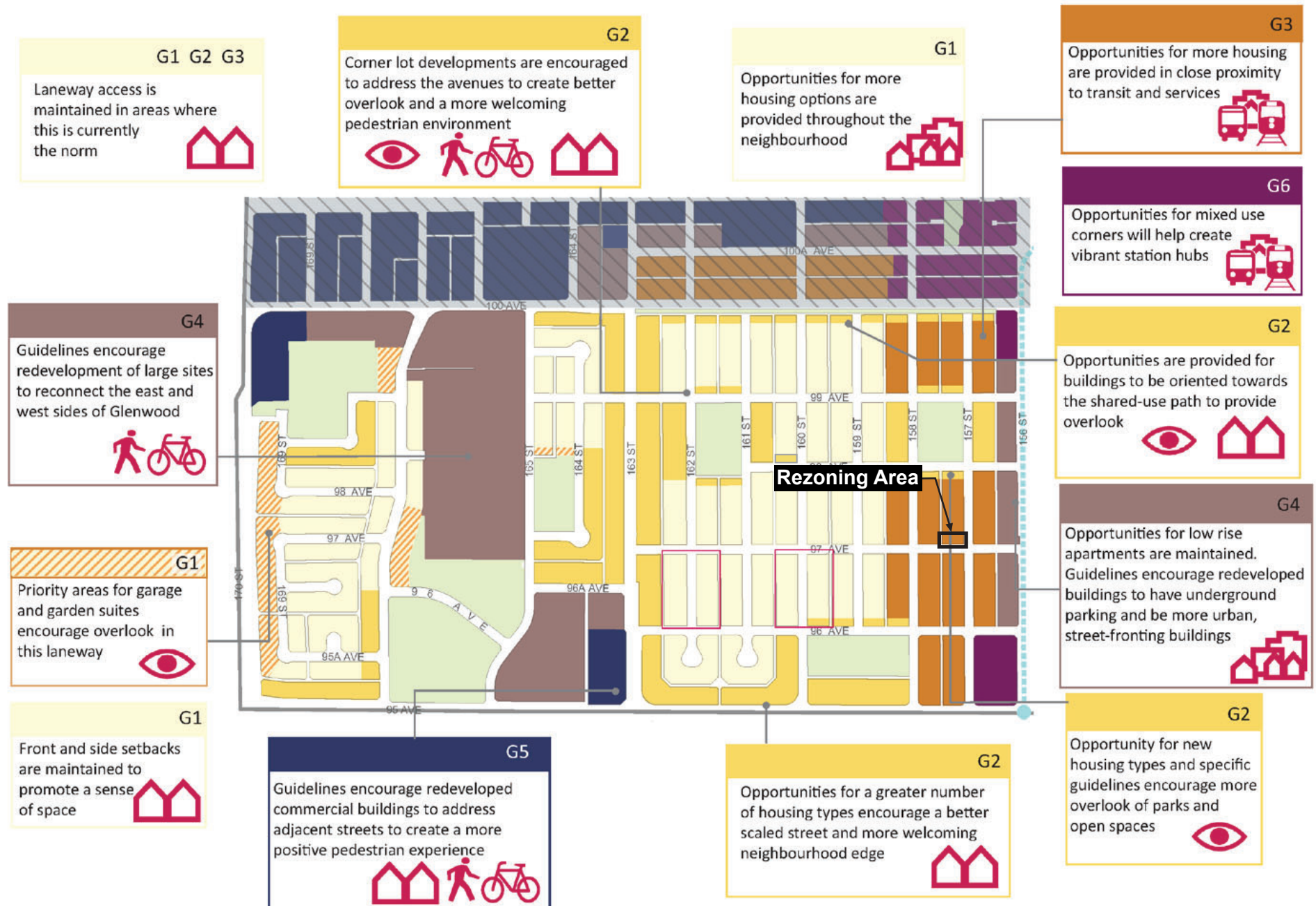
CONCLUSION

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

APPENDICES

- 1 Context Plan Map
- 2 Application Summary

PROPOSED LAND USE



APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19400
Location:	North of 97 Avenue NW and west of 97 Street NW
Address:	9702 - 157 Street NW
Legal Description:	Lot 20, Block 20, Plan 2298HW
Site Area:	687.06 square metres
Neighbourhood:	Glenwood
Notified Community Organization(s):	Glenwood Community League
Applicant:	Niraj Nath

PLANNING FRAMEWORK

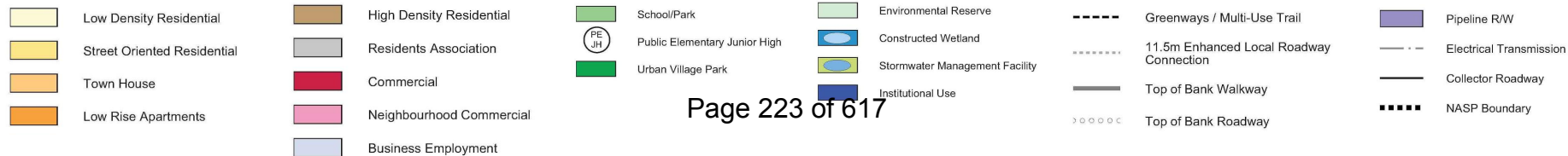
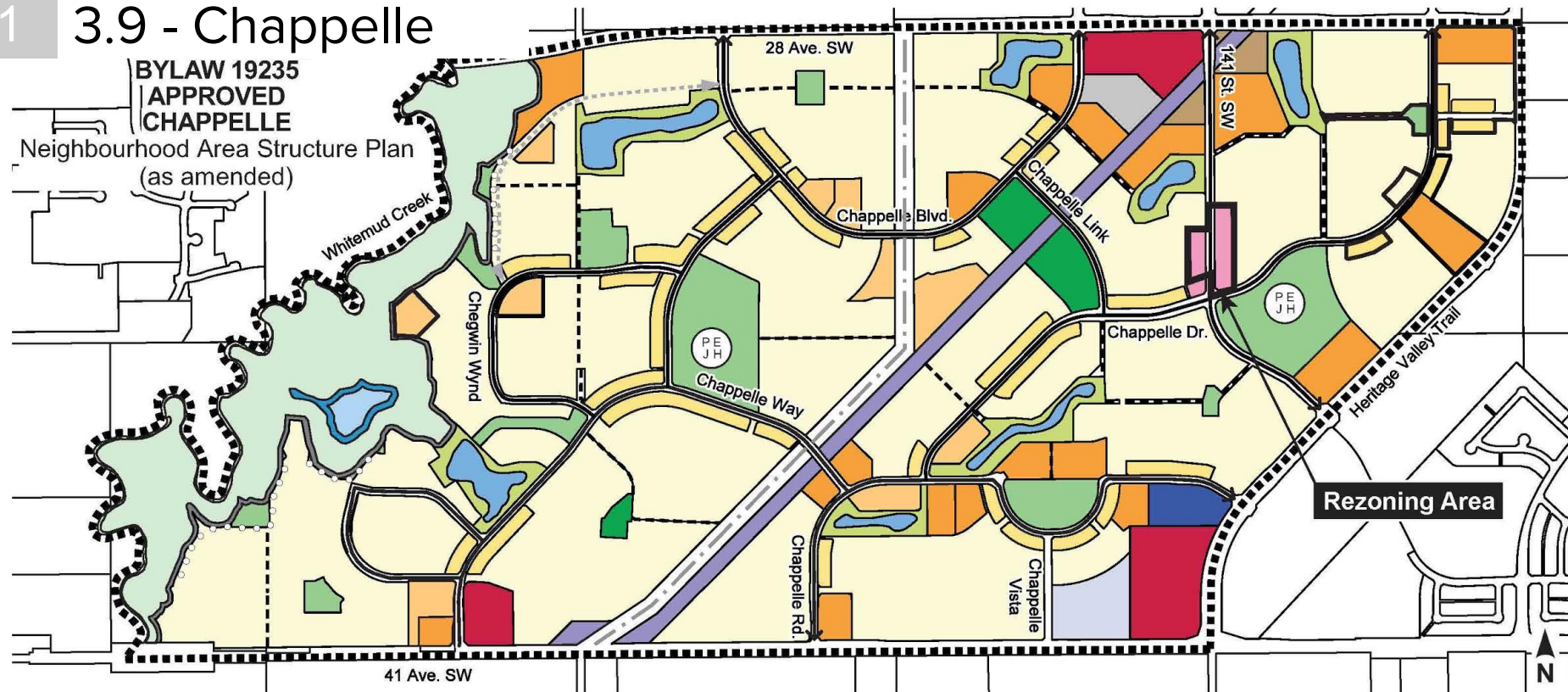
Current Zone and Overlay:	(RF1) Single Detached Residential Zone and Mature Neighbourhood Overlay
Proposed Zone and Overlay:	(RF3) Small Scale Infill Development Zone and Mature Neighbourhood Overlay
Plan in Effect:	Jasper Place Area Redevelopment Plan
Historic Status:	None

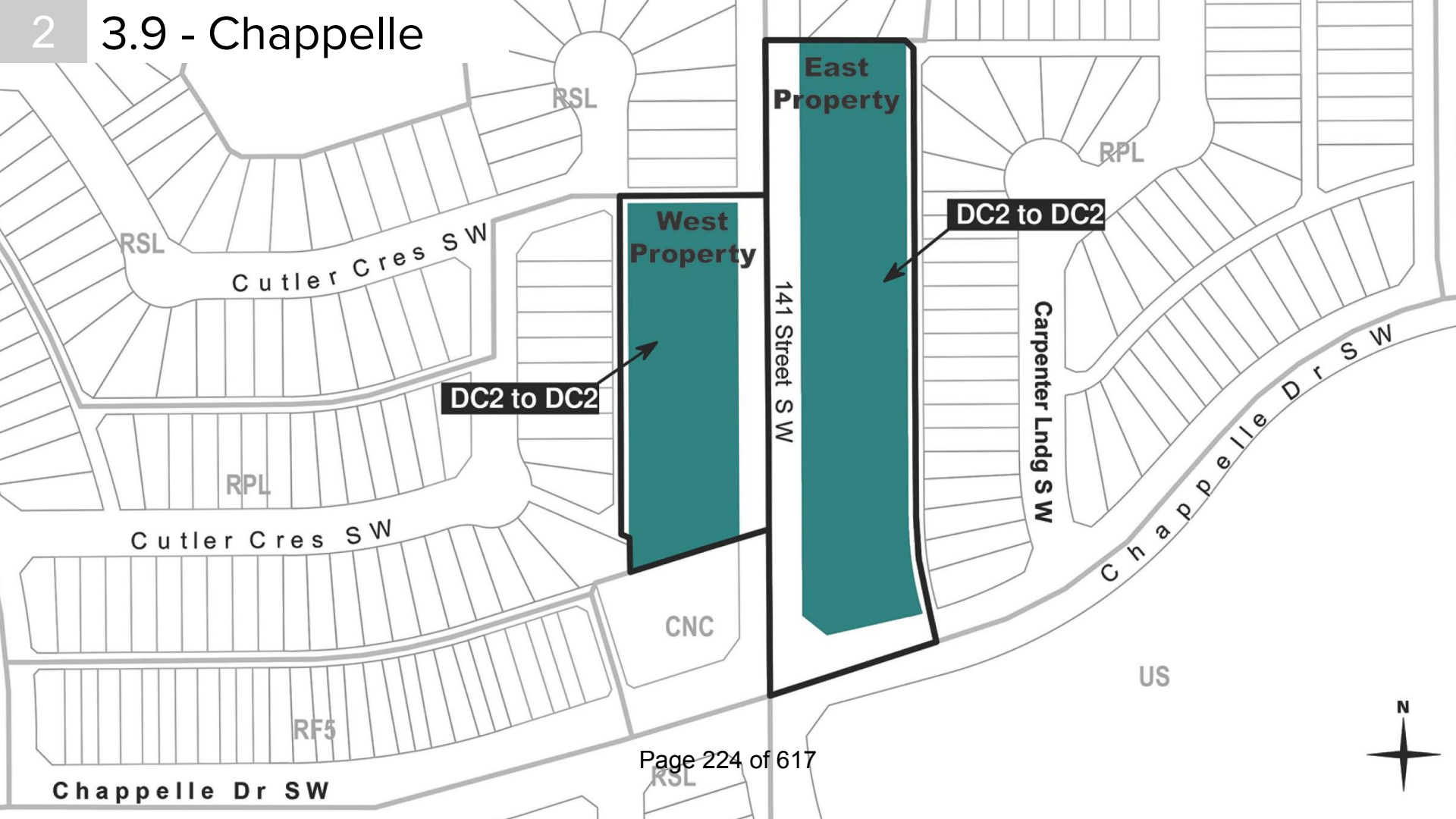
Written By:	Jeff Booth
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

3.9 - Chappelle

BYLAW 19235
APPROVED
CHAPPELLE

Neighbourhood Area Structure Plan
(as amended)







Charter Bylaw 19400

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3069

WHEREAS Lot 20, Block 20, Plan 2298HW; located at 9702 - 157 STREET NW, Glenwood, Edmonton, Alberta, is specified on the Zoning Map as (RF1) Single Detached Residential Zone; and

WHEREAS an application was made to rezone the above described property to (RF3) Small Scale Infill Development Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 20, Block 20, Plan 2298HW; located at 9702 - 157 STREET NW, Glenwood, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (RF1) Single Detached Residential Zone to (RF3) Small Scale Infill Development Zone.

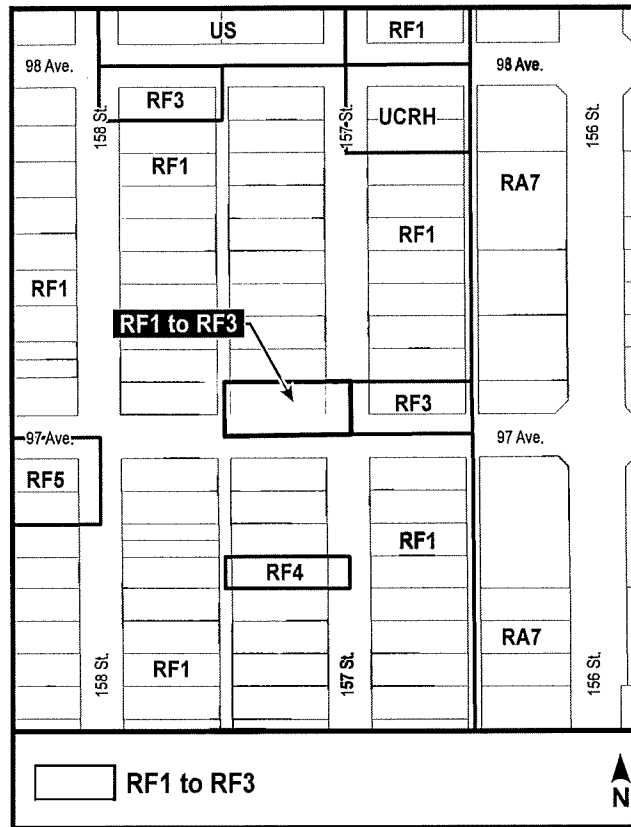
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19400



Charter Bylaw 19386

To allow for a mix of low-intensity commercial uses, Chappelle

Purpose

Rezoning from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision; located at 3105C - 141 Street SW; 3130 - 141 Street SW.

Readings

Charter Bylaw 19386 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19386 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19386 proposes to rezone the subject site from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision to split the current zoning into two separate zones (one for each side of 141 Street SW) to allow for a mix of low-intensity commercial uses (retail and services) and to add Child Care Service and Cannabis Retail Sales to the eastern zone. The proposed rezoning conforms to the Chappelle Neighbourhood Area Structure Plan.

Edmonton Public Schools raised concerns about the inclusion of Cannabis Retail Sales and Liquor Sales given the subject site's proximity to a school under construction. The subject site is less than 100 m from Garth Worthington School (351 Chappelle Drive SW). To address this concern, regulations for Cannabis Retail and Liquor Stores to comply with Sections 70 and 85 of the Zoning Bylaw have been added to the DC2 Provisions.

All other comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the president of the Chappelle Community League on May 20, 2020. No responses were received.

Attachments

1. Charter Bylaw 19386
2. Administration Report

Charter Bylaw 19386

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3061

WHEREAS Unit 18 and Unit 19, Condominium Plan 1922086 and Lot 77, Block 3, Plan 1423886; located at 3105C - 141 Street SW and 3130 - 141 Street SW, Chappelle, Edmonton, Alberta, are specified on the Zoning Map as (DC2) Site Specific Development Control Provision; and

WHEREAS an application was made to rezone the above described properties to (DC2) Site Specific Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Unit 18 and Unit 19, Condominium Plan 1922086 and Lot 77, Block 3, Plan 1423886; located at 3105C - 141 Street SW and 3130 - 141 Street SW, Chappelle, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision.
2. The uses and regulations of the aforementioned DC2 Provision are annexed hereto as Schedule "B" and "C".

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedule "B" and "C" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

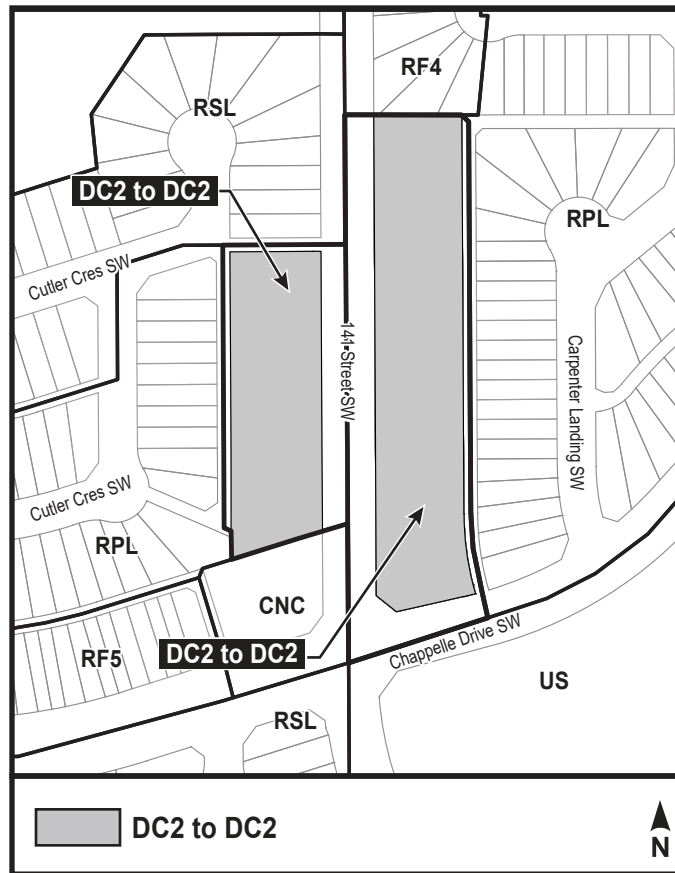
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19386



SCHEDULE “B”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Lot 77, Block 3, Plan 1423886 totaling 0.51 ha more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Child Care Services
- d. Commercial Schools
- e. Convenience Retail Stores
- f. Drive-in Food Services
- g. Gas Bars
- h. General Retail Stores
- i. Health Services
- j. Liquor Stores
- k. Personal Service Shops
- l. Professional, Financial and Office Support Services
- m. Rapid Drive-through Vehicle Services
- n. Restaurants
- o. Specialty Food Services
- p. Veterinary Services
- q. Fascia On-premises Signs
- r. Freestanding On-premises Signs
- s. Projecting On-premises Signs
- t. Temporary On-premises Signs

4. Development Regulations

- a. The maximum building Height shall not exceed 10.0 meters.

- b. A minimum building Setback of 3.0 m shall be required.
 - i. Notwithstanding regulation 4(b), the minimum Building Setback from the north Property Line for Child Care Services and Commercial Schools shall be 20 m for Lot 77, Block 3, Plan 1423886.
- c. The Floor Area Ratio shall not exceed 0.25.
- d. The maximum Floor Area for any individual business premises for a Use shall be 275 m², except that:
 - i. the maximum Floor Area for Child Care Services shall be 500 m².
 - ii. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall not exceed 1,000 m².
 - iii. the maximum Floor area for General Retail Stores shall be 1,000 m².
 - iv. Restaurants shall be for less than 100 occupants and 120 m² of public Space.
 - v. Specialty Food Services shall be for less than 100 occupants and 120 m² of Public Space.
 - vi. Bars and Neighbourhood Pubs shall be for less than 100 occupants and 120 m² of Public Space.
- e. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall not exceed four for any given Site; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- f. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.
- g. Child Care Services and Minor Alcohol Sales shall be limited to Lot 77, Block 3, Plan 1423886.
- h. Signs shall comply with Section 59D of the Zoning Bylaw.

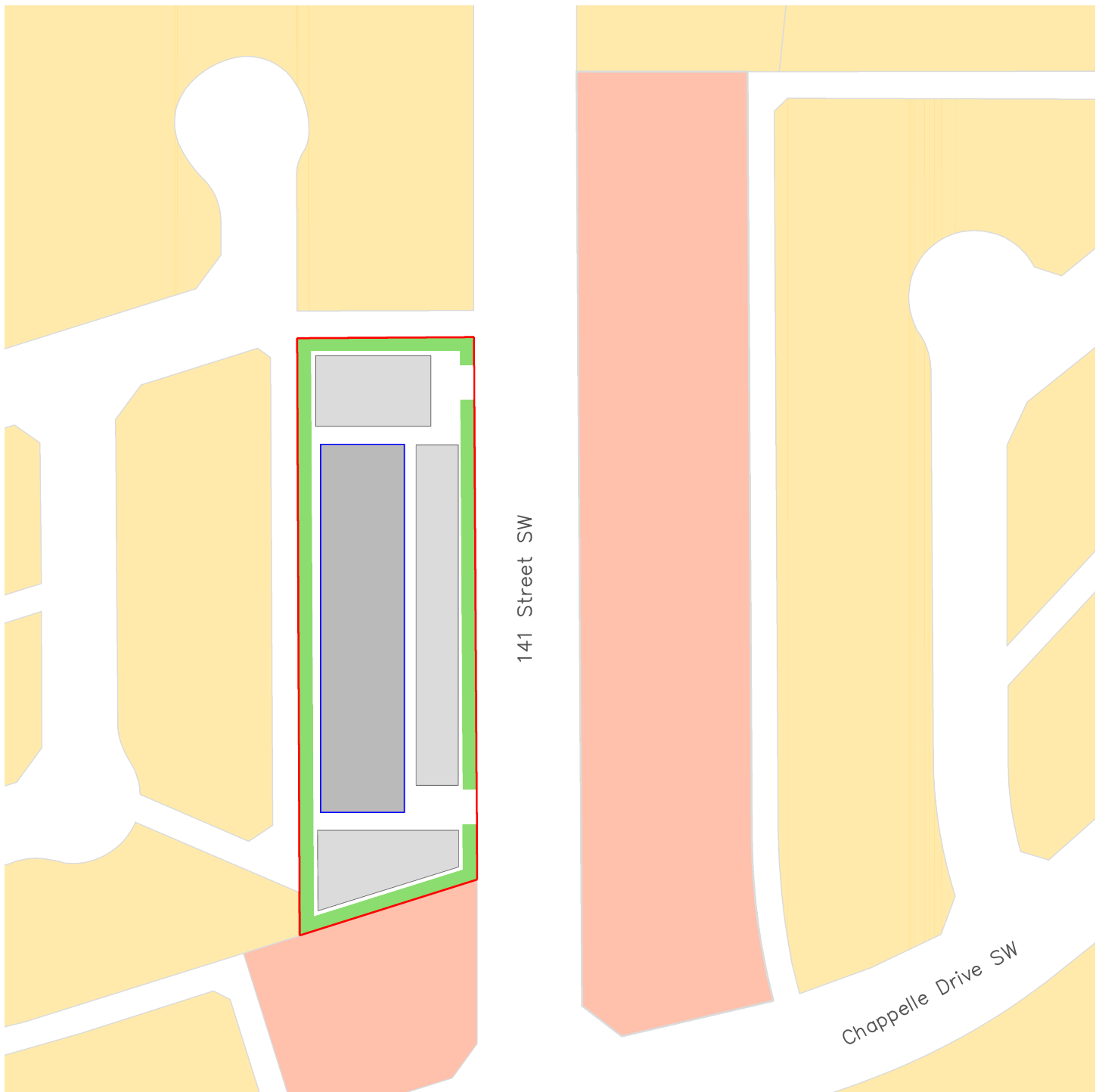
5. Site Design Regulations

- a. Buildings shall be located to the rear of each Site in general accordance with Appendix 1, Site Plan.
- b. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Setback.
- c. Where Uses, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where the Site containing such Uses is directly adjacent to Sites used or zoned for residential activities, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including: Landscaping; berming or screening, which may exceed the requirements of Section 55 of this Bylaw; noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and any other measures as the Development Officer may deem appropriate.
- d. Vehicle parking, loading, storage and trash collection areas shall not be permitted to the rear of the principal building.
- e. All Setbacks abutting a residential Site shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.
- f. The Site shall include entry features to contribute to the identity of the development and the overall sense of place.
- g. Any canopies, or other attached building features shall be contained within the property and may be placed within the required Setback.
- h. All exterior lighting of the site shall be designed to prevent light pollution by ensuring that illumination shall not extend beyond the boundaries of the site nor upwards into the sky to the satisfaction of the Development Officer.

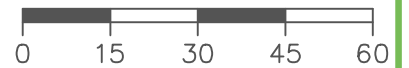
6. Building Design Regulations

- a. Façade treatment and general building design shall provide a similar architectural theme on all sides.

- b. All buildings on the Site shall comply with the following criteria:
 - i. The roof line and building Façade shall include design elements and add architectural interest; and
 - ii. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- c. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.



Appendix 1: Site Plan



- Site Boundary
- Existing Residential
- Existing Commercial
- Landscaping
- Building Area
- Parking Area

SCHEDULE “C”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Unit 18 and 19, Condominium Plan 1922086 totaling 0.83 ha more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Cannabis Retail Sales
- d. Child Care Services
- e. Commercial Schools
- f. Convenience Retail Stores
- g. Drive-in Food Services
- h. Gas Bars
- i. General Retail Stores
- j. Health Services
- k. Liquor Stores
- l. Personal Service Shops
- m. Professional, Financial and Office Support Services
- n. Rapid Drive-through Vehicle Services
- o. Restaurants
- p. Specialty Food Services
- q. Veterinary Services
- r. Fascia On-premises Signs
- s. Freestanding On-premises Signs
- t. Projecting On-premises Signs
- u. Temporary On-premises Signs

4. Development Regulations for Uses

- a. The maximum Floor Area for each non-Residential-Related Use shall be 275m²,

except that:

- i. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall be 1,000 m².
 - ii. the maximum Floor area for General Retail Stores shall be 1,000 m².
- b. Each Bar and Neighbourhood Pub, Specialty Food Service, and Restaurant Use shall be limited to 120 m² of Public Space excluding exterior patio/deck space.
- c. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall be four; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- d. Cannabis Retail Sales shall comply with Section 70 of the Zoning Bylaw. Without limiting the generality of the forgoing, Cannabis Retail Sales uses shall comply with the separation distance regulations in Sections 70(1), 70(2) and 70(4) of the Zoning Bylaw.
- e. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.
- f. Child Care Service and Commercial School Use shall be contained within the southernmost portion of the Site. Specifically, these Uses shall only be contained within 116m from the southernmost point of Site Boundary as shown on Appendix 1 – Site Plan.
- g. Signs shall comply with Section 59D of the Zoning Bylaw.

5. Development Regulations for Site Layout and Built Form

- a. The development shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.

- b. The maximum Height shall be 10.0 m.
- c. The maximum Floor Area Ratio shall be 0.25.
- d. The minimum Setback shall be 3.0 m from the north, south, west, and east Lot lines.

6. Development Regulations for Building Design and Features

- a. The development shall incorporate a prominent entrance through architectural treatment and signage to the satisfaction of the Development Officer.
- b. All buildings on the Site shall comply with the following criteria to the satisfaction of the Development Officer:
 - i. Building Façades shall have consistent and harmonious exterior finishing materials;
 - ii. Canopies and other attached architectural features may be allowed to project into a required Setback;
 - iii. The roof lines and building Façades shall be consistent in concept, detail, and material, and shall provide articulation and visual interest by a combination of variation of material, colour or other design methods; and
 - iv. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- c. Where a Use, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where such Use Abuts a Site zoned to allow Single Detached Housing as a Permitted Use, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including:
 - i. Landscaping; berming or screening, which may exceed the requirements of the Zoning Bylaw;
 - ii. noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and
 - iii. any other measures as the Development Officer may deem appropriate.
- d. All Setbacks Abutting a Site zoned to allow Single Detached Housing as a

Permitted Use shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.

7. Development Regulations for Parking, Loading, Storage and Access

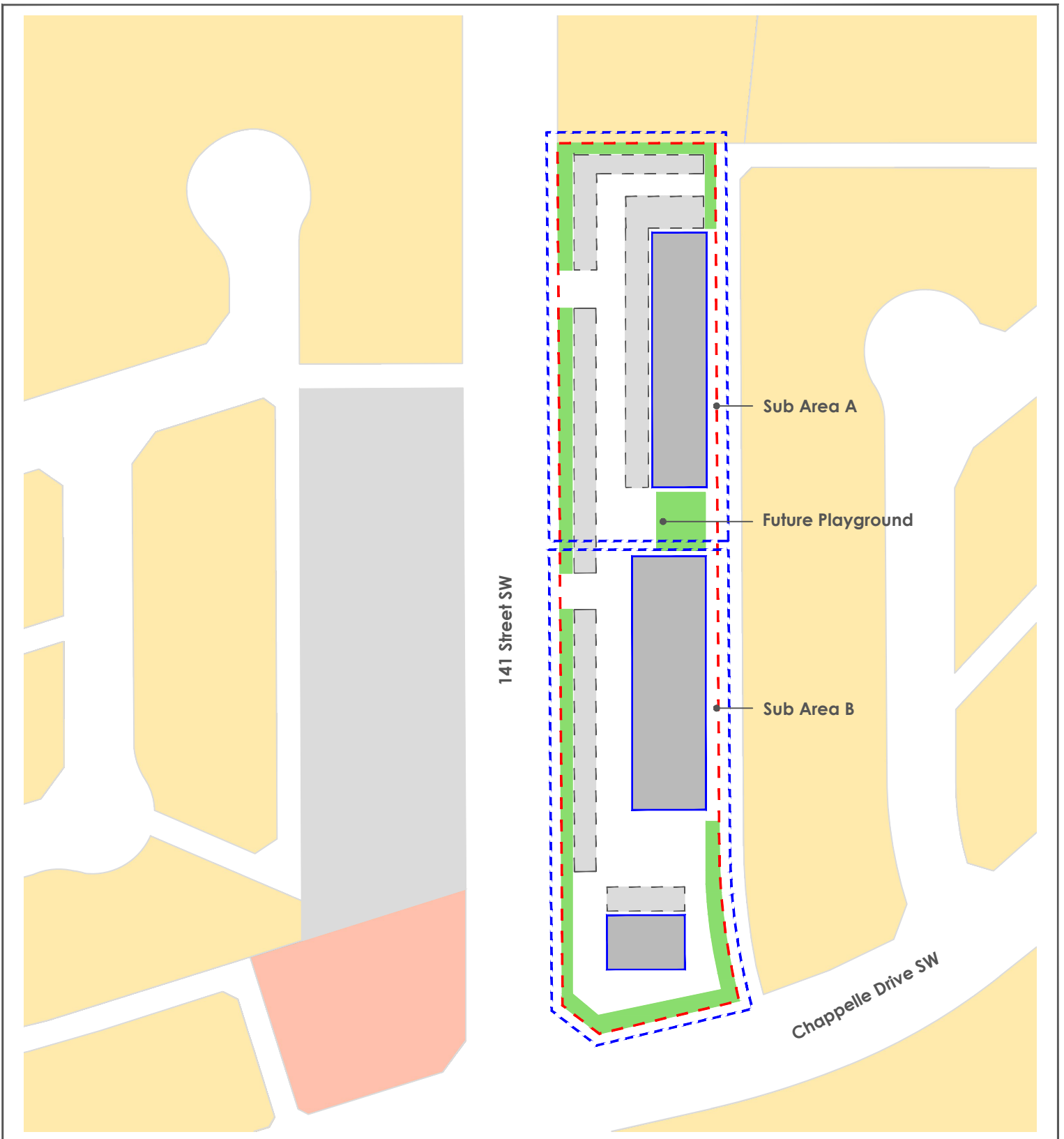
- a. Vehicular parking, loading, storage, waste collection, outdoor services, and display areas shall not be located within a required Setback.
- b. Vehicular parking, loading, storage and waste collection areas shall not be permitted to the rear of the building.

8. Development Regulations for Landscaping and Lighting

- a. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- b. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
- c. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.

9. Other Regulations

- a. Prior to the issuance of a Development Permit, except for Development Permits for demolition, excavation, shoring or signage, the applicant shall submit documentation that demonstrates, to the satisfaction of the Development Officer in consultation with Fire Rescue Services and EPCOR Water Services, that the fire flows and water servicing to the Site will be adequate for the proposed building and construction type, and be in accordance with the City of Edmonton Design and Construction Standards. The Development Officer shall verify that any infrastructure upgrades or systems required to ensure these standards are met shall be implemented in the design of the building and/or through off-site improvements.



Appendix 1: Site Plan

- Site Boundary
- Existing Residential
- Existing Commercial
- Existing DC2
- Landscaping
- Building Area
- Parking Area



Scale:





ADMINISTRATION REPORT **REZONING** Chappelle

3105C and 3130 - 141 Street SW

To allow for a mix of low-intensity commercial uses.



RECOMMENDATION AND JUSTIFICATION

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

- allows for continued commercial opportunities on both sites;
- will split the current zoning into two separate DC2 zones (one for each side of 141 Street SW) to reflect that the site is physically separate and under different ownership; and
- will conform to the Chappelle Neighbourhood Area Structure Plan (NASP).

THE APPLICATION

CHARTER BYLAW 19386 proposes to rezone the subject site from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision to allow for additional commercial uses (retail and services). The proposed rezoning would divide the existing Zoning into two separate DC2 Zones.

The DC2 for the property on the east (3105C - 141 Street SW) will retain the range of uses and regulations from the current DC2 and will add Child Care Services and Cannabis Retail Sales to the list of Uses. The proposed DC2 Zone requires that Cannabis Retail Sales comply with Section 70 of the Zoning Bylaw and Liquor Stores comply with Section 85. The DC2 for the property on the west (3130 - 141 Street SW) will retain the range of uses and regulations from the current DC2.

SITE AND SURROUNDING AREA

The subject sites are located north of Chappelle Drive SW and on the east and west sides of 141 Street SW. The total area being rezoned is 1.34 hectares (the site on the east is 0.83 ha and the site on the west is 0.51 ha). Both sites are developed and function as an existing commercial node.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC2.969) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Commercial
CONTEXT		
North	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone • (RF4) Semi-detached Residential Zone 	<ul style="list-style-type: none"> • Single detached housing • Semi-detached housing
East	<ul style="list-style-type: none"> • (RPL) Planned Lot Residential Zone 	<ul style="list-style-type: none"> • Single Detached Housing
South	<ul style="list-style-type: none"> • (CNC) Neighbourhood Convenience Commercial Zone • (US) Urban Services Zone 	<ul style="list-style-type: none"> • Commercial • School under construction
West	<ul style="list-style-type: none"> • (RPL) Planned Lot Residential Zone 	<ul style="list-style-type: none"> • Single Detached Housing

PLANNING ANALYSIS

Development on the subject site is guided by the Chappelle Neighbourhood Area Structure Plan (NASP) which designates the area as neighbourhood commercial. It will meet the intent of NASP Objective 3.3.3.1 “for commercial needs to be met within the neighbourhood”.

The proposed rezoning to split the current zoning into two separate DC2 zones (one for each side of 141 Street SW) is appropriate given that each site is physically separated by 141 Street and under different ownership. The proposed DC2 provisions would be compatible with the surrounding low density residential properties to the west, north, and east and the Neighbourhood Commercial site to the southwest.

To ensure compatibility with the (US) Urban Services Zone to the southeast, where the Garth Worthington Public School (351 Chappelle Drive SW) is under construction, the draft DC2 provisions include additional regulations. The subject site located at 3105C - 141 Street SW is less than 100m from the School site boundary. Cannabis Retail Sales and Liquor Store separation distance regulations from Zoning Bylaw Section 70 and Section 85 are included within the DC2 Provisions to ensure compatibility with the school site. Cannabis Retail Sales is being added to allow for future commercial flexibility in case the surrounding sensitive land uses change. The subject site at 3130 - 141 Street SW is also less than 100m from the school. An existing Liquor Store will be able to continue to operate as an existing non-conforming use.

There is also a pipeline corridor to the northwest. A Quantitative Risk Analysis for the Heritage Valley NASP 14 (prepared in January 2019) provided new information that stipulates a risk setback of 350 m is required for sensitive uses such as Commercial Schools and Child Care Services. The property on the east (3105C - 141 Street SW) will be able to accommodate these Uses on the southern portion of this site.

TECHNICAL REVIEW

The proposed rezoning has been reviewed by all required technical agencies.

Edmonton Public Schools does not support the proposed DC2 zoning as it would add Cannabis Retail Sales and Liquor Sales to a DC2 Zone within 100 m of a school site. Administration determined that specifically requiring that Cannabis Retail and Liquor Stores comply with the separation distances in the Zoning Bylaw will provide the necessary guidance for separation distance if a development permit (for cannabis or liquor sales) is applied for in the future.

EPCOR Water determined that there is a spacing deficiency for the existing municipal hydrants serving the subject site and has conditioned the construction of one new hydrant. City Administration has requested for Fire Rescue Services to conduct an Infill Fire Protection Assessment (IFPA) to determine if alternate fire protection measures will be acceptable.

PUBLIC ENGAGEMENT

ADVANCE NOTICE May 20, 2020	<ul style="list-style-type: none">• Number of recipients: 182• No responses received
PUBLIC MEETING	<ul style="list-style-type: none">• Not held
WEBPAGE	<ul style="list-style-type: none">• www.edmonton.ca/chappelle

CONCLUSION

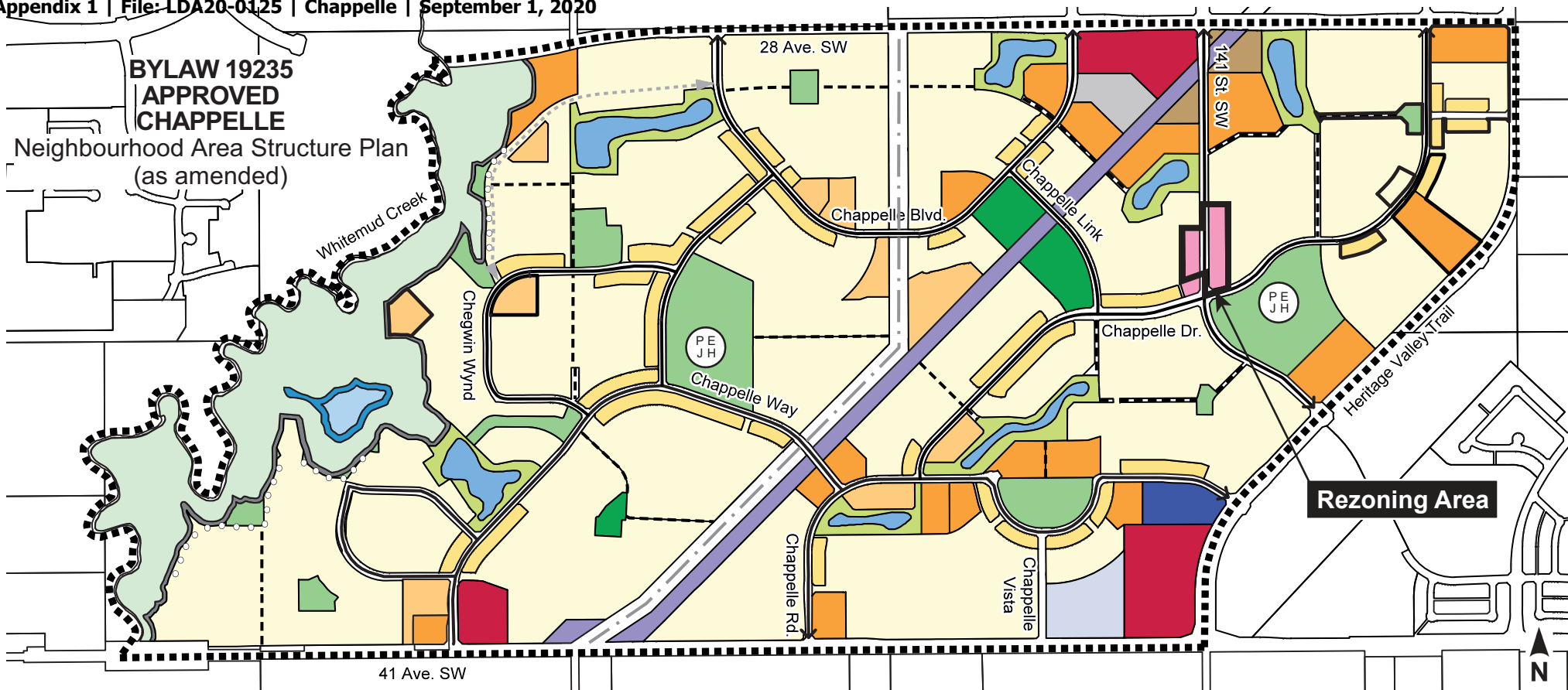
Administration recommends that City Council **APPROVE** this application.

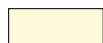


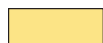




















APPENDICES

- 1 Context Plan Map
- 2 DC2 Tracked Changes (3130-141 Street SW)
- 3 DC2 Tracked Changes (3105C-141 Street SW)
- 4 Application Summary

**BYLAW 19235
APPROVED
CHAPPELLE**

Neighbourhood Area Structure Plan
(as amended)



- | | | | | | |
|--|-----------------------------|---|--------------------------------|---|---|
|  | Low Density Residential |  | School/Park |  | Greenways / Multi-Use Trail |
|  | Street Oriented Residential |  | Public Elementary Junior High |  | 11.5m Enhanced Local Roadway Connection |
|  | Town House |  | Urban Village Park |  | Top of Bank Walkway |
|  | Low Rise Apartments |  | Environmental Reserve |  | Top of Bank Roadway |
|  | High Density Residential |  | Constructed Wetland |  | Pipeline R/W |
|  | Residents Association |  | Stormwater Management Facility |  | Electrical Transmission |
|  | Commercial |  | Institutional Use |  | Collector Roadway |
|  | Neighbourhood Commercial | | |  | NASP Boundary |
|  | Business Employment | | | | |

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

Part IV Edmonton Zoning Bylaw

~~Section DC2.969~~

~~Bylaw 18160~~

~~September 11, 2017~~

1. General Purpose

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Lot 77, Block 3, Plan 1423886 ~~and Lot 91, Block 1, Plan 1620413~~, totaling ~~1.34~~ **0.51 ha** more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Child Care Services
- d. Commercial Schools
- e. Convenience Retail Stores
- f. Drive-in Food Services
- g. Gas Bars
- h. General Retail Stores
- i. Health Services
- j. Liquor Stores**
~~Minor Alcohol Sales~~
- k. Personal Service Shops
- l. Professional, Financial and Office Support Services
- m. Rapid Drive-through Vehicle Services
- n. Restaurants
- o. Specialty Food Services
- p. Veterinary Services
- q. Fascia On-premises Signs
- r. Freestanding On-premises Signs
- s. Projecting On-premises Signs
- t. Temporary On-premises Signs

4. Development Regulations

- a. The maximum Building Height shall not exceed 10.0 meters.
- b. A minimum Building Setback of 3.0 m shall be required.
 - i. Notwithstanding regulation 4(b), the minimum Building Setback from the north Property Line for Child Care Services and Commercial Schools shall be 20 m for Lot 77, Block 3, Plan 1423886, ~~and 13 m for Lot 91, Block 1, Plan 1620413.~~
- c. The Floor Area Ratio shall not exceed 0.25.
- d. The maximum Floor Area for any individual business premises for a Use be 275 m², except that:
 - i. the maximum Floor Area for Child Care Services shall be 500 m².
 - ii. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall not exceed 1,000 m².
 - iii. the maximum Floor area for General Retail Stores shall be 1,000 m².
 - iv. Restaurants shall be for less than 100 occupants and 120 m² of public Space.
 - v. Specialty Food Services shall be for less than 100 occupants and 120 m² of Public Space.
 - vi. Bars and Neighbourhood Pubs shall be for less than 100 occupants and 120 m² of Public Space.
- e. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall not exceed four for any given Site; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- f. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.**
- g. Child Care Services and Minor Alcohol Sales shall be limited to Lot 77, Block 3, Plan 1423886.
- h. Signs shall comply with Section 59D of the Zoning Bylaw.

5. Site Design Regulations

- a. Buildings shall be located to the rear of each Site in general accordance with Appendix 1, Site Plan.
- b. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Setback.
- c. Where Uses, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where the Site containing such Uses is directly adjacent to Sites used or zoned for residential activities, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including: Landscaping; berming or screening, which may exceed the requirements of Section 55 of this Bylaw; noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and any other measures as the Development Officer may deem appropriate.
- d. Vehicle parking, loading, storage and trash collection areas shall not be permitted to the rear of the principal building.
- e. All setbacks abutting a residential Site shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.
- f. The site shall include entry features to contribute to the identity of the development and the overall sense of place.
- g. Any canopies, or other attached building features shall be contained within the property and may be placed within the required setback.
- h. All exterior lighting of the site shall be designed to prevent light pollution by ensuring that illumination shall not extend beyond the boundaries of the site nor upwards into the sky to the satisfaction of the Development Officer.

6. Building Design Regulations

- a. Façade treatment and general building design shall provide a similar architectural theme on all sides.
- b. All buildings on the Site shall comply with the following criteria:
 - i. The roof line and building façade shall include design elements and add architectural interest; and
 - ii. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.

- c. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

1. General Purpose

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Units 18 and 19, Condominium Plan 1922086 totaling 0.83 ha more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Cannabis Retail Sales**
- d. Child Care Services**
- e. Commercial Schools
- f. Convenience Retail Stores
- g. Drive-in Food Services
- h. Gas Bars
- i. General Retail Stores
- j. Health Services
- k. Liquor Stores**
- l. Personal Service Shops
- m. Professional, Financial and Office Support Services
- n. Rapid Drive-through Vehicle Services
- o. Restaurants
- p. Specialty Food Services
- q. Veterinary Services
- r. Fascia On-premises Signs
- s. Freestanding On-premises Signs
- t. Projecting On-premises Signs
- u. Temporary On-premises Signs

4. Development Regulations for Uses

- a. The maximum Floor Area for each non-Residential-Related Use shall be 275m²,

except that:

- i. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall be 1,000 m².
 - ii. the maximum Floor area for General Retail Stores shall be 1,000 m².
- b. Each Bar and Neighbourhood Pub, Specialty Food Service, and Restaurant Use shall be limited to 120 m² of Public Space excluding exterior patio/deck space.
- c. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall be four; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- d. Cannabis Retail Sales shall comply with Section 70 of the Zoning Bylaw. Without limiting the generality of the forgoing, Cannabis Retail Sales uses shall comply with the separation distance regulations in Sections 70(1), 70(2) and 70(4) of the Zoning Bylaw.
- e. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.
- f. Child Care Service and Commercial School Use shall be contained within the southernmost portion of the Site. Specifically, these Uses shall only be contained within 116m from the southernmost point of Site Boundary as shown on Appendix -1 Site Plan.
- g. Signs shall comply with Section 59D of the Zoning Bylaw.

5. Development Regulations for Site Layout and Built Form

- a. The development shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.

- b. The maximum Height shall be 10.0 m.
- c. The maximum Floor Area Ratio shall be 0.25.
- d. The minimum Setback shall be 3.0 m from the north, south, west, and east Lot lines.

6. Development Regulations for Building Design and Features

- a. The development shall incorporate a prominent entrance through architectural treatment and signage to the satisfaction of the Development Officer.
- b. All buildings on the Site shall comply with the following criteria to the satisfaction of the Development Officer:
 - i. Building Façades shall have consistent and harmonious exterior finishing materials;
 - ii. Canopies and other attached architectural features may be allowed to project into a required Setback;
 - iii. The roof lines and building Façades shall be consistent in concept, detail, and material, and shall provide articulation and visual interest by a combination of variation of material, colour or other design methods; and
 - iv. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- c. Where a Use, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where such Use Abuts a Site zoned to allow Single Detached Housing as a Permitted Use, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including:
 - i. Landscaping; berming or screening, which may exceed the requirements of the Zoning Bylaw;
 - ii. noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and
 - iii. any other measures as the Development Officer may deem appropriate.
- d. All Setbacks Abutting a Site zoned to allow Single Detached Housing as a

Permitted Use shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.

7. Development Regulations for Parking, Loading, Storage and Access

- a. Vehicular parking, loading, storage, waste collection, outdoor services, and display areas shall not be located within a required Setback.
- b. Vehicular parking, loading, storage and waste collection areas shall not be permitted to the rear of the building.

8. Development Regulations for Landscaping and Lighting

- a. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- b. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
- c. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.

9. Other Regulations

- a. Prior to the issuance of a Development Permit, except for Development Permits for demolition, excavation, shoring or signage, the applicant shall submit documentation that demonstrates, to the satisfaction of the Development Officer in consultation with Fire Rescue Services and EPCOR Water Services, that the fire flows and water servicing to the Site will be adequate for the proposed building and construction type, and be in accordance with the City of Edmonton Design and Construction Standards. The Development Officer shall verify that any infrastructure upgrades or systems required to ensure these standards are met shall be implemented in the design of the building and/or through off-site improvements.

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19386
Location:	North of Chappelle Drive SW and east and west of 141 Street SW
Addresses:	East Property - 3105C - 141 Street SW; West Property - 3130 - 141 Street SW
Legal Descriptions:	Unit 18 and 19, Condominium Plan 1922086; Lot 77, Block 3, Plan 1423886
Site Area:	0.83 ha & 0.51ha
Neighbourhood:	Chappelle
Notified Community Organization:	Chappelle Community League
Applicant:	Marcelo Figueira, Green Space Alliance

PLANNING FRAMEWORK

Current Zone:	(DC2) Site Specific Development Control Provision
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Chappelle Neighbourhood Area Structure Plan (NASP)
Historic Status:	None

Written By:	Marco Melfi
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

Permitted Use shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.

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- c. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.

TECHNICAL REVIEW

The proposed rezoning has been reviewed by all required technical agencies.

Edmonton Public Schools does not support the proposed DC2 zoning as it would add Cannabis Retail Sales and Liquor Sales to a DC2 Zone within 100 m of a school site. Administration determined that specifically requiring that Cannabis Retail and Liquor Stores comply with the separation distances in the Zoning Bylaw will provide the necessary guidance for separation distance if a development permit (for cannabis or liquor sales) is applied for in the future.

PUBLIC ENGAGEMENT

ADVANCE NOTICE May 20, 2020	<ul style="list-style-type: none">• Number of recipients: 182• No responses received
PUBLIC MEETING	<ul style="list-style-type: none">• Not held
WEBPAGE	<ul style="list-style-type: none">• www.edmonton.ca/chappelle

CONCLUSION

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

APPENDICES

- 1 Context Plan Map
- 2 DC2 Tracked Changes (3130-141 Street SW)
- 3 DC2 Tracked Changes (3105C-141 Street SW)
- 4 Application Summary

Permitted Use shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.

7. Development Regulations for Parking, Loading, Storage and Access

- a. Vehicular parking, loading, storage, waste collection, outdoor services, and display areas shall not be located within a required Setback.
- b. Vehicular parking, loading, storage and waste collection areas shall not be permitted to the rear of the building.

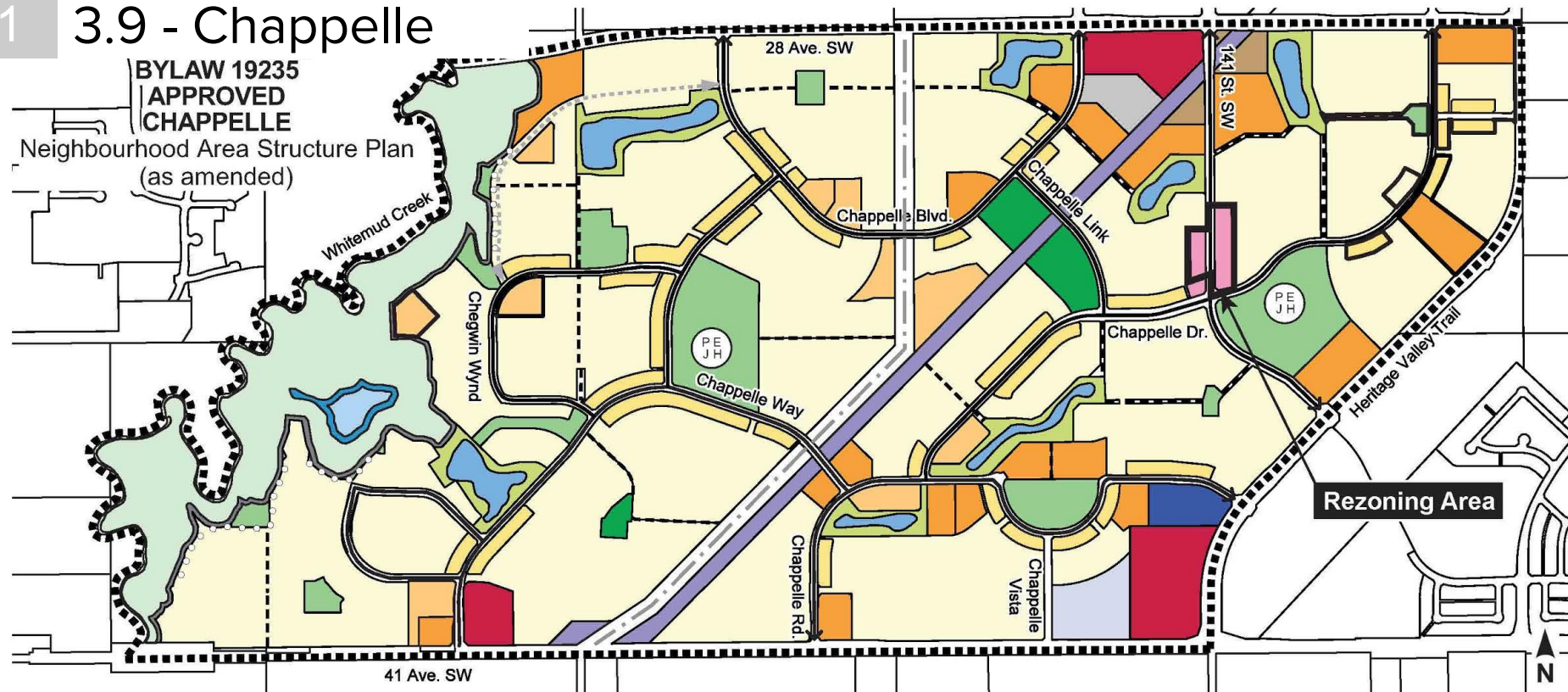
8. Development Regulations for Landscaping and Lighting







- a. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- b. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
- c. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.







3.9 - Chappelle







**BYLAW 19235
APPROVED
CHAPPELLE**






Neighbourhood Area Structure Plan
(as amended)




-  Low Density Residential
  High Density Residential
  School/Park
  Environmental Reserve
  Greenways / Multi-Use Trail
  Pipeline R/W

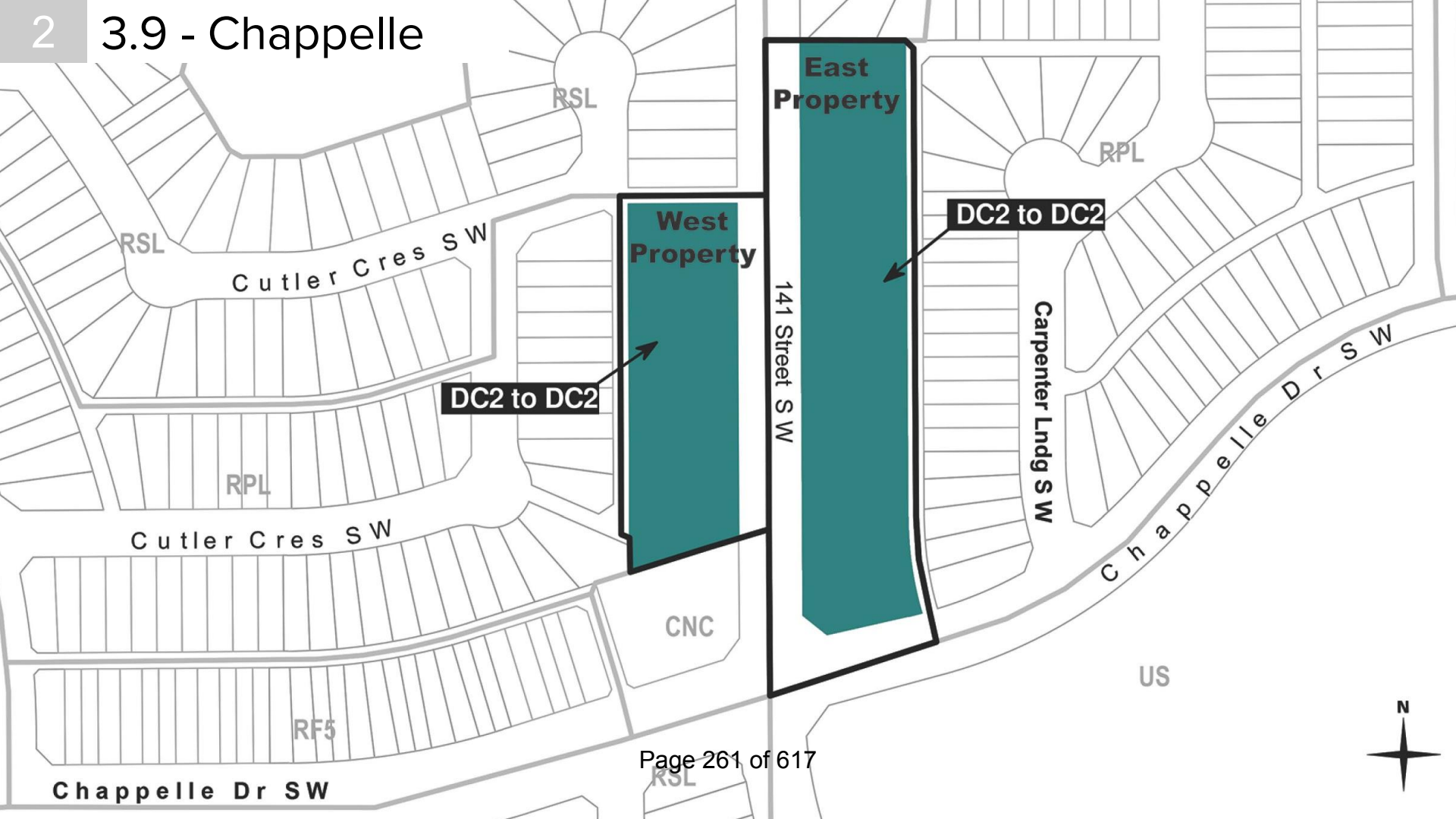
 Street Oriented Residential
  Residents Association
  Public Elementary Junior High
  Constructed Wetland
  11.5m Enhanced Local Roadway Connection
  Electrical Transmission

 Town House
  Commercial
  Urban Village Park
  Stormwater Management Facility
  Top of Bank Walkway
  Collector Roadway

 Low Rise Apartments
  Neighbourhood Commercial
  Institutional Use
  Top of Bank Roadway
  NASP Boundary

 Business Employment

Page 260 of 617





Charter Bylaw 19386

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3061

WHEREAS Unit 18 and Unit 19, Condominium Plan 1922086 and Lot 77, Block 3, Plan 1423886; located at 3105C - 141 Street SW and 3130 - 141 Street SW, Chappelle, Edmonton, Alberta, are specified on the Zoning Map as (DC2) Site Specific Development Control Provision; and

WHEREAS an application was made to rezone the above described properties to (DC2) Site Specific Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Unit 18 and Unit 19, Condominium Plan 1922086 and Lot 77, Block 3, Plan 1423886; located at 3105C - 141 Street SW and 3130 - 141 Street SW, Chappelle, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision.
2. The uses and regulations of the aforementioned DC2 Provision are annexed hereto as Schedule "B" and "C".

3. The sketch plan annexed hereto as Schedule "A" and the uses and regulations of the DC2 Provision shown on Schedule "B" and "C" annexed hereto are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

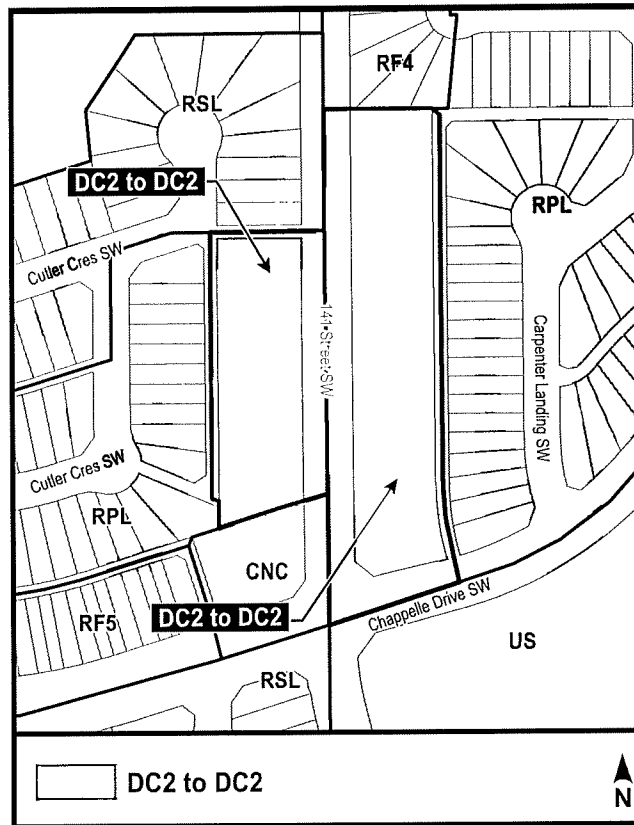
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19386



SCHEDULE “B”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Lot 77, Block 3, Plan 1423886 totaling 0.51 ha more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Child Care Services
- d. Commercial Schools
- e. Convenience Retail Stores
- f. Drive-in Food Services
- g. Gas Bars
- h. General Retail Stores
- i. Health Services
- j. Liquor Stores
- k. Personal Service Shops
- l. Professional, Financial and Office Support Services
- m. Rapid Drive-through Vehicle Services
- n. Restaurants
- o. Specialty Food Services
- p. Veterinary Services
- q. Fascia On-premises Signs
- r. Freestanding On-premises Signs
- s. Projecting On-premises Signs
- t. Temporary On-premises Signs

4. Development Regulations

- a. The maximum building Height shall not exceed 10.0 meters.

- b. A minimum building Setback of 3.0 m shall be required.
 - i. Notwithstanding regulation 4(b), the minimum Building Setback from the north Property Line for Child Care Services and Commercial Schools shall be 20 m for Lot 77, Block 3, Plan 1423886.
- c. The Floor Area Ratio shall not exceed 0.25.
- d. The maximum Floor Area for any individual business premises for a Use shall be 275 m², except that:
 - i. the maximum Floor Area for Child Care Services shall be 500 m².
 - ii. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall not exceed 1,000 m².
 - iii. the maximum Floor area for General Retail Stores shall be 1,000 m².
 - iv. Restaurants shall be for less than 100 occupants and 120 m² of public Space.
 - v. Specialty Food Services shall be for less than 100 occupants and 120 m² of Public Space.
 - vi. Bars and Neighbourhood Pubs shall be for less than 100 occupants and 120 m² of Public Space.
- e. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall not exceed four for any given Site; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- f. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.
- g. Child Care Services and Minor Alcohol Sales shall be limited to Lot 77, Block 3, Plan 1423886.
- h. Signs shall comply with Section 59D of the Zoning Bylaw.

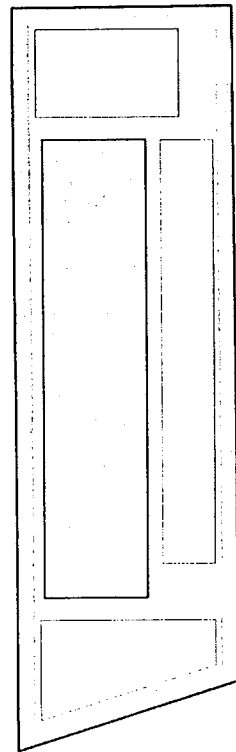
5. Site Design Regulations

- a. Buildings shall be located to the rear of each Site in general accordance with Appendix 1, Site Plan.
- b. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Setback.
- c. Where Uses, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where the Site containing such Uses is directly adjacent to Sites used or zoned for residential activities, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including: Landscaping; berming or screening, which may exceed the requirements of Section 55 of this Bylaw; noise attenuation measures such as structural soundproofing; downward direction of all exterior lighting on to the proposed development; and any other measures as the Development Officer may deem appropriate.
- d. Vehicle parking, loading, storage and trash collection areas shall not be permitted to the rear of the principal building.
- e. All Setbacks abutting a residential Site shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.
- f. The Site shall include entry features to contribute to the identity of the development and the overall sense of place.
- g. Any canopies, or other attached building features shall be contained within the property and may be placed within the required Setback.
- h. All exterior lighting of the site shall be designed to prevent light pollution by ensuring that illumination shall not extend beyond the boundaries of the site nor upwards into the sky to the satisfaction of the Development Officer.

6. Building Design Regulations

- a. Façade treatment and general building design shall provide a similar architectural theme on all sides.

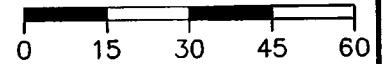
- b. All buildings on the Site shall comply with the following criteria:
 - i. The roof line and building Façade shall include design elements and add architectural interest; and
 - ii. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- c. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.









141 Street SW

Chappelle Drive SW

Appendix 1: Site Plan



-  Site Boundary
-  Existing Residential
-  Existing Commercial
-  Landscaping
-  Building Area
-  Parking Area

SCHEDULE “C”**(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate the development of low-intensity Commercial Uses that are sensitive to the surrounding development.

2. Area of Application

Unit 18 and 19, Condominium Plan 1922086 totaling 0.83 ha more or less; located in the Chappelle Neighborhood shown on Schedule “A” of the Bylaw adopting this Provision.

3. Uses

- a. Bars and Neighbourhood Pubs
- b. Business Support Services
- c. Cannabis Retail Sales
- d. Child Care Services
- e. Commercial Schools
- f. Convenience Retail Stores
- g. Drive-in Food Services
- h. Gas Bars
- i. General Retail Stores
- j. Health Services
- k. Liquor Stores
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- r. Fascia On-premises Signs
- s. Freestanding On-premises Signs
- t. Projecting On-premises Signs
- u. Temporary On-premises Signs

4. Development Regulations for Uses

- a. The maximum Floor Area for each non-Residential-Related Use shall be 275m²,

except that:

- i. the maximum Floor Area of each Rapid Drive-through Vehicle Services and Personal Service Shops Use shall be 1,000 m².
 - ii. the maximum Floor area for General Retail Stores shall be 1,000 m².
- b. Each Bar and Neighbourhood Pub, Specialty Food Service, and Restaurant Use shall be limited to 120 m² of Public Space excluding exterior patio/deck space.
- c. The following regulations shall apply to Rapid Drive-through Vehicle Services developments:
 - i. The total number of bays shall be four; and
 - ii. All operations and mechanical equipment associated with this Use Class shall be located within an enclosed building.
- d. Cannabis Retail Sales shall comply with Section 70 of the Zoning Bylaw. Without limiting the generality of the forgoing, Cannabis Retail Sales uses shall comply with the separation distance regulations in Sections 70(1), 70(2) and 70(4) of the Zoning Bylaw.
- e. Liquor Stores shall comply with Section 85 of the Zoning Bylaw. Without limiting the generality of the forgoing, Liquor Stores shall comply with the separation distance regulations in sections 85(1) and 85(4) of the Zoning Bylaw.
- f. Child Care Service and Commercial School Use shall be contained within the southernmost portion of the Site. Specifically, these Uses shall only be contained within 116m from the southernmost point of Site Boundary as shown on Appendix 1 – Site Plan.
- g. Signs shall comply with Section 59D of the Zoning Bylaw.

5. Development Regulations for Site Layout and Built Form

- a. The development shall be in general conformance with the attached Appendices to the satisfaction of the Development Officer.

- b. The maximum Height shall be 10.0 m.
- c. The maximum Floor Area Ratio shall be 0.25.
- d. The minimum Setback shall be 3.0 m from the north, south, west, and east Lot lines.

6. Development Regulations for Building Design and Features

- a. The development shall incorporate a prominent entrance through architectural treatment and signage to the satisfaction of the Development Officer.
- b. All buildings on the Site shall comply with the following criteria to the satisfaction of the Development Officer:
 - i. Building Façades shall have consistent and harmonious exterior finishing materials;
 - ii. Canopies and other attached architectural features may be allowed to project into a required Setback;
 - iii. The roof lines and building Façades shall be consistent in concept, detail, and material, and shall provide articulation and visual interest by a combination of variation of material, colour or other design methods; and
 - iv. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- c. Where a Use, that may in the opinion of the Development Officer, create negative impacts such as noise, light or odours which may be noticeable on adjacent properties, and where such Use Abuts a Site zoned to allow Single Detached Housing as a Permitted Use, the Development Officer may, at the Development Officer's discretion, require that these potential impacts be minimized or negated. This may be achieved through a variety of measures including:
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- d. All Setbacks Abutting a Site zoned to allow Single Detached Housing as a

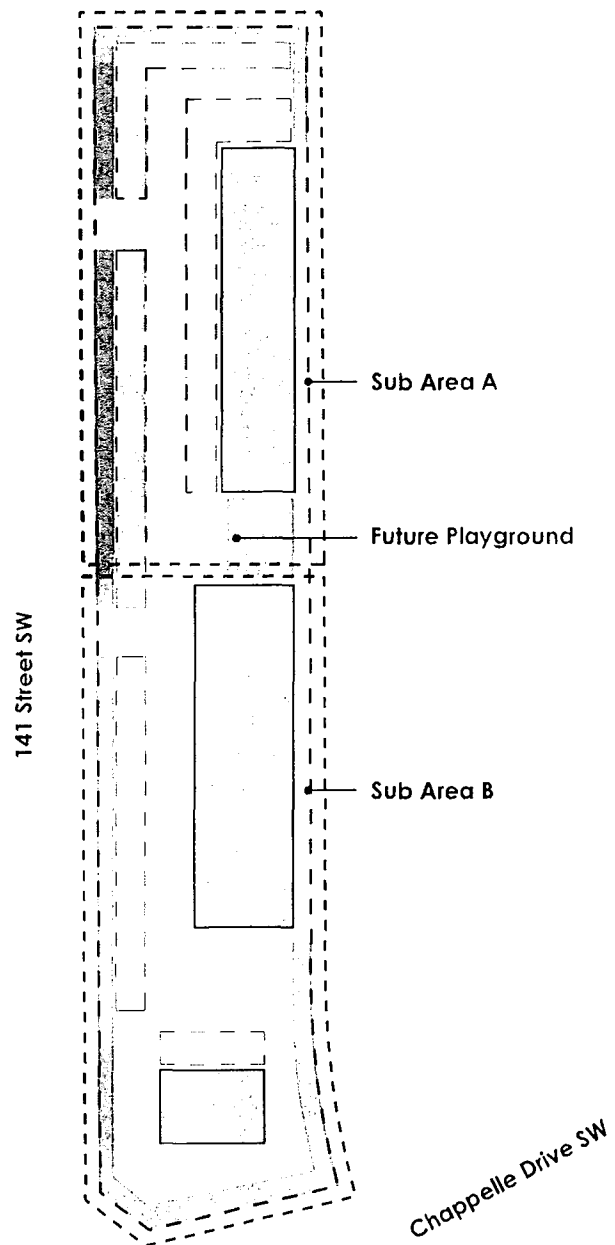
Permitted Use shall be fenced to provide visual screening and prevent vehicle access. Space between fencing panels may be permitted to provide pedestrian access to the Site.

7. Development Regulations for Parking, Loading, Storage and Access








- a. Vehicular parking, loading, storage, waste collection, outdoor services, and display areas shall not be located within a required Setback.
- b. Vehicular parking, loading, storage and waste collection areas shall not be permitted to the rear of the building.

8. Development Regulations for Landscaping and Lighting

- a. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of a building and to create visual interest.
- b. Exterior lighting associated with the development shall be designed such that it has no negative impact on an adjacent property.
- c. Night-time light pollution shall be reduced by avoiding over-illumination of the development and by using exterior lighting fixtures that are full cut-off in design which direct light downward, to ensure illumination does not extend beyond the boundaries of the development Site.



Appendix 1: Site Plan

-  Site Boundary
-  Existing Residential
-  Existing Commercial
-  Existing DC2
-  Landscaping
-  Building Area
-  Parking Area



Scale:



Bylaw 19264

Amendment to the Windermere Area Structure Plan

Purpose

To amend the Windermere Area Structure Plan.

Readings

Bylaw 19264 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19264 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

The proposed amendment would redesignate a 2.18 hectare parcel of land from Mixed Use - Institutional/Residential to Residential. Associated Area Structure Plan figures, text, and land use and population statistics are revised to reflect the proposed land use change.

This plan amendment is accompanied by an associated amendment to the Windermere Neighbourhood Structure Plan (Bylaw 19265) and proposed rezoning (Charter Bylaw 19266).

All comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the Greater Windermere Community League on November 14, 2017. Thirty-five responses were received.

On September 24, 2019, Administration held a public open house to provide information on the Neighbourhood Area Structure Plan proposal and collect feedback on the application.

All responses are summarized in the attached Council Report.

Attachments

1. Bylaw 19264
2. Administration Report

Bylaw 19264

A Bylaw to amend Bylaw 13717, as amended, the
Windermere Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on May 25, 2004 the Municipal Council of the City of Edmonton passed Bylaw 13717, being the Windermere Area Structure Plan; and

WHEREAS Council has amended the Windermere Area Structure Plan through the passage of Bylaws 15010, 15423, 15513, 15825, 15802, 15805, 15808, 16003, 16072, 16090, 16130, 16177, 16291, 17119, 17193, 17184, 17404, 17796, 18280, 18568, 18682, 18815, 18998, and 19023; and

WHEREAS an application was received by Administration to amend the Windermere Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Windermere Area Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 13717, as amended, the Windermere Area Structure Plan is hereby amended by

- a. deleting the twelfth paragraph of Section 5.5.2 Concept: Mixed Use - Institutional/Residential and replacing it with the following:

“Two Mixed Use - Institutional/Residential parcels are contemplated within the ASP as shown in Figure 7.0. The first is located in the western portion of Neighbourhood One (Ambleside), north central within the ASP. The site is bound by Terwillegar Drive to the west, arterial roadway and major Commercial to the north, residential to the east, and right-in/right-out collector roadway immediately south. A second Mixed-use Institutional/Residential site is south centrally located in Neighbourhood Three (Keswick along 25 Avenue SW and approximately 750 metres west of 170 Street. Each of these sites provides superior visibility, convenience, (e.g. neighbourhood commercial), presence (i.e. focal point), vehicle access, egress via collector roadway, and proximity to higher residential densities. While these two sites are contemplated at this time, additional sites, comprehensively planned, will be encouraged to strengthen the concepts of social integration and mixed use neighbourhoods.”

- b. deleting the second paragraph of Section 8.3.2 Staging Concept – Windermere Neighbourhood Two and replacing it with the following:

“This Neighbourhood establishes positive urban interface with existing, residential land uses to the west such as Windermere, Windermere Ridge, and Westpoint Estates. Thoughtful planning and design will incorporate principles of Smart Growth including a diversity of housing, commercial, and open space opportunities as well as an integrated transportation network. Combined with Neighbourhood One, these attributes will support Smart Growth, Transit/Pedestrian Oriented Development, Mixed Use Nodes, and Integrated Community Circulation Systems in South Edmonton. Neighbourhood Two will establish an integrated community concept for Windermere.

- c. deleting the land use and population statistics entitled “Bylaw 19023 – Windermere Area Structure Plan – Land Use and Population Statistics” and replacing it therefore with;

WINDERMERE AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 19264

Windermere Area Structure Plan – Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside - NHBD 1	Windermere - NHBD 2	Keswick - NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
GROSS STUDY AREA (ha)	314.7	469.1	372.7	160.5	197.9	306	1,821
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
GROSS DEVELOPABLE AREA	300.2	445.2	305.9	139.8	155.3	292	1,641
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	19.9	7.1	8.9	12	90
Institutional	2.1		2.6	0.0	4.0		9
TOTAL NON-RESIDENTIAL LAND USES	195.8	165.4	113.9	79.9	59.9	99	714
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
NET RESIDENTIAL AREA	104.4	279.9	192.0	60.0	95.4	193	925
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

*Detailed calculations will be prepared during NSP approval stage

Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.4		279.9		192.0		60.0		95.4		193		924.7	
Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
Low Density Residential	84.7	2,117	160	3,999	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,844
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	20	1,803	9.9	893	7.4	662	9.4	1,045	38	1,914	95.7	7,298
Mixed Use					1.4	175							1.4	175
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
Neighbourhood Total	104.6	3,971	279.9	6,854	192.0	6,493	60.0	2,277	95.4	3,921	175	4,744	906.9	28,260
Unit Density (du/nrha)	38		24		34		38		41		25		31	
Population														
Low Density Population	5,928		11,197		11,748		3,136		5,494		8,084		45,587	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		3,245		1,607		1,192		1,880		5,493		15,183	
Mixed Use					263								263	
High Density Population	877		297		1,220		270		1,080		543		4,287	
*Large Lot Residential			414										414	
Existing Country Residential			980										980	
Neighbourhood Total	9,377		17,130		16,000		5,480		8,997		14,120		71,104	
Population Density (ppl/nrha)	90		61		83		91		94		73		77	

*Nbhd 5 Medium Density includes both row housing and low rise

Windermere Area Structure Plan – Student Generation

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School Board			Neighbourhood Sub-total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	299	600	600	300	150	150	1,800
Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
TOTAL STUDENT POPULATION*	1,640	3,275	3,274	1,579	790	790	9,708

*School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

- d. deleting the map entitled “Bylaw 19023 – Amendment to Approved Windermere Area Structure Plan” and substituting it therefore with the Map entitled “Bylaw 19264 – Amendment to Windermere Area Structure Plan”
attached hereto as Schedule “A”;
- e. deleting the map entitled “Figure 7.0 – Development Concept” and substituting therefore the Map entitled “Figure 7.0 – Development Concept” attached hereto as Schedule “B”.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

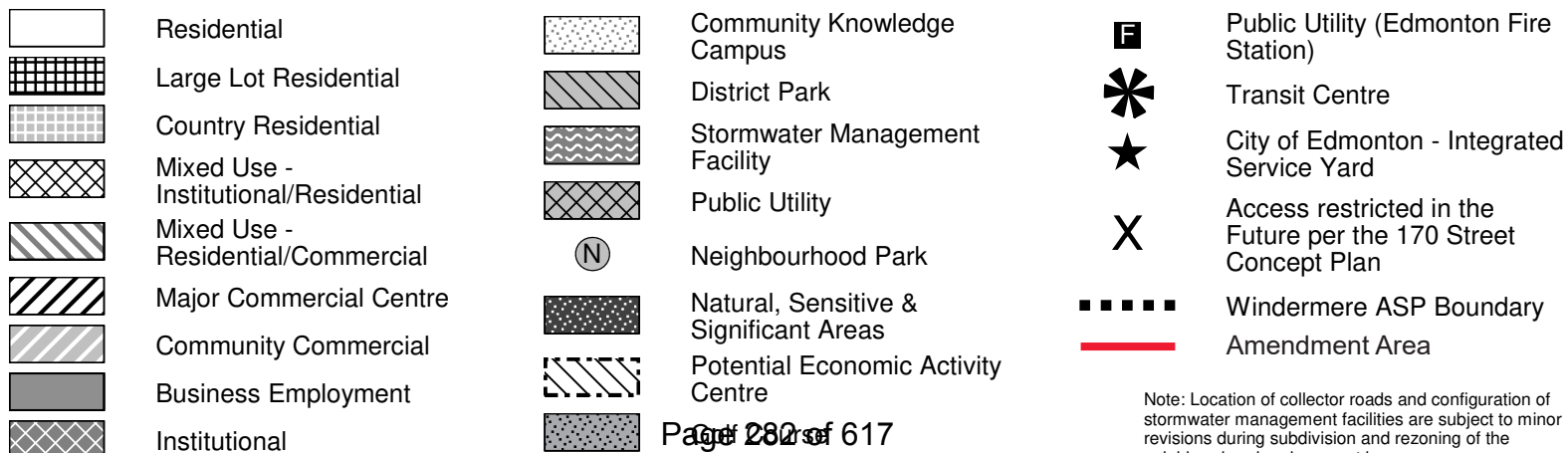
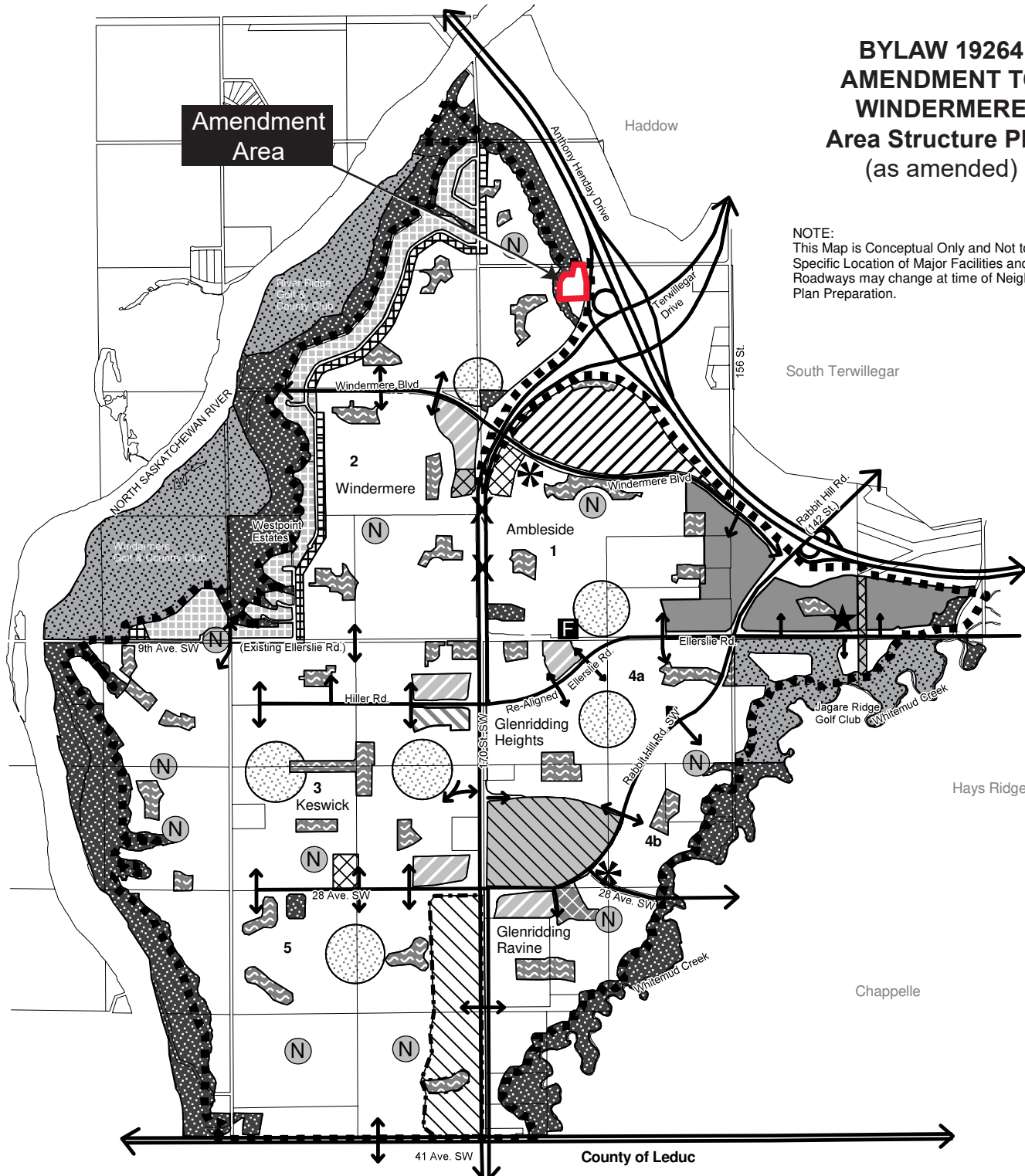
THE CITY OF EDMONTON

MAYOR

CITY CLERK

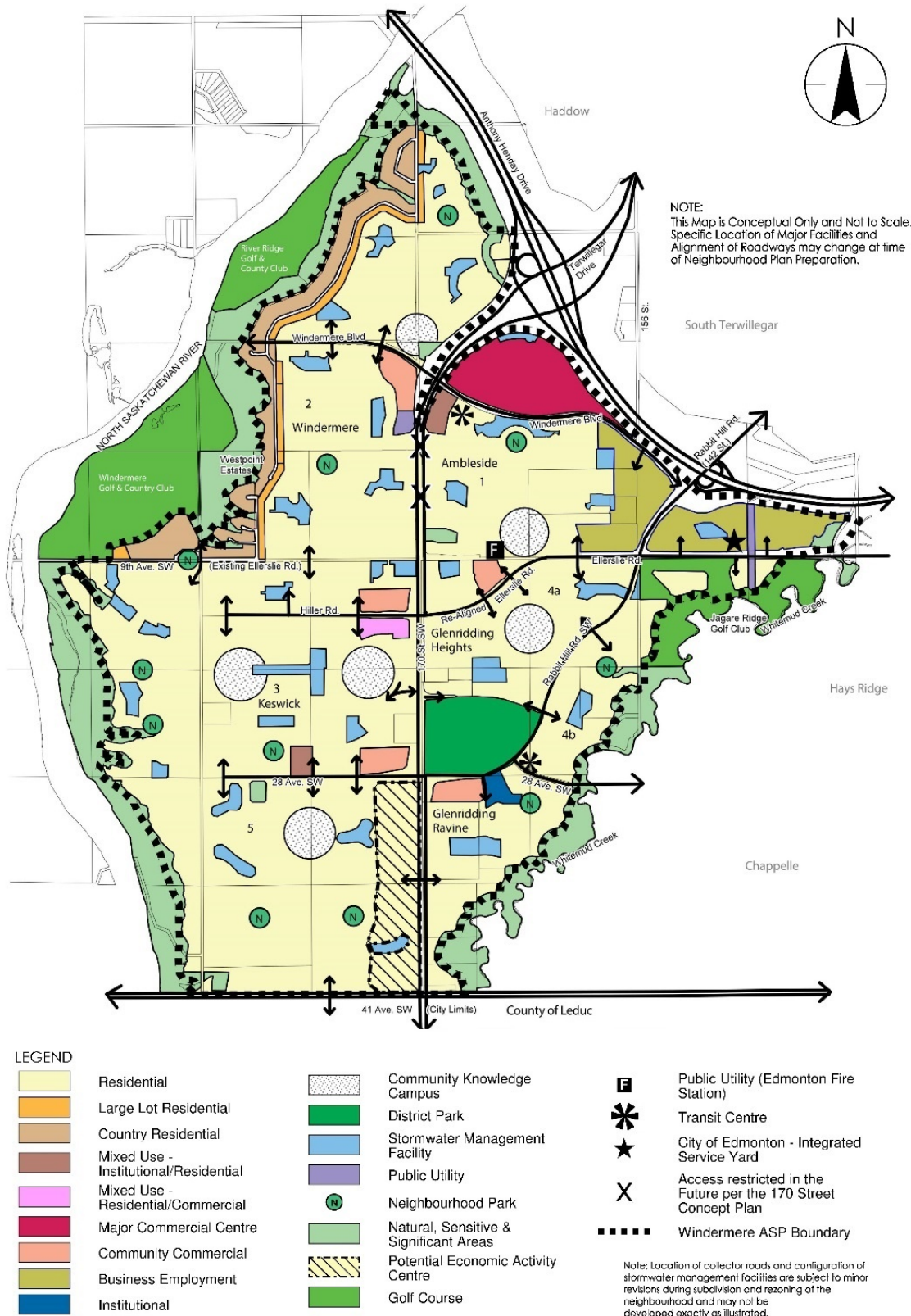
BYLAW 19264 AMENDMENT TO WINDERMERE Area Structure Plan (as amended)

NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.



Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

Figure 7.0 - Development Concept



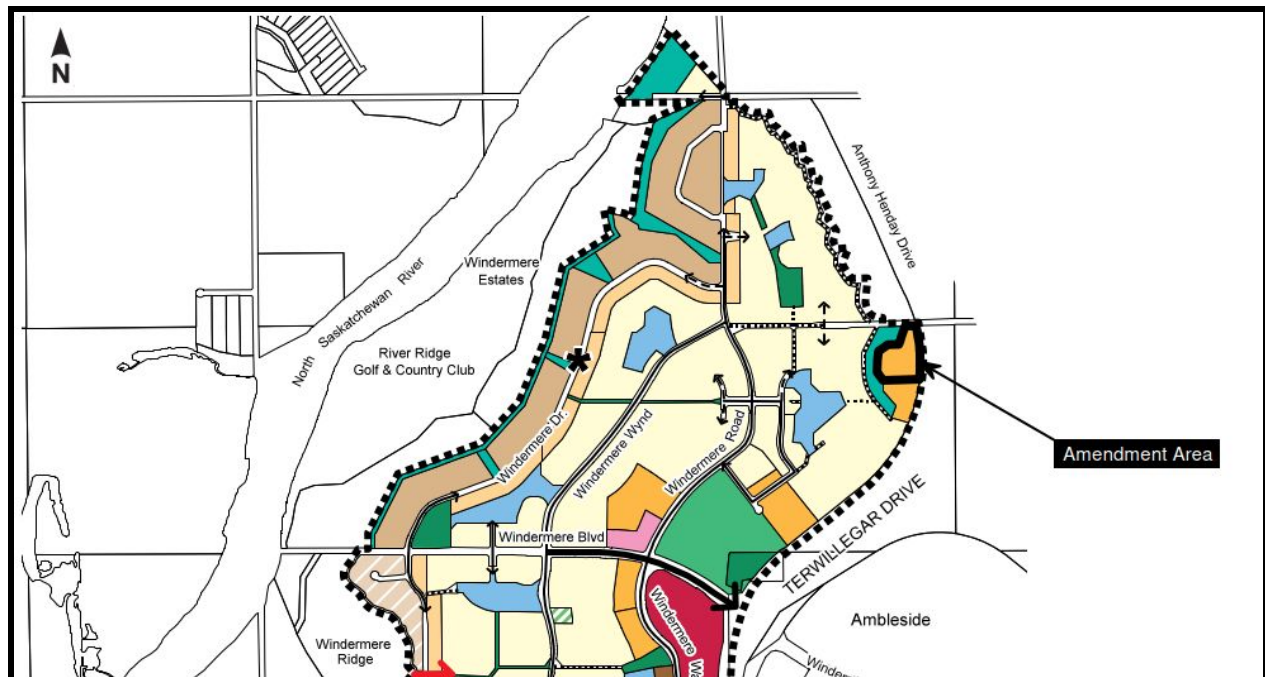
WINDERMERE AREA STRUCTURE PLAN



ADMINISTRATION REPORT **REZONING, PLAN AMENDMENTS** WINDERMERE

16449 16 Avenue NW

To allow for medium density residential uses.



RECOMMENDATION AND JUSTIFICATION

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

- will expand the variety of housing choices in the Windermere neighbourhood;
- will be compatible with surrounding planned land uses; and
- will facilitate the orderly development of the Windermere neighbourhood.

THE APPLICATION

1. **BYLAW 19264** is a proposed amendment to the Windermere Area Structure Plan (ASP) to redesignate a 2.18 hectare parcel of land from Mixed Use - Institutional/Residential to Residential to allow for the development of medium density housing. Associated ASP figures, text, and land use and population statistics are revised to reflect the proposed land use change.
2. **BYLAW 19265** is a proposed amendment to the Windermere Neighbourhood Structure Plan (NSP) to redesignate a 2.18 hectare parcel of land from Institutional to Medium Density Residential. Associated NSP figures, text, and land use and population statistics are revised to reflect the proposed land use change as well as an administrative update to reflect the addition of 2.48 ha or Environmental Reserve (ER) approved with Bylaw 18568.
3. **CHARTER BYLAW 19266** proposes to rezone the site from (AG) Agricultural Zone to (DC1) Direct Development Control Provision to allow for the development of medium density residential uses including multi-unit housing.

SITE AND SURROUNDING AREA

The subject site is 2.18 hectares in size and is undeveloped. It is located south of 16 Avenue NW and west of Anthony Henday Drive.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(AG) Agricultural Zone	Undeveloped land
CONTEXT		
North	(A) Metropolitan Recreation Zone	Natural Area (Ravine)
East	(AG) Agricultural Zone	Transportation Utility Corridor (Anthony Henday Drive)
South	(RA7) Low Rise Apartment Zone	Undeveloped land
West	(A) Metropolitan Recreation Zone	Natural Area (Ravine)

PLANNING ANALYSIS

The subject parcel is one of three sites designated for Mixed Use - Institutional/Residential in the Windermere ASP. The proposed ASP amendment will redesignate this site to allow for medium density residential development.

The site was previously owned by the YMCA Foundation and was therefore designated as Institutional in the Windermere NSP. The proposed NSP amendment to re-designate the site for Medium Density Residential (MDR) meets the intent of Section 4.2 of the NSP which states that “in the future should this site be transferred out the YMCA’s ownership, a MDR use, compatible with the MDR site to the south is appropriate.” The addition of multi-unit housing will increase residential density and allow for greater housing choice within the Windermere neighbourhood.

Primary access to the site is proposed to be from 16 Avenue NW, east of Whispering River Drive with an emergency access through the neighbouring site to the south as shown on the image below. In order for this to occur, the 16 Avenue NW road right-of-way (where there is a shared-use path but no road currently) would be constructed as a local road to the City of Edmonton’s Complete Streets Design and Construction Standards from Whispering River Drive, east to the site access. A turnaround will be provided at the east end of the roadway. In addition, the existing shared use path within the 16 Avenue right-of-way would be reconstructed alongside the roadway. The City will review the access proposal in detail at the time of Development Permit Application.



The proposed DC1 Provision includes the following development direction to address density, access, and environmental considerations:

- A maximum density of 81 dwellings per hectare or 175 units;
- Medium density residential uses including multi-unit housing that may include Semi-detached, Row Housing, and Low Rise Apartment built forms;
- A maximum height of 16.5 meters (approximately 4 storeys);
- Requirements for off-site improvements including the construction of 16 Avenue and a shared use path; and
- Requirement for an Environmental Impact Screening Report at the Development Permit stage.

TECHNICAL REVIEW

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

Drainage

As part of this application, a drainage servicing assessment report was submitted by the applicant and reviewed by Administration. Administration has accepted the findings of the report that the proposed development can be accommodated.

Sanitary and stormwater services for the proposed development will connect to the existing systems in the Windermere neighbourhood. This will be achieved via a drainage and utility easement through the adjacent lot to the south. Through the Windermere NSP process, the receiving sewer systems in the neighbourhood were sufficiently designed to accommodate development at this location.

Transportation

As the original Transportation Impact Assessment (TIA) was initiated in 2015, an update to the assessment was requested and reviewed by Administration. The following information is included in the updated assessment, which took into account feedback collected at the September 24, 2019 Public Engagement Session:

- Updated traffic analysis for the Windermere Boulevard/Windermere Road intersection, including:
 - Updated traffic volume information;
 - Revised background traffic estimates including potential traffic from future developments in the community;
 - Detailed queuing analysis for the intersection's north approach.
- Site visit observations regarding traffic safety and operations for Constable Daniel Woodall Public School and St. John XXIII Edmonton Catholic School; and
- Review of daily volumes on Whitelaw Drive.

The assessment considered the future full build-out of the neighbourhood. While vehicular traffic will increase on the local and collector neighbourhood roadways, the assessment concluded that the roadways will continue to operate at acceptable levels of service.

Based on data collected in 2019, southbound traffic at the intersection of Windermere Boulevard and Windermere Road is currently experiencing considerable delays in the peak hours, resulting in long queues extending north on Windermere Road. Notwithstanding, these occurrences were observed for only a short period of time in the peak hours (including the afternoon school peak), and most of the time the queues were observed to be cleared within one green cycle.

The City of Edmonton completed a traffic safety review for the two school sites and implemented a number of safety measures including pedestrian crosswalks with signage and flashing beacons to enhance traffic safety. The City is also planning to install traffic signals at the Windermere Boulevard/Windermere Wynd intersection by the end of 2020, which will provide an additional signalized access point to the neighbourhood.

Traffic operations at the Windermere Boulevard/Windermere Road intersection and on Windermere Road along the schools frontages will continue to be monitored and additional mitigation measures may be implemented as required depending on the availability of funding.

Transit

Current bus service in the Windermere Neighborhood provides a direct connection to Leger Transit Centre. The rezoning site is approximately 750 metres walking distance away from the nearest bus stop on Windermere Road. No service changes are planned for the area as part of the Bus Network Redesign.

Top of Bank & Environmental Impact Screening Report

As part of this application, a Slope Stability Report and subsequent memorandums were submitted by the applicant and reviewed by City Administration. These reports will inform the site and development-specific geotechnical recommendations for design, construction, top of bank development setbacks, and top of bank development restrictions.

A top of bank walk was also conducted with City Administration and the applicant to determine the top of bank development setbacks as confirmed in a top of bank survey plan that was incorporated into the DC1 appendix II top of bank setbacks plan.

The site is located within the boundaries of the North Saskatchewan River Valley Area Redevelopment Plan (NSRVRP). In accordance with Schedule D of the NSRVRP, prior to the issuance of a Development Permit an Environmental Impact Screening Report, shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor (Anthony Henday Drive). The report shall be reviewed by Urban Growth and Open Space Strategy.

PUBLIC ENGAGEMENT

<p>ADVANCE NOTICE November 14, 2017</p>	<ul style="list-style-type: none"> ● Number of recipients: 3,722 ● Number of responses received: 35 ● Number of responses with concerns: 20 ● Common comments and concerns included: <ul style="list-style-type: none"> ○ Current road system is already congested. The neighbourhood cannot handle additional traffic from the proposed development; ○ Too few access points in and out of the neighbourhood; ○ The development will cause parking to spill into the surrounding neighbourhood; ○ Concerns over Emergency Servicing accessing the site as a result of traffic; ○ Concern about impacts on environment (ravine) & wildlife; ○ The proposal would reduce property values;
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	<ul style="list-style-type: none"> o Concern over added density from the development; and o Would rather see a trail leading to the site maintained and have it maintained as a park/open space.
PUBLIC MEETING September 24, 2019	<ul style="list-style-type: none"> • Number of attendees: 76 • Number of feedback forms with comments or concerns: 51 • Number of follow up comments: 12 <p>Refer to Appendix 1 (What We Heard Report) for details. Common questions/comments included:</p> <p><i>Traffic & Transportation:</i></p> <ul style="list-style-type: none"> o 16 Avenue site access is too narrow/unsafe; o Added traffic is a safety concern for children and pedestrians; o The proposal will cause parking to spill into the surrounding area; o The Traffic Impact Assessment (TIA) is inaccurate/out of date/ does not adequately factor in future development. <p><i>Previous Development Proposal:</i></p> <ul style="list-style-type: none"> o Previous development attempts were halted around the issue of parking and traffic. How is this development different? <p><i>Environmental Concerns:</i></p> <ul style="list-style-type: none"> o Concern over impacts on environment & wildlife <p><i>Economic Concerns:</i></p> <ul style="list-style-type: none"> o The proposal/traffic reduces property values <p><i>Density:</i></p> <ul style="list-style-type: none"> o There are enough homes/condos in the area; and o Proposed density is not acceptable.
WEBPAGE	<ul style="list-style-type: none"> • edmonton.ca/windermere

CONCLUSION

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

APPENDICES

- 1 "What We Heard" Public Engagement Report
- 2 Approved Windermere ASP Land Use and Population Statistics – Bylaw 19023
- 3 Proposed Windermere ASP Land Use and Population Statistics – Bylaw 19264
- 4 Approved Windermere NSP Land Use and Population Statistics – Bylaw 17194
- 5 Proposed Windermere NSP Land Use and Population Statistics – Bylaw 19265
- 6 Approved Windermere ASP – Bylaw 19023
- 7 Proposed Windermere ASP – Bylaw 19264
- 8 Approved Windermere NSP – Bylaw 18568
- 9 Proposed Windermere NSP – Bylaw 19265
- 10 Application Summary

WHAT WE HEARD REPORT

Rezoning Public Engagement Session Feedback Summary LDA17-0024 - Windermere

PROJECT ADDRESS: 16449 - 16 Ave NW

PROJECT DESCRIPTION: A proposed rezoning from **Agricultural Zone (AG)** to **Direct Development Control Provision (DC1)**, intended to allow for multi-unit residential development, such as low rise apartments, row houses, or semi-detached houses. Associated amendments would also be required to the Windermere Neighbourhood Structure Plan and the Windermere Area Structure Plan to facilitate the proposed rezoning.

PROJECT WEBSITE: edmonton.ca/windermere > Planning Applications

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Advance Notice from the City	November 14, 2017	Approx. 35 inquiries including through the Councillor's office
Public Engagement City-hosted Event (drop-in format)	September 24, 2019	No. of attendees: 76 including Ward 9 Councillor Cartmell No. of written comments: 51 No. of follow-up comments: 12

ABOUT THIS REPORT

Information in this report includes responses to the advanced notice and feedback gathered during and after the September 24, 2019 public engagement event. This report will be shared with those who emailed the file planner, and/or provided an email address at the event, as well as with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendments advance to Public Hearing, it will be included in the information provided to City Council.

Planning Coordination
DEVELOPMENT SERVICES



ENGAGEMENT SESSION FORMAT

The engagement session was a drop-in, station-based format where attendees were able to view display boards with project, planning process, and contact information. Participants were encouraged to ask questions of City Staff and the applicant.

Comments were submitted via feedback forms, of which 51 were received. Twelve additional letters were received by individuals unable to attend the public engagement session. The general points of in-person discussions during the engagement session were also captured and included. The comments & questions received by the public via engagement and the related responses by the City and Applicant are summarized in the following table*:

Topic	Comments/Questions	Responses
Existing Road Infrastructure	<ul style="list-style-type: none"> 16 Ave site access is too narrow / unsafe Current road system is already too busy with traffic. Roads cannot handle traffic from further development underway or proposed Issues with Terwillegar Drive / Anthony Henday / Windermere Boulevard / Windermere Road / Whispering River Drive / Whitelaw Drive in handling current and proposed traffic volumes Too few existing access points in and out of the neighbourhood causing bottlenecks; It takes too long to leave/enter the neighbourhood 	<ul style="list-style-type: none"> The site access will be addressed in the DC1 regulations. 16 Avenue between the site and Whispering River Drive NW will be reconstructed to an upgraded standard in accordance with City Complete Streets Design and Construction Standards. The cross-section of 16 Avenue will be reviewed at the Development Permit stage and through a detailed Engineering Drawing review process, taking into account Environmental Impact Assessment findings. The broader network congestion issues will continue to be reviewed by the City and considered for roadway upgrades, based on City-wide priorities and funding availability. The broader network issues are beyond the impacts of a single proposed development. With the North Saskatchewan River, Terwillegar Drive and Anthony Henday surrounding 3 of 4 sides of the Windermere Neighbourhood north of Windermere Boulevard, access to the area

		<p>is limited and all traffic funnels to one road - Windermere Boulevard. As a result, traffic queues and delays may be longer than a more typical neighbourhood where traffic dissipates in various directions to a number of roadways.</p> <ul style="list-style-type: none"> • This area roadway configuration was approved in The Windermere Area and Neighbourhood Structure Plans in place. • In the long term, with the ultimate planned arterial roadway infrastructure in place, the roadway network is anticipated to be able to accommodate the anticipated traffic generated by southwest Edmonton. In the short and medium term, as the southwest area continues to develop and the broader downstream arterial roadway network is being upgraded, congestion will continue.
Previous Development Proposal	<ul style="list-style-type: none"> • Previous development attempts were halted around the issue of parking and traffic. How is this development different? 	<ul style="list-style-type: none"> • The applicant chose to withdraw their previous application to allow a religious assembly use on the site, which was not specifically due to traffic/parking, as they considered other locations for that use.
Traffic and Transportation	<ul style="list-style-type: none"> • Speeding and enforcement is an issue • Having 30km/hr speed zones is an issue • Poor non-car alternatives for the area (bus service, bicycle routes, etc.) 	<ul style="list-style-type: none"> • City Administration has requested additional photo radar enforcement in the vicinity of the school sites, has advised Edmonton Police Service (EPS) of speeding concerns raised by residents, and has asked EPS to consider the location for more enforcement. • Bus service is currently provided in this area through 2 bus routes: #25 (peak hour service) and #325 (basic service). Bus service is planned to continue in this area following the implementation of the Edmonton Transit Strategy Bus Network Redesign with service on the area's collector roadways (Windermere Road and

		<p>Windermere Wynd). Changes to service are subject to budget approval by Council.</p> <ul style="list-style-type: none"> • The active modes network in the area consists primarily of sidewalks and on-street bicycle travel with limited off-street bicycle facilities. The networks are in line with what is called for in the Windermere Neighbourhood Structure Plan.
Traffic Impact Assessment	<ul style="list-style-type: none"> • The Traffic Impact Assessment (TIA) is inaccurate / out of date / does not adequately factor in all times / seasons / future development / other 	<ul style="list-style-type: none"> • The Traffic Impact Assessment (TIA) for the application will be updated to include: <ul style="list-style-type: none"> ○ 2019 traffic counts at the intersection of Windermere Boulevard and Windermere Road, which will capture trips generated by the two new school sites and any new neighbourhood developments; ○ site observations at the two school sites, along with the intersection of Windermere Blvd and Windermere Road, during peak morning and afternoon hours; and ○ The updated TIA will be used as part of the review of the proposal and to inform the City's recommendation of support/non-support on the application.
Safety	<ul style="list-style-type: none"> • Added traffic is a safety concern for children and pedestrians • Concern over traffic delays adding frustration and causing road rage • The proposal will cause parking to spill into surrounding area, creating safety concerns 	<ul style="list-style-type: none"> • The City of Edmonton Traffic Safety section completed school safety reviews along Windermere Road in 2018 and have implemented a number of improvements in the vicinity of the schools including zebra markings and rapid flasher beacons. • A School Traffic Safety Committee, made up of individuals from the City's Traffic Safety unit, Development Services unit, Edmonton Police Service, the 3 Edmonton school boards (Public, Catholic and Francophone), and AMA, meet on a regular basis to discuss and address school


		<p>safety concerns. School boards may bring up any concerns that they feel require attention at meetings and follow up is completed. If residents have additional concerns, they should speak to the school about their specific concerns so it may be brought to the school board's attention.</p> <ul style="list-style-type: none"> • Parking for any development proposal is reviewed against the on-site parking requirements of the Zoning Bylaw at rezoning and Development Permit stages.
Emergency Management	<ul style="list-style-type: none"> • Concern over Emergency Services accessing the site / area as a result of traffic • Concern over area evacuation capacity in the event of a catastrophe • The site as being unsafe / a fire hazard 	<ul style="list-style-type: none"> • EMS and Fire Rescue Services review all proposed DC1 site specific development control provisions to ensure access into / out of areas and sites meet City emergency requirements / standards. Emergency requirements are also reviewed again at the Development Permit application stage. • Emergency access to the site will be accommodated along 16 Avenue and will also be required as an emergency access easement through the property located to the south of the site. The emergency access easement area will be restricted to emergency vehicles only.
Environmental Concerns	<ul style="list-style-type: none"> • Concern about impacts on environment / wildlife / local beaver family • Concern over managing stormwater runoff 	<ul style="list-style-type: none"> • As required by the DC1, prior to submission of a Development Permit, an environmental screening report will be prepared by the landowner to assess the impacts of the development including the upgrading of 16 Avenue on the surrounding wildlife and natural environment to the City's satisfaction. • If the development is approved, Stormwater runoff will be managed with the existing neighbourhood Stormwater Management Facility (SWMF), located just west of the site. This SWMF has been sized to accommodate stormwater runoff from

		the site, in accordance with the Neighbourhood Drainage Design Report and the Neighbourhood Structure Plan..
Economic Concerns	<ul style="list-style-type: none"> • The proposal/traffic reduces property value • I purchased my property on the understanding nothing / something else would be built there • The City wants the development tax revenue 	<ul style="list-style-type: none"> • Under the Municipal Government Act (MGA) the City can only consider land use impacts (eg traffic, parking, drainage, etc.) when evaluating rezoning proposals and cannot take into consideration other factors such as the economic viability of the project and/or impact on surrounding land values. • The subject property for the rezoning is privately owned. Property owners have the legal right to change the land use designation that applies to their land. All rezoning applications must be reviewed and decided upon by City Council at a land use Public Hearing. • The City of Edmonton uses the property assessment process, as legislated by the provincial government, to ensure all Edmonton property owners pay their fair share of municipal and provincial education and property taxes. City assessors use similar criteria that property appraisers and real estate agents typically use when pricing a home for sale - type of housing (like single detached or apartment housing), size of lot, building condition, and comparisons in the neighbourhood.
Density	<ul style="list-style-type: none"> • Proposal exemplifies poor planning • There are enough homes/condos in the area • Proposed density leads to too many new trips on already busy roads; no to multi-family housing 	<ul style="list-style-type: none"> • When Council approved the plan for the neighbourhood, a full evaluation was performed on the then proposed mix of uses for the entire plan area, including that this site would allow a mix of institutional and medium density residential uses; technical studies were reviewed / signed off prior to the Administration recommending Council approve the existing NSP. Administration re-evaluates

		potential impacts when plan amendments are proposed.
Negative Effects on Community	<ul style="list-style-type: none"> Changes to the bike/walking trails undesired Extra noise, nuisance; negative effect on community feel / desirability as a whole 	<ul style="list-style-type: none"> A shared use path along the 16th Avenue roadway east of Whispering River Drive will be required with development of the site and is planned to link with the existing shared use path that continues west of Whispering River Drive. The DC1 regulations will include this requirement. The existing top-of-bank shared use path west of the ravine remains in place.
Suggested Alternate Uses	<ul style="list-style-type: none"> Open to lower density development Support housing for seniors Should remain as AG zoning; better as a park / green space; area lacks recreation options for sports or recreational facility (like the YMCA) or open space Use for solar generation or expansion of road infrastructure 	<ul style="list-style-type: none"> The applicant revised this proposal from initially planning for 125 units per net hectare to 81 (a reduction from potentially a total of 275 to 175 units based on the site area), a decrease of about 100 units; Tenure for housing is not established at the zoning stage. Only land use is regulated. In this case the developer has proposed multi-unit housing. Zoning will not dictate whether the housing will be limited to seniors. The land is privately owned and owners have a right to propose development for their site. The neighbourhood plan does not identify this site for park uses and indicates that if institutional uses are not proposed it is suitable for medium density housing which is being proposed. Other sites in the larger Windermere area are planned for open spaces, parks, and district recreational uses to serve the community. The site is also not designated / required for municipal investments including utility services, transportation infrastructure, or community services.

** Administration will revise this report as necessary, based on technical report updates*

FUTURE STEPS:

- Applicant will work to complete required updates to Technical Reports including the TIA
 - City Administration will complete its analysis of technical reports and revise the What We Heard Report as necessary, based on additional technical updates. This analysis informs the City's recommendation to Council of support or non-support for the application and a What  Heard Report will be included in the Administration's report to Council.
 - When the applicant is ready to take the application to Council:
 - Notice of Public Hearing date will be sent to surrounding property owners
 - You can register to speak at Council or listen to the Public Hearing on-line
 - You can submit written comments to the City Clerk (city.clerk@edmonton.ca) or contact the Ward Councillor directly.
-

YOU CAN CONTACT THE CITY PLANNER MANAGING THE APPLICATION AT ANY TIME:

Name: Sean Conway

Email: sean.conway@edmonton.ca

Phone: 780-496-5809

Planning Coordination
DEVELOPMENT SERVICES



APPROVED WINDERMERE AREA STRUCTURE PLAN

LAND USE AND POPULATION STATISTICS

BYLAW 19023

Windermere Area Structure Plan – Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside - NHBD 1	Windermere - NHBD 2	Keswick - NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
GROSS STUDY AREA (ha)	314.7	469.1	372.7	160.5	197.9	306	1,821
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		8.6	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
GROSS DEVELOPABLE AREA	300.2	447.9	305.9	139.8	155.3	292	1,641
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	19.9	7.1	8.9	12	90
Institutional	2.1	2.2	2.6	0.0	4.0		11
TOTAL NON-RESIDENTIAL LAND USES	195.8	167.5	113.9	79.9	59.9	99	716
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
NET RESIDENTIAL AREA	104.4	280.4	192.0	60.0	95.4	193	925
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

*Detailed calculations will be prepared during NSP approval stage

Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.4		280.4		192.0		60.0		95.4		193		922.6	
Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
Low Density Residential	84.7	2,117	162.6	4,066	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,911
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	17.9	1,607	9.9	893	7.4	662	9.4	1,045	38	1,914	93.5	7,102
Mixed Use					1.4	175							1.4	175
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
Neighbourhood Total	104.6	3,971	280.4	6,725	192.0	6,493	60.0	2,277	95.4	3,921	175	4,744	907.4	28,131
Unit Density (du/nrha)	38		24		34		38		41		25		30	
Population														
Low Density Population	5,928		11,384		11,748		3,136		5,494		8,084		45,774	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		2,892		1,607		1,192		1,880		5,493		14,830	
Mixed Use					263								263	
High Density Population	877		297		1,220		270		1,080		543		4,287	
*Large Lot Residential			414										414	
Existing Country Residential			980										980	
Neighbourhood Total	9,377		16,964		16,000		5,480		8,997		14,120		70,938	
Population Density (ppl/nrha)	90		61		83		91		94		73		77	

*Nbhd 5 Medium Density includes both row housing and low rise

Windermere Area Structure Plan – Student Generation

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School Board			Neighbourhood Sub-total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	299	600	600	300	150	150	1,800
Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
TOTAL STUDENT POPULATION*	1,640	3,275	3,274	1,579	790	790	9,708

*School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

PROPOSED WINDERMERE AREA STRUCTURE PLAN

LAND USE AND POPULATION STATISTICS

BYLAW 19264

Windermere Area Structure Plan – Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside - NHBD 1	Windermere - NHBD 2	Keswick - NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
GROSS STUDY AREA (ha)	314.7	469.1	372.7	160.5	197.9	306	1,821
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
GROSS DEVELOPABLE AREA	300.2	445.2	305.9	139.8	155.3	292	1,641
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	19.9	7.1	8.9	12	90
Institutional	2.1		2.6	0.0	4.0		9
TOTAL NON-RESIDENTIAL LAND USES	195.8	165.4	113.9	79.9	59.9	99	714
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
NET RESIDENTIAL AREA	104.4	279.9	192.0	60.0	95.4	193	925
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

*Detailed calculations will be prepared during NSP approval stage

Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.4		279.9		192.0		60.0		95.4		193		924.7	
Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
Low Density Residential	84.7	2,117	160	3,999	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,844
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	20	1,803	9.9	893	7.4	662	9.4	1,045	38	1,914	95.7	7,298
Mixed Use					1.4	175							1.4	175
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
Neighbourhood Total	104.6	3,971	279.9	6,854	192.0	6,493	60.0	2,277	95.4	3,921	175	4,744	906.9	28,260
Unit Density (du/nrha)	38		24		34		38		41		25		31	
Population														
Low Density Population	5,928		11,197		11,748		3,136		5,494		8,084		45,587	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		3,245		1,607		1,192		1,880		5,493		15,183	
Mixed Use					263								263	
High Density Population	877		297		1,220		270		1,080		543		4,287	
*Large Lot Residential			414										414	
Existing Country Residential			980										980	
Neighbourhood Total	9,377		17,130		16,000		5,480		8,997		14,120		71,104	
Population Density (ppl/nrha)	90		61		83		91		94		73		77	

*Nbhd 5 Medium Density includes both row housing and low rise

Windermere Area Structure Plan – Student Generation

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School Board			Neighbourhood Sub-total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	299	600	600	300	150	150	1,800
Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
TOTAL STUDENT POPULATION*	1,640	3,275	3,274	1,579	790	790	9,708

*School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

APPROVED WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN
LAND USE & POPULATION STATISTICS
BYLAW 17194

	Area (ha)	% of GDA
GROSS AREA	469.07	
Natural Area/Environmental Reserve	8.56	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
Gross Developable Area	447.91	100.00%
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	5.9%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Institutional	2.18	0.5%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.1%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
Total Non-Residential Area	167.52	37.4%
Net Residential Area	280.39	62.6%

Residential Land Use, Dwelling Unit Count and Population

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
Low Density Residential (LDR)						
Existing Country Residential	69.99	5	350	5.2	2.80	980
Large Lot Residential	21.13	7	148	2.2	2.80	414
Single/Semi-Detached	162.63	25	4,066	60.5	2.80	11,384
Medium Density Residential (MDR)						
Row Housing	7.91	45	356	5.3	2.80	997
Low-Rise/Medium Density- Housing	17.85	90	1,607	24.0	1.80	2,892
High Density Residential (HDR)						
Medium to High Rise Units	0.88	225	198	2.94	1.50	297
Total	280.39		6,725	100.00		16,964

Gross Population Density: 37.27 persons per gross developable hectare

Net Population Density: 59.54 persons per net residential hectare

Unit Density: 23.98 units per net residential hectare

LDR/MDR/HDR RATIO 68% / 29% / 3%

Level	Public	Seperate	Total
Elementary	888	444	1,332
Junior High	444	222	666
Senior High	444	222	666
Total	1,776	888	2,664

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW - Parks Branch

PROPOSED WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN
LAND USE & POPULATION STATISTICS
BYLAW 19265

	Area (ha)	% of GDA
GROSS AREA	469.07	
Natural Area/Environmental Reserve	11.24	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
Gross Developable Area	445.23	100.00%
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	6.0%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.2%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
Total Non-Residential Area	165.34	37.1%
Net Residential Area	279.89	62.9%

Residential Land Use, Dwelling Unit Count and Population

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
Low Density Residential (LDR)						
Existing Country Residential	69.99	5	350	5.1%	2.8	980
Large Lot Residential	21.13	7	148	2.2%	2.8	414
Single/Semi-Detached	159.95	25	3,999	58.3%	2.8	11,197
Medium Density Residential (MDR)						
Row Housing	7.91	45	356	5.2%	2.8	997
Low-Rise/Medium Density- Housing	20.03	90	1,803	26.3%	1.8	3,245
High Density Residential (HDR)						
Medium to High Rise Units	0.88	225	198	2.9%	1.5	297
Total	279.89		6,854	100.00%		17,130

Gross Population Density: 38 persons per gross developable hectare

Net Population Density: 61 persons per net residential hectare

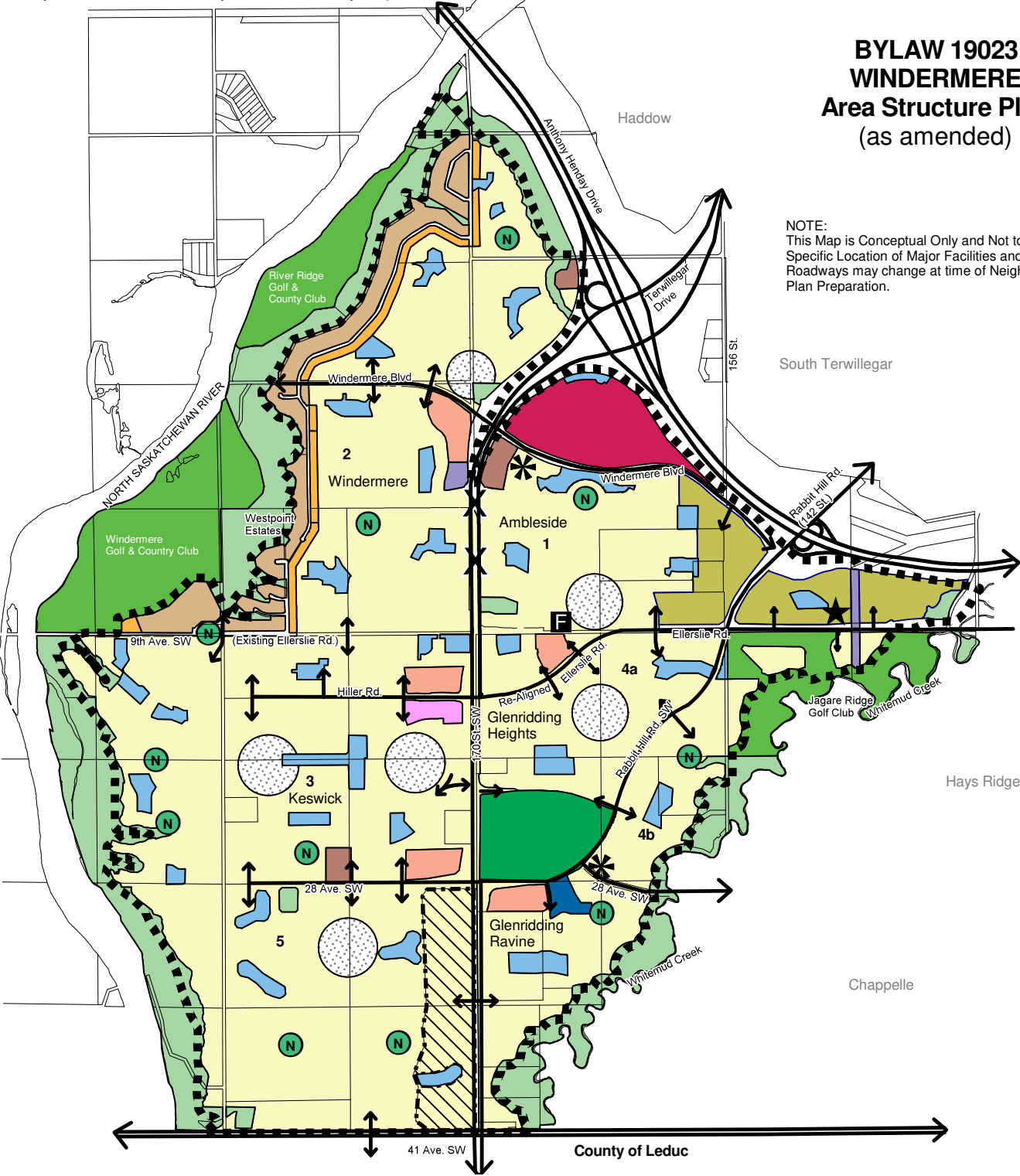
Unit Density: 24 units per net residential hectare























Level	Public	Separate	Total
Elementary	888	444	1,332
Junior High	444	222	666
Senior High	444	222	666
Total	1,776	888	2,664

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW - Parks Branch

BYLAW 19023
WINDERMERE
Area Structure Plan
(as amended)

NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.

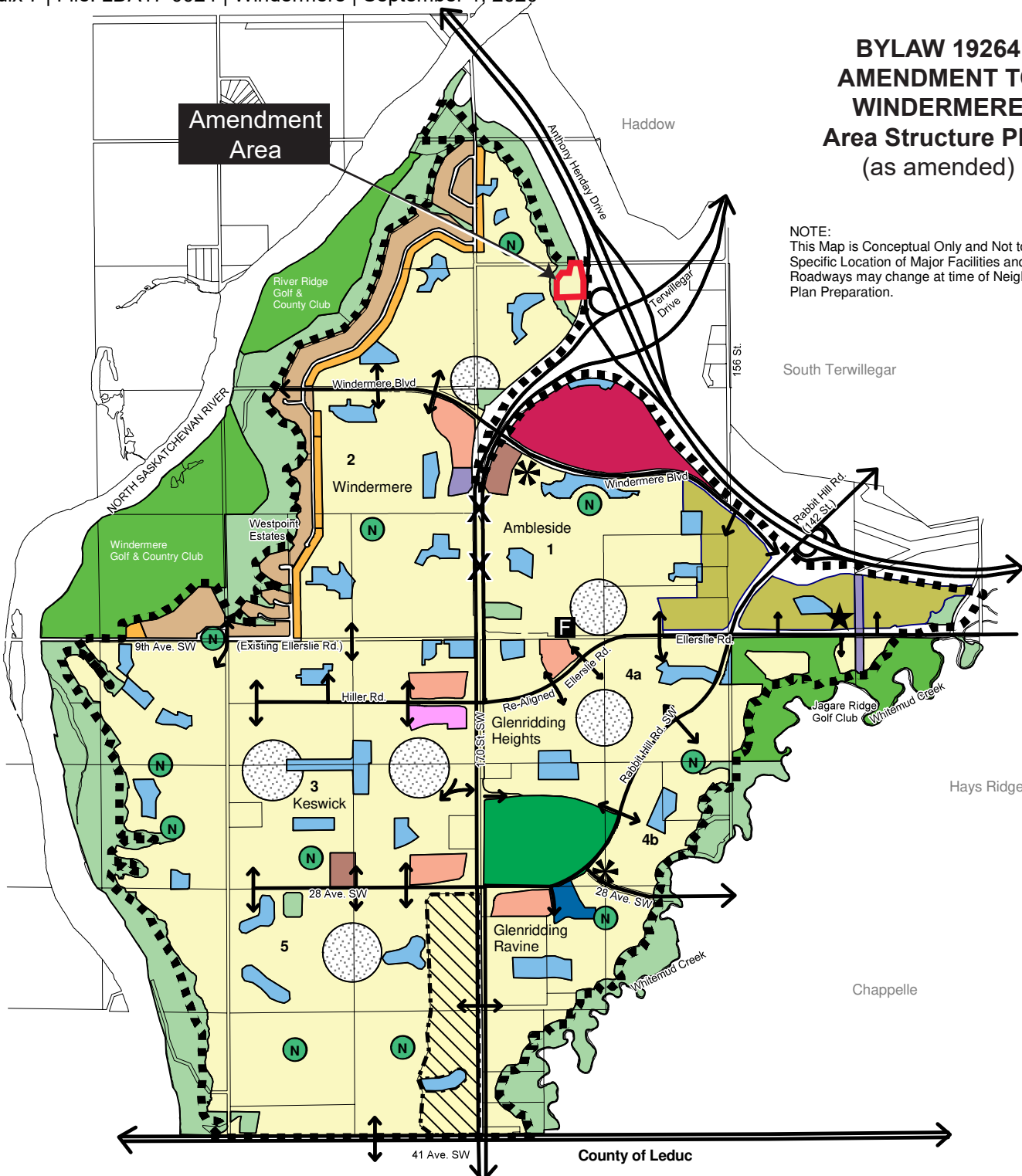


- | | | |
|--|--|---|
|  Residential |  Community Knowledge Campus |  Public Utility (Edmonton Fire Station) |
|  Large Lot Residential |  District Park |  Transit Centre |
|  Country Residential |  Stormwater Management Facility |  City of Edmonton - Integrated Service Yard |
|  Mixed Use - Institutional/Residential |  Public Utility |  Access restricted in the Future per the 170 Street Concept Plan |
|  Mixed Use - Residential/Commercial |  Neighbourhood Park |  Windermere ASP Boundary |
|  Major Commercial Centre |  Natural, Sensitive & Significant Areas | |
|  Community Commercial |  Potential Economic Activity Centre | |
|  Business Employment |  Golf Course | |
|  Institutional | | |

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

**BYLAW 19264
AMENDMENT TO
WINDERMERE
Area Structure Plan
(as amended)**

NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.



- The legend is organized into three columns. The first column lists land use categories with corresponding colored squares: Residential (light yellow), Large Lot Residential (orange), Country Residential (light brown), Mixed Use - Institutional/Residential (brown), Mixed Use - Residential/Commercial (pink), Major Commercial Centre (red), Community Commercial (light orange), Business Employment (olive green), and Institutional (blue). The second column lists other categories with corresponding symbols: Community Knowledge Campus (dotted pattern), District Park (green), Stormwater Management Facility (light blue), Public Utility (purple), Neighbourhood Park (green circle with 'N'), Natural, Sensitive & Significant Areas (light green), Potential Economic Activity Centre (yellow with diagonal lines), and Golf Course (green). The third column lists specific locations and boundaries with corresponding symbols: Public Utility (Edmonton Fire Station) (black square with 'F'), Transit Centre (black star), City of Edmonton - Integrated Service Yard (black star), Access restricted in the Future per the 170 Street Concept Plan (black 'X'), Windermere ASP Boundary (black dots), and Amendment Area (red line).

Land Use Categories:

 - Residential
 - Large Lot Residential
 - Country Residential
 - Mixed Use - Institutional/Residential
 - Mixed Use - Residential/Commercial
 - Major Commercial Centre
 - Community Commercial
 - Business Employment
 - Institutional

Other Categories:

 - Community Knowledge Campus
 - District Park
 - Stormwater Management Facility
 - Public Utility
 - Neighbourhood Park
 - Natural, Sensitive & Significant Areas
 - Potential Economic Activity Centre
 - Golf Course

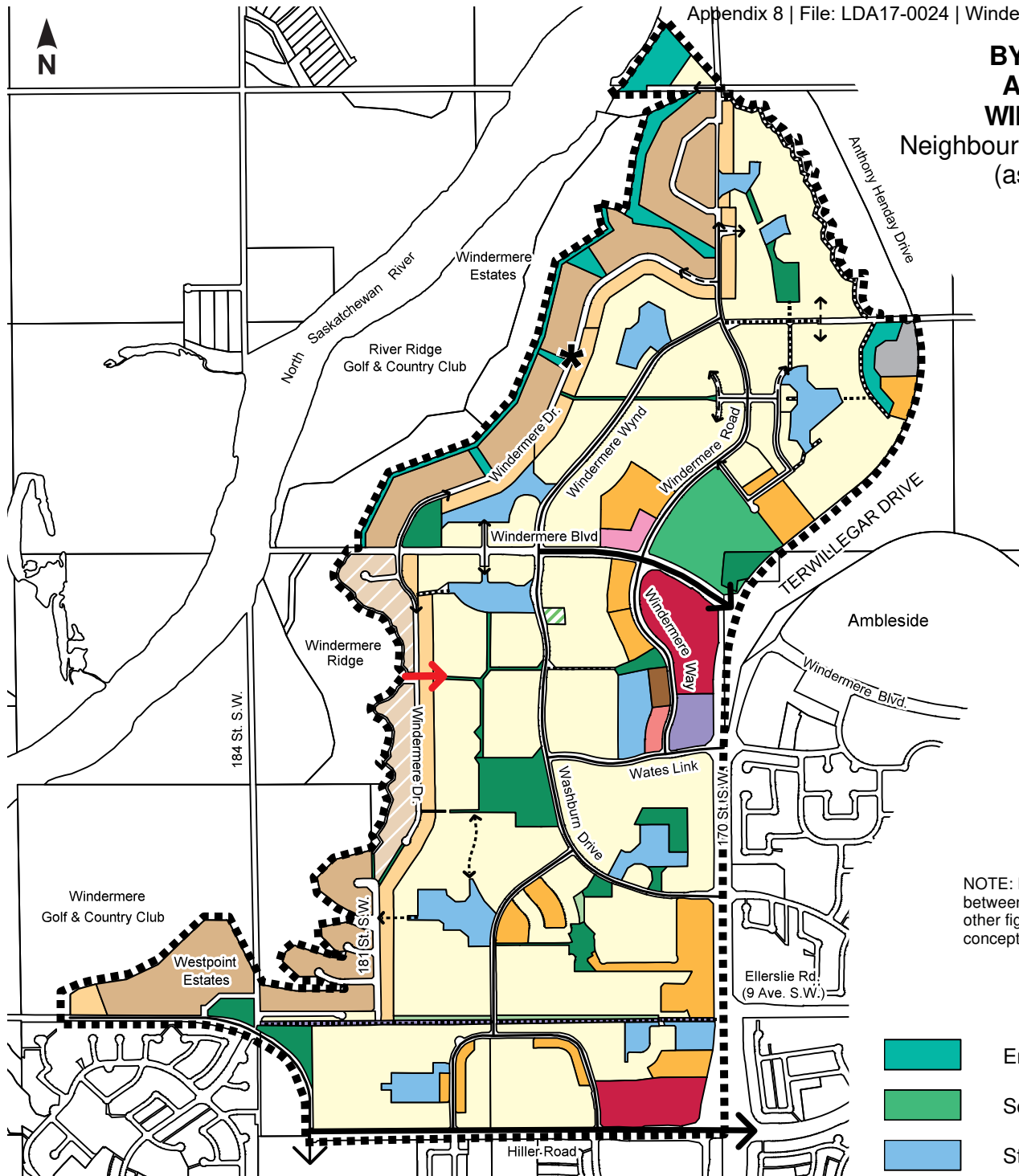
Specific Locations and Boundaries:

 - Public Utility (Edmonton Fire Station)
 - Transit Centre
 - City of Edmonton - Integrated Service Yard
 - Access restricted in the Future per the 170 Street Concept Plan
 - Windermere ASP Boundary
 - Amendment Area

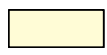










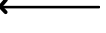
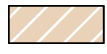










Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

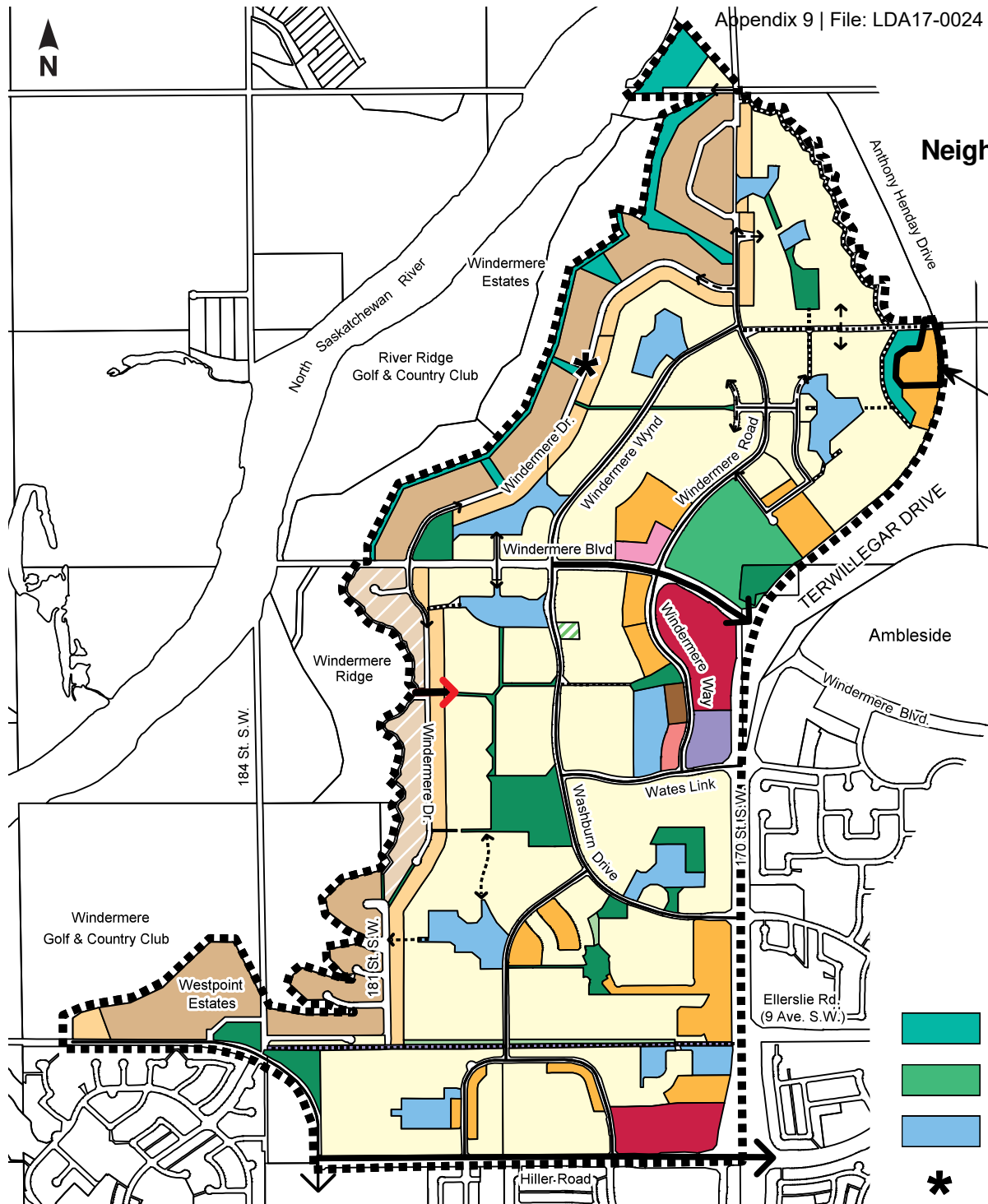
**BYLAW 18568
APPROVED
WINDERMERE
Neighbourhood Structure Plan
(as amended)**



NOTE: In case of contradiction between the land use concept and other figures in the plan, the concept takes precedence.

- | | | |
|--|---|---|
|  Low Density Residential |  Public Utility Edmonton Police Services Station |  Potential Traffic Calming |
|  Medium Density Residential |  Large Lot Residential |  Emergency Access / Walkway Connection |
|  High Density Residential |  Office/Mixed Use (non-retail) |  Pedestrian Connection |
|  Existing Country Residential |  Community Commercial |  Multi Use Trail |
|  Existing Served Country Residential |  Institutional |  Multi Use Trail Corridor (no MR Credit) |
|  Municipal Reserve |  General Commercial |  Local Roadway |
|  Open Space (no MR credit) |  Private Park |  Collector Roadway |
| | |  Arterial Roadway |
| | |  NSP Boundary |

BYLAW 19265 AMENDMENT TO WINDERMERE Neighbourhood Structure Plan (as amended)



Amendment Area

NOTE: Location of the collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

NOTE: In case of contradiction between the land use concept and other figures in the plan, the concept takes precedence.

	Low Density Residential		Public Utility Edmonton Police Services Station		Amendment Area
	Medium Density Residential		Large Lot Residential		NSP Boundary
	High Density Residential		Office/Mixed Use (non-retail)		Local Roadway
	Existing Country Residential		General Commercial		Collector Roadway
	Municipal Reserve		Private Park		Arterial Roadway
	Open Space (no MR credit)				Multi Use Trail Corridor (no MR Credit)
					Potential Traffic Calming
					Emergency Access/ Walkway Connection
					Pedestrian Connection
					Multi Use Trail

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendments and Rezoning
Bylaws:	19264 & 19265
Charter Bylaw:	19266
Location:	South of 16 Avenue NW and west of Anthony Henday Drive
Address:	16449 - 16 Avenue NW
Legal Description:	Lot 1, Plan 9220825
Site Area:	2.18 ha
Neighbourhood:	Windermere
Notified Community Organization:	Greater Windermere Community League
Applicant:	Sylvia Summers, Stantec

PLANNING FRAMEWORK

Current Zone:	(AG) Agricultural Zone
Proposed Zone:	(DC1) Direct Development Control Provision
Plans in Effect:	Windermere ASP, Windermere NSP
Historic Status:	None

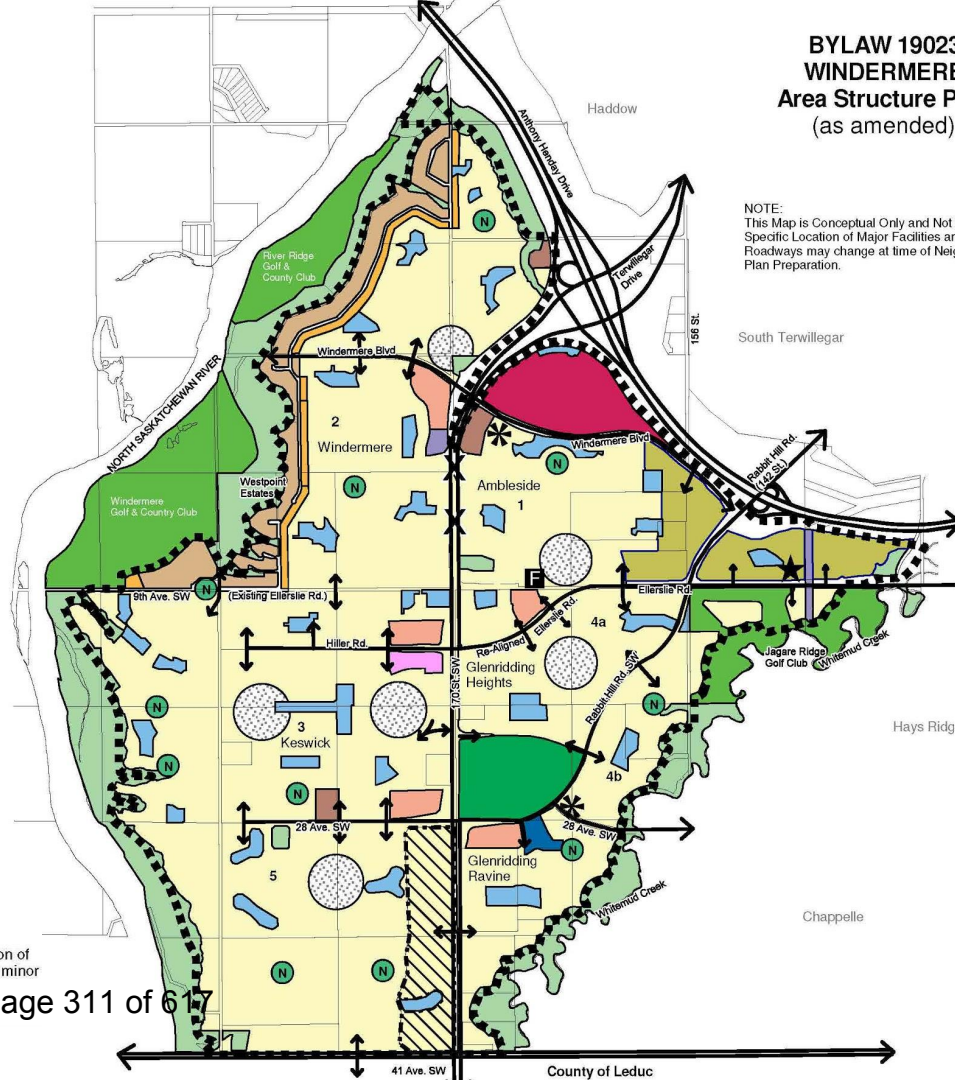
Written By:	Sean Conway
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

1 3.10 - Windermere

BYLAW 19023 WINDERMERE Area Structure Plan (as amended)

NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.

-  Residential
-  Large Lot Residential
-  Country Residential
-  Mixed Use - Institutional/Residential
-  Mixed Use - Residential/Commercial
-  Major Commercial Centre
-  Community Commercial
-  Business Employment
-  Institutional
-  Community Knowledge Campus
-  District Park
-  Stormwater Management Facility
-  Public Utility
-  Neighbourhood Park
-  Natural, Sensitive & Significant Areas
-  Potential Economic Activity Centre
-  Golf Course
-  Public Utility (Edmonton Fire Station)
-  Transit Centre
-  City of Edmonton - Integrated Service Yard
-  Access restricted in the Future per the 170 Street Concept Plan
-  Windermere ASP Boundary

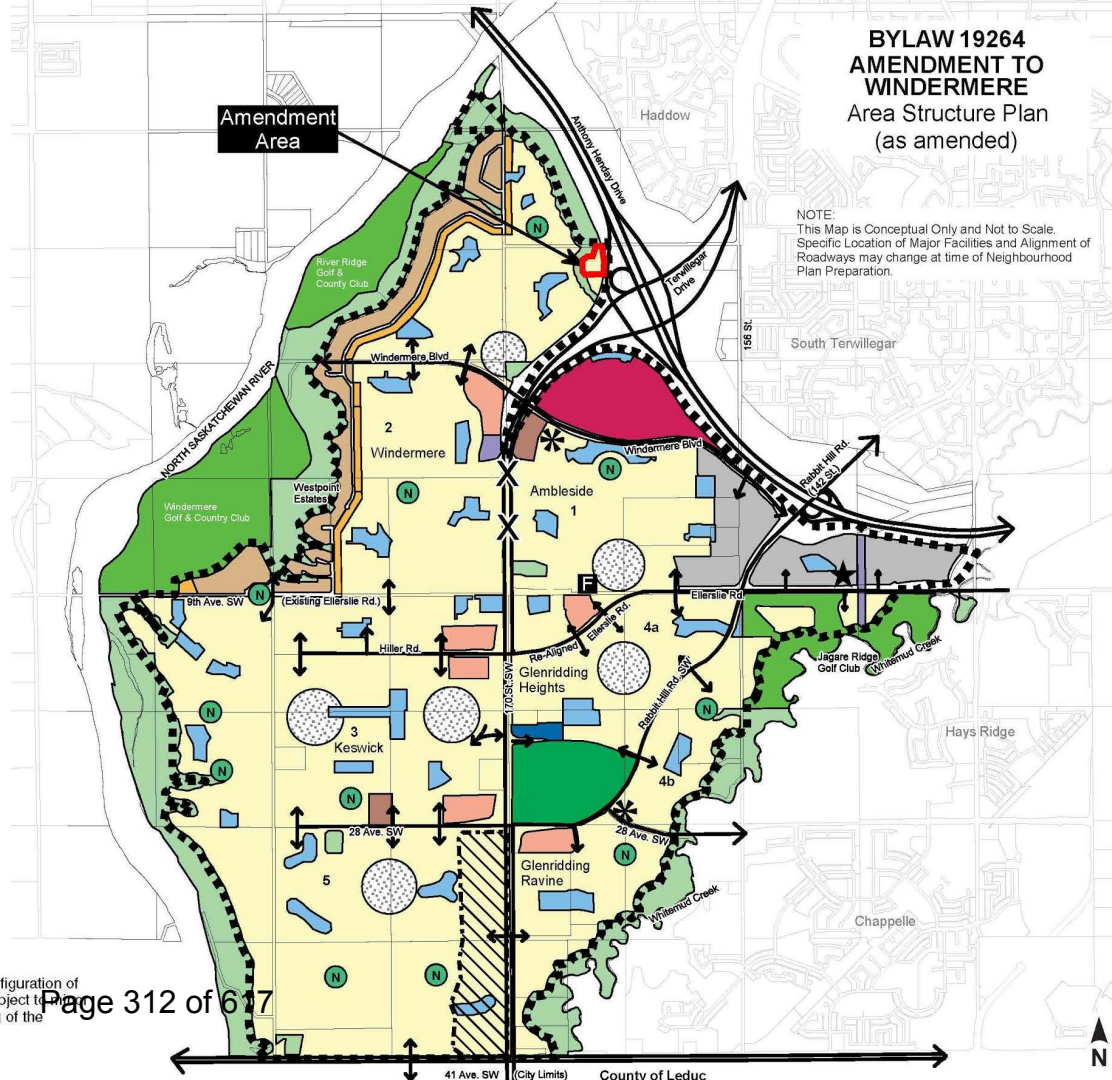


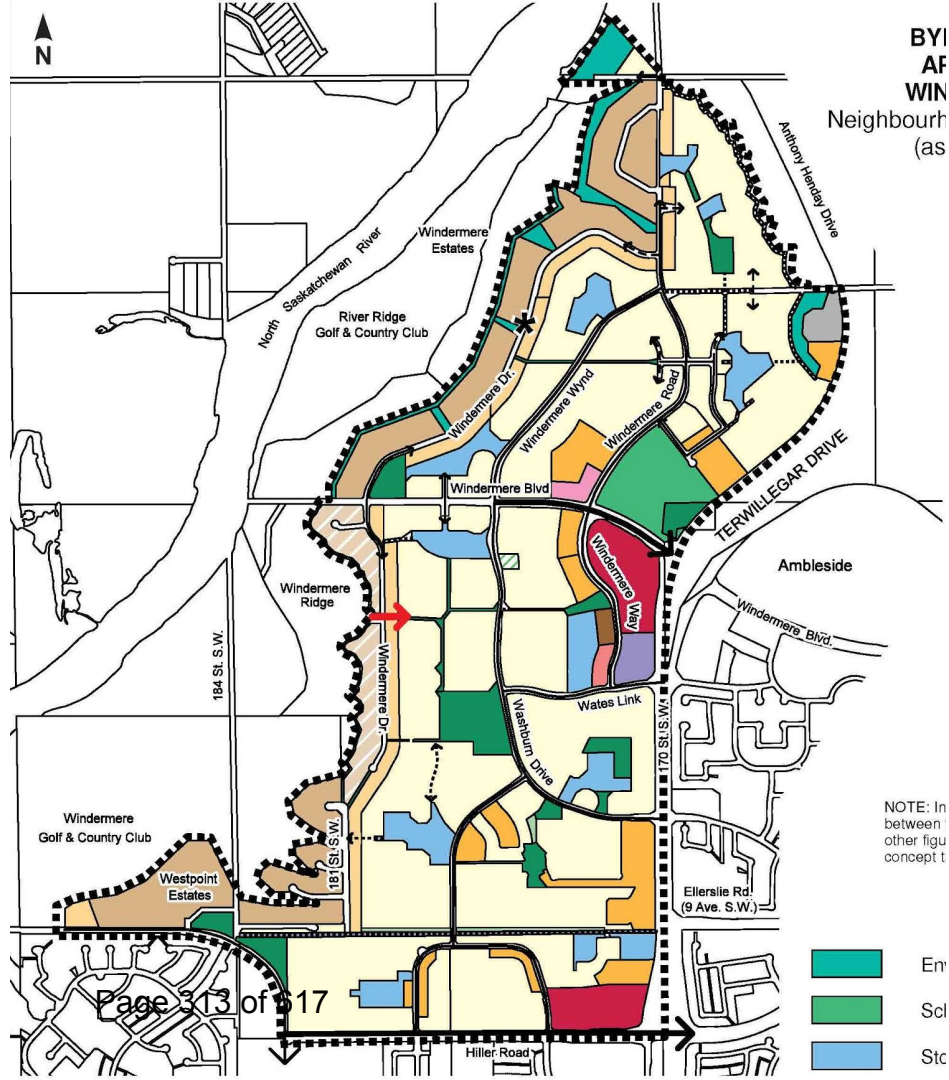
Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of this neighbourhood and may not be developed exactly as illustrated.

2 3.10 - Windermere

-  Residential
-  Large Lot Residential
-  Country Residential
-  Mixed Use - Institutional/Residential
-  Mixed Use - Residential/Commercial
-  Major Commercial Centre
-  Community Commercial
-  Business Employment
-  Institutional
-  Community Knowledge Campus
-  District Park
-  Stormwater Management Facility
-  Public Utility
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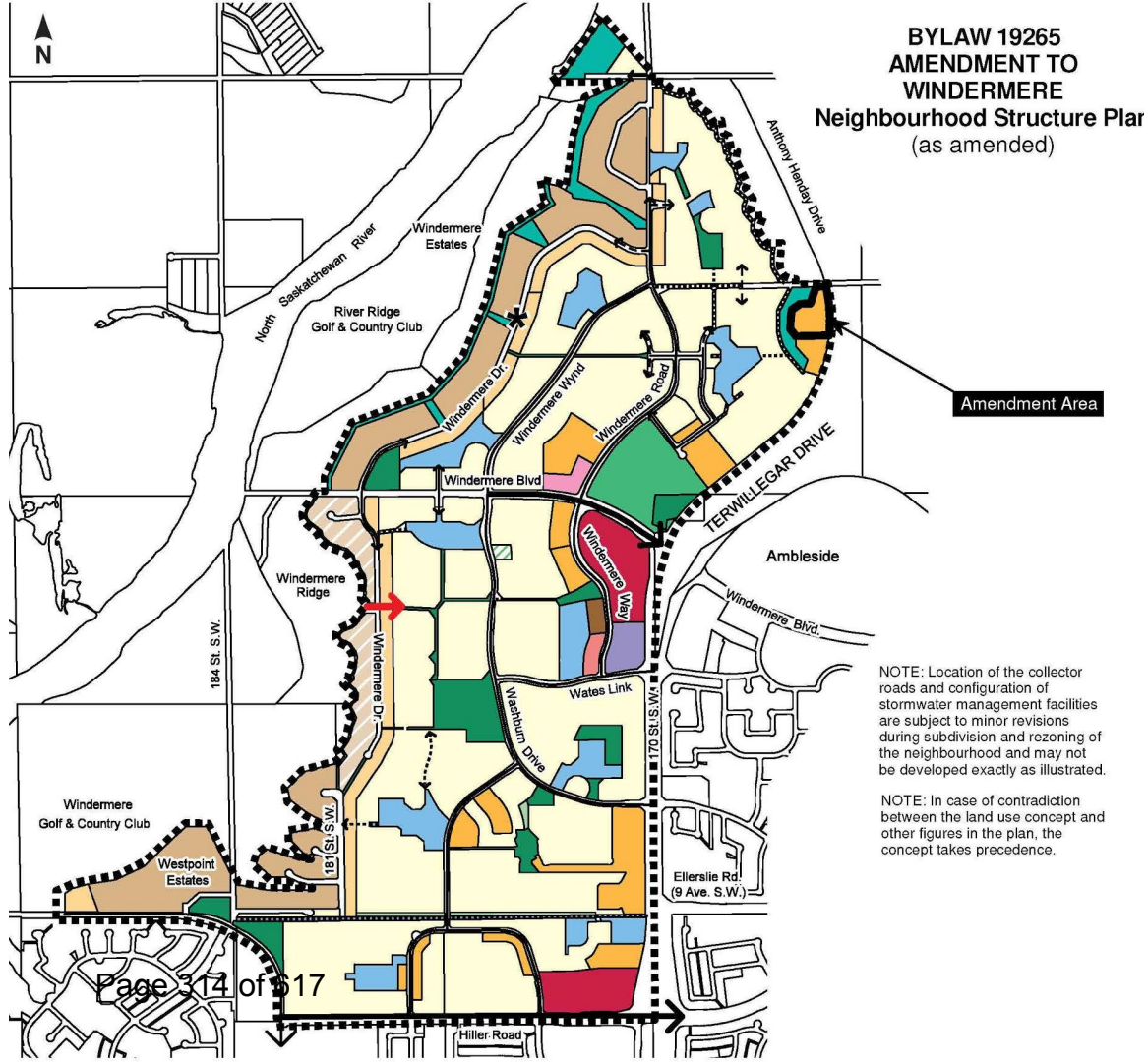
Note: Location of collector roads and configuration of stormwater management facilities are subject to revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.



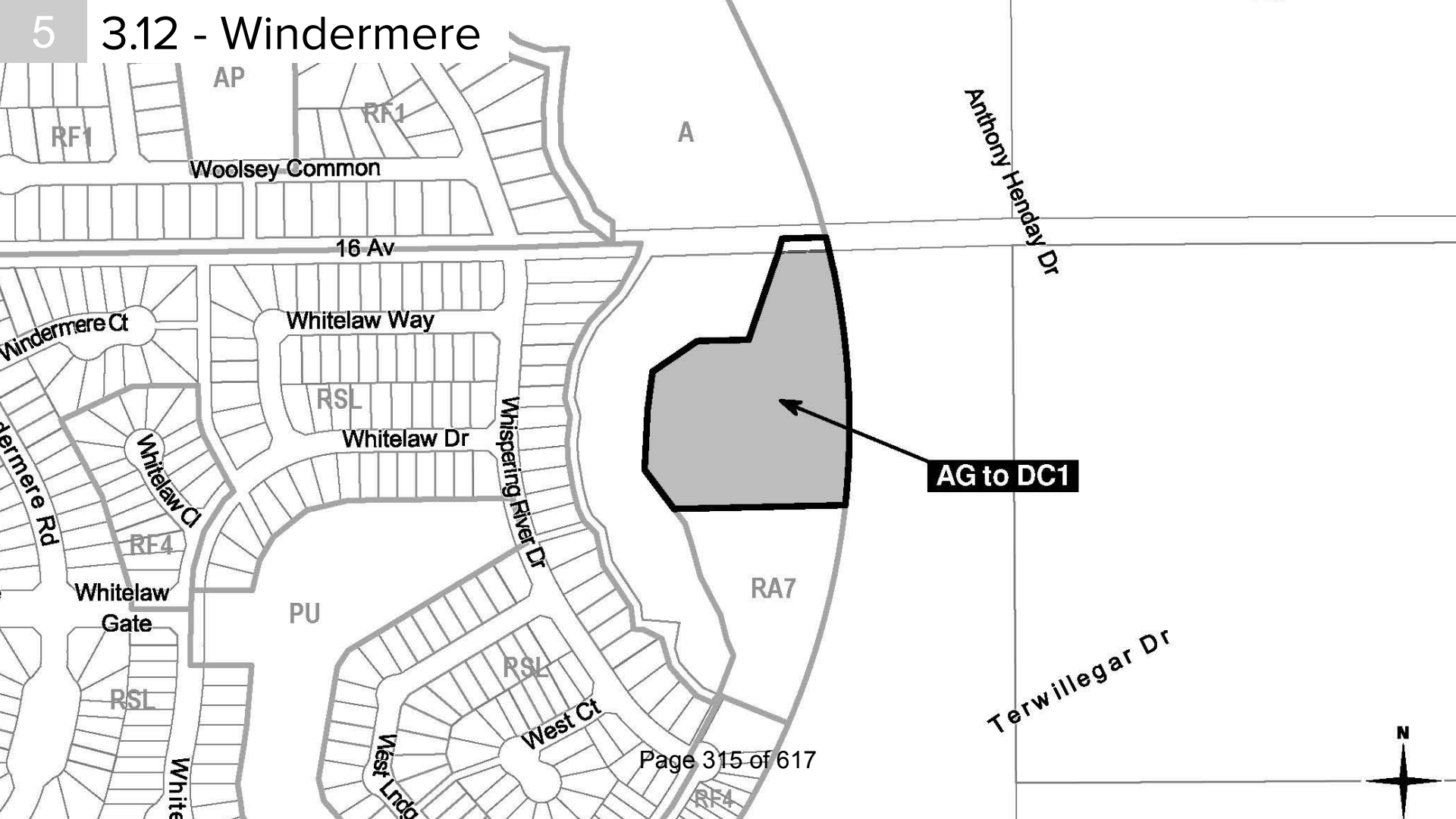


4 3.11 - Windermere

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Existing Country Residential
- Existing Serviced Country Residential
- Municipal Reserve
- Open Space (no MR credit)
- Public Utility Edmonton Police Services Station
- Large Lot Residential
- Office/Mixed Use (non-retail)
- Community Commercial
- Institutional
- General Commercial
- Private Park
- Environmental Reserve
- School / Park
- Stormwater Facility
- * Potential Traffic Calming
- Emergency Access / Walkway Connection
- Pedestrian Connection
- Multi Use Trail
- Multi Use Trail Corridor (no MR Credit)
- Local Roadway
- Collector Roadway
- Arterial Roadway
- NSP Boundary



5 3.12 - Windermere



AG to DC1

6 3.12 - Windermere



3.12 - Windermere - Transportation Context

Arterial

Collector

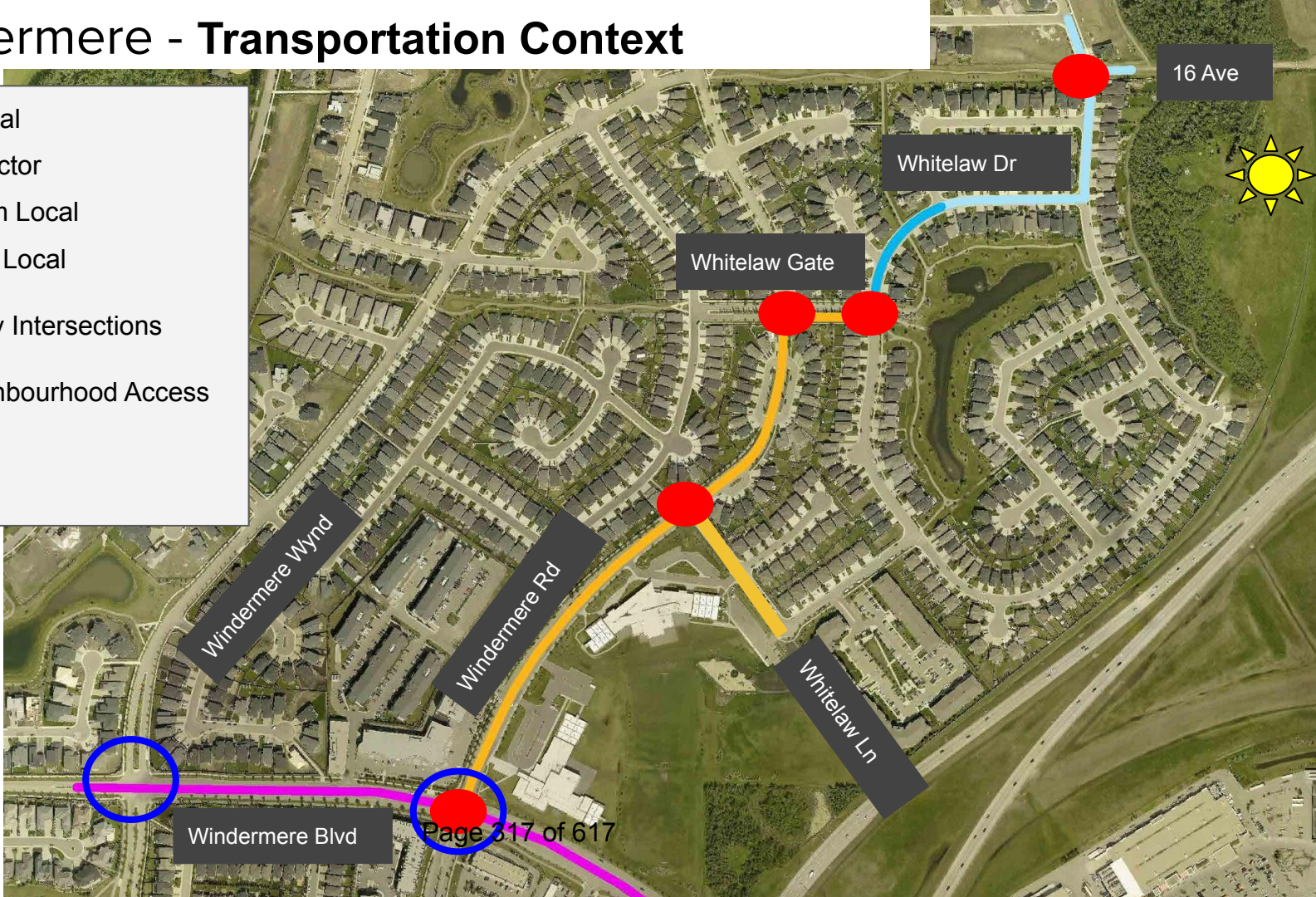
11.5m Local

9.0m Local

Study Intersections

Neighbourhood Access

Site

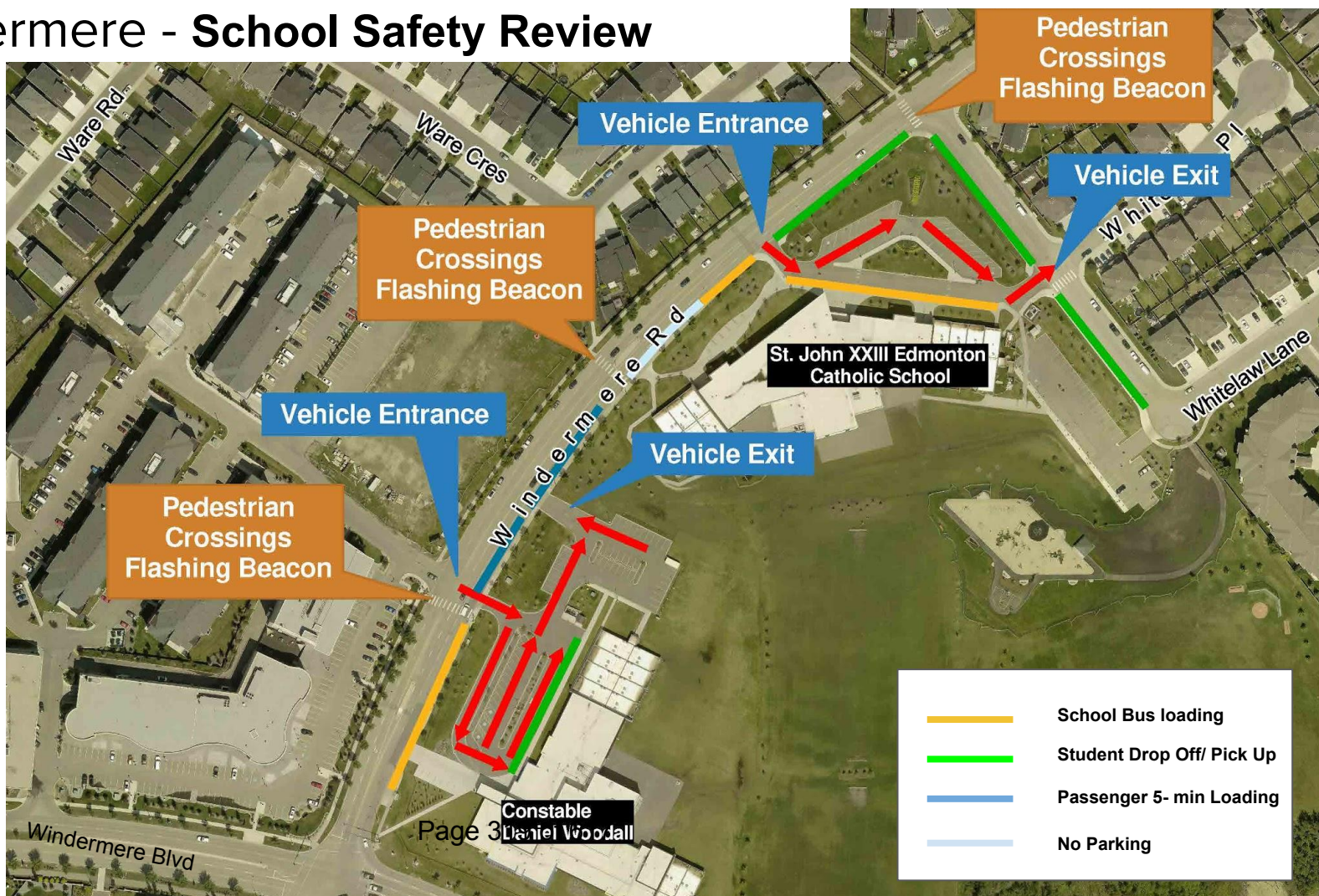


3.12 - Windermere - Key TIA Findings

- Southbound movement at Windermere Blvd/Windermere Rd
- Highest Peak Hour Volume: 70 vehicles, translates into roughly 1 vehicle/minutes
- Increase in Daily Volumes



3.12 - Windermere - School Safety Review



3.12 - Windermere - Local Improvements



Signalization 2020



Site



Windermere Wynd

Windermere Rd

Whitelaw Ln

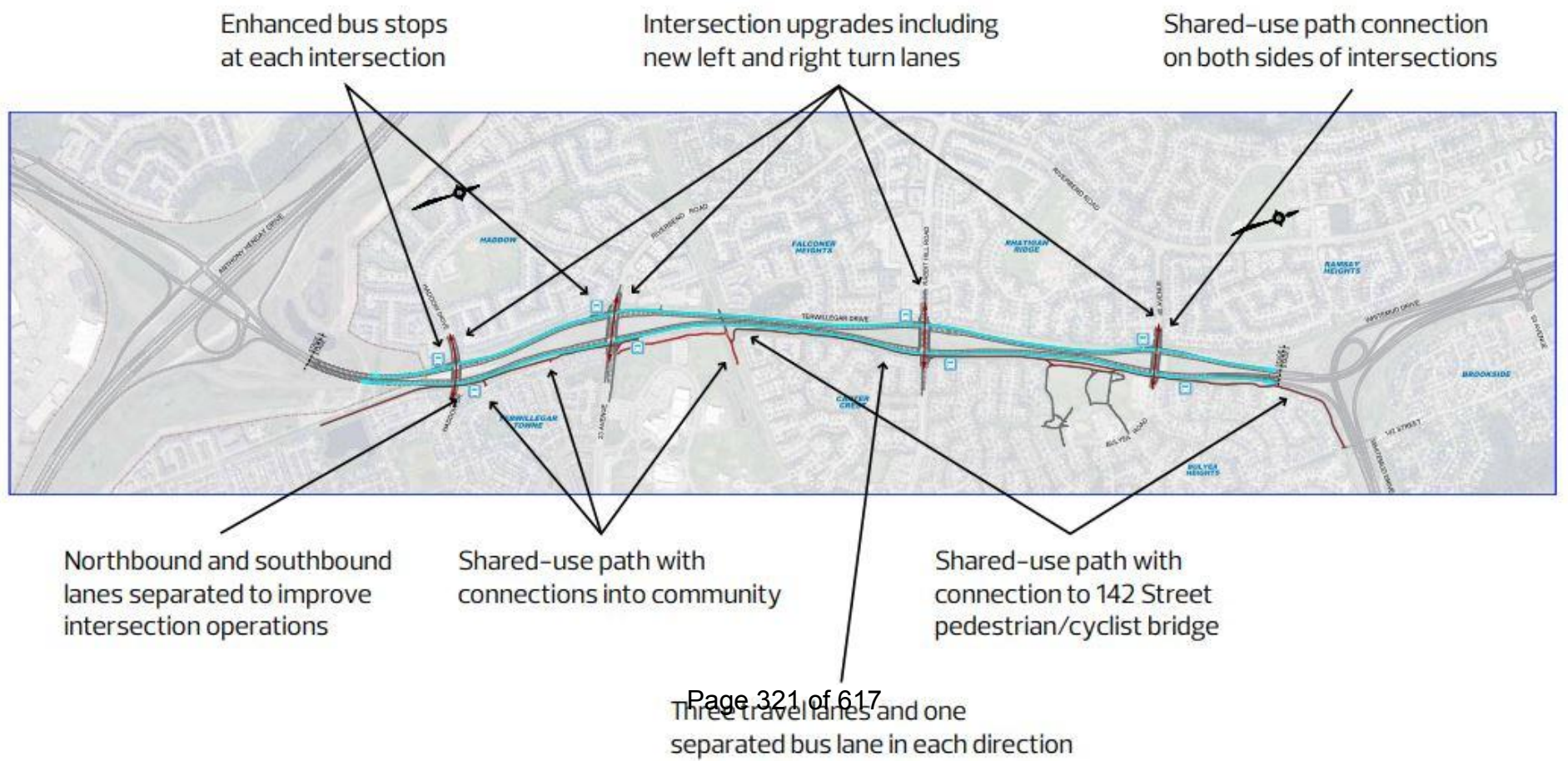
Whitelaw Gate

Whitelaw Dr

16 Ave

Windermere Blvd

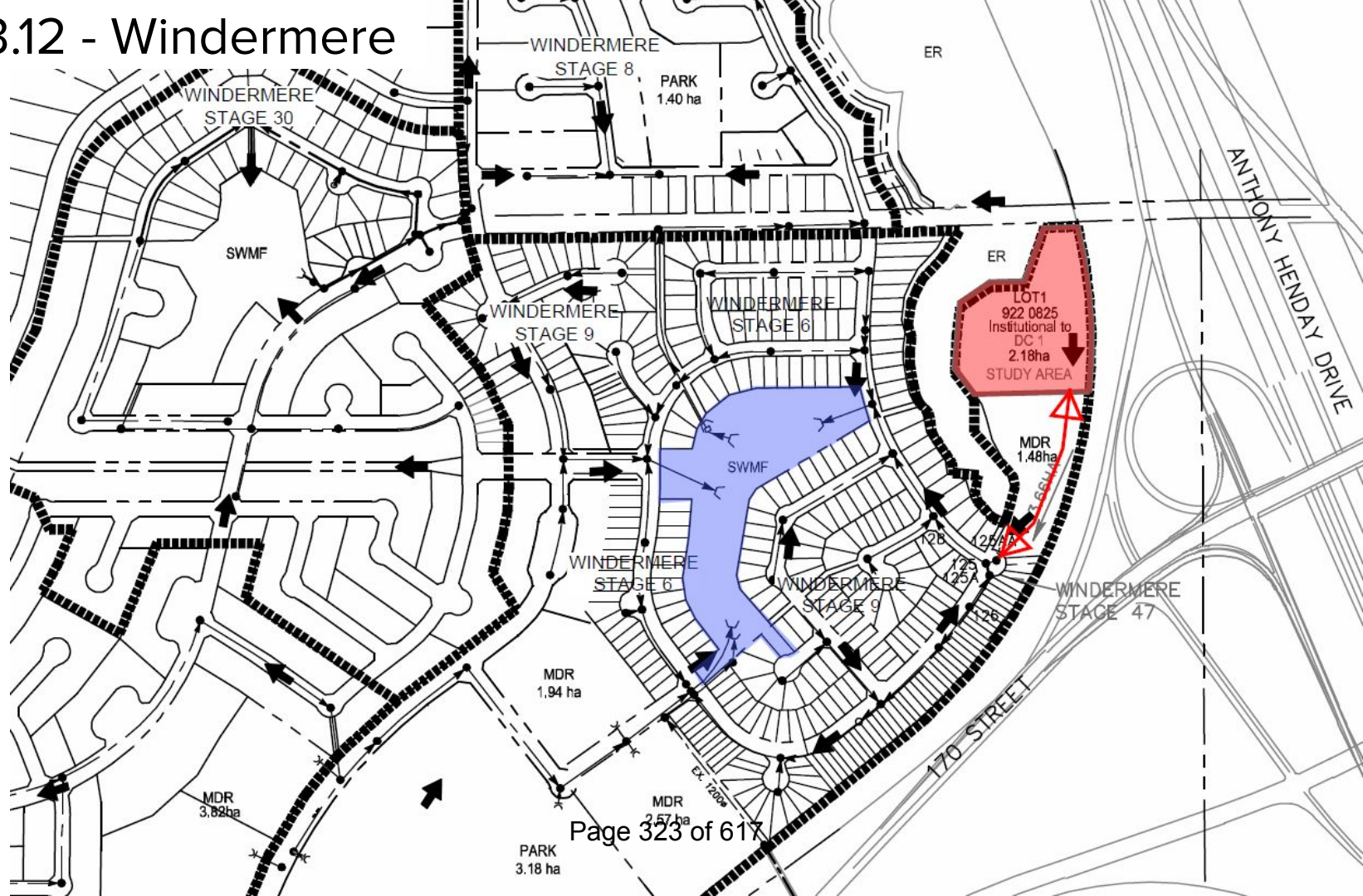
3.12 - Windermere - Broader Network Improvements



3.12 - Windermere - Broader Network Improvements



3.12 - Windermere



Proposed Rezoning of 16449 - 16 Avenue NW to a Direct Development Control Provision (DC1)

Amendment to the Windermere Area Structure Plan – Bylaw 19264

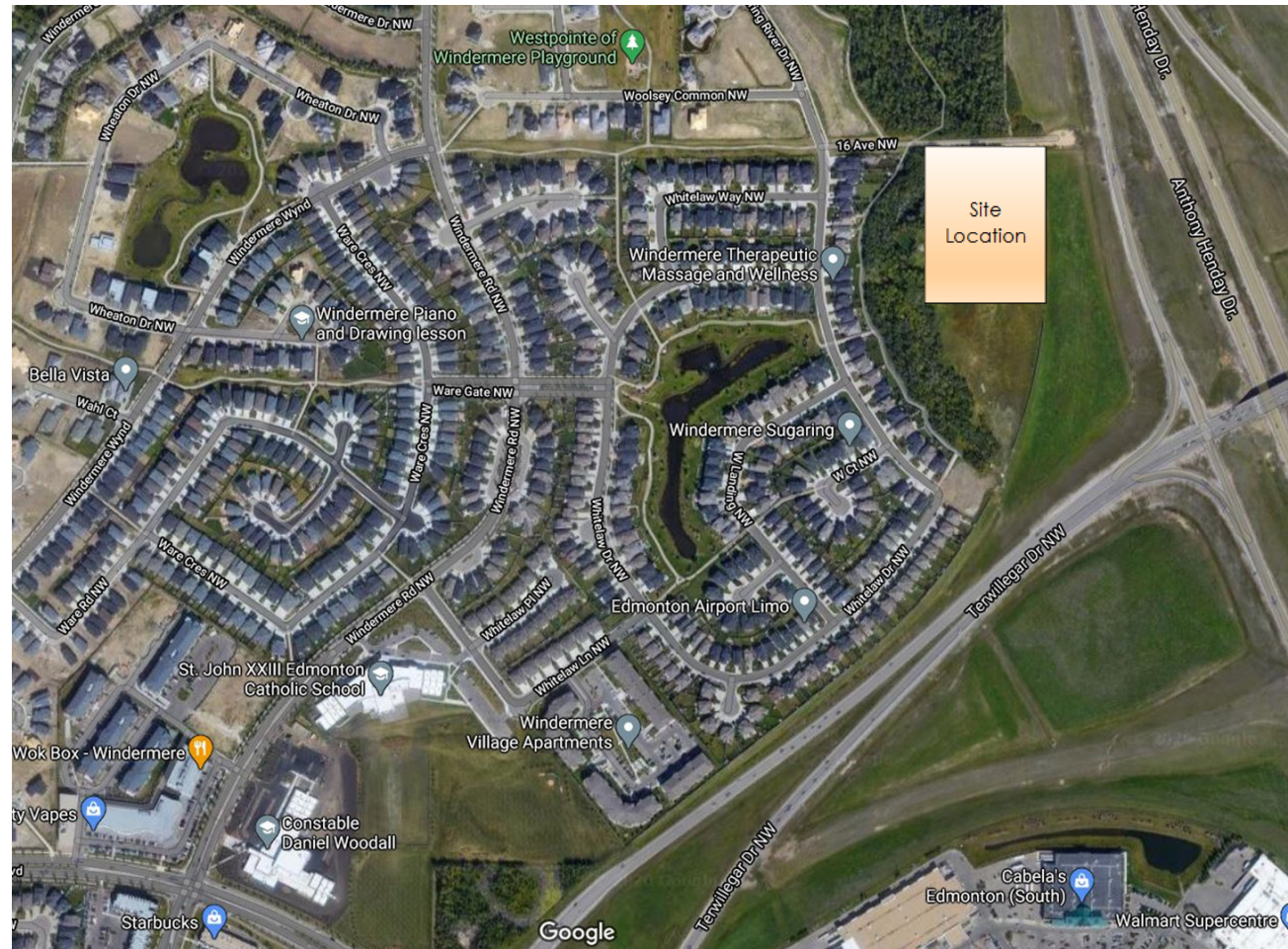
Amendment to the Windermere Neighbourhood Structure Plan - 19265

Zoning Bylaw Amendment from AG to DC1 – Bylaw 19266

Public Hearing – September 1, 2020

Site Location

- 16449 - 16 Avenue NW (Lot 1, Block , Plan 9220825)
- Northeast corner of Windermere Neighbourhood Structure Plan
- Site size 2.18 ha



Site History

- Owned by YMCA at the time the Windermere ASP and NSP were prepared and is identified as institutional with opportunity for medium density residential
- Jaffer Generations purchased in 2011 with intent to build a place for religious assembly
- 2012-2013, consultation with surrounding residents met with significant concern regarding traffic volume and times of day for traffic
- After consideration of community concerns and consultation with the City of Edmonton's Planning Department, and then Councilor Anderson, it was agreed (by all) that the proposal for the site be modified to allow for Medium Density Residential development

Windermere NSP

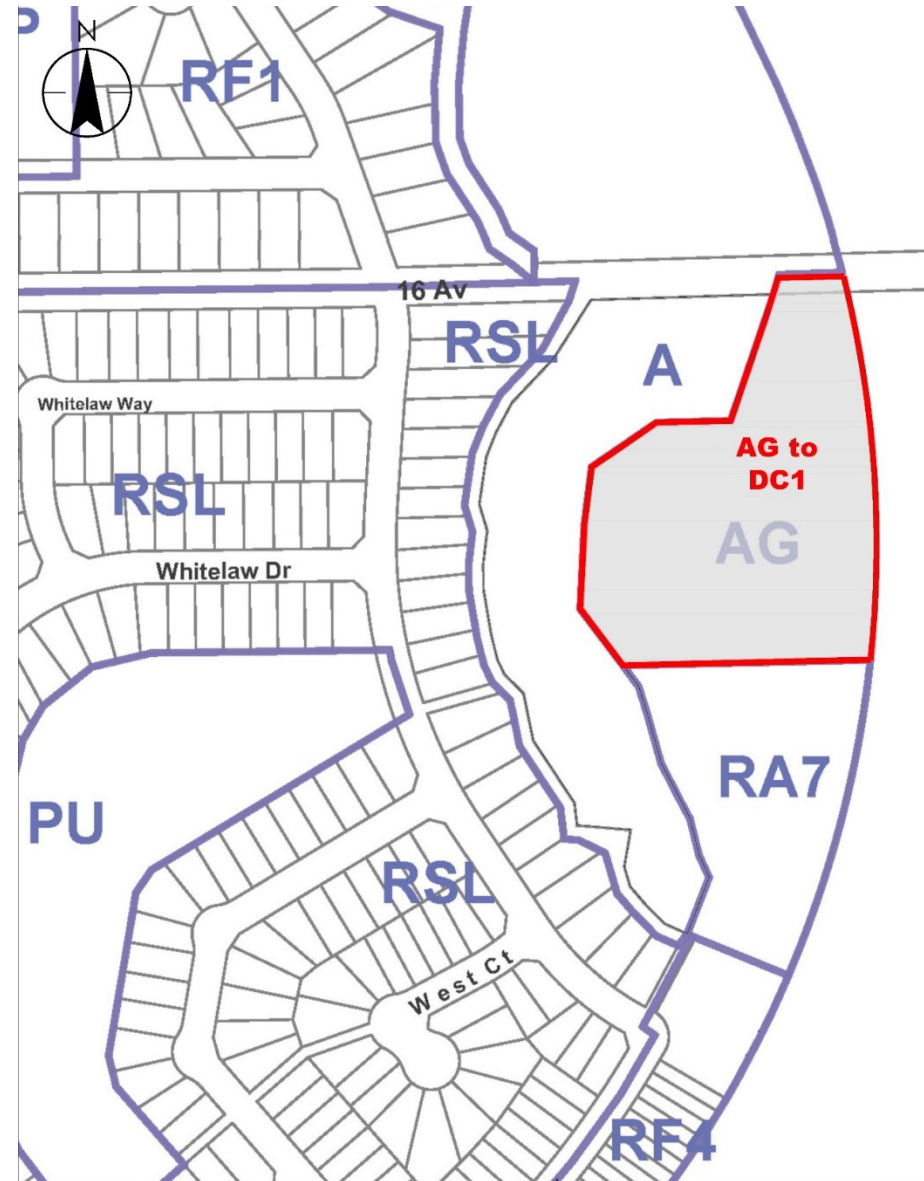
Existing Windermere NSP

Section 4.2 of the NSP which specifically addresses the site:

“The Institutional site is located south of 16 Avenue immediately west of Anthony Henday Drive Interchange. This site is currently owned by the YMCA Foundation and has therefore been given an institutional designation. In the future should this site be transferred out of the YMCA's ownership, a MDR use, compatible with the MDR site to the south is appropriate.”

Proposed Zoning

- From Agricultural Zone (AG) to Direct Development Control Provision (DC1)
- The Low Rise Apartment (RA7) Zone was the basis for the regulations that are in the DC1. A DC1 is being proposed for the site, so that:
 - Number of dwellings is limited to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units
 - Uses are limited to residential uses only



Site and Zoning Data

Proposed Zoning

- Development Control Provision (DC1)
- Building Height: 16.5 m
- Dwelling Units: 81 Dwellings/ha with a maximum of 175 Dwellings
- Semi-detached Housing
- Urban Gardens
- Fascia On-premises Signs
- Projecting On-premises Signs
- Temporary On-premises Signs

Range of Use

- Duplex Housing
- Limited Group Home
- Minor Home Based Business
- Multi-unit Housing
- Residential Sales Centre

Summation

The proposed development:

- Is in alignment with the Windermere NSP
- Increases housing choice within the Windermere Neighbourhood
- Responds to community concerns by:
 - Allowing for residential land uses only
 - Limiting the number dwellings to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units

Thank You

Questions?

PUBLIC HEARING for Rezoning LDA17-0024

Agenda items and Bylaws

3.11 Bylaw 19264 Amendment to the Windermere Area Structure Plan

3.12 Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

My presentation is to address the bylaws for development of 16449 – 16 Ave NW in the Windermere North community. I am speaking on behalf of the Windermere North Neighbourhood Association (WNHA). See below for speaker information and WNHA information. There are many points of concern that I could address but I want to focus your attention on two points in particular. The first is that the proposal does not ‘facilitate the orderly development of the Windermere neighbourhood’. The second point is that the Transportation Impact Assessment does not realistically represent the traffic impact in the community.

Bylaw 19264 Amendment to the Windermere Area Structure Plan

Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

This rezoning does not facilitate the orderly development of the Windermere neighbourhood. The parcel of land in question and the parcel of land to the south are two properties that were orphaned during the neighbourhood development process. The north property was orphaned when it was owned by the YMCA. As the parcel was not being developed the collector road to the site that should have been retained as 16 Ave was removed to accommodate more single family dwellings.

At the time there were no plans to develop the south parcel of land so there was no road access provided to that site either. The design of the road systems and abandonment of 16 Avenue did not provide for access to the parcels of land in the original design plans. In a proper design multi-family structures such as the one proposed are to be accessed via collector roads. Both of these parcels are at the end of local residential roads.

In an orderly development the most remote locations would be developed with proper access prior to the development of the more central locations. With improper development of multi-family structures the construction traffic is routed on the existing residential streets. The current roads are already over congested as will be shown in the results of the traffic study.

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

A Transportation Impact Assessment was initiated in 2015 with a traffic count information update in 2019 at the intersection of Windermere Boulevard and Windermere Road. The five year old assessment was done during the development of the neighbourhood and is no longer relevant. The 2019 update was done not to look at the traffic in the community but to analyze the operation of the intersection and help in making adjustment to optimize traffic flow. One note from the update stated that ‘most of the time the queues were observed to be cleared within one green

cycle' they could have also stated that for busy hour traffic a wait of three or four green cycles is common.

For my traffic study I looked at three key areas: Whitelaw Drive north route, Windermere Road passes the schools and total traffic on the north leg of Windermere Boulevard and Windermere Road.

The study is based on travel routes for driveability and not on expected roadways for the most expected or direct route. This study is also based on commonly used design parameters and has not been revised to target a selected result. As a 'rule of thumb' traffic studies will use 10 vehicle trips per day generated per household. For this study I have used 7.92 Vehicles per Day (VPD) for single family dwellings (SFD) and 5.81 VPD for multi-family dwellings (MFD). I feel this is more in line with actual traffic and reduces any ideas of inflating the resulting numbers. I have included the traffic study as an attachment to this presentation.

Whitelaw Drive north route. The residential road was designed for traffic of 1000 vehicles per day (VPD). This road currently services the Windermere North and West Pointe communities with a traffic volume of 1719 VPD. If the two parcels of land were to be developed the south parcel zoned RA7 would add 581 VPD. The parcel in question requesting rezoning would add another 1017 VPD. This would place 3317 VPD on infrastructure designed for 1000 VPD. The resulting traffic is 3.3 times the design capacity. A separate roadway to a collector road is required for each parcel of land and should not be routed over existing residential streets. In the documentation is stated that the route between the sites is restricted to emergency vehicles only. It must be noted that the major of the traffic for the sites is routed over the north route of Whitelaw Drive.

Windermere Road – traffic passed the schools. Windermere road passed the schools was designed as a four lane collector road with mitigation. However, with parking on one side and school stopping on the other side this road becomes a two lane collector road designed for up to 10,000 VPD. Note that the employees at businesses in Windermere Plaza have been told to use on street parking as that business customers have more access to on-site parking. The traffic generated within the neighbourhood is calculated to be 9250 VPD without adding school traffic from other communities. If the parcels of land were to be developed the south parcel zoned RA7 would add 726 VPD. The parcel in question requesting rezoning would add 1017 VPD. With this the volume of traffic now totalling 11,223 is well above the expected traffic limits. The K-6 school and the K-9 school with a community playground should never have been located on such a high traffic route. Note that the Alberta Motor Association (AMA) does not support students as School Patrol near the intersection of Windermere Road and Windermere Boulevard. If you done not thing there is a problem, then as of my last count I came across 146 separate traffic signs on Windermere Road in the school zone, this many signs indicate there is a problem.

Windermere Road and Windermere Boulevard – north leg of intersection. As previously stated Windermere Road is used as a two lane collector road with a design capacity of 10,000 VPD. At this location the projected traffic passed the school is increased by an additional 5387 VPD as a result of the traffic generated by the local commercial and family condominium units. This is over 60% above the actual design recommendation. To avoid this leg of the intersection some traffic users in the neighbourhood will go to Windermere Wynd to access Windermere

Boulevard. There is now a plan in place to install traffic lights at the intersection of Windermere Wynd and Windermere Boulevard.

Speaker

Colin Van Buskirk P.Eng

I have been living in Edmonton for over fifty years and have followed the growth and development of the City. I have lived in Millwoods and Riverbend; I have been flooded out, gassed out and overwhelmed by traffic. I am very familiar with weaknesses in infrastructure. I have experience in all aspects of infrastructure from planning, design, and construction and to finance. I was the first resident in Windermere North and am well familiar with the neighbourhood growth and development.

I represent the Windermere North Neighbourhood Association (WNHA) that was formed in 2012 to monitor community development and provide a neighbourhood social network. The WNHA was formed prior to Windermere North being included in the Greater Windermere Community League (GWCL). The WNHA works closely with the GWCL with common members and at times has common executive members.

Traffic Study Area			
Location	North of Windermere Boulevard South of Anthony Road West of Twynelene Drive East of North Saskatchewan River		
Key Traffic Areas			
1 Windermere Drive - north route		Road designed and build for 1000 trips per day.	
2 Windermere Road - traffic past schools			
3 Windermere Road - north link on Windermere Boulevard			
4 Total location traffic - north and west links at Windermere Boulevard			
Traffic identified is:		Trips per Day	
1 Windermere Drive - north route		170	
Currently Developed		1275	
Windermere North Community		444	
West Pointe of Windermere		581	
Not Developed		1017	
Land designated RA7		581	
Land under rezoning application		1017	
Total Trips per Day		3317	
2 Windermere Road - traffic past schools			
Currently Developed		4966	
Windermere North Community		1578	
West Pointe of Windermere		968	
One of Windermere		158	
Original Averages		2114	
Windermere Schools		726	
Not Developed		1017	
Land designated RA7		1017	
Land under rezoning application		1017	
Total Trips per Day		11223	
3 Total Traffic/Trips Windermere Road north of Windermere Boulevard.			
Traffic past schools in		11223	
Add traffic generated by			
Windermere MFD		2257	
Windermere Plaza		3130	
Total Trips per Day		16610	
4 Other traffic routes			
Generated in location area but not on Windermere Road		34	
West Pointe of Windermere		2706	
Original Averages		681	
Estimates of Windermere		119	
Windermere MFD		348	
Total Trips per Day		4355	
Total Study Area Traffic in Trips Per Day (TPD) is:		20685	

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North				
Currently Developed	415	7.32	3287	
SFD	181	5.81	935	
Condos	128	5.81	744	
Apartments	175	5.81	1017	
Not Developed	125	5.81	728	
RA7 land	175	5.81	1017	
West Pointe of Windermere	173	7.32	1370	
SFDs	801	7.32	3762	
Ons at Windermere	475	7.32	3762	
SFD (on Windermere Drive)	60	7.32	475	
Original Averages	26	7.32	206	
SFD	60	7.32	475	
Estates at Windermere	60	7.32	475	
SFDs (plus 26 from One at Windermere)	26	7.32	206	
Windermere Schools	12	4	48	
Personal vehicles	308	4	1224	
Staff vehicles	74	2	148	
Total Tips per Day	8	4	24	
Constable Daniel Woodall, 315 Windermere Road	147	4	588	
Personal vehicles	41	2	82	
Total Tips per Day	894			
Windermere Plaza Commercial Area				
Building 1	632			
Building 2	541			
Building 3	1005			
Total Tips per Day	3478			
Windermere Plaza Multi Family Dwellings				
Building 1 Condominium 342	389			
Building 2 Condominium 344	459			
Building 3 Condominium 343	258			
Building 4 Condominium 388	372			
Building 5 Condominium 389	436			
Building 6 Condominium 384	445			
Total Tips per Day	2377			
Total Tips per Day	20986.1			

Page 2

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North Current Development				
The Windermere North community contains both Single Family Dwellings (SFD) and Multiple Family Dwellings (MFD). There are 181 Condominium units plus 128 apartment units located in Windermere Village. In total there are 415 SFD and 289 MFD units.				
The total traffic generated by these units is:				
1 2387 Tips per day for SFD.				
2 1679 tips per day for MFD.				
All the traffic in Windermere North is directed on to Windermere Road directly or via Whispering River Drive and Whispering River Drive.				
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:				
69 SFD have initial access directly to Windermere Road.				
40 SFD and 289 MFD have sheltered access to Whistler Lane.				
Of these it is estimated that 80% will go directly to Windermere Road.				
The remaining 20% will take Whistler Lane to Whistler Gate.				
139 SFD along Whistler Drive will take Whistler Gate to Windermere Road.				
This includes units at Whistler Drive and Whistler Drive along Whistler Drive and units at Whistler Drive.				
161 SFD in the community will use the north route of Whistler Drive as the entrance/exit. This includes West Place, West Court, West Landing, and Whistler Drive. Traffic from these areas avoid the south route of Whistler Drive as the route is limited to one lane due to vehicle parking.				
The resulting traffic is:				
Tips per day directly on to Windermere Road	TPD			
69 SFD 7.32 TPD/Unit	546			
40 SFD 7.32 TPD/Unit	292			
289 MFD 5.81 TPD/Unit	1679			
7.32 TPD/Unit	1101			
139 SFD 7.32 TPD/Unit	1017			
161 SFD 7.32 TPD/Unit	1275			
Total Tips per Day	4686			
The total traffic generated in the community is:	TPD			
The total traffic on Whistler Drive - north route is:	4686			
The total traffic past the schools is:	1275			
The total traffic past the schools is:	4686			

Page 3

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North Undeveloped				
In addition to the traffic generated in the Windermere North community there are two parcels of land that are undeveloped. Both these parcels would be in a position to generate traffic that would be routed entirely through the Windermere North community.				
1 The first of these parcels is 3.87 acres (1.49 hectares) of land that is zoned RA7. At this site it is expected that a multi-family development of 125 units would be built.				
The total traffic generated by this development would be 726 Tips per day.				
The entrance/exit point for all this traffic would be directed to the south intersection of Whistler Drive and Whistler Drive.				
It would be expected that due to the parking along the south route of Whistler Drive only 20% of the traffic would take that route. 80% of the traffic would go on Whistler Drive then on to the north route of Whistler Drive to get on to Whistler Gate and Windermere Road. The reverse would occur for entrance to the RA7 site location.				
The resulting traffic is:				
145 tips per day on Whistler Drive south, and	TPD			
581 tips per day on Whistler Drive north.	726			
The total traffic generated in the community is:	581			
The total traffic on Whistler Drive - north route is:	726			
The total traffic past the schools is:	726			
2 The other parcel of land is 5.39 acres (2.18 hectares) currently zoned AG. There is an application to have this rezoned to C-2. A housing would result in a population density of 81 units per hectare for a total of 175 multi-family units.				
The total traffic generated by this development would be 1017 Tips per day.				
The entrance/exit point for all this traffic would be directed on 18 Avenue to Whistler Drive. It is expected that all this traffic will enter and leave the community via the north route of Whistler Drive using Whistler Gate for access on Windermere Road.				
The resulting traffic is:				
1017 tips per day on Whistler Drive north.	TPD			
The total traffic generated in the community is:	1017			
The total traffic on Whistler Drive - north route is:	1017			
The total traffic past the schools is:	1017			

Page 4

Traffic Generation Areas				
Units	Units	Units	Units	Units
Original Averages of Windermere				
The old averages of Windermere consist of two sets of developments:				
1 20 acreages in Windermere Crescent				
2 40 acreages along Windermere Drive				
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of accuracy that the traffic will be distributed as:				
20 SFD on to 175 Street on to Windermere Road.				
40 SFD on Windermere Drive then east on Windermere Boulevard.				
The traffic on Windermere Road is 158 tips per day.				
The traffic on Windermere Drive is 317 Tips per day.				
The total traffic generated in the community is:	TPD			
The total traffic on Windermere Drive - north route is:	158			
The total traffic past the schools is:	317			
The total traffic on Windermere Drive is:	317			
Estates of Windermere (or new acreages of Windermere)				
The Estates of Windermere (or new acreages of Windermere) consist of a new development of 80 SFD.				
One at Windermere Plaza and the entrance/exit route for these is on Windermere Drive.				
By studying the design of the community it can be determined with a fair degree of accuracy that the traffic will be:				
80 SFD on Windermere Drive then east on Windermere Boulevard.				
The traffic on Windermere Drive is 681 tips per day.				
The total traffic generated in the community is:	681			
The total traffic on Windermere Drive - north route is:	681			
The total traffic past the schools is:	681			
The total traffic on Windermere Drive is:	681			
Windermere Plaza				
In the study location area there are four key parks:				
1 James McCreedy Douglas Park - these are sports grounds near the schools				
2 James McCreedy Douglas Park - this is near the schools and for ages 3 to 12 years.				
3 Windermere Plaza - in a residential area for preschool age.				
4 One at Windermere Plaza - in a residential area for younger kids.				

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Generation Areas				
Multi Family Dwellings				
North end corner of Windermere Road and Windermere Boulevard.				
North and west of Windermere Plaza.				
Building	Units	TPD/unit	TPD	
342 Windermere Road	101-105, 111-117	18		
	201-217	17		
	301-317	17		
	401-417	17		
344 Windermere Road	501-517	17	389	
	118-126, 128-137	19		
	218-227	20		2378
	318-327	20		
	418-427	20		
348 Windermere Road	138-148	19	5.81	469
	238-248	11		
	338-348	11		
	438-448	12		
	538-548	44	5.81	256
388 Windermere Road	101-116	16		
	201-216	16		
	301-316	16		
	401-416	16		
	501-516	64	5.81	372
390 Windermere Road	121-126, 128-139	18		
	221-239	19		
	321-339	19		
	421-439	19		
394 Windermere Road	101-120	19	5.81	438
	201-220	20		
	301-320	20		
	401-420	20		
	501-520	68	5.81	465
Total Trips per Day				2378
				TPD
It is expected that 95% of the traffic with entrance via the drive way to Windermere Road.				2218
The remaining 5% will entrance to Windermere Plaza on to Windermere Boulevard.				160
The total traffic generated in the community is				2378
The traffic on to Windermere Road is:				1219
The traffic on to Windermere Boulevard is:				2218
Page 5				
Traffic Generation Areas				
Commercial Plaza Building 1				
Business Type	Business Type	Business Type	Business Type	Business Type
216 Windermere Road (Building Entrance)	Office	Office	Office	Office
201-212, 214	Office	Office	Office	Office
208-216	Our of School Care	Our of School Care	Our of School Care	Our of School Care
301-312, 314	Windermere Multi Academy	Windermere Multi Academy	Windermere Multi Academy	Windermere Multi Academy
401-412, 414	Trail Bazaar (Health)	Trail Bazaar (Health)	Trail Bazaar (Health)	Trail Bazaar (Health)
318 Windermere Road	Windermere Multi Academy	Windermere Multi Academy	Windermere Multi Academy	Windermere Multi Academy
322 Windermere Road	Trail Bazaar (Health)	Trail Bazaar (Health)	Trail Bazaar (Health)	Trail Bazaar (Health)
324 Windermere Road	Windermere Out of School Care	Windermere Out of School Care	Windermere Out of School Care	Windermere Out of School Care
326 Windermere Road	Best Bite	Best Bite	Best Bite	Best Bite
328 Windermere Road	Wink Bins	Wink Bins	Wink Bins	Wink Bins
334 Windermere Road	Nature Yoga	Nature Yoga	Nature Yoga	Nature Yoga
Commercial Plaza Building 2				
5544 Windermere Boulevard	Rama Real Estate	Rama Real Estate	Rama Real Estate	Rama Real Estate
5540 Windermere Boulevard	Windermere Plaza Building (Building Entrance)	Windermere Plaza Building (Building Entrance)	Windermere Plaza Building (Building Entrance)	Windermere Plaza Building (Building Entrance)
110	110	110	110	110
201-222	222	222	222	222
Upper Floor	Windermere Plaza Medical Center	Windermere Plaza Medical Center	Windermere Plaza Medical Center	Windermere Plaza Medical Center
21	21	21	21	21
211	Revera Skin Care Centre	Revera Skin Care Centre	Revera Skin Care Centre	Revera Skin Care Centre
212	Windermere Plaza Medical Clinic	Windermere Plaza Medical Clinic	Windermere Plaza Medical Clinic	Windermere Plaza Medical Clinic
213	Molly's Learning	Molly's Learning	Molly's Learning	Molly's Learning
215	Kurumi Multi Learning	Kurumi Multi Learning	Kurumi Multi Learning	Kurumi Multi Learning
219	Flourishy Dental	Flourishy Dental	Flourishy Dental	Flourishy Dental
219	Canter Hardware Brothers	Canter Hardware Brothers	Canter Hardware Brothers	Canter Hardware Brothers
221	Leading Edge Physiotherapy	Leading Edge Physiotherapy	Leading Edge Physiotherapy	Leading Edge Physiotherapy
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Windermere Community

How Much is
Too Much?

Submitted by Rose & Dave
Hohnstein



Who are the Residents of Windermere?

- The residents are comprised of young families who have just purchased their first home, and seniors who have built their retirement dream homes.
- We have invested our life savings, make monthly mortgage payments, pay our taxes, and do our best to feed and support our families. We have children, grandchildren, parents sharing our homes, and of course, we have our pets.
- We have created a community.

What is it that we want?

- Our wants are pretty basic. We want a community where our children can play in their front yards, learn to ride their bikes, and where they can walk or ride their bike to the school. We want to visit with our neighbours, walk our pets, and take our kids to the playground. We want a quiet and safe community where we can raise our families and sleep well at night.

How do we currently feel?

- Emotions are running high in our community as we are angry, frustrated, and fearful.
- We are struggling with existing and ever-increasing:
 - high-density development
 - high noise levels
 - poor ingress/egress
 - overwhelming high-volumes of traffic
 - frustrated drivers that race down our narrow local roads (one car at a time passage)
 - safety risks to our families
 - poor community livability
- This new application for additional 175 units pushes our frustrations to a new level.
- And it won't be just us. We fully anticipate that the new residents of the proposed development will feel same anger and frustration that we do.

What is the cause of these issues?

Over-populated community with inadequate infrastructure

High volumes of traffic

Compromised safety

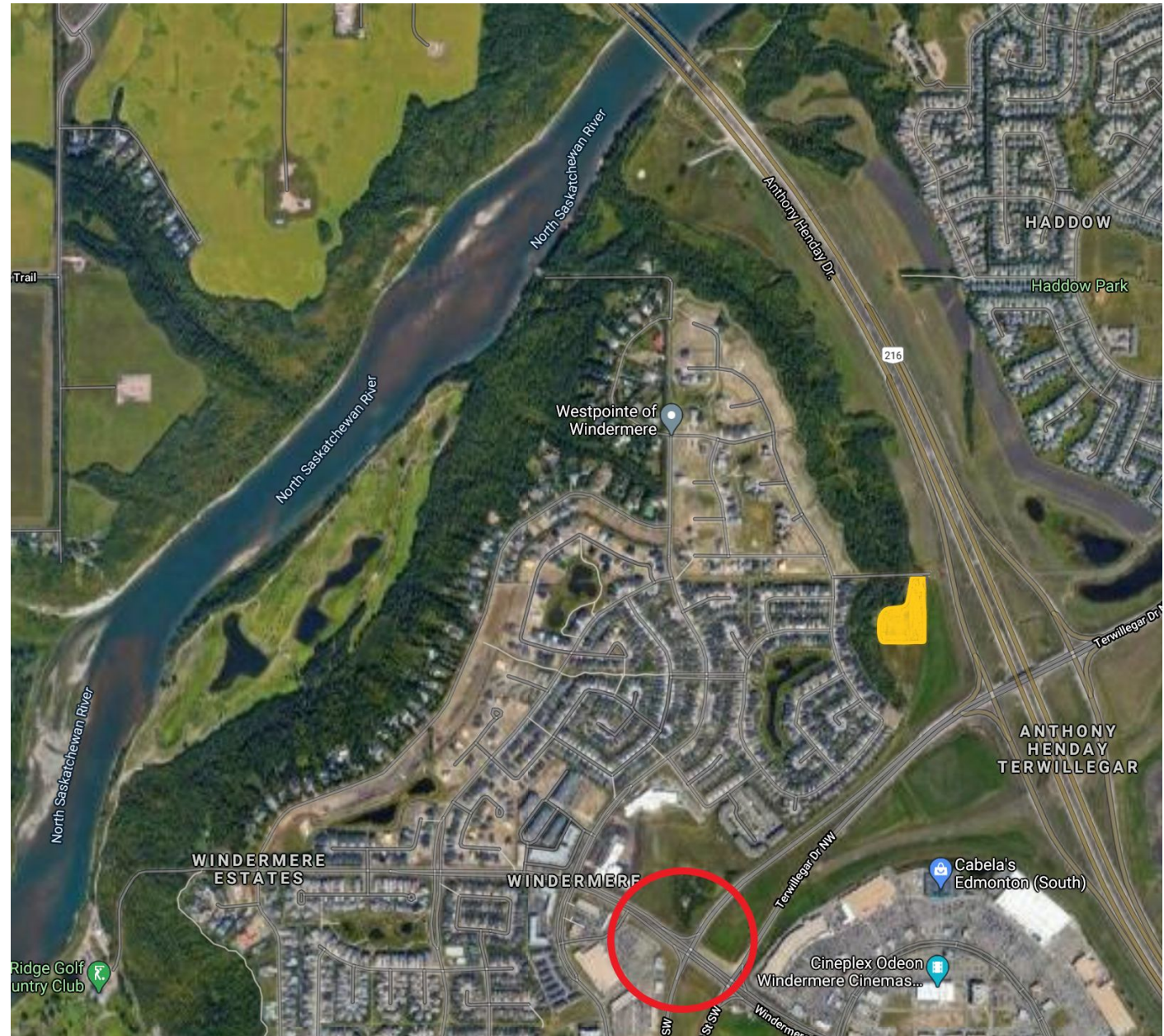
Poor community livability

Unrealistic high density in an area that has only one access point.

The overall access to our community is restricted, as it is closed in by the ravine and Terwilliger Drive (southeast), the ravine and Anthony Henday (northeast), and the North Saskatchewan River (north and northwest).

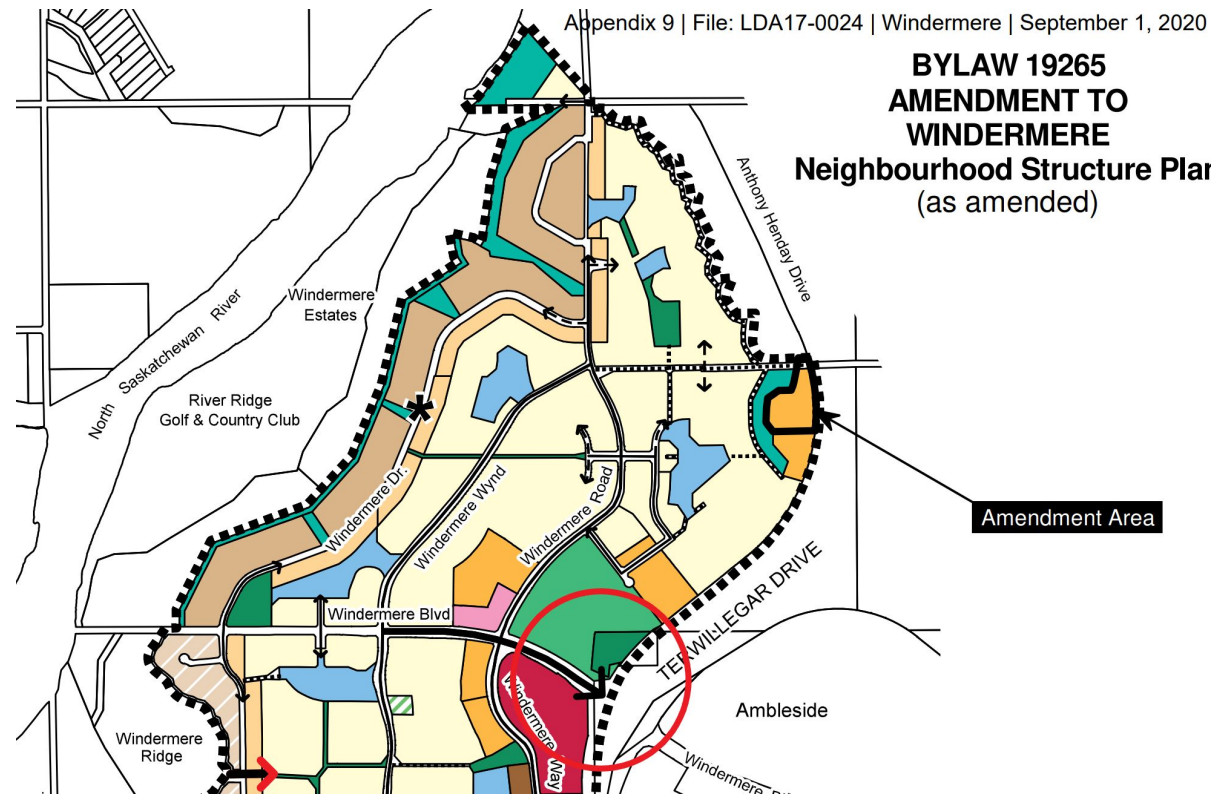
This leaves the entire community with **only one main point of ingress/egress** on Windermere Blvd.

To further congest our access point, Windermere Blvd. is shared with 2 schools, a high-density residential and commercial districts to the south and to the west.



Desktop Exercise – Emergency Evacuation

Q: If the river valley to the west is on fire, and parents rush to the schools to rescue their children, how do we evacuate 1,653 residences, 2 schools, and 83 businesses, with one-lane roadways and only one evacuation point?



Safety - How is only one point of evacuation for an entire community acceptable?

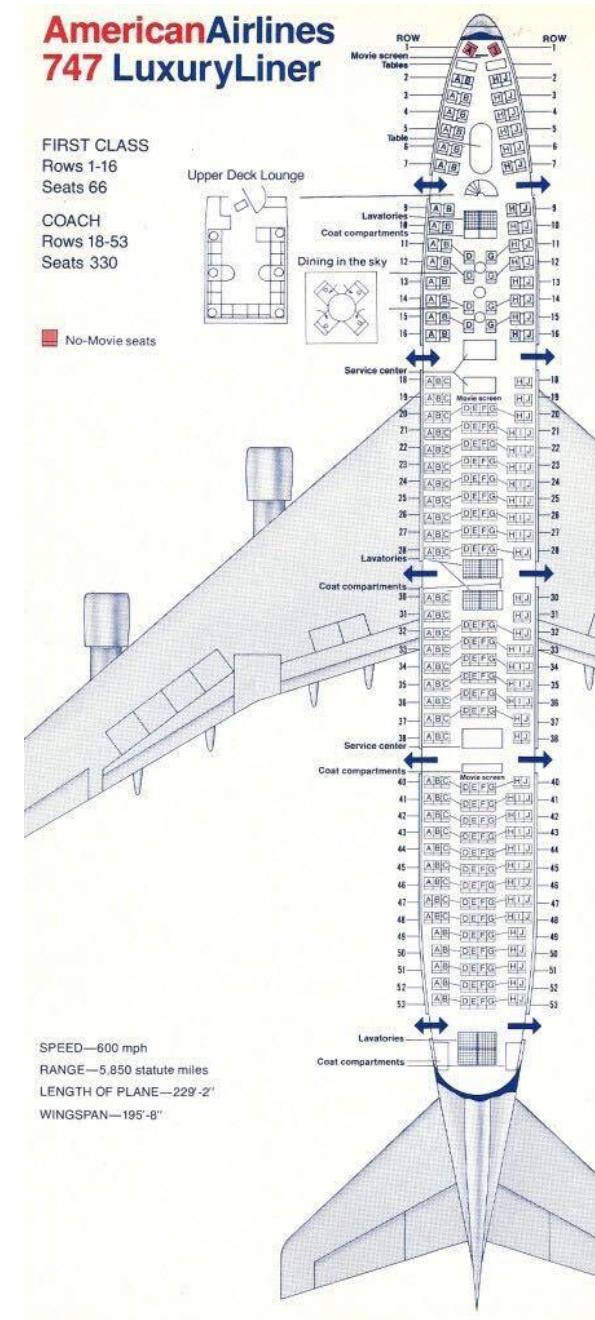
- One access point is a significant safety concern.
- One access point creates major congestion and traffic delays causing immense driver frustration.
- One access point funnels the traffic in front of the two schools and the playground. This is the **last place** where high-volumes of traffic should converge.
- One access/evacuation point defies all levels and types of legislation.

Commercial aircraft, schools, busses, commercial buildings, institutions, utility infrastructure, industrial sites, etc. **all are heavily regulated and have strict safety requirements to deal with maximum allowable occupancy, emergency access, incident prevention, and require multiple evacuation points and associated protocols.**

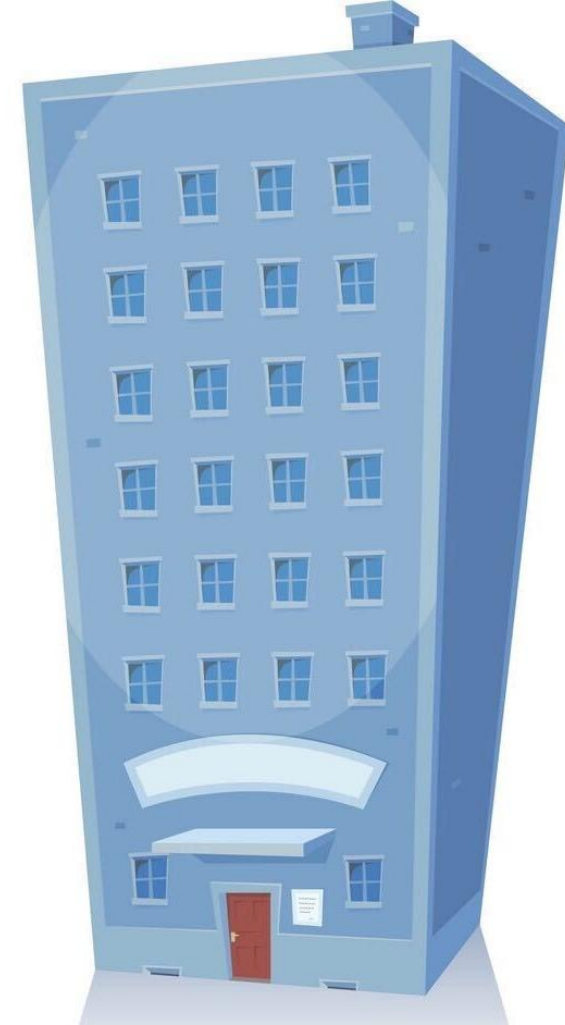
Q: Why do basic safety principles not apply to a community that holds 1,653 residences, 83 commercial sites, and 2 schools?

A 747 seats **330** persons and has **10** emergency exits.

Q: Would you fly on an airplane that has only one emergency exit and no evacuation plan?



Q: Would the City of Edmonton approve a 100 unit apartment building with only one door?



Never say never...

- 1979 Millwoods explosion and evacuation
- 1987 Sherwood Park/Clairview /Evergreen Park tornado
- 2007 MacEwan neighbourhood fire
- 2016 Fort McMurray Wildfire and evacuation, etc.
- Community evacuation and emergency vehicle access is a very real need that cannot be discounted. Windermere North has compromised access to these basic necessities for survival
- The proposed development will significantly compromise ingress/egress and the safety of all community residents



How would we evacuate the Community?

Q: In the event of a major incident, **what is the City's plan** on how to evacuate **1,653 residential units (not including the proposed development(s))**, **2 schools**, and **83 businesses**? Adjacent communities will compound the issue as they evacuate as well.

Q: How will emergency vehicles access our community on one-car roadways while everyone is trying to evacuate?

Q: Where will we go when our only escape is to the south and the roads are impassable?

Q: Will the elderly, mobility impaired, and families with their small children and pets in tow, be forced to evacuate on foot? What would we do in the winter months with snow drifts, windrows, and flesh-freezing temperatures? How will families jump the community's **8 foot perimeter fence** to evacuate? How many will be left behind to perish? How will the City handle the thousands of homeless without their vehicles?

Q: What would the outcome have been if the Fort McMurray residents were without vehicles and forced to evacuate on foot?

How much is too much?

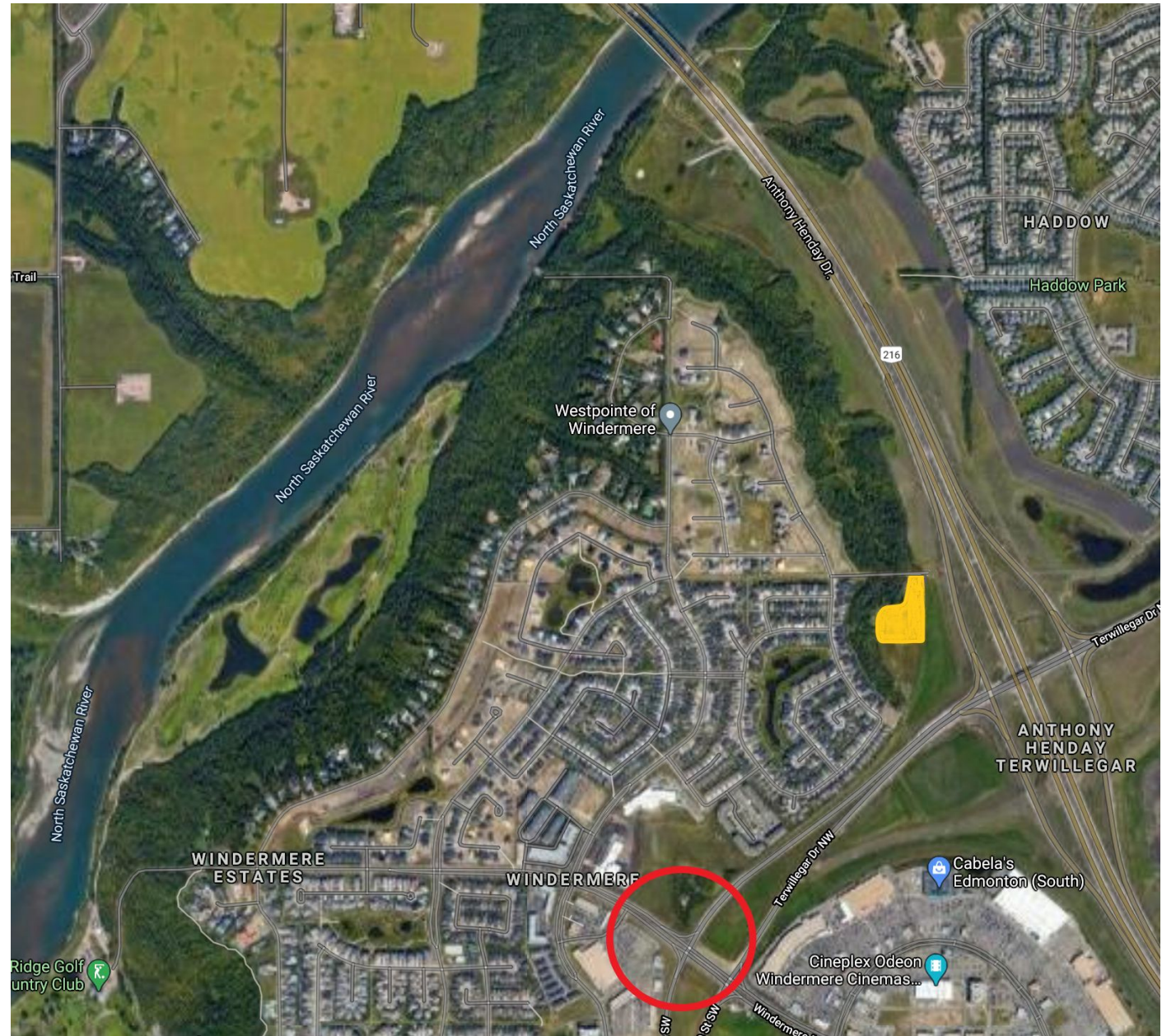
Our roads are narrow, and can only accommodate one vehicle passage at a time.

Daily, there are long traffic line-ups just to get in and out of our community.

Drivers are frustrated and often reach their breaking point. And, this is without the proposed develop and current home construction at only 85-90% of completion.

This re-zoning will create upwards of 175 new dwellings. Ultimately, and an additional 1,494 vehicle daily trips, adding to the congestion driving past the schools each day.

These additional dwellings do not take into account the impact of the 80 plus dwellings that are already approved for the property immediately south of the property of discussion (currently is for sale and undeveloped).



How can this be acceptable?

The *City of Edmonton 2015 Edmonton and Region Household Travel Survey Overview* states that each household contributes an average of **8.54** daily trips.

Once all currently planned residences in the community are occupied, there will be approximately **14,117 vehicles per day** driving past the schools and associated playground zone.

Is there really room to add more traffic?



On August 13, 2020, a child was hit by a car in front of the school. It will happen again.

- After the dozens and dozens of near misses between cars and kids in front of the schools and on the side streets, on August 13, 2020, our worst fears were realized. We witnessed the aftermath of a child being struck by a car directly in front of the schools. Our hearts broke as we saw the child's mangled bike, the distraught driver, two police cars, and a half-dozen pre-teens on their bikes being interviewed by the police. All were clearly rattled.
- Increased traffic will proportionately increase the likelihood of future incidents and a child losing their life.

How much is one community expected to endure?

We are frustrated, overwhelmed, and angry.

We have already endured:

- 10 years of high traffic volumes
- 10 years of residential and commercial construction
- 6 sets of lottery homes
- Builder show homes far too numerous to count



How much is one community expected to endure?

Noisy, mud covered, heavy equipment

- cement trucks
- dump trucks
- large bulldozers & earthmovers
- double flat beds, semi's, contractor trucks and trailers
- cranes, hydrovacs, etc.

Every day, all day long, 7 am to 7 pm.



How much is one community expected to endure?

And more heavy equipment destroying our roads....



How much is one community expected to endure?

Backing out of our driveways is becoming an extremely difficult task.

The prospect of 10 more years of construction with heavy equipment traveling our narrow local roads is gut wrenching.

These pictures are only a small sample of the construction vehicles driving our street in a one-hour period.



Dangerously high water levels

- In addition, our lake is frequently exceeding capacity due to over-development. More roofs and pavement = more water in the sewer system.
- During a recent 2-hour rainfall, the water level rose 52" above normal.
- Dozens of trees around the lake are dead or dying as a result of continual flooding.
- An additional 10" will submerge the pathway.
- An additional 17" will flood our gardens and yards.
- An additional 25" will flood our homes.
- It will be extremely costly for the City to upgrade the drainage system to accommodate the increased run-off caused by the new development.



Social & financial impacts on community families

- Our quality of life and livability in our community is being destroyed.
- Our community is already well-known for high-traffic, congestion, and long travel times just to get to Terwillegar Drive (10 to 15+ minutes during peak hours). We now have a reputation as an undesirable community.
- Our real estate values are being reduced accordingly, as our homes are selling for far less than their original value. It is becoming increasingly harder to sell homes in this community. Additional development will drive the values down further, financially destroying many of our families. As the values continue to drop, residents will expect the City to reduce property taxes accordingly.

Social & financial impacts on community families

- School capacity will also be impacted. The schools are already over-crowded, and children living in the new development will displace children already living within the community. Due to the long walking distance (1.2km) and poor location of the new development, even more traffic will be generated as the parents will need drive their kids to and from the schools and the playground.
- All for what? No one will win. The proposed development site is an undesirable, noisy, poorly located property next to one of the city's largest and busiest vehicle interchanges. There are already hundreds of vacant condominiums across the city and in Windermere, in far better locations.
- We will lose. The developer will lose. The City of Edmonton will lose.

Can the City build us a park where we can walk and ride our bikes?

We are squeezed out of our own neighbourhood.

Our livability is gone as our community is no longer family and recreation friendly.

Each and every week there are new stories (social media postings) of children narrowly escaping being hit by vehicles in front of the school and the playground. **Yes, this is a weekly occurrence.**

Children cannot play in the front yards of their homes, ride their bikes down the street, or walk alone to the school or playground.

Parents must constantly supervise and escort their kids everywhere. Even the sidewalks are dangerous. Children **and most adults** ride their bikes on the sidewalks as our local roads have treacherous high volumes of racing traffic.



Repair and Accountability

Community anger and frustration will turn into outrage that will demand solutions.

To support and recommend increasing traffic volumes to their breaking point, then to offer mitigation by reducing speeds and adding more signs on the street, is completely ignorant and unintelligent. Last year the City added more signs in front of the schools. Now there are **over 100 individual signs** on the short span of road in front of the schools. Kids, cars, signs, lights.... It's all too much.

No one would declare the widening of the Anthony Henday unnecessary and recommend speed reduction as the solution. Unreasonable traffic volumes on inadequate residential infrastructure creates dangerous, distracted, frustrated drivers.

This will result in a **multitude of costly consequences for the City** that the City will eventually need to address and repair. As the consequences unfold and the costs rise, the City Planning and Council members who supported this development will be held accountable by the community, and by the City's own administration.

There are some things that "sorry" won't fix. Development can't be undone, and sadly, it will be far too late to exercise the good judgement and foresight that is clear to all of us right now.

Please help us

Our community has been in pain and anguish for years. The issues in our community are already terrible. Please don't make it worse.

Please, please, please, help us.

Bylaw 19264

A Bylaw to amend Bylaw 13717, as amended, the
Windermere Area Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act, on May 25, 2004 the Municipal Council of the City of Edmonton passed Bylaw 13717, being the Windermere Area Structure Plan; and

WHEREAS Council has amended the Windermere Area Structure Plan through the passage of Bylaws 15010, 15423, 15513, 15825, 15802, 15805, 15808, 16003, 16072, 16090, 16130, 16177, 16291, 17119, 17193, 17184, 17404, 17796, 18280, 18568, 18682, 18815, 18998, and 19023; and

WHEREAS an application was received by Administration to amend the Windermere Area Structure Plan; and

WHEREAS Council considers it desirable to amend the Windermere Area Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 13717, as amended, the Windermere Area Structure Plan is hereby amended by

- a. deleting the twelfth paragraph of Section 5.5.2 Concept: Mixed Use - Institutional/Residential and replacing it with the following:

“Two Mixed Use - Institutional/Residential parcels are contemplated within the ASP as shown in Figure 7.0. The first is located in the western portion of Neighbourhood One (Ambleside), north central within the ASP. The site is bound by Terwillegar Drive to the west, arterial roadway and major Commercial to the north, residential to the east, and right-in/right-out collector roadway immediately south. A second Mixed-use Institutional/Residential site is south centrally located in Neighbourhood Three (Keswick along 25 Avenue SW and approximately 750 metres west of 170 Street. Each of these sites provides superior visibility, convenience, (e.g. neighbourhood commercial), presence (i.e. focal point), vehicle access, egress via collector roadway, and proximity to higher residential densities. While these two sites are contemplated at this time, additional sites, comprehensively planned, will be encouraged to strengthen the concepts of social integration and mixed use neighbourhoods.”

- b. deleting the second paragraph of Section 8.3.2 Staging Concept – Windermere Neighbourhood Two and replacing it with the following:

“This Neighbourhood establishes positive urban interface with existing, residential land uses to the west such as Windermere, Windermere Ridge, and Westpoint Estates. Thoughtful planning and design will incorporate principles of Smart Growth including a diversity of housing, commercial, and open space opportunities as well as an integrated transportation network. Combined with Neighbourhood One, these attributes will support Smart Growth, Transit/Pedestrian Oriented Development, Mixed Use Nodes, and Integrated Community Circulation Systems in South Edmonton. Neighbourhood Two will establish an integrated community concept for Windermere.

- c. deleting the land use and population statistics entitled “Bylaw 19023 – Windermere Area Structure Plan – Land Use and Population Statistics” and replacing it therefore with;

WINDERMERE AREA STRUCTURE PLAN LAND USE AND POPULATION STATISTICS BYLAW 19264

Windermere Area Structure Plan – Land Use and Population Statistics

NEIGHBOURHOOD	Ambleside - NHBD 1	Windermere - NHBD 2	Keswick - NHBD 3	Glenridding Heights - NHBD 4A	Glenridding Ravine - NHBD 4B	NHBD 5*	TOTAL (ha)
GROSS STUDY AREA (ha)	314.7	469.1	372.7	160.6	197.9	306	1,821
Pipeline / Power Line Corridors ROW	2.7	1.6	0.7	1.0	1.8		8
Creeks / Ravine Lands (ER)		11.2	43.7		0.7		53
Public Upland Area (land between UDL and Top-of-Bank)			6.0		5.5		11
Major Arterial / Road ROW	11.8	11.0	16.5	19.6	22.2	14	95
Existing Uses					12.4		12
GROSS DEVELOPABLE AREA	300.2	445.2	305.9	139.8	155.3	292	1,641
Public Utility	0.6	2.4			0.0		3
Municipal Reserve School/Park	19.8	29.0	18.7	42.9	9.1	14	134
Business Employment	69.2						69
Major Commercial Centre	47.9	1.5				54	103
Commercial	4.9	14.2	7.3	1.3	6.0		34
Mixed Uses	5.5	1.0	3.5				10
Circulation * @ 25%	25.5	90.0	61.9	28.6	31.0	19	256
Transit Center	2.2				0.8		3
Public Open Space	2.6	0.7					3
Stormwater Management Facility	15.5	26.6	19.9	7.1	8.9	12	90
Institutional	2.1		2.6	0.0	4.0		9
TOTAL NON-RESIDENTIAL LAND USES	195.8	165.4	113.9	79.9	59.9	99	714
Percentage of GDA	65%	37%	37%	57%	39%	34%	44%
NET RESIDENTIAL AREA	104.4	279.9	192.0	60.0	95.4	193	925
Percentage of GDA	35%	63%	63%	43%	61%	66%	56%

*Detailed calculations will be prepared during NSP approval stage

Windermere Area Structure Plan – Housing Units and Population Statistics

Neighbourhood	Ambleside - NHBD 1		Windermere - NHBD 2		Keswick - NHBD 3		Glenridding Heights - NHBD 4A		Glenridding Ravine - NHBD 4B		NHBD 5*		TOTAL	
NET RESIDENTIAL AREA (ha)	104.4		279.9		192.0		60.0		95.4		193		924.7	
Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units	Area	Units
Low Density Residential	84.7	2,117	160	3,999	167.8	4,196	44.8	1,120	78.5	1,962	135	2,450	673.5	15,844
Row Housing Residential	6.4	288	7.9	356	9.2	415	7.0	315	4.3	194			34.8	1,568
Medium Density Residential	10.9	981	20	1,803	9.9	893	7.4	662	9.4	1,045	38	1,914	95.7	7,298
Mixed Use					1.4	175							1.4	175
High Density Residential	2.6	585	0.9	198	3.6	814	0.8	180	3.2	720	2	380	13.1	2,877
*Large Lot Residential			21.1	148									21.1	148
Existing Country Residential			70.0	350									70.0	350
Neighbourhood Total	104.6	3,971	279.9	6,854	192.0	6,493	60.0	2,277	95.4	3,921	175	4,744	906.9	28,260
Unit Density (du/nrha)	38		24		34		38		41		25		31	
Population														
Low Density Population	5,928		11,197		11,748		3,136		5,494		8,084		45,587	
Row Housing Population	806		997		1,162		882		543				4,390	
Medium Density Population	1,766		3,245		1,607		1,192		1,880		5,493		15,183	
Mixed Use					263								263	
High Density Population	877		297		1,220		270		1,080		543		4,287	
*Large Lot Residential			414										414	
Existing Country Residential			980										980	
Neighbourhood Total	9,377		17,130		16,000		5,480		8,997		14,120		71,104	
Population Density (pop/nrha)	90		61		83		91		94		73		77	

*Nbhd 5 Medium Density includes both row housing and low rise

Windermere Area Structure Plan – Student Generation

NEIGHBOURHOOD	Gross Developable Area (ha)	Public School Board		Separate School Board			Neighbourhood Sub-total
		Elementary	Junior/Senior High	Elementary	Junior High	Senior High	
Ambleside - NHBD 1	299	600	600	300	150	150	1,800
Windermere - NHBD 2	448	888	888	444	222	222	2,664
Keswick - NHBD 3	306	612	612	306	153	153	1,836
Glenridding Heights - NHBD 4A	140	280	280	140	70	70	840
Glenridding Ravine - NHBD 4B	155	311	310	155	78	78	932
NHBD 5	292	584	584	234	117	117	1,636
TOTAL STUDENT POPULATION*	1,640	3,275	3,274	1,579	790	790	9,708

*School age populations are calculated based upon Neighbourhood GDA. These calculations do not take into account neighbourhood life cycles and changing provisions. The necessity of school sites should be determined during NSP preparation.

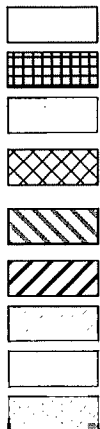
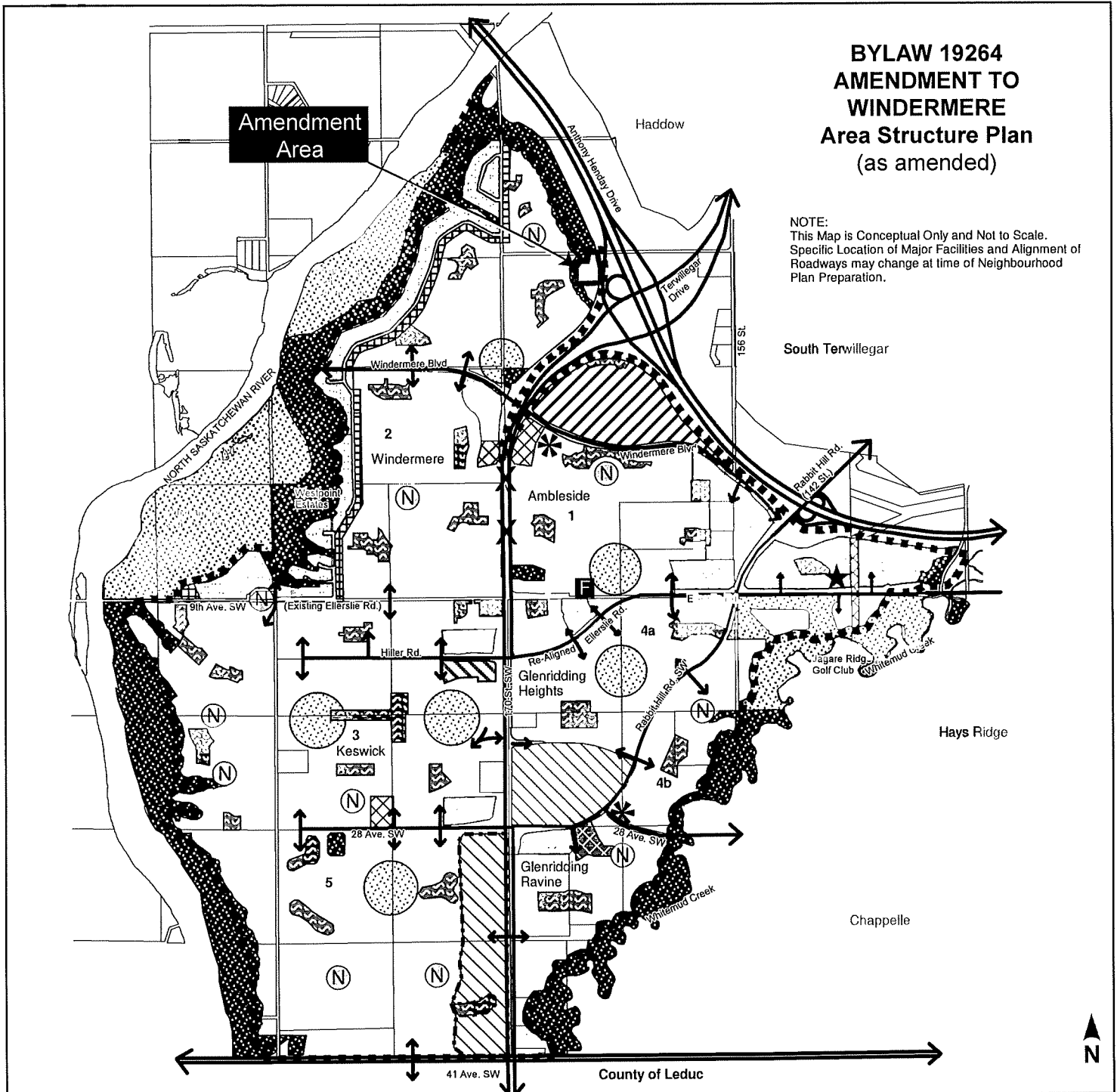
- d. deleting the map entitled “Bylaw 19023 – Amendment to Approved Windermere Area Structure Plan” and substituting it therefore with the Map entitled “Bylaw 19264 – Amendment to Windermere Area Structure Plan”
attached hereto as Schedule “A”;
- e. deleting the map entitled “Figure 7.0 – Development Concept” and substituting therefore the Map entitled “Figure 7.0 – Development Concept” attached hereto as Schedule “B”.

READ a first time this 1st day of September , A. D. 2020;
 READ a second time this 1st day of September , A. D. 2020;
 READ a third time this 1st day of September , A. D. 2020;
 SIGNED and PASSED this 1st day of September , A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



Residential

Large Lot Residential

Country Residential

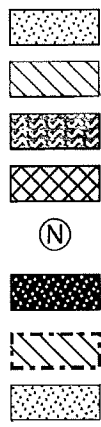
Mixed Use -
Institutional/ResidentialMixed Use -
Residential/Commercial

Major Commercial Centre

Community Commercial

Business Employment

Institutional

Community Knowledge
Campus

District Park

Stormwater Management
Facility

Public Utility

Neighbourhood Park

Natural, Sensitive &
Significant AreasPotential Economic Activity
Centre

Golf Course

Public Utility (Edmonton Fire
Station)

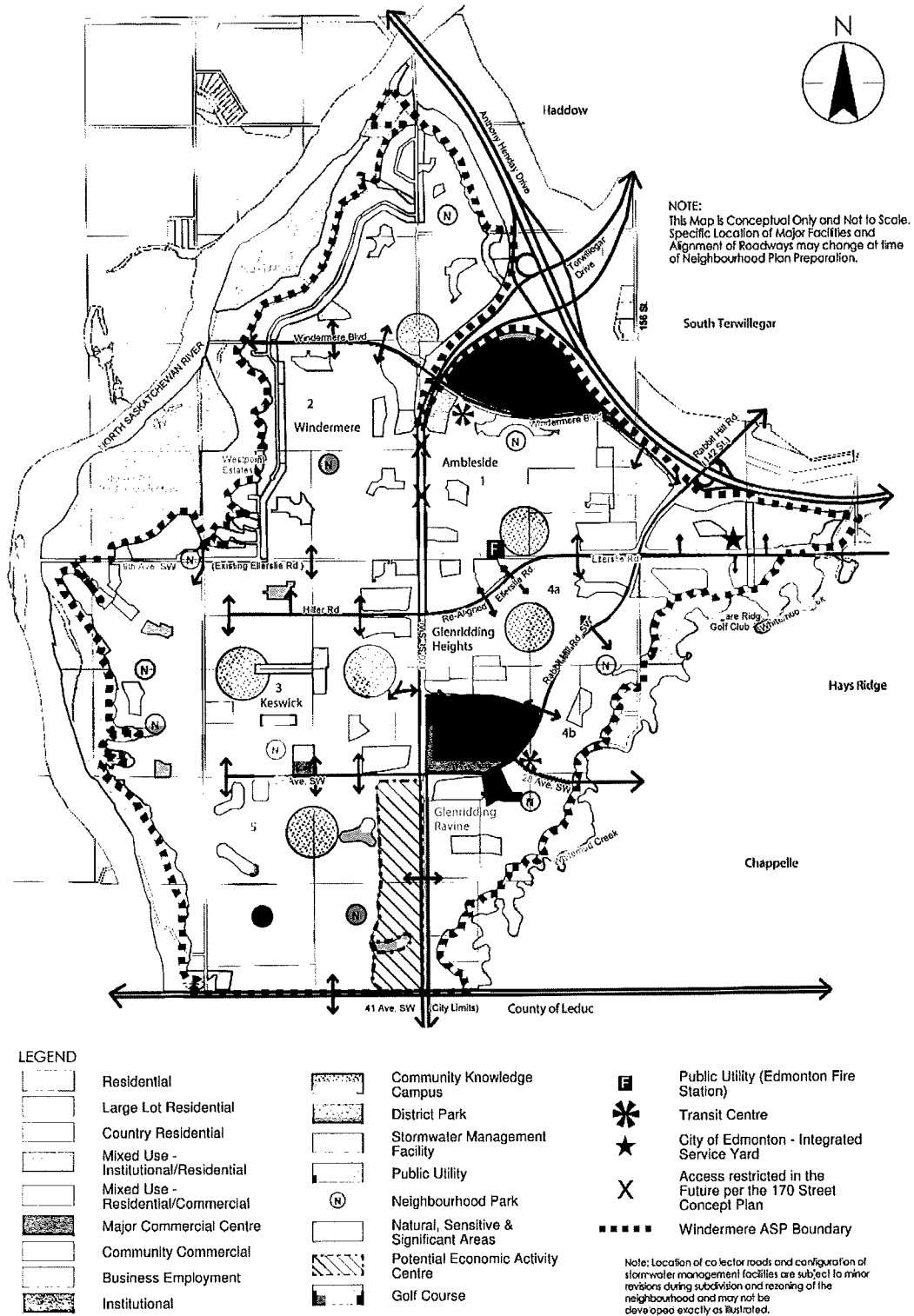
Transit Centre

City of Edmonton - Integrated
Service YardAccess restricted in the
Future per the 170 Street
Concept Plan

■ ■ ■ ■ Windermere ASP Boundary
— Amendment Area

Note: Location of collector roads and configuration of
stormwater management facilities are subject to minor
revisions during subdivision and rezoning of the
neighbourhood and may not be
developed exactly as illustrated.

Figure 7.0 - Development Concept



WINDERMERE AREA STRUCTURE PLAN

Bylaw 19265

Amendment to the Windermere Neighbourhood Structure Plan

Purpose

To amend the Windermere Neighbourhood Structure Plan to redesignate land from Institutional to Medium Density Residential.

Readings

Bylaw 19265 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19265 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

The proposed amendment would redesignate a 2.18 hectare parcel of land from Institutional to Medium Density Residential. Associated Neighbourhood Structure Plan figures, text, and land use and population statistics are revised to reflect the proposed land use change.

This plan amendment is accompanied by an associated amendment to the Windermere Area Structure Plan (Bylaw 19264) and rezoning (Charter Bylaw 19266).

All comments from civic departments and utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the Greater Windermere Community League on November 14, 2017. Thirty-five responses were received.

On September 24, 2019, Administration held a public open house to provide information on the application and collect feedback.

All responses are summarized in the attached Council Report.

Attachments

1. Bylaw 19265
2. Administration Report (attached to Bylaw 19264 - Item 3.11)

Bylaw 19265

A Bylaw to amend Bylaw 13717, as amended, being the
Windermere Area Structure Plan through an amendment to the
Windermere Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act on May 25, 2004, the Municipal Council of the City of Edmonton passed Bylaw 13717, being the Windermere Area Structure Plan; and

WHEREAS City Council found it desirable to from time to time to amend Bylaw 13717, as amended, being Windermere Area Structure Plan by adding new neighbourhoods; and

WHEREAS on September 13, 2006 Council adopted, as Appendix “B” to Bylaw 13717, as amended, the Windermere Neighbourhood Structure Plan by the passage of Bylaw 14372; and

WHEREAS City Council considers it desirable to amend Bylaw 13717, as amended, the Windermere Area Structure Plan through an amendment to the Windermere Neighbourhood Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Windermere Neighbourhood Structure Plan, being Appendix “B” to Bylaw 13717, as amended, being the Windermere Area Structure Plan, is amended as follows:

- a. deleting the fifth paragraph of Section 4.1.4 Medium Density Residential (MDR) and replacing it with the following:

“The MDR designation has been placed on two parcels located in the northeast portion of the plan area, located south of 16 Avenue and west of Anthony Henday Drive. The location of the two sites lends itself to multi-unit developments as they are close to open space and pedestrian connections. Additionally, MDR uses provide greater servicing and site planning options in light of the relatively low topography of the sites. Given the sites locations on the edge of the community, consideration has to be given to their use, density, and location relative to transit service. Walkway connection are in close proximity to permit easy pedestrian connections to transit service for areas outside of 400 meters. Density and resulting traffic generations will be evaluated at the time of zoning. The site located directly south of 16 Avenue shall be limited to 175 dwelling units as per the results of a Traffic Impact Assessment which was undertaken at the time of rezoning the site to Direct Development Control Provision (DC1). Prior to the issuance of a Development Permit, for the site located directly south of 16 Avenue, an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.”

- b. renaming Section 4.2 Mixed-Use and Institutional to Section 4.2 Mixed use;
- c. deleting all text from Section 4.2 Mixed-Use and replacing it with the following:

“A Mixed Use office site is located along the west side of the plan area, south of 9 Avenue NW along the eastern entrance to the neighbourhood, next to the Community Commercial land use (see Figure 5.0 – Development Concept). The site will provide residents with local office services within short walking distance and transit access. This supports the creation of an active, walkable centre where residents have the option to choose alternative means of transportation to meet their daily needs locally. Specific details regarding access/egress and site design will be determined at the rezoning and subdivision stage. The mixed use nature of this area contemplates the potential of residential uses “above” but prohibits the development of any retail/commercial uses. Given the use restrictions it is anticipated that this area will be developed under a direct control zoning. However, as the purpose of the DC zoning is to simply limit use, a site plan will not be required with the zone.

The gross developable area attributed to the Mixed Use Office site is shown in Appendix 2.

- d. delete Section 4.2.1 Mixed Use Office;
- e. renumber Section 4.2.2 Mixed Use Office Urban Design Guidelines to Section 4.2.1 Mixed Use Office Urban Design Guidelines;

- f. deleting the second paragraph of new Section 4.2.1 Mixed Use Office Urban Design Guidelines and replace with the following: “The gross developable area attributed to Mixed Use is provided in Appendix 2.”
- g. deleting Section 4.2.3 Mixed Use/Institutional Urban Design Guidelines;
- h. deleting the land use and population statistics entitled “Bylaw 17194 – Windermere Neighbourhood Structure Plan – Land Use and Population Statistics” and replacing it therefore with;

**WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 19265**

	Area (ha)	% of GDA
GROSS AREA	469.07	
Natural Area/Environmental Reserve	11.24	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
Gross Developable Area	445.23	100.00%
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	6.0%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.2%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
Total Non-Residential Area	165.34	37.1%
Net Residential Area	279.89	62.9%

Residential Land Use, Dwelling Unit Count and Population

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
Low Density Residential (LDR)						
Existing Country Residential	69.99	5	350	5.1%	2.8	980
Large Lot Residential	21.13	7	148	2.2%	2.8	414
Single/Semi-Detached	159.95	25	3,999	58.3%	2.8	11,197
Medium Density Residential (MDR)						
Row Housing	7.91	45	356	5.2%	2.8	997
Low-Rise/Medium Density- Housing	20.03	90	1,803	26.3%	1.8	3,245
High Density Residential (HDR)						
Medium to High Rise Units	0.88	225	198	2.9%	1.5	297
Total	279.89		6,854	100.00%		17,130

Gross Population Density: 38 persons per gross developable hectare
Net Population Density: 61 persons per net residential hectare

Unit Density:**24** units per net residential hectare

Level	Public	Separate	Total
Elementary	888	444	1,332
Junior High	444	222	666
Senior High	444	222	666
Total	1,776	888	2,664

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW - Parks Branch

- i. deleting the map entitled “Bylaw 18568 – Amendment to Approved Windermere Neighbourhood Structure Plan” and substituting it therefore with the Map entitled “Bylaw 19265 – Amendment to Windermere Neighbourhood Structure Plan” attached hereto as Schedule “A”;
- j. deleting the map entitled “Figure 5.0 – Development Concept” and substituting therefore the Map entitled “Figure 5.0 – Development Concept” attached hereto as Schedule “B”;
- k. deleting the map entitled “Figure 8 – Transit Context Plan” and substituting therefore the Map entitled “Figure 8.0 – Transit Context Plan” attached hereto as Schedule “C”.

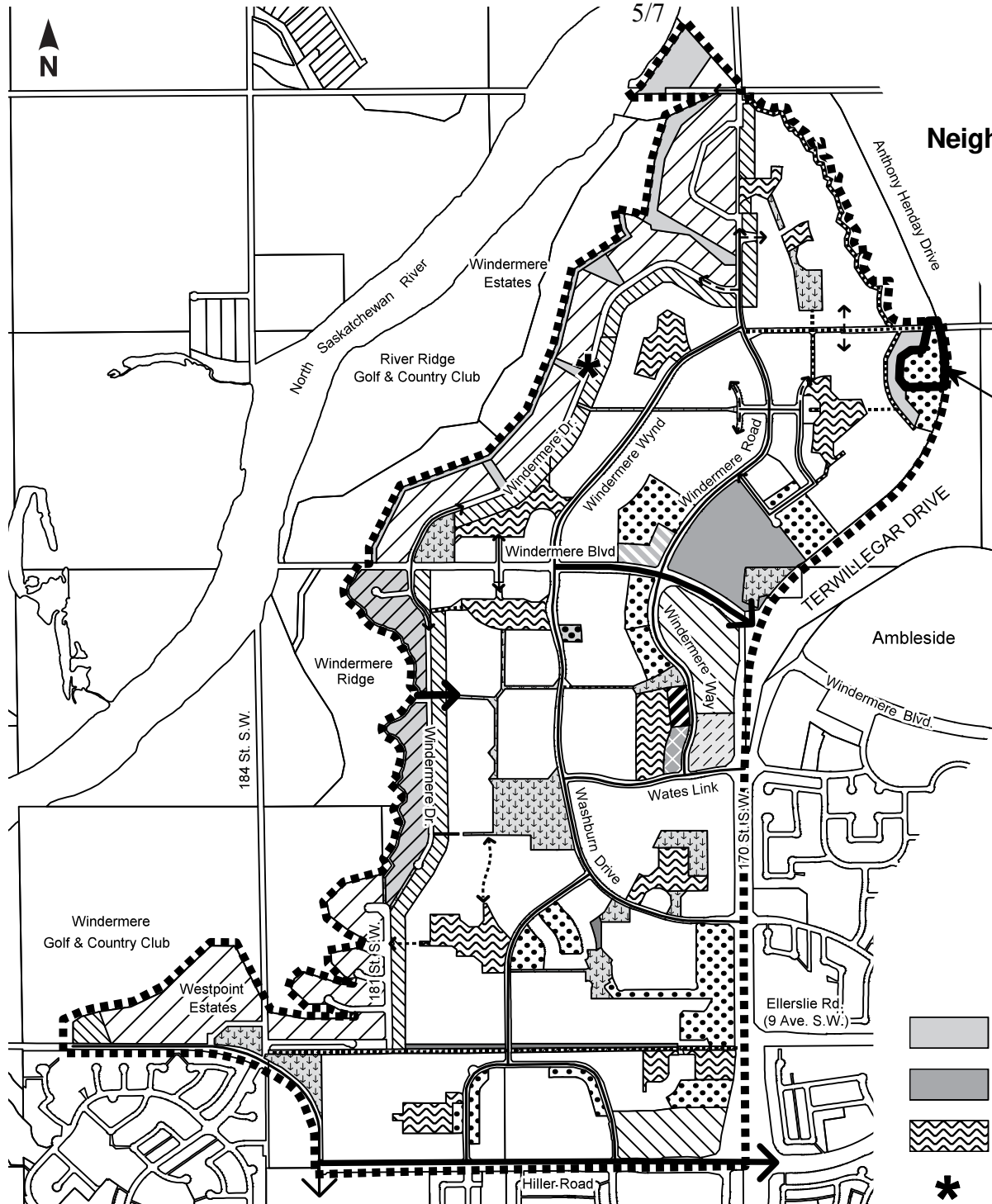
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

**BYLAW 19265
AMENDMENT TO
WINDERMERE
Neighbourhood Structure Plan
(as amended)**

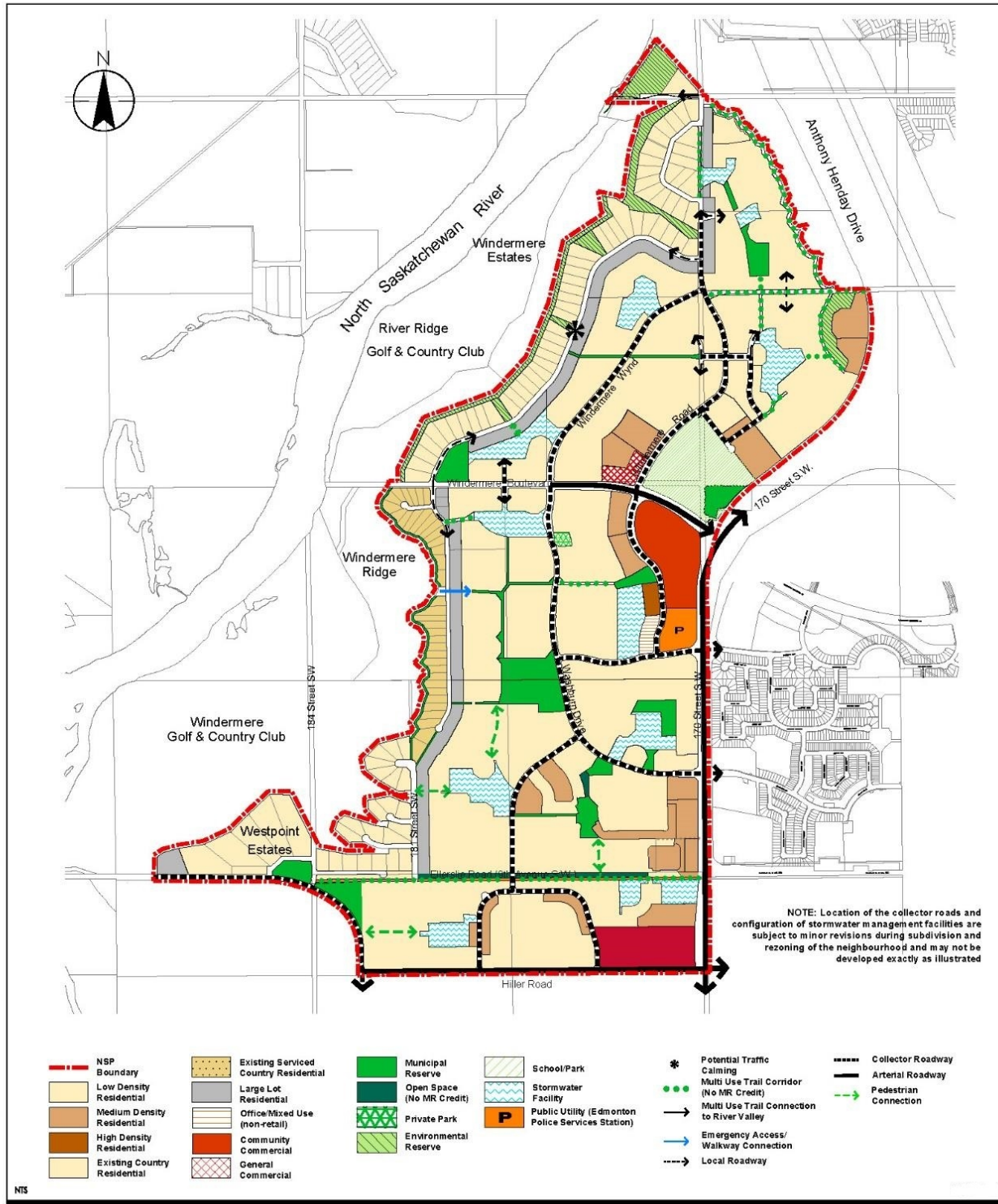


Amendment Area

NOTE: Location of the collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

NOTE: In case of contradiction between the land use concept and other figures in the plan, the concept takes precedence.

- | | | | | | |
|--|---------------------------------------|--|---|--|---|
| | Low Density Residential | | Public Utility Edmonton Police Services Station | | NSP Boundary |
| | Medium Density Residential | | Large Lot Residential | | Amendment Area |
| | High Density Residential | | Office/Mixed Use (non-retail) | | Collector Roadway |
| | Existing Country Residential | | Community Commercial | | Arterial Roadway |
| | Existing Serviced Country Residential | | General Commercial | | Local Roadway |
| | Municipal Reserve | | Private Park | | Multi Use Trail |
| | Open Space (no MR credit) | | | | Multi Use Trail Corridor (no MR Credit) |
| | | | | | Pedestrian Connection |
| | | | | | Emergency Access/
Walkway Connection |
| | | | | | Potential Traffic Calming |
| | | | | | Environmental Reserve |
| | | | | | School / Park |
| | | | | | Stormwater Facility |



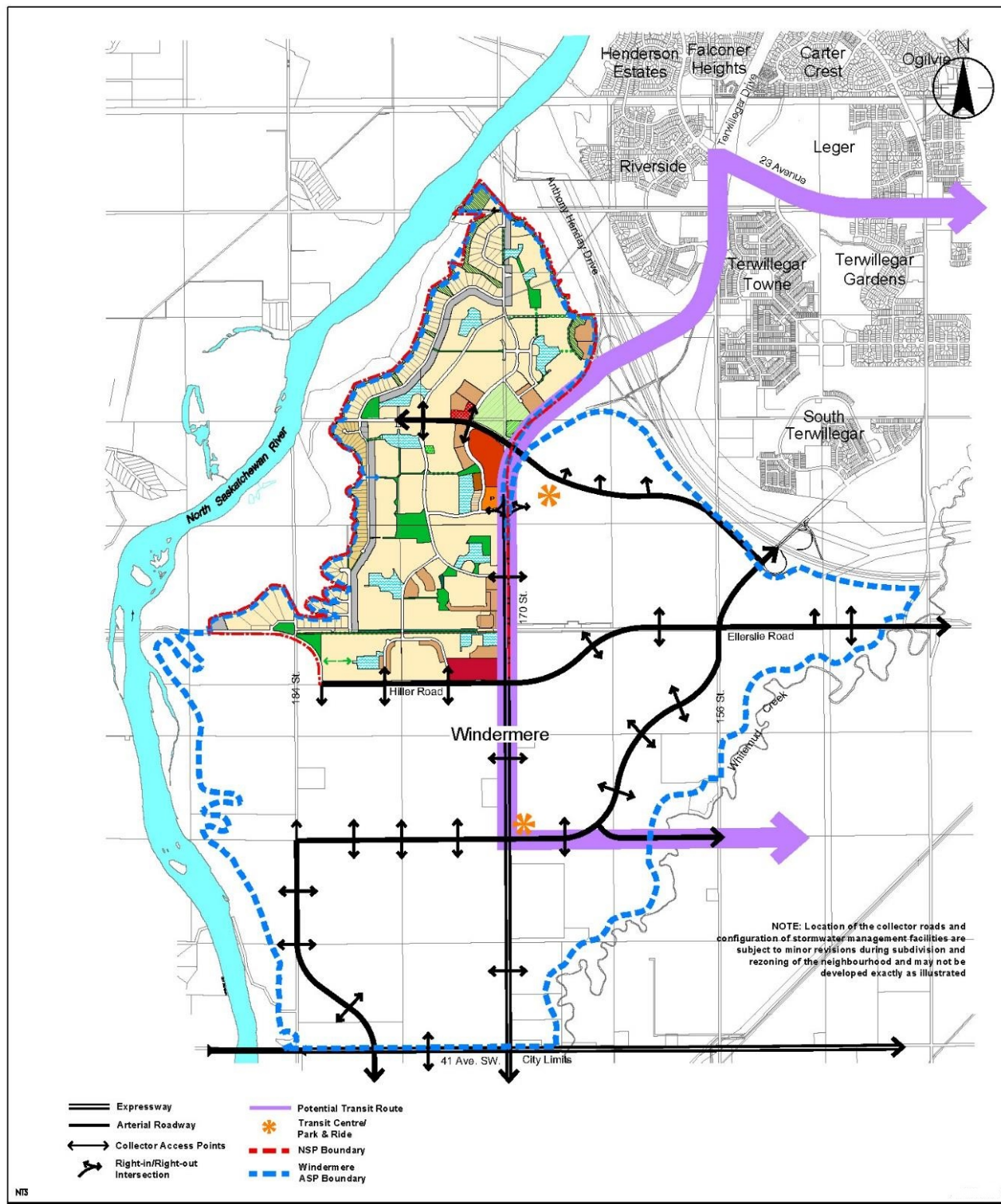
Windermere
Neighbourhood Structure Plan

Figure No.

5.0

Title

Development Concept



Windermere
Neighbourhood Structure Plan
Figure No.
8.0
Title
Transit Context Plan

1 3.10 - Windermere

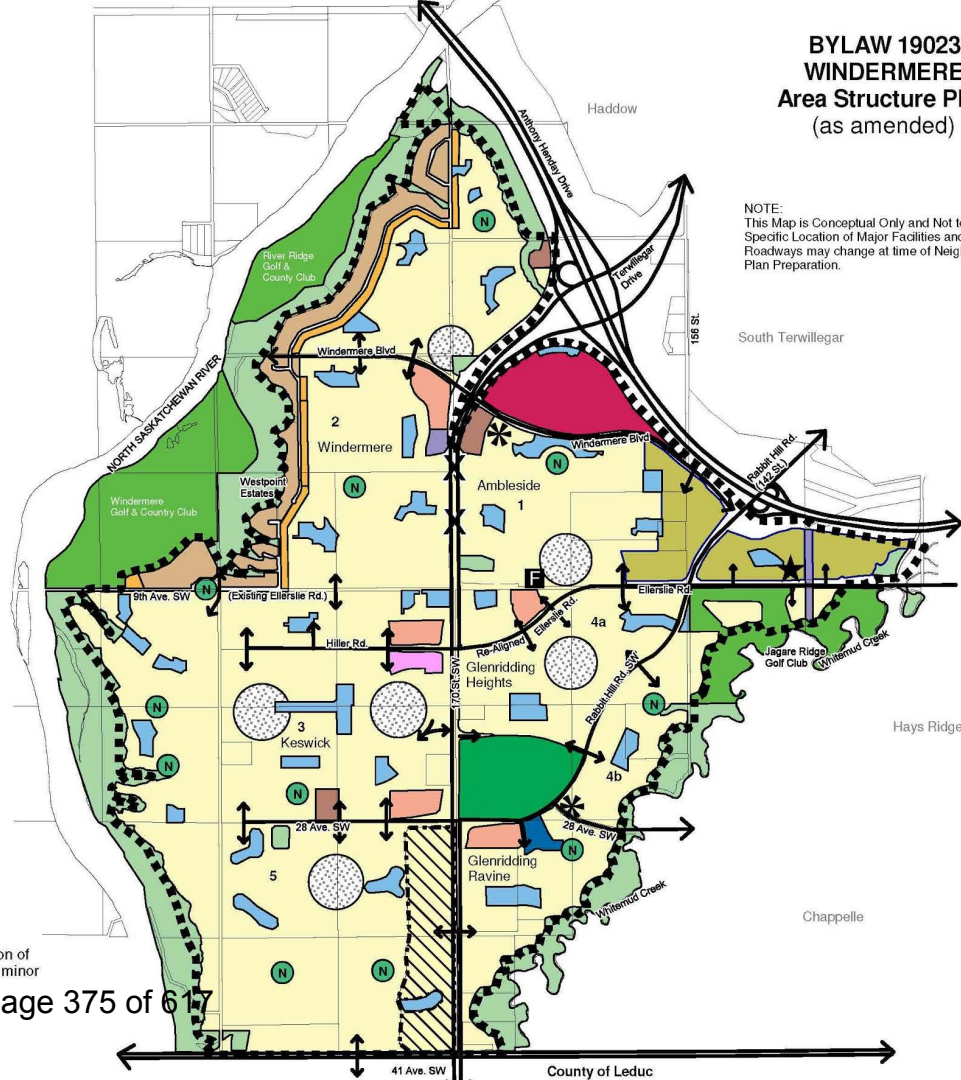
BYLAW 19023 WINDERMERE Area Structure Plan (as amended)

NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.







-  Residential
-  Large Lot Residential
-  Country Residential
-  Mixed Use - Institutional/Residential
-  Mixed Use - Residential/Commercial
-  Major Commercial Centre
-  Community Commercial
-  Business Employment
-  Institutional
-  Community Knowledge Campus
-  District Park
-  Stormwater Management Facility
-  Public Utility
-  Neighbourhood Park
-  Natural, Sensitive & Significant Areas
-  Potential Economic Activity Centre
-  Golf Course
-  Public Utility (Edmonton Fire Station)
-  Transit Centre
-  City of Edmonton - Integrated Service Yard
-  Access restricted in the Future per the 170 Street Concept Plan
-  Windermere ASP Boundary

Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of this neighbourhood and may not be developed exactly as illustrated.

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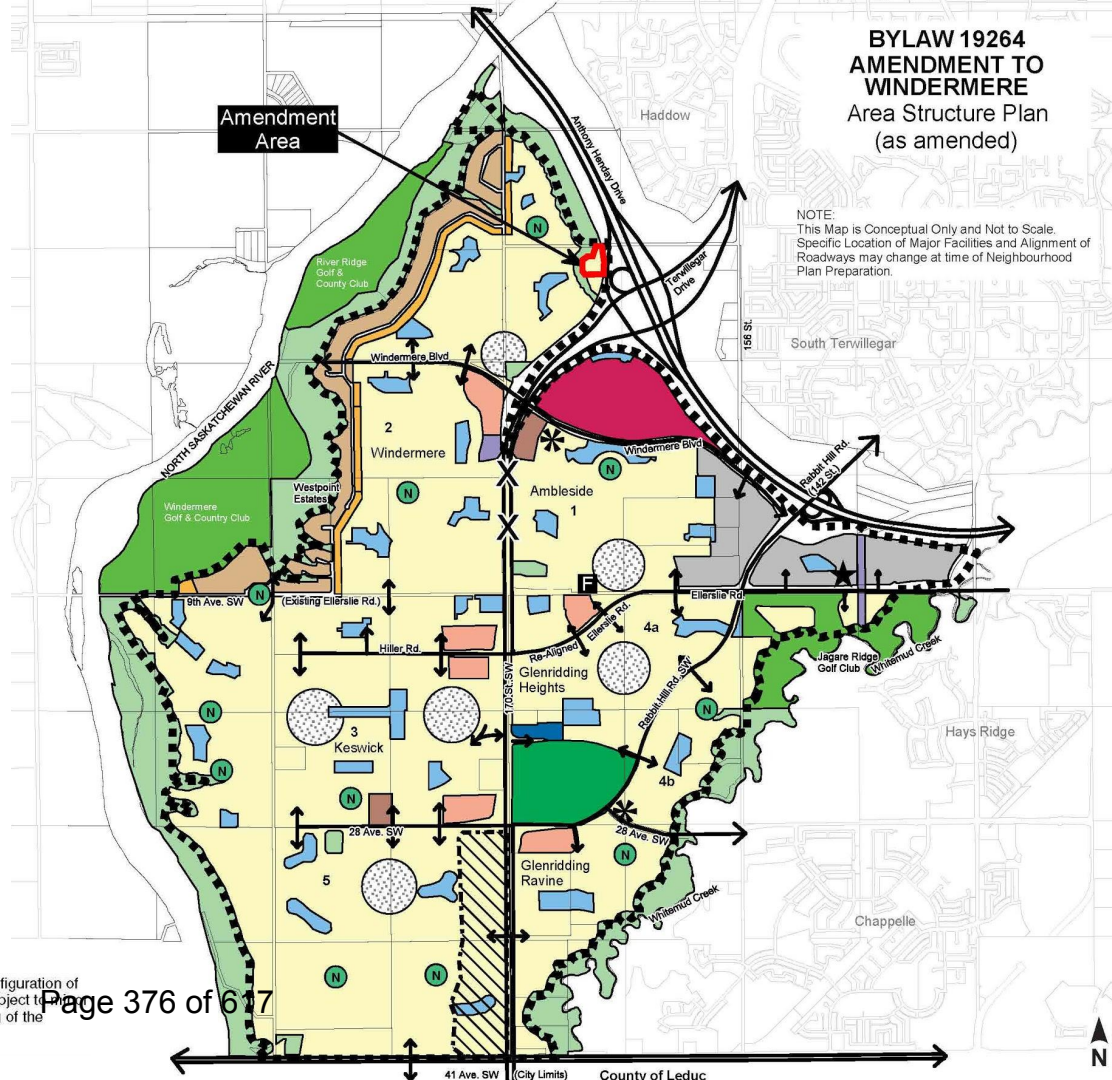


2 3.10 - Windermere

-  Residential
-  Large Lot Residential
-  Country Residential
-  Mixed Use - Institutional/Residential
-  Mixed Use - Residential/Commercial
-  Major Commercial Centre
-  Community Commercial
-  Business Employment
-  Institutional
-  Community Knowledge Campus
-  District Park
-  Stormwater Management Facility
-  Public Utility
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-  Natural, Sensitive & Significant Areas
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-  Access restricted in the Future per the 170 Street Concept Plan
-  Windermere ASP Boundary

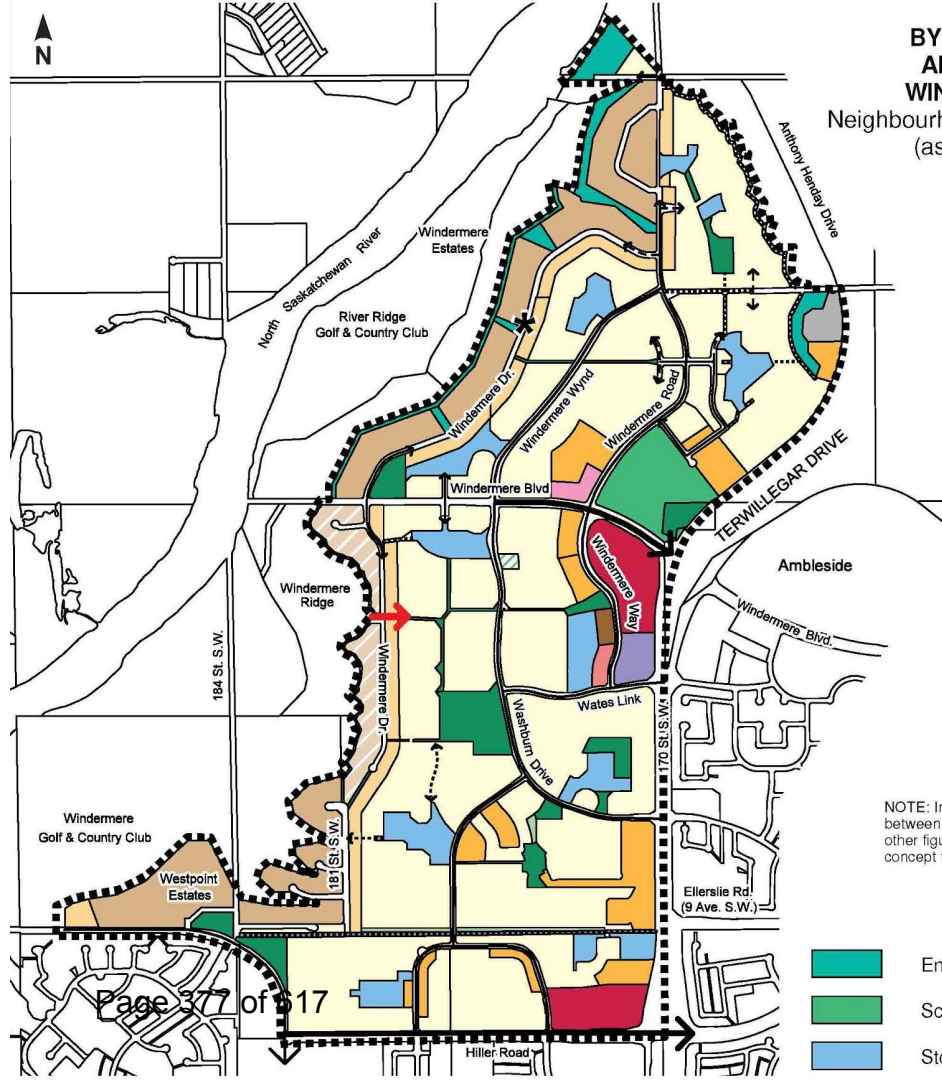
Note: Location of collector roads and configuration of stormwater management facilities are subject to revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

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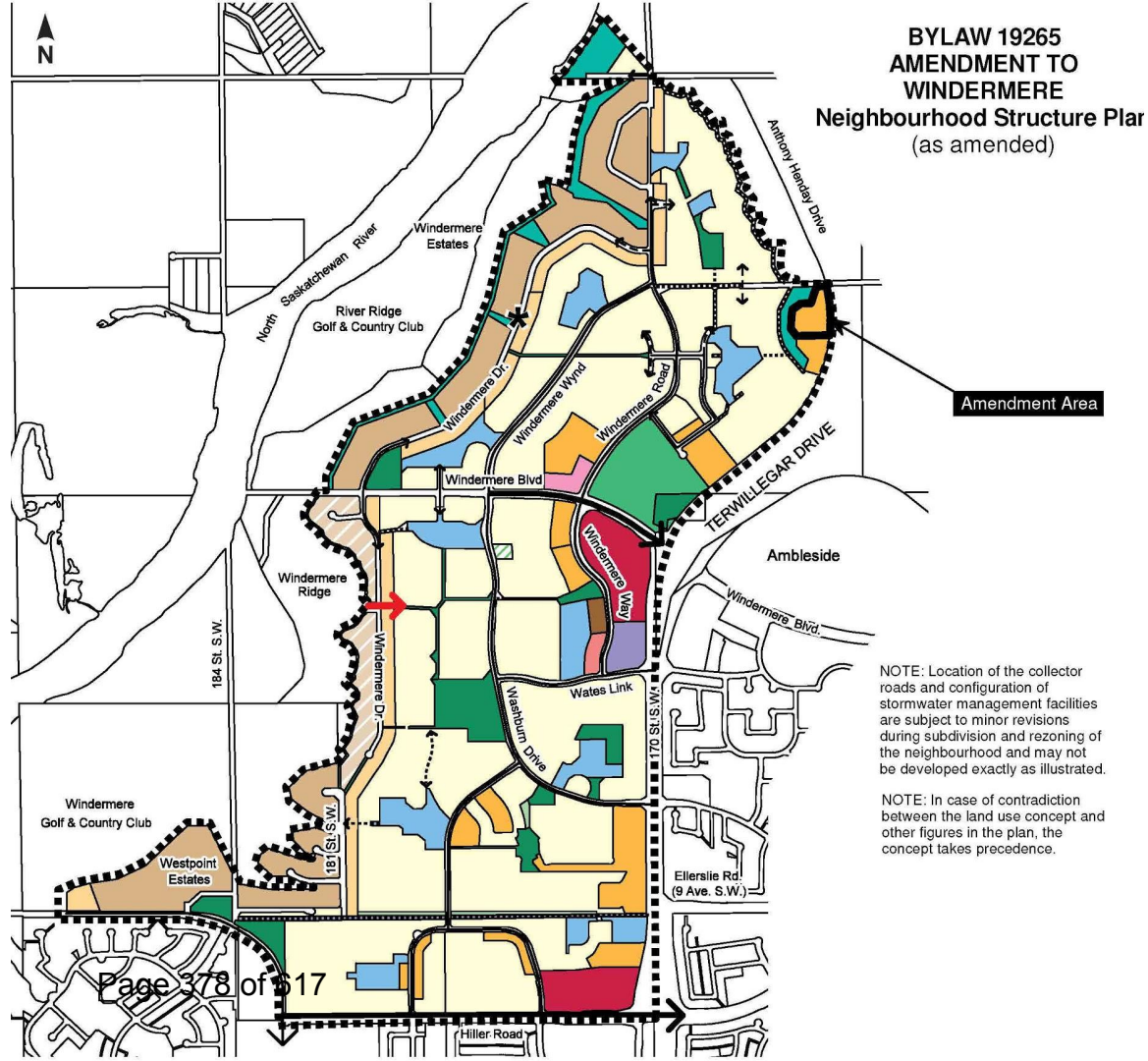


3 3.11 - Windermere

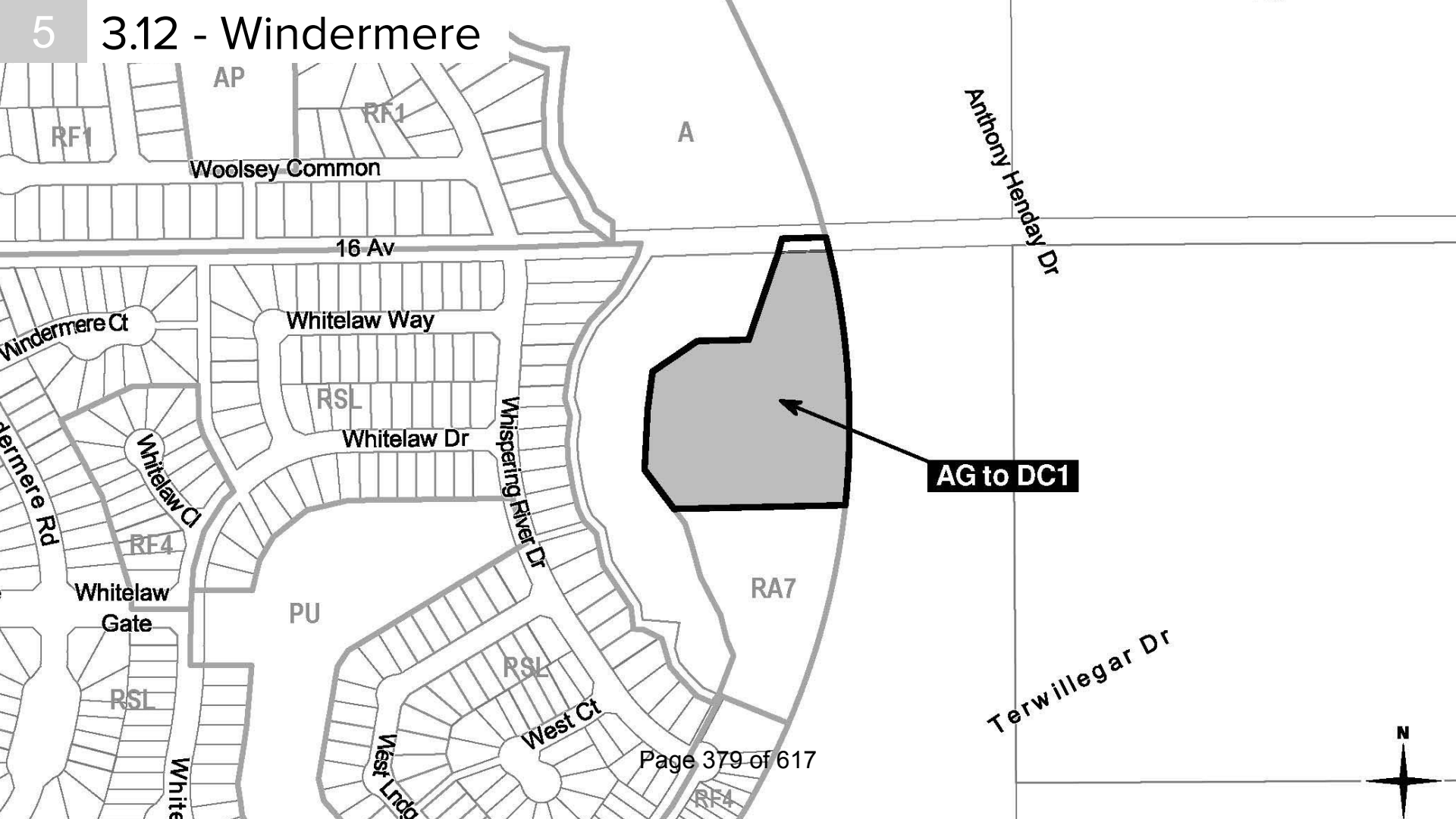
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Existing Country Residential
- Existing Serviced Country Residential
- Municipal Reserve
- Open Space (no MR credit)
- Public Utility Edmonton Police Services Station
- Large Lot Residential
- Office/Mixed Use (non-retail)
- Community Commercial
- Institutional
- General Commercial
- Private Park
- Environmental Reserve
- School / Park
- Stormwater Facility
- * Potential Traffic Calming
- Emergency Access / Walkway Connection
- Pedestrian Connection
- Multi Use Trail
- Multi Use Trail Corridor (no MR Credit)
- Local Roadway
- Collector Roadway
- Arterial Roadway
- NSP Boundary



- | | |
|--|---|
|  | Low Density Residential |
|  | Medium Density Residential |
|  | High Density Residential |
|  | Existing Country Residential |
|  | Existing Serviced Country Residential |
|  | Municipal Reserve |
|  | Open Space (no MR credit) |
|  | Public Utility Edmonton Police Services Station |
|  | Large Lot Residential |
|  | Office/Mixed Use (non-retail) |
|  | Community Commercial |
|  | Institutional |
|  | General Commercial |
|  | Private Park |
|  | Environmental Reserve |
|  | School / Park |
|  | Stormwater Facility |
|  | Potential Traffic Calming |
|  | Emergency Access / Walkway Connection |
|  | Pedestrian Connection |
|  | Multi Use Trail |
|  | Multi Use Trail Corridor (no MR Credit) |
|  | Local Roadway |
|  | Collector Roadway |
|  | Arterial Roadway |
|  | NSP Boundary |



5 3.12 - Windermere



AG to DC1

6 3.12 - Windermere



3.12 - Windermere - Transportation Context

Arterial

Collector

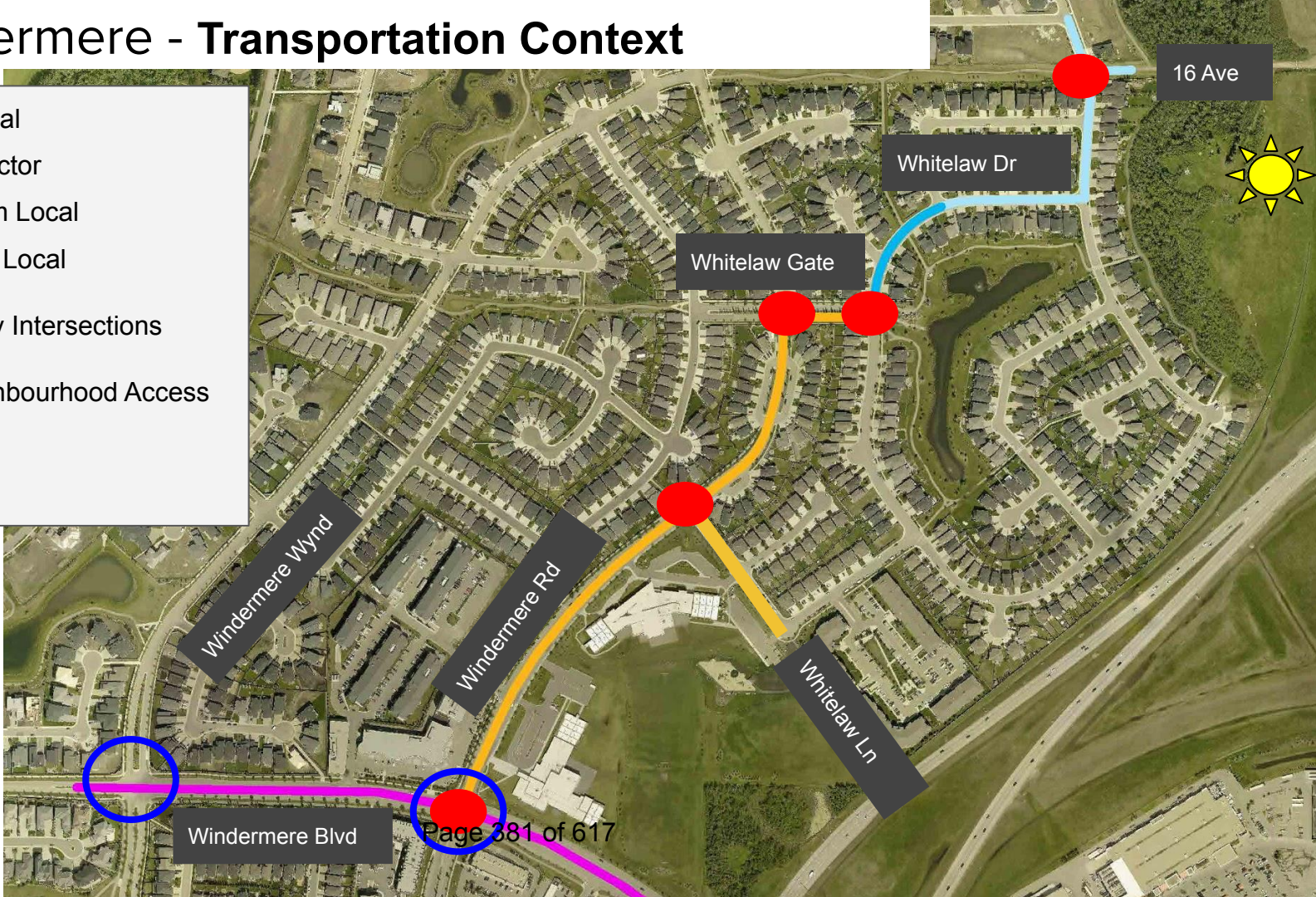
11.5m Local

9.0m Local

Study Intersections

Neighbourhood Access

Site

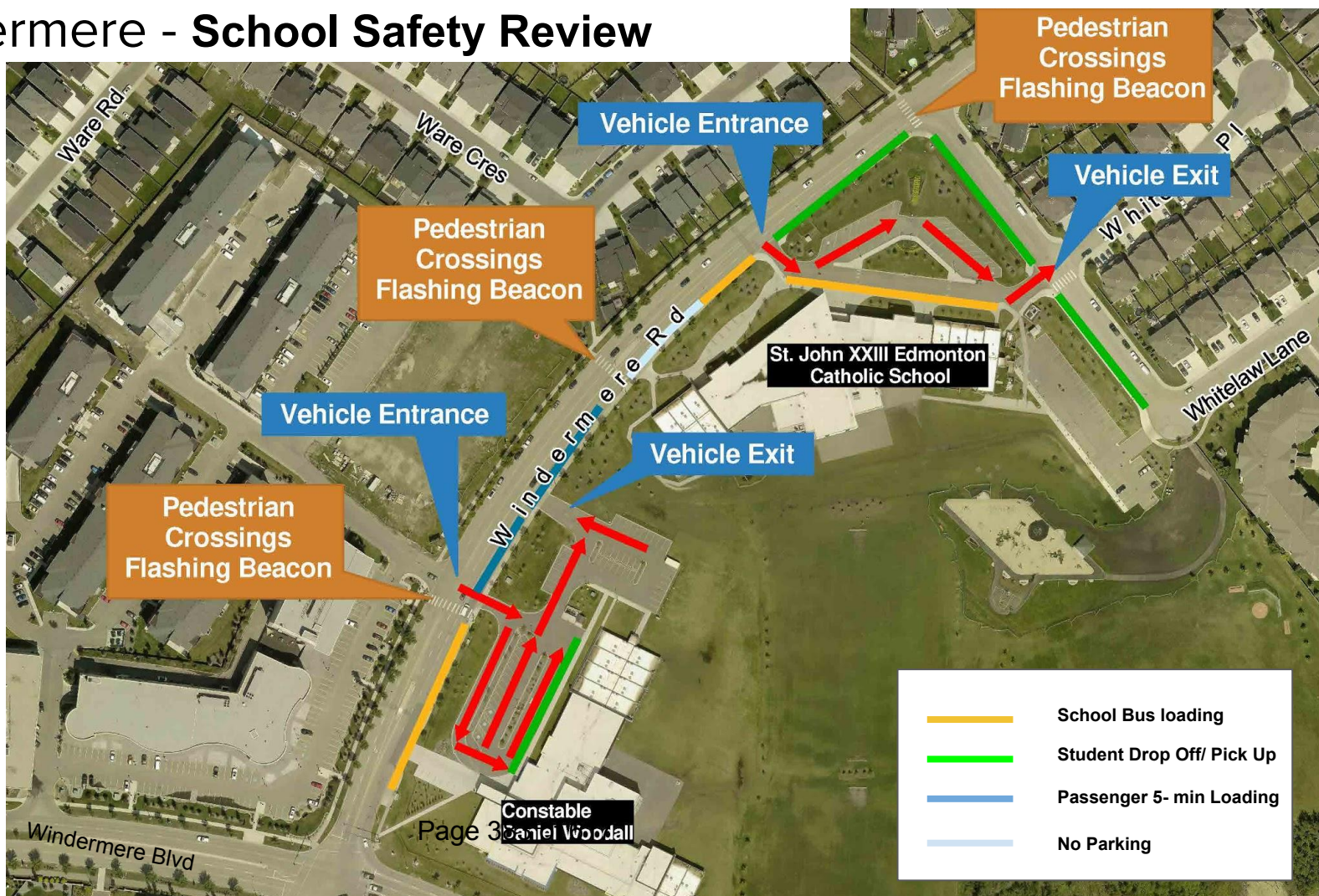


3.12 - Windermere - Key TIA Findings

- Southbound movement at Windermere Blvd/Windermere Rd
- Highest Peak Hour Volume: 70 vehicles, translates into roughly 1 vehicle/minutes
- Increase in Daily Volumes



3.12 - Windermere - School Safety Review



	School Bus loading
	Student Drop Off/ Pick Up
	Passenger 5- min Loading
	No Parking

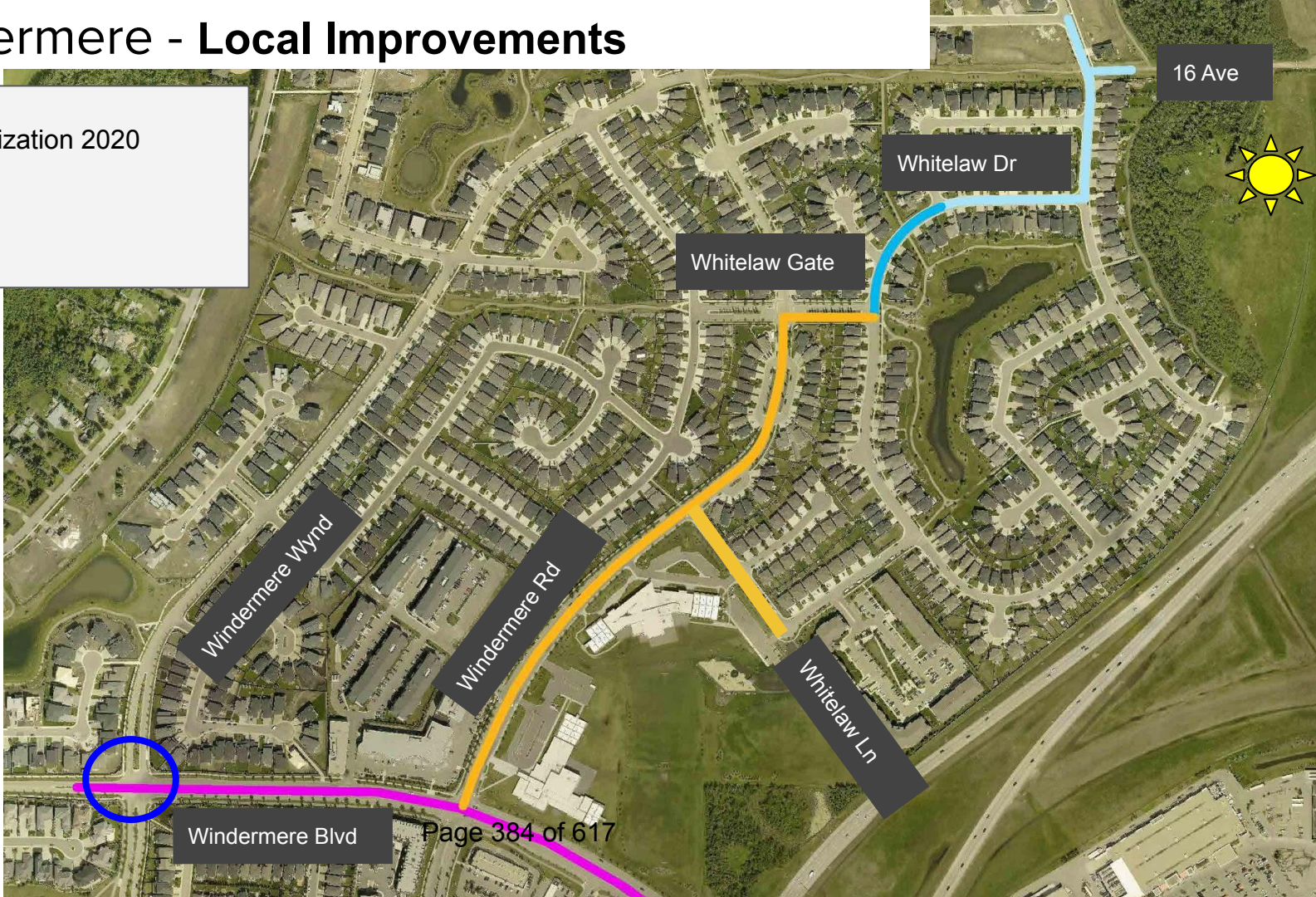
3.12 - Windermere - Local Improvements



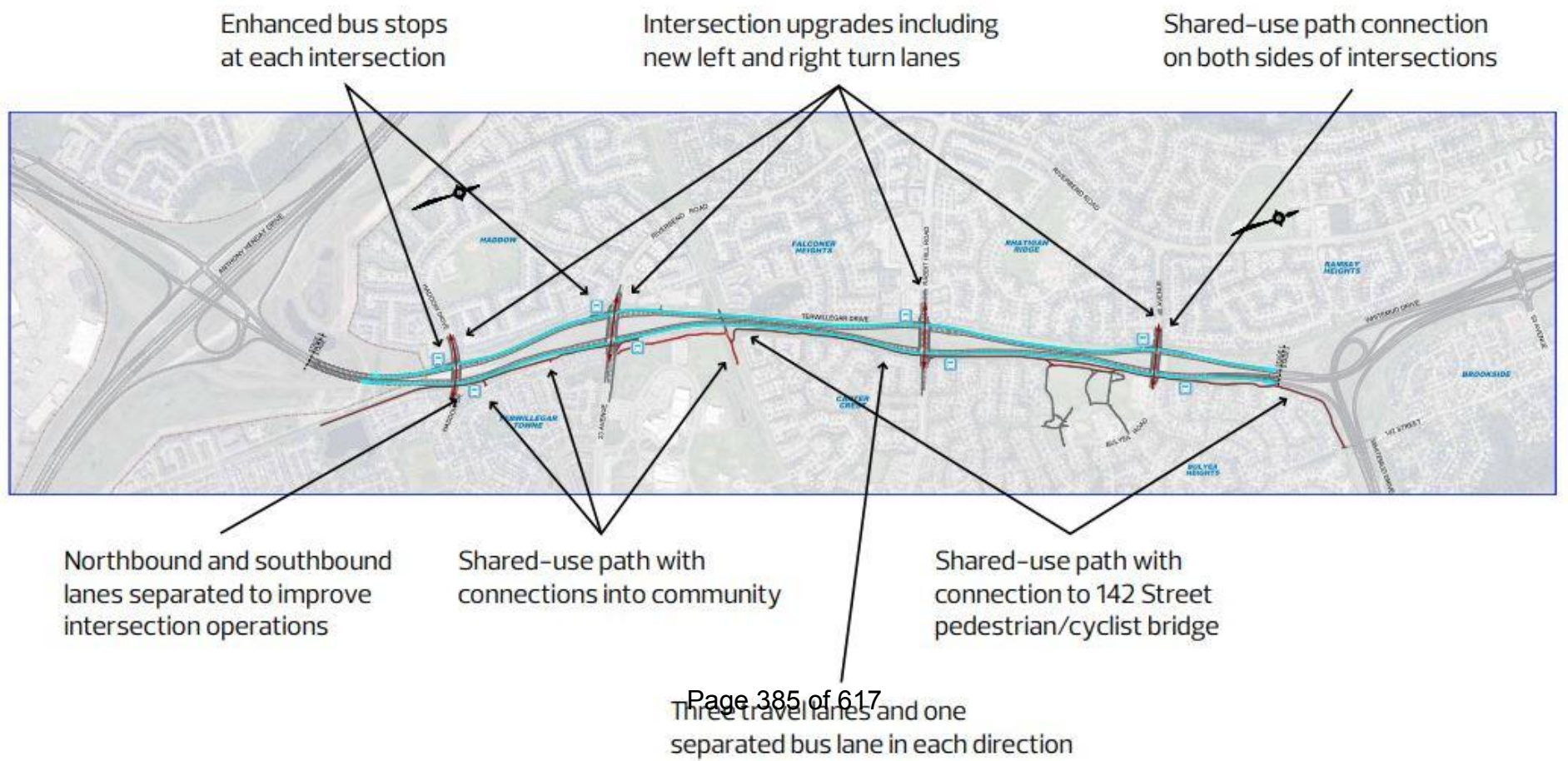
Signalization 2020



Site



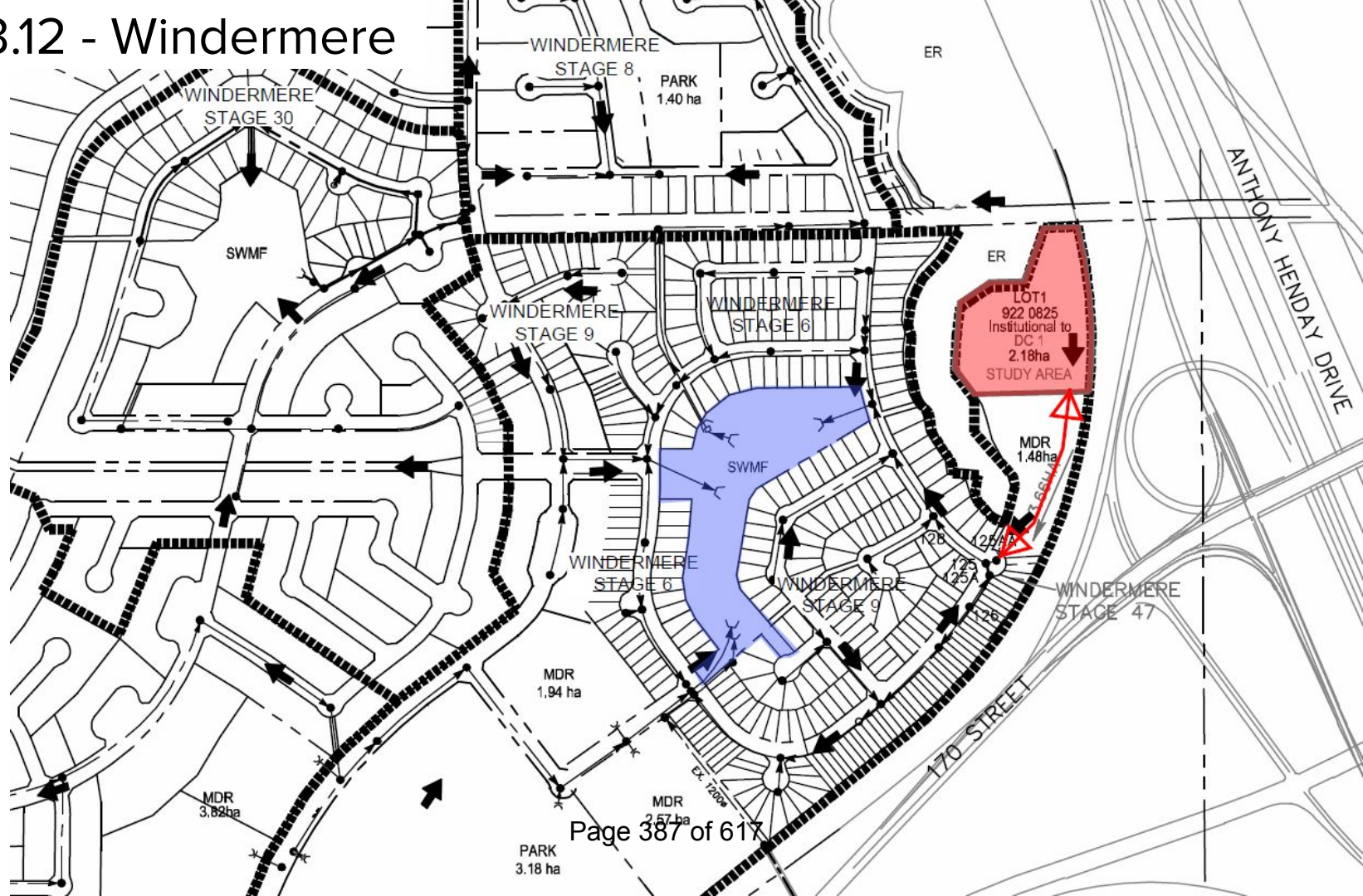
3.12 - Windermere - Broader Network Improvements



3.12 - Windermere - Broader Network Improvements



3.12 - Windermere



Proposed Rezoning of 16449 - 16 Avenue NW to a Direct Development Control Provision (DC1)

Amendment to the Windermere Area Structure Plan – Bylaw 19264

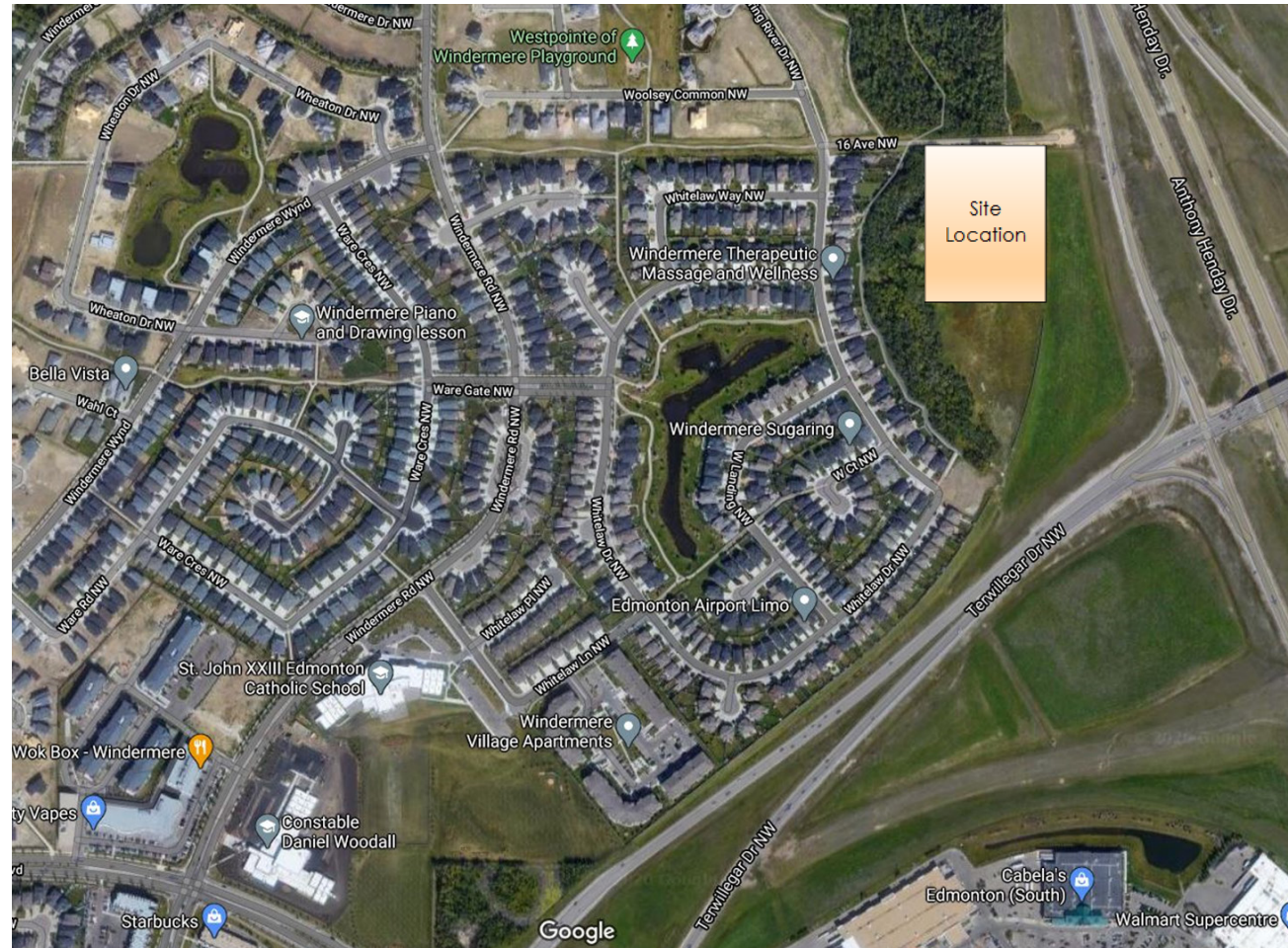
Amendment to the Windermere Neighbourhood Structure Plan - 19265

Zoning Bylaw Amendment from AG to DC1 – Bylaw 19266

Public Hearing – September 1, 2020

Site Location

- 16449 - 16 Avenue NW (Lot 1, Block , Plan 9220825)
- Northeast corner of Windermere Neighbourhood Structure Plan
- Site size 2.18 ha



Site History

- Owned by YMCA at the time the Windermere ASP and NSP were prepared and is identified as institutional with opportunity for medium density residential
- Jaffer Generations purchased in 2011 with intent to build a place for religious assembly
- 2012-2013, consultation with surrounding residents met with significant concern regarding traffic volume and times of day for traffic
- After consideration of community concerns and consultation with the City of Edmonton's Planning Department, and then Councilor Anderson, it was agreed (by all) that the proposal for the site be modified to allow for Medium Density Residential development

Windermere NSP

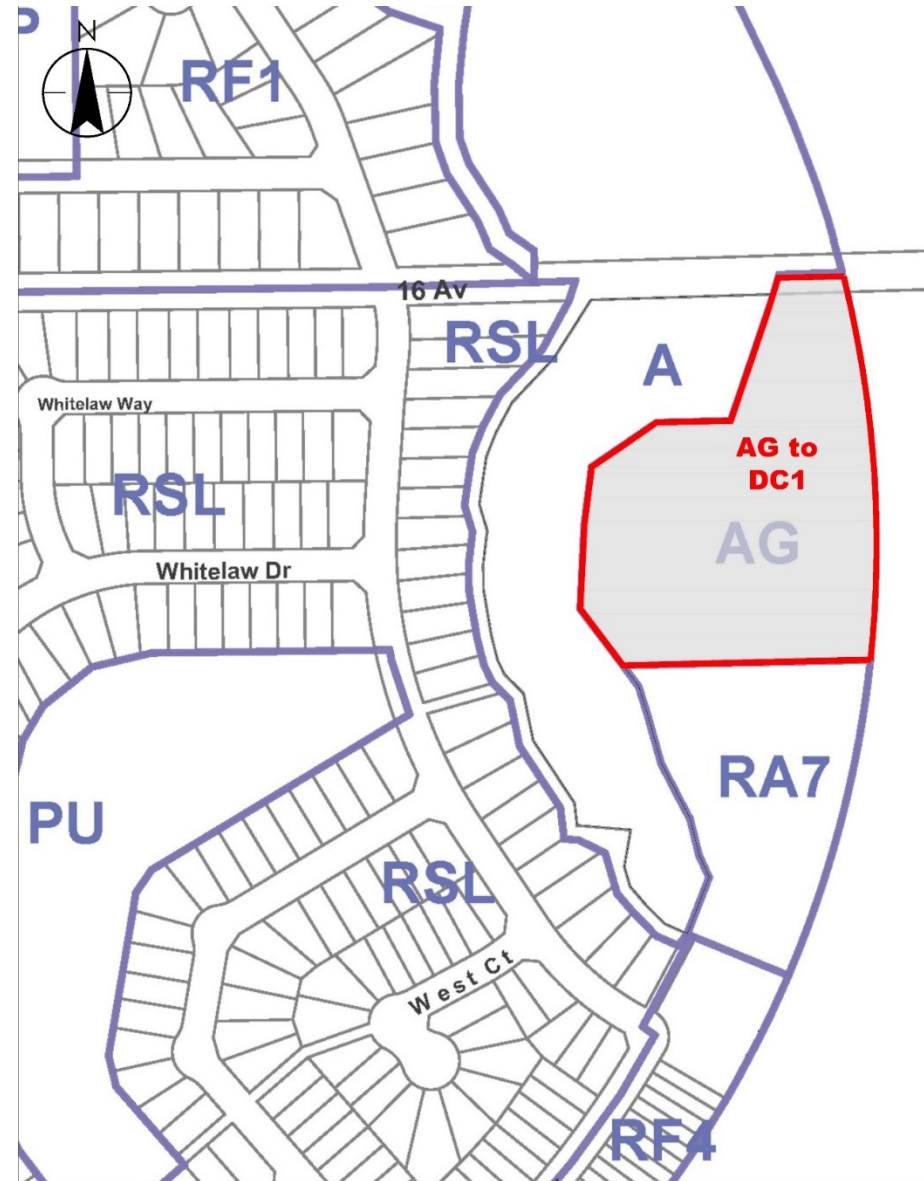
Existing Windermere NSP

Section 4.2 of the NSP which specifically addresses the site:

“The Institutional site is located south of 16 Avenue immediately west of Anthony Henday Drive Interchange. This site is currently owned by the YMCA Foundation and has therefore been given an institutional designation. In the future should this site be transferred out of the YMCA's ownership, a MDR use, compatible with the MDR site to the south is appropriate.”

Proposed Zoning

- From Agricultural Zone (AG) to Direct Development Control Provision (DC1)
- The Low Rise Apartment (RA7) Zone was the basis for the regulations that are in the DC1. A DC1 is being proposed for the site, so that:
 - Number of dwellings is limited to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units
 - Uses are limited to residential uses only



Site and Zoning Data

Proposed Zoning

- Development Control Provision (DC1)
- Building Height: 16.5 m
- Dwelling Units: 81 Dwellings/ha with a maximum of 175 Dwellings
- Semi-detached Housing
- Urban Gardens
- Fascia On-premises Signs
- Projecting On-premises Signs
- Temporary On-premises Signs

Range of Use

- Duplex Housing
- Limited Group Home
- Minor Home Based Business
- Multi-unit Housing
- Residential Sales Centre

Summation

The proposed development:

- Is in alignment with the Windermere NSP
- Increases housing choice within the Windermere Neighbourhood
- Responds to community concerns by:
 - Allowing for residential land uses only
 - Limiting the number dwellings to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units

Thank You

Questions?

PUBLIC HEARING for Rezoning LDA17-0024

Agenda items and Bylaws

3.11 Bylaw 19264 Amendment to the Windermere Area Structure Plan

3.12 Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

My presentation is to address the bylaws for development of 16449 – 16 Ave NW in the Windermere North community. I am speaking on behalf of the Windermere North Neighbourhood Association (WNHA). See below for speaker information and WNHA information. There are many points of concern that I could address but I want to focus your attention on two points in particular. The first is that the proposal does not ‘facilitate the orderly development of the Windermere neighbourhood’. The second point is that the Transportation Impact Assessment does not realistically represent the traffic impact in the community.

Bylaw 19264 Amendment to the Windermere Area Structure Plan

Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

This rezoning does not facilitate the orderly development of the Windermere neighbourhood. The parcel of land in question and the parcel of land to the south are two properties that were orphaned during the neighbourhood development process. The north property was orphaned when it was owned by the YMCA. As the parcel was not being developed the collector road to the site that should have been retained as 16 Ave was removed to accommodate more single family dwellings.

At the time there were no plans to develop the south parcel of land so there was no road access provided to that site either. The design of the road systems and abandonment of 16 Avenue did not provide for access to the parcels of land in the original design plans. In a proper design multi-family structures such as the one proposed are to be accessed via collector roads. Both of these parcels are at the end of local residential roads.

In an orderly development the most remote locations would be developed with proper access prior to the development of the more central locations. With improper development of multi-family structures the construction traffic is routed on the existing residential streets. The current roads are already over congested as will be shown in the results of the traffic study.

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

A Transportation Impact Assessment was initiated in 2015 with a traffic count information update in 2019 at the intersection of Windermere Boulevard and Windermere Road. The five year old assessment was done during the development of the neighbourhood and is no longer relevant. The 2019 update was done not to look at the traffic in the community but to analyze the operation of the intersection and help in making adjustment to optimize traffic flow. One note from the update stated that ‘most of the time the queues were observed to be cleared within one green

cycle' they could have also stated that for busy hour traffic a wait of three or four green cycles is common.

For my traffic study I looked at three key areas: Whitelaw Drive north route, Windermere Road passes the schools and total traffic on the north leg of Windermere Boulevard and Windermere Road.

The study is based on travel routes for driveability and not on expected roadways for the most expected or direct route. This study is also based on commonly used design parameters and has not been revised to target a selected result. As a 'rule of thumb' traffic studies will use 10 vehicle trips per day generated per household. For this study I have used 7.92 Vehicles per Day (VPD) for single family dwellings (SFD) and 5.81 VPD for multi-family dwellings (MFD). I feel this is more in line with actual traffic and reduces any ideas of inflating the resulting numbers. I have included the traffic study as an attachment to this presentation.

Whitelaw Drive north route. The residential road was designed for traffic of 1000 vehicles per day (VPD). This road currently services the Windermere North and West Pointe communities with a traffic volume of 1719 VPD. If the two parcels of land were to be developed the south parcel zoned RA7 would add 581 VPD. The parcel in question requesting rezoning would add another 1017 VPD. This would place 3317 VPD on infrastructure designed for 1000 VPD. The resulting traffic is 3.3 times the design capacity. A separate roadway to a collector road is required for each parcel of land and should not be routed over existing residential streets. In the documentation is stated that the route between the sites is restricted to emergency vehicles only. It must be noted that the major of the traffic for the sites is routed over the north route of Whitelaw Drive.

Windermere Road – traffic passed the schools. Windermere road passed the schools was designed as a four lane collector road with mitigation. However, with parking on one side and school stopping on the other side this road becomes a two lane collector road designed for up to 10,000 VPD. Note that the employees at businesses in Windermere Plaza have been told to use on street parking as that business customers have more access to on-site parking. The traffic generated within the neighbourhood is calculated to be 9250 VPD without adding school traffic from other communities. If the parcels of land were to be developed the south parcel zoned RA7 would add 726 VPD. The parcel in question requesting rezoning would add 1017 VPD. With this the volume of traffic now totalling 11,223 is well above the expected traffic limits. The K-6 school and the K-9 school with a community playground should never have been located on such a high traffic route. Note that the Alberta Motor Association (AMA) does not support students as School Patrol near the intersection of Windermere Road and Windermere Boulevard. If you done not thing there is a problem, then as of my last count I came across 146 separate traffic signs on Windermere Road in the school zone, this many signs indicate there is a problem.

Windermere Road and Windermere Boulevard – north leg of intersection. As previously stated Windermere Road is used as a two lane collector road with a design capacity of 10,000 VPD. At this location the projected traffic passed the school is increased by an additional 5387 VPD as a result of the traffic generated by the local commercial and family condominium units. This is over 60% above the actual design recommendation. To avoid this leg of the intersection some traffic users in the neighbourhood will go to Windermere Wynd to access Windermere

Boulevard. There is now a plan in place to install traffic lights at the intersection of Windermere Wynd and Windermere Boulevard.

Speaker

Colin Van Buskirk P.Eng

I have been living in Edmonton for over fifty years and have followed the growth and development of the City. I have lived in Millwoods and Riverbend; I have been flooded out, gassed out and overwhelmed by traffic. I am very familiar with weaknesses in infrastructure. I have experience in all aspects of infrastructure from planning, design, and construction and to finance. I was the first resident in Windermere North and am well familiar with the neighbourhood growth and development.

I represent the Windermere North Neighbourhood Association (WNHA) that was formed in 2012 to monitor community development and provide a neighbourhood social network. The WNHA was formed prior to Windermere North being included in the Greater Windermere Community League (GWCL). The WNHA works closely with the GWCL with common members and at times has common executive members.

Traffic Study Area			
Location	North of Windermere Boulevard South of Anthony Road West of Twynelene Drive East of North Saskatchewan River		
Key Traffic Areas			
1 Windermere Drive - north route		Road designed and build for 1000 trips per day.	
2 Windermere Road - traffic past schools			
3 Windermere Road - north link and Windermere Boulevard			
4 Total location traffic - north and west link at Windermere Boulevard			
Traffic identified is:		Tips per Day	
1 Windermere Drive - north route		1950	
Currently Developed		1275	
Windermere North Community		444	
West Pointe of Windermere			
Not Developed			
Land designated RA7		581	
Land under rezoning application		1017	
Total Tips per Day		3317	
2 Windermere Road - traffic past schools			
Currently Developed		4998	
Windermere North Community		1275	
West Pointe of Windermere		968	
One at Windermere		158	
Original Averages		2114	
Windermere Schools			
Not Developed			
Land designated RA7		728	
Land under rezoning application		1017	
Total Tips per Day		11223	
3 Total Traffic/Tips Windermere Road north of Windermere Boulevard.			
Traffic past schools is:		11223	
Add traffic generated by			
Windermere MFD		2257	
Windermere Plaza		3130	
Total Tips per Day		16810	
4 Other traffic areas			
Generated in location area but not on Windermere Road			
West Pointe of Windermere		34	
One at Windermere		2708	
Original Averages		119	
Estimates of Windermere		681	
Windermere MFD		119	
Windermere Plaza		348	
Total Tips per Day		4355	
Total Study Area Traffic in Tips Per Day (TPD) is:		20685	

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North				
Currently Developed	415	7.92	3287	
SFD	181	5.81	935	
Condos	128	5.81	744	4686
Apartment	175	5.81	1017	
Not Developed	125	5.81	728	1143
RA7 land	175	7.92	1370	
West Pointe of Windermere				
SFDs	801	7.92	3782	
One at Windermere				
SFD	60	7.92	475	
Estates (on One at Windermere)	26	7.92	208	881
Original Averages				
SFD	60	7.92	475	
Estates at Windermere				
SFDs	60	7.92	475	
(plus 26 from One at Windermere)	26	7.92	208	881
Windermere Schools				
St John XXIII, 385 Windermere Road	12	4	48	
Buses	308	4	1224	
Personal vehicles	74	2	148	1420
Staff vehicles	41	2	82	
Total Tips per Day			894	
Constable Daniel Wood, 315 Windermere Road	4	24		
Buses	147	4	588	
Personal vehicles	41	2	82	
Staff vehicles	41	2	82	
Total Tips per Day			632	
Windermere Plaza Commercial Area				
Building 1	541			
Building 2	1005			
Building 3	3478			
Total Tips per Day			20586.1	
Windermere Plaza Multi Family Dwellings				
Building 1 Condominium 342	389			
Building 2 Condominium 344	459			
Building 3 Condominium 343	258			
Building 4 Condominium 388	372			
Building 5 Condominium 389	438			
Building 6 Condominium 384	445			
Total Tips per Day			2377	
Total Tips per Day			20586.1	

Page 2

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North Current Development				
The Windermere North community contains both Single Family Dwellings (SFD) and Multiple Family Dwellings (MFD). There are 181 Condominium units plus 128 apartment units located in Windermere Village. In total there are 415 SFD and 289 MFD units.				
The total traffic generated by these units is:				
1 2897 Tips per day for SFD.				
2 1679 tips per day for MFD.				
All the traffic at Windermere North is directed on to Windermere Road directly or via Whispering River Drive and Whispering River Drive.				
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:				
69 SFD have initial access directly to Windermere Road.				
45 SFD and 289 MFD have sheltered access to Whistler Lane.				
Of these it is estimated that 80% will go directly to Windermere Road.				
The remaining 20% will take Whistler Lane to Whistler Gate.				
139 SFD along Whistler Drive will take Whistler Gate to Windermere Road.				
This includes units at Whistler Drive and Whistler Drive along Whistler Drive and units at Whistler Bay.				
161 SFD in the community will use the north route of Whistler Drive as the entrance/exit. This includes West Place, West Court, West Landing, and Whistler Drive. Traffic from these areas avoid the south route of Whistler Drive as the route is limited to one lane due to vehicle parking.				
The resulting traffic is:				
Tips per day directly on to Windermere Road				
69 SFD 7.92 TPD/Unit				
45 SFD 7.92 TPD/Unit				
289 MFD 5.81 TPD/Unit				
7.92 TPD/Unit				
139 SFD 7.92 TPD/Unit				
161 SFD 7.92 TPD/Unit				
Total Tips per Day				
4686				
The total traffic generated in the community is:				
TPO				
4686				
The total traffic on Whistler Drive - north route is:				
1275				
The total traffic past the schools is:				
4686				

Page 3

Traffic Generation Areas				
Units	Units	Units	Units	Units
Windermere North Undeveloped				
In addition to the traffic generated in the Windermere North community there are two parcels of land that are undeveloped. Both these parcels would be in a position the generate traffic that would be routed entirely through the Windermere North community.				
1 The first of these parcels is 3.87 acres (1.49 hectares) of land that is zoned RA7. At this site it is expected that a multi-family development of 125 units would be built.				
The total traffic generated by this development would be 726 Tips per day.				
The entrance/exit point for all this traffic would be directed to the south intersection of Whistler Drive and Whistler River Drive.				
It would be expected that due to the parking along the south route of Whistler Drive only 20% of the traffic would take that route. 80% of the traffic would go on Whistler River Drive then on to the north route of Whistler Drive to get on to Whistler Gate and Windermere Road. The reverse would occur for entrance to the RA7 site location.				
The resulting traffic is:				
145 tips per day on Whistler Drive south, and				
581 tips per day on Whistler Drive north.				
TPO				
726				
The total traffic generated in the community is:				
581				
The total traffic on Whistler Drive - north route is:				
726				
The total traffic past the schools is:				
726				
2 The other parcel of land is 5.39 acres (2.18 hectares) currently zoned AG. There is an application to have this rezoned to C-2. A housing would result in a population density of 81 units per hectare for a total of 175 multi-family units.				
The total traffic generated by this development would be 1017 Tips per day.				
The entrance/exit point for all this traffic would be directed on 18 Avenue to Whistler River Drive. It is expected that all this traffic will enter and leave the community via the north route of Whistler Drive using Whistler Gate for access on Windermere Road.				
The resulting traffic is:				
1017 tips per day on Whistler Drive north.				
TPO				
1017				
The total traffic generated in the community is:				
1017				
The total traffic on Whistler Drive - north route is:				
1017				
The total traffic past the schools is:				
1017				
Windermere Village				
The multi-family developed (MFD) buildings are four story building that are either sold as condominium units or rented as apartment units.				
Units TPD/Unit TPO				
Windermere Village Apartments, 3707 Whistler Lane				
101-112	12			
201-212	12			
301-312	12	48	5.81	279
401-412	12			
Windermere Village Apartments, 3711 Whistler Lane				
101-120	20			
201-220	20			
301-320	20			
401-420	20			
Windermere Village Condos, 3715 Whistler Lane				
101-120	20	80	5.81	465
201-220	20			
301-321	21			
401-421	21			
Windermere Village Condos, 3719 Whistler Lane				
101-118	18			
201-220	20			
301-320	20			
401-420	20			
Total Apartment Units				
128				
Total Condominium Units				
181				
Total Tips per Day			289	5.81
Total Tips per Day			1679	
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:				
43 SFD from West Place on to Windermere Boulevard going east.				
315 SFD from Windermere West on to Windermere Boulevard.				
122 SFD from West Gate on to Windermere Road.				
With this information the traffic expected from One at Windermere is:				
The traffic from West Place on to Windermere Boulevard is 340 tips per day.				
The traffic on Windermere West is 2455 tips per day.				
The traffic on Windermere Road is 968 tips per day.				
TPO				
3752				
The total traffic generated in the community is:				
1				
The total traffic past the schools is:				
968				
The total traffic on Windermere Road is:				
2796				

Page 4

Original Averages of Windermere		
The old averages of Windermere consist of two sets of developments:		
1	20 averages in Windermere Crescent	TPO
2	40 averages along Windermere Drive	881
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of accuracy that the traffic will be distributed as:		
20 SFD on to 175 Street on to Windermere Road.		TPO
40 SFD on Windermere Drive then east on Windermere Boulevard.		881
The traffic on Windermere Road is 150 trips per day		
The traffic on Windermere Drive is 317 trips per day		TPO
The traffic on Windermere Drive is 150 trips per day		881
The total traffic on Windermere Drive - north route is 0		TPO
The total traffic past the school is 0		881
Total traffic not on Windermere Road is:		317
Estates of Windermere		
The Estates of Windermere (or new averages of Windermere) consist of a new development of 40 SFD.		
The traffic on Windermere Drive is 317 trips per day		
One at Windermere but the entrance road to this is on Windermere Drive.		
By studying the design of the community it can be determined with a fair degree of accuracy that the traffic will be:		
20 SFD on to 175 Street on to Windermere Boulevard.		TPO
40 SFD on Windermere Drive then east on Windermere Boulevard.		881
The traffic in Windermere Drive is 681 trips per day		
The traffic on Windermere Drive in the community is:		TPO
The total traffic on Windermere Drive - north route is 0		881
The total traffic past the school is 0		881
Total traffic not on Windermere Road is:		681
Windermere Pregrounds		
In this study location there are three play grounds		
1	James MacKay Douglas Park. There are sports grounds near the schools	TPO
2	James MacKay Douglas Park. This is near the schools and for ages 12 to 20 years	881
3	Windermere of Windermere Playground. It is residential area far pre school age.	TPO
4	One at Windermere Playground. It is residential area far pre school age.	881
Traffic Generation Areas		
Windermere Schools		
There are both a public and a separate school located side-by-side in Windermere. Students in these schools come from the south-west communities; however, most of the students do not come from inside the study area.		
St John XXIII, 262 Windermere Road		
Current enrolment 317 students		
About 15% or 140 students walk to school		
The nearest school is 300 metres from the school		
There are about 12 buses that deliver about 40 students each		
In addition it is estimated that 350 parents are based and 200 are driven by personal vehicle expected to be 15 students per vehicle for a total of 12 buses and 150 personal vehicles		
Next year enrolment expected to be 370 students, an increase of about 5%.		
Constable David Woodall, 315 Windermere Road		
Current enrolment 317 students		
It is estimated that 40% of the students are bused or driven to school.		
There are about 8 buses that deliver about 30 students each		
In addition it is estimated that 150 students are based and 200 are driven by personal vehicle for a total of 8 buses and 147 personal vehicles		
Next year enrolment expected to be 360 students, an increase of about 10%.		
With the above information there are about 180 walk to bus trips each school day.		
There are also about 453 total personal vehicle trips per school day.		

Windermere Community

How Much is
Too Much?

Submitted by Rose & Dave
Hohnstein



Who are the Residents of Windermere?

- The residents are comprised of young families who have just purchased their first home, and seniors who have built their retirement dream homes.
- We have invested our life savings, make monthly mortgage payments, pay our taxes, and do our best to feed and support our families. We have children, grandchildren, parents sharing our homes, and of course, we have our pets.
- We have created a community.

What is it that we want?

- Our wants are pretty basic. We want a community where our children can play in their front yards, learn to ride their bikes, and where they can walk or ride their bike to the school. We want to visit with our neighbours, walk our pets, and take our kids to the playground. We want a quiet and safe community where we can raise our families and sleep well at night.

How do we currently feel?

- Emotions are running high in our community as we are angry, frustrated, and fearful.
- We are struggling with existing and ever-increasing:
 - high-density development
 - high noise levels
 - poor ingress/egress
 - overwhelming high-volumes of traffic
 - frustrated drivers that race down our narrow local roads (one car at a time passage)
 - safety risks to our families
 - poor community livability
- This new application for additional 175 units pushes our frustrations to a new level.
- And it won't be just us. We fully anticipate that the new residents of the proposed development will feel same anger and frustration that we do.

What is the cause of these issues?

Over-populated community with inadequate infrastructure

High volumes of traffic

Compromised safety

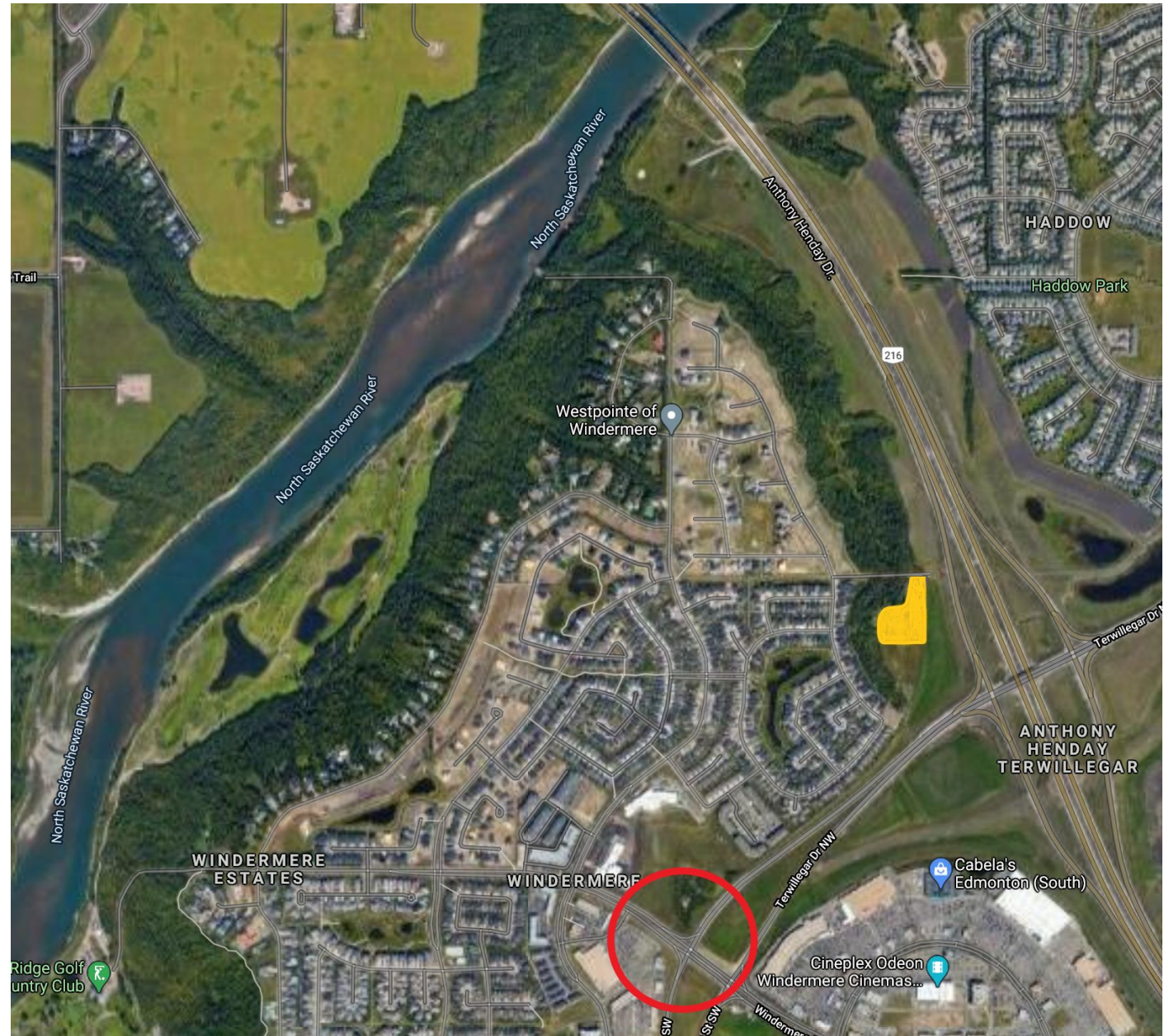
Poor community livability

Unrealistic high density in an area that has only one access point.

The overall access to our community is restricted, as it is closed in by the ravine and Terwilliger Drive (southeast), the ravine and Anthony Henday (northeast), and the North Saskatchewan River (north and northwest).

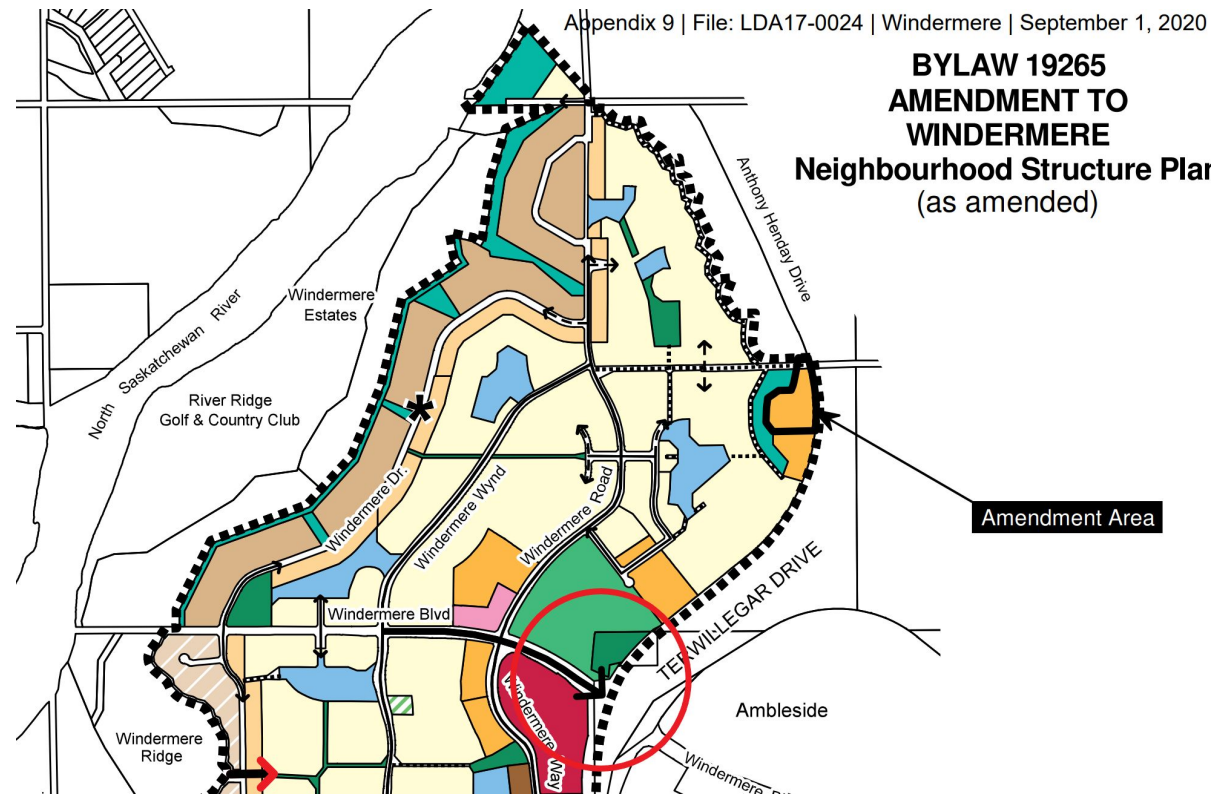
This leaves the entire community with **only one main point of ingress/egress** on Windermere Blvd.

To further congest our access point, Windermere Blvd. is shared with 2 schools, a high-density residential and commercial districts to the south and to the west.



Desktop Exercise – Emergency Evacuation

Q: If the river valley to the west is on fire, and parents rush to the schools to rescue their children, how do we evacuate 1,653 residences, 2 schools, and 83 businesses, with one-lane roadways and only one evacuation point?



Safety - How is only one point of evacuation for an entire community acceptable?

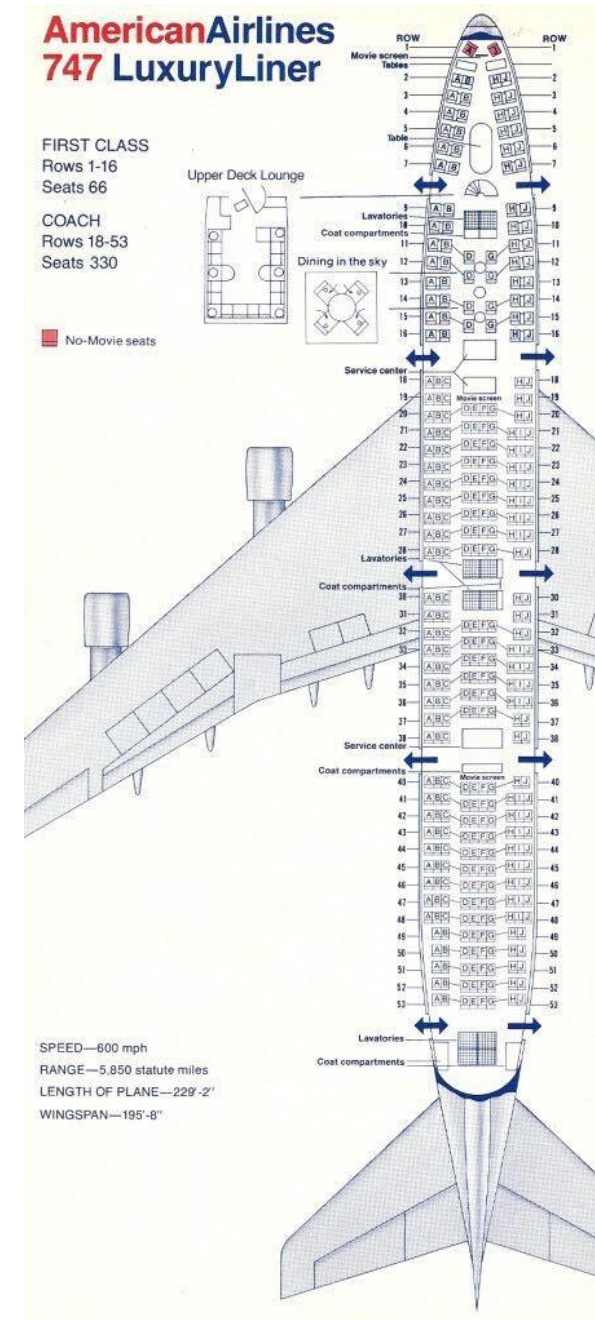
- One access point is a significant safety concern.
- One access point creates major congestion and traffic delays causing immense driver frustration.
- One access point funnels the traffic in front of the two schools and the playground. This is the **last place** where high-volumes of traffic should converge.
- One access/evacuation point defies all levels and types of legislation.

Commercial aircraft, schools, busses, commercial buildings, institutions, utility infrastructure, industrial sites, etc. **all are heavily regulated and have strict safety requirements to deal with maximum allowable occupancy, emergency access, incident prevention, and require multiple evacuation points and associated protocols.**

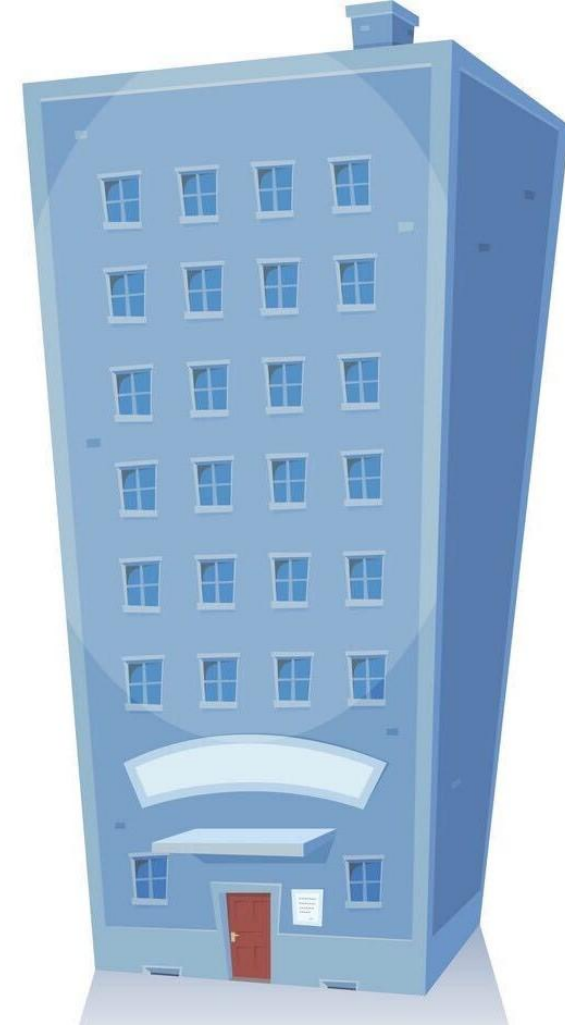
Q: Why do basic safety principles not apply to a community that holds 1,653 residences, 83 commercial sites, and 2 schools?

A 747 seats **330** persons and has **10** emergency exits.

Q: Would you fly on an airplane that has only one emergency exit and no evacuation plan?



Q: Would the City of Edmonton approve a 100 unit apartment building with only one door?



Never say never...

- 1979 Millwoods explosion and evacuation
- 1987 Sherwood Park/Clairview /Evergreen Park tornado
- 2007 MacEwan neighbourhood fire
- 2016 Fort McMurray Wildfire and evacuation, etc.
- Community evacuation and emergency vehicle access is a very real need that cannot be discounted. Windermere North has compromised access to these basic necessities for survival
- The proposed development will significantly compromise ingress/egress and the safety of all community residents



How would we evacuate the Community?

Q: In the event of a major incident, **what is the City's plan** on how to evacuate **1,653 residential units (not including the proposed development(s))**, **2 schools**, and **83 businesses**? Adjacent communities will compound the issue as they evacuate as well.

Q: How will emergency vehicles access our community on one-car roadways while everyone is trying to evacuate?

Q: Where will we go when our only escape is to the south and the roads are impassable?

Q: Will the elderly, mobility impaired, and families with their small children and pets in tow, be forced to evacuate on foot? What would we do in the winter months with snow drifts, windrows, and flesh-freezing temperatures? How will families jump the community's **8 foot perimeter fence** to evacuate? How many will be left behind to perish? How will the City handle the thousands of homeless without their vehicles?

Q: What would the outcome have been if the Fort McMurray residents were without vehicles and forced to evacuate on foot?

How much is too much?

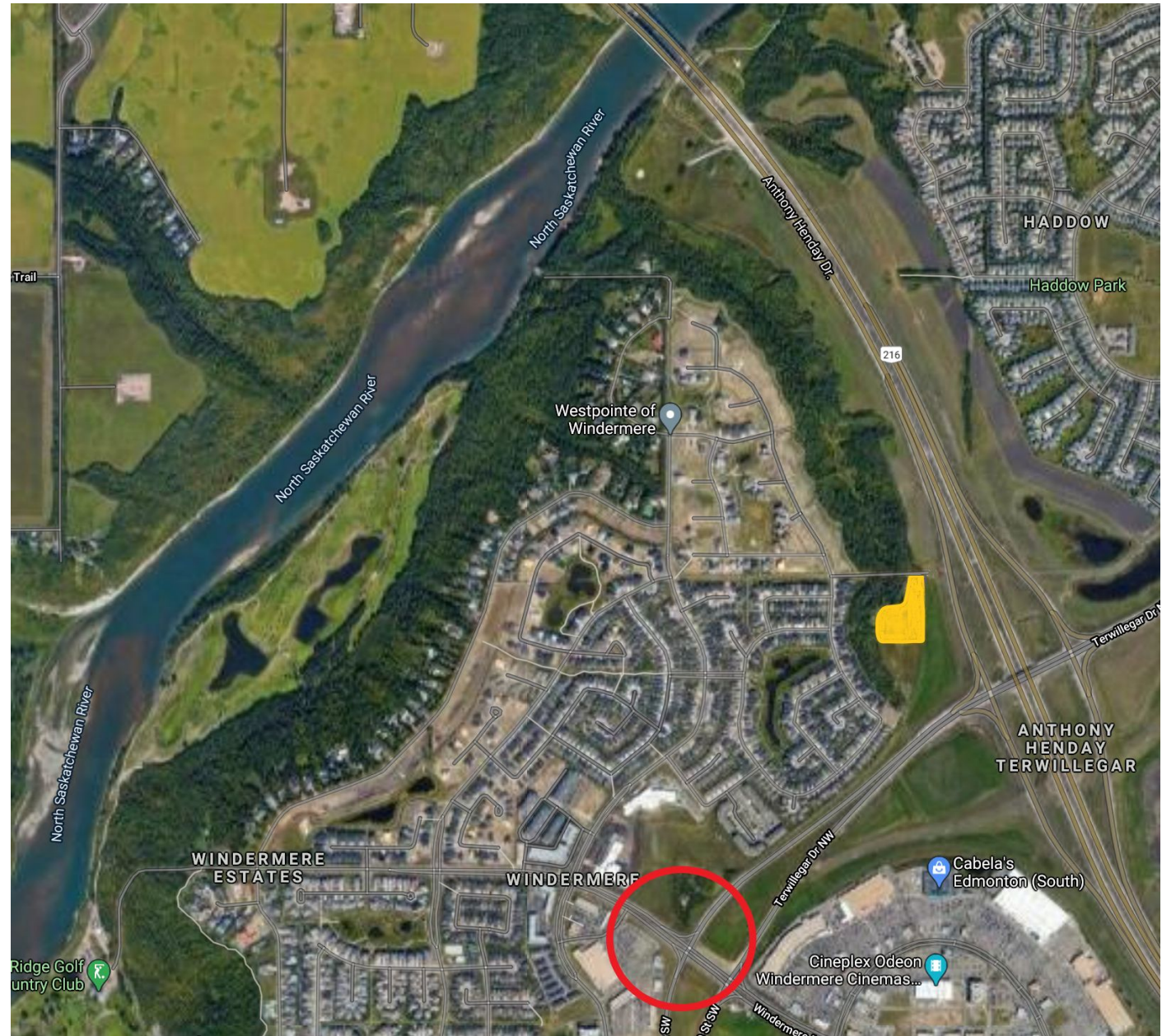
Our roads are narrow, and can only accommodate one vehicle passage at a time.

Daily, there are long traffic line-ups just to get in and out of our community.

Drivers are frustrated and often reach their breaking point. And, this is without the proposed develop and current home construction at only 85-90% of completion.

This re-zoning will create upwards of 175 new dwellings. Ultimately, and an additional 1,494 vehicle daily trips, adding to the congestion driving past the schools each day.

These additional dwellings do not take into account the impact of the 80 plus dwellings that are already approved for the property immediately south of the property of discussion (currently is for sale and undeveloped).



How can this be acceptable?

The *City of Edmonton 2015 Edmonton and Region Household Travel Survey Overview* states that each household contributes an average of **8.54** daily trips.

Once all currently planned residences in the community are occupied, there will be approximately **14,117 vehicles per day** driving past the schools and associated playground zone.

Is there really room to add more traffic?



On August 13, 2020, a child was hit by a car in front of the school. It will happen again.

- After the dozens and dozens of near misses between cars and kids in front of the schools and on the side streets, on August 13, 2020, our worst fears were realized. We witnessed the aftermath of a child being struck by a car directly in front of the schools. Our hearts broke as we saw the child's mangled bike, the distraught driver, two police cars, and a half-dozen pre-teens on their bikes being interviewed by the police. All were clearly rattled.
- Increased traffic will proportionately increase the likelihood of future incidents and a child losing their life.

How much is one community expected to endure?

We are frustrated, overwhelmed, and angry.

We have already endured:

- 10 years of high traffic volumes
- 10 years of residential and commercial construction
- 6 sets of lottery homes
- Builder show homes far too numerous to count



How much is one community expected to endure?

Noisy, mud covered, heavy equipment

- cement trucks
- dump trucks
- large bulldozers & earthmovers
- double flat beds, semi's, contractor trucks and trailers
- cranes, hydrovacs, etc.

Every day, all day long, 7 am to 7 pm.



How much is one community expected to endure?

And more heavy equipment destroying our roads....



How much is one community expected to endure?

Backing out of our driveways is becoming an extremely difficult task.

The prospect of 10 more years of construction with heavy equipment traveling our narrow local roads is gut wrenching.

These pictures are only a small sample of the construction vehicles driving our street in a one-hour period.



Dangerously high water levels

- In addition, our lake is frequently exceeding capacity due to over-development. More roofs and pavement = more water in the sewer system.
- During a recent 2-hour rainfall, the water level rose 52" above normal.
- Dozens of trees around the lake are dead or dying as a result of continual flooding.
- An additional 10" will submerge the pathway.
- An additional 17" will flood our gardens and yards.
- An additional 25" will flood our homes.
- It will be extremely costly for the City to upgrade the drainage system to accommodate the increased run-off caused by the new development.



Social & financial impacts on community families

- Our quality of life and livability in our community is being destroyed.
- Our community is already well-known for high-traffic, congestion, and long travel times just to get to Terwillegar Drive (10 to 15+ minutes during peak hours). We now have a reputation as an undesirable community.
- Our real estate values are being reduced accordingly, as our homes are selling for far less than their original value. It is becoming increasingly harder to sell homes in this community. Additional development will drive the values down further, financially destroying many of our families. As the values continue to drop, residents will expect the City to reduce property taxes accordingly.

Social & financial impacts on community families

- School capacity will also be impacted. The schools are already over-crowded, and children living in the new development will displace children already living within the community. Due to the long walking distance (1.2km) and poor location of the new development, even more traffic will be generated as the parents will need drive their kids to and from the schools and the playground.
- All for what? No one will win. The proposed development site is an undesirable, noisy, poorly located property next to one of the city's largest and busiest vehicle interchanges. There are already hundreds of vacant condominiums across the city and in Windermere, in far better locations.
- We will lose. The developer will lose. The City of Edmonton will lose.

Can the City build us a park where we can walk and ride our bikes?

We are squeezed out of our own neighbourhood.

Our livability is gone as our community is no longer family and recreation friendly.

Each and every week there are new stories (social media postings) of children narrowly escaping being hit by vehicles in front of the school and the playground. **Yes, this is a weekly occurrence.**

Children cannot play in the front yards of their homes, ride their bikes down the street, or walk alone to the school or playground.

Parents must constantly supervise and escort their kids everywhere. Even the sidewalks are dangerous. Children **and most adults** ride their bikes on the sidewalks as our local roads have treacherous high volumes of racing traffic.



Repair and Accountability

Community anger and frustration will turn into outrage that will demand solutions.

To support and recommend increasing traffic volumes to their breaking point, then to offer mitigation by reducing speeds and adding more signs on the street, is completely ignorant and unintelligent. Last year the City added more signs in front of the schools. Now there are **over 100 individual signs** on the short span of road in front of the schools. Kids, cars, signs, lights.... It's all too much.

No one would declare the widening of the Anthony Henday unnecessary and recommend speed reduction as the solution. Unreasonable traffic volumes on inadequate residential infrastructure creates dangerous, distracted, frustrated drivers.

This will result in a **multitude of costly consequences for the City** that the City will eventually need to address and repair. As the consequences unfold and the costs rise, the City Planning and Council members who supported this development will be held accountable by the community, and by the City's own administration.

There are some things that "sorry" won't fix. Development can't be undone, and sadly, it will be far too late to exercise the good judgement and foresight that is clear to all of us right now.

Please help us

Our community has been in pain and anguish for years. The issues in our community are already terrible. Please don't make it worse.

Please, please, please, help us.

Bylaw 19265

A Bylaw to amend Bylaw 13717, as amended, being the
Windermere Area Structure Plan through an amendment to the
Windermere Neighbourhood Structure Plan

WHEREAS pursuant to the authority granted to it by the Municipal Government Act on May 25, 2004, the Municipal Council of the City of Edmonton passed Bylaw 13717, being the Windermere Area Structure Plan; and

WHEREAS City Council found it desirable to from time to time to amend Bylaw 13717, as amended, being Windermere Area Structure Plan by adding new neighbourhoods; and

WHEREAS on September 13, 2006 Council adopted, as Appendix "B" to Bylaw 13717, as amended, the Windermere Neighbourhood Structure Plan by the passage of Bylaw 14372; and

WHEREAS City Council considers it desirable to amend Bylaw 13717, as amended, the Windermere Area Structure Plan through an amendment to the Windermere Neighbourhood Structure Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Windermere Neighbourhood Structure Plan, being Appendix "B" to Bylaw 13717, as amended, being the Windermere Area Structure Plan, is amended as follows:

- a. deleting the fifth paragraph of Section 4.1.4 Medium Density Residential (MDR) and replacing it with the following:

“The MDR designation has been placed on two parcels located in the northeast portion of the plan area, located south of 16 Avenue and west of Anthony Henday Drive. The location of the two sites lends itself to multi-unit developments as they are close to open space and pedestrian connections. Additionally, MDR uses provide greater servicing and site planning options in light of the relatively low topography of the sites. Given the sites locations on the edge of the community, consideration has to be given to their use, density, and location relative to transit service. Walkway connection are in close proximity to permit easy pedestrian connections to transit service for areas outside of 400 meters. Density and resulting traffic generations will be evaluated at the time of zoning. The site located directly south of 16 Avenue shall be limited to 175 dwelling units as per the results of a Traffic Impact Assessment which was undertaken at the time of rezoning the site to Direct Development Control Provision (DC1). Prior to the issuance of a Development Permit, for the site located directly south of 16 Avenue, an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.”

- b. renaming Section 4.2 Mixed-Use and Institutional to Section 4.2 Mixed use;
- c. deleting all text from Section 4.2 Mixed-Use and replacing it with the following:

“A Mixed Use office site is located along the west side of the plan area, south of 9 Avenue NW along the eastern entrance to the neighbourhood, next to the Community Commercial land use (see Figure 5.0 – Development Concept). The site will provide residents with local office services within short walking distance and transit access. This supports the creation of an active, walkable centre where residents have the option to choose alternative means of transportation to meet their daily needs locally. Specific details regarding access/egress and site design will be determined at the rezoning and subdivision stage. The mixed use nature of this area contemplates the potential of residential uses “above” but prohibits the development of any retail/commercial uses. Given the use restrictions it is anticipated that this area will be developed under a direct control zoning. However, as the purpose of the DC zoning is to simply limit use, a site plan will not be required with the zone.

The gross developable area attributed to the Mixed Use Office site is shown in Appendix 2.

- d. delete Section 4.2.1 Mixed Use Office;
- e. renumber Section 4.2.2 Mixed Use Office Urban Design Guidelines to Section 4.2.1 Mixed Use Office Urban Design Guidelines;

- f. deleting the second paragraph of new Section 4.2.1 Mixed Use Office Urban Design Guidelines and replace with the following: “The gross developable area attributed to Mixed Use is provided in Appendix 2.”
- g. deleting Section 4.2.3 Mixed Use/Institutional Urban Design Guidelines;
- h. deleting the land use and population statistics entitled “Bylaw 17194 – Windermere Neighbourhood Structure Plan – Land Use and Population Statistics” and replacing it therefore with;

**WINDERMERE NEIGHBOURHOOD STRUCTURE PLAN
LAND USE AND POPULATION STATISTICS
BYLAW 19265**

	Area (ha)	% of GDA
GROSS AREA	469.07	
Natural Area/Environmental Reserve	11.24	
Arterial Road Widening	11.02	
Public Utility (ATCO Gas)	1.58	
Gross Developable Area	445.23	100.00%
Parks/Community League*	11.56	2.6%
Private Park	0.39	0.1%
School/Park*	9.92	2.2%
Open Space (no MR credit)	0.29	0.1%
MR- Natural Areas (Trees)	3.03	0.7%
Linear MR	1.96	0.4%
Existing MR	2.56	0.6%
Stormwater Management	26.58	6.0%
Community Commercial	14.18	3.2%
Neighbourhood Commercial	1.47	0.3%
Mixed Use - Office (non retail)	0.98	0.2%
Circulation	89.99	20.2%
Public Utility (Edmonton Police Services Station)	2.43	0.5%
Total Non-Residential Area	165.34	37.1%
Net Residential Area	279.89	62.9%

Residential Land Use, Dwelling Unit Count and Population

Land Use	Area (ha)	Units/ha	Units	% of Total Units	People /Unit	Population
Low Density Residential (LDR)						
Existing Country Residential	69.99	5	350	5.1%	2.8	980
Large Lot Residential	21.13	7	148	2.2%	2.8	414
Single/Semi-Detached	159.95	25	3,999	58.3%	2.8	11,197
Medium Density Residential (MDR)						
Row Housing	7.91	45	356	5.2%	2.8	997
Low-Rise/Medium Density- Housing	20.03	90	1,803	26.3%	1.8	3,245
High Density Residential (HDR)						
Medium to High Rise Units	0.88	225	198	2.9%	1.5	297
Total	279.89		6,854	100.00%		17,130
Gross Population Density:	38	persons per gross developable hectare				
Net Population Density:	61	persons per net residential hectare				

Unit Density:

24 units per net residential hectare

Level	Public	Separate	Total
Elementary	888	444	1,332
Junior High	444	222	666
Senior High	444	222	666
Total	1,776	888	2,664

*The exact area and location of Municipal Reserve will ultimately be determined at the time of subdivision through discussion with AMPW Parks Branch

- i. deleting the map entitled "Bylaw 18568 – Amendment to Approved Windermere Neighbourhood Structure Plan" and substituting it therefore with the Map entitled "Bylaw 19265 – Amendment to Windermere Neighbourhood Structure Plan" attached hereto as Schedule "A";
- j. deleting the map entitled "Figure 5.0 – Development Concept" and substituting therefore the Map entitled "Figure 5.0 – Development Concept" attached hereto as Schedule "B";
- k. deleting the map entitled "Figure 8 – Transit Context Plan" and substituting therefore the Map entitled "Figure 8.0 – Transit Context Plan" attached hereto as Schedule "C".

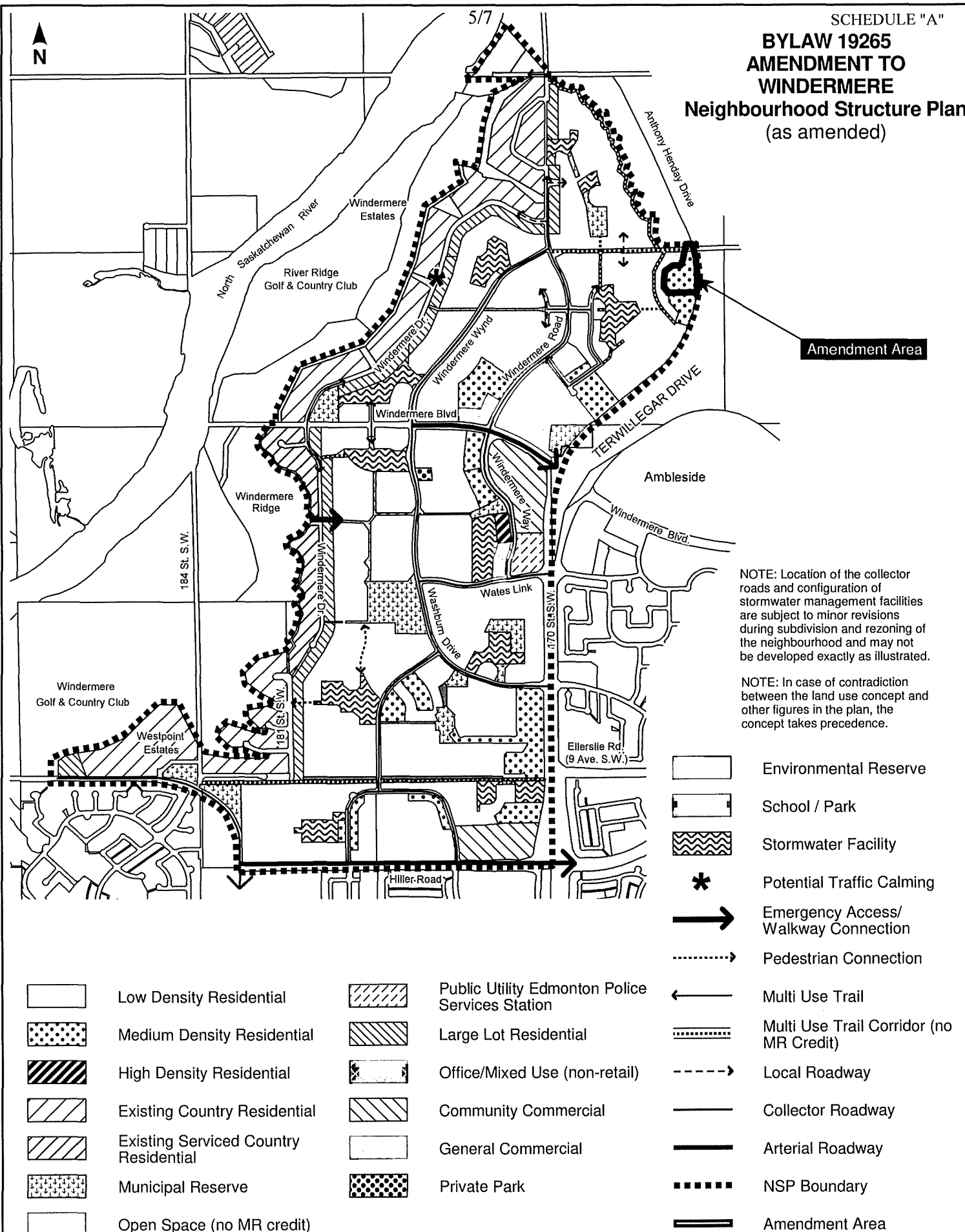
READ a first time this 1st day of September , A. D. 2020;
READ a second time this 1st day of September , A. D. 2020;
READ a third time this 1st day of September , A. D. 2020;
SIGNED and PASSED this 1st day of September , A. D. 2020.

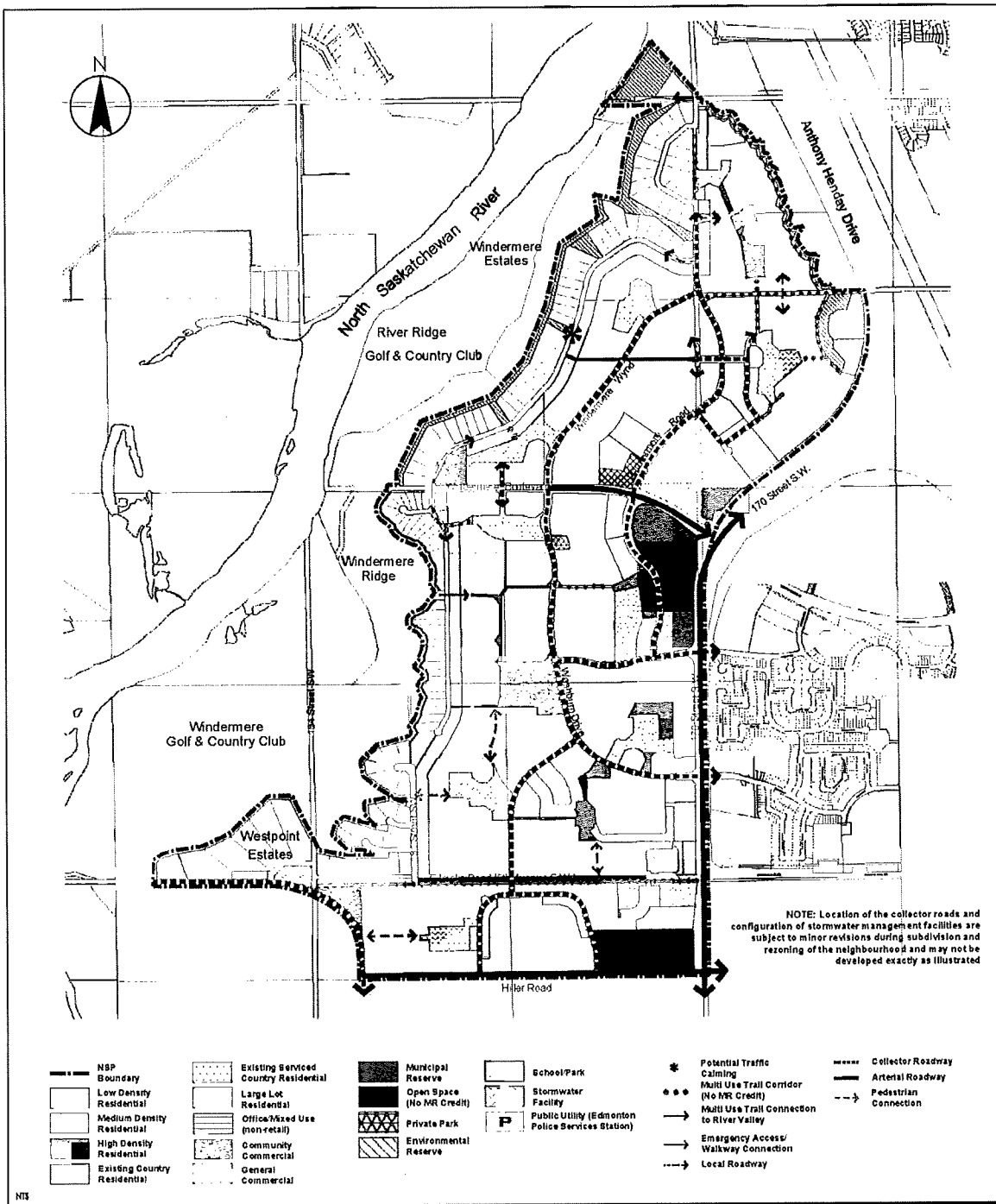
THE CITY OF EDMONTON


MAYOR

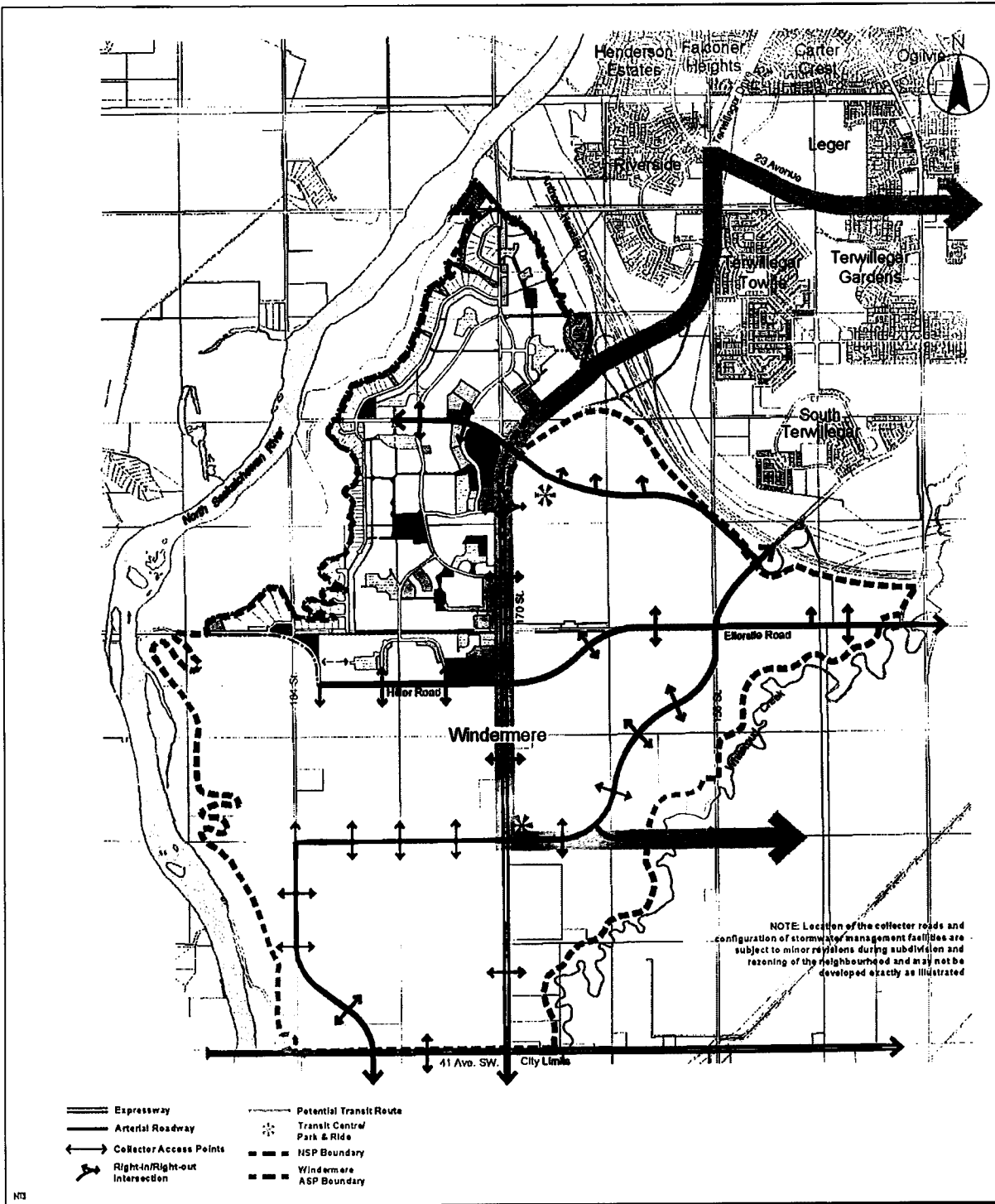

CITY CLERK

BYLAW 19265 AMENDMENT TO WINDERMERE Neighbourhood Structure Plan (as amended)





Windermere
Neighbourhood Structure Plan
Figure No.
5.0
Title
Development Concept



Windermere
Neighbourhood Structure Plan
Figure No.
8.0
Title
Transit Context Plan

Charter Bylaw 19266

To allow for medium density residential development, Windermere

Purpose

Rezoning from AG (Agricultural Zone) to DC1 (Direct Development Control Provision); located at 16449 – 16 Avenue NW, Windermere.

Readings

Charter Bylaw 19266 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Charter Bylaw 19266 be considered for third reading.”

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19266 proposes to rezone the site from (AG) Agricultural Zone to (DC1) Direct Development Control Provision to allow for the development of medium density residential uses including multi-unit housing.

This rezoning is accompanied by associated amendments to the Windermere Area Structure Plan (Bylaw 19264) and the Windermere Neighbourhood Structure Plan (Bylaw 19265).

All comments from civic departments and utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners and the Greater Windermere Community League on November 14, 2017. Thirty-five responses were received.

On September 24, 2019, Administration held a public open house to provide information on the application and collect feedback.

All responses are summarized in the attached Council Report.

Attachments

1. Charter Bylaw 19266
2. Administration Report (attached to Bylaw 19264 -Item 3.11)

Charter Bylaw 19266

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3004

WHEREAS Lot 1, Plan 9220825; located at 16449 - 16 Avenue NW, Windermere, Edmonton, Alberta, is specified on the Zoning Map as (AG) Agricultural Zone; and

WHEREAS an application was made to rezone the above described property to (DC1) Direct Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 1, Plan 9220825; located at 16449 - 16 Avenue NW, Windermere, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (AG) Agricultural Zone to (DC1) Direct Development Control Provision.
2. The uses and regulations of the aforementioned DC1 Provision are attached as Schedule "B".

3. The sketch plan attached as Schedule "A" and the uses and regulations of the DC1 Provision shown on Schedule "B" attached are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

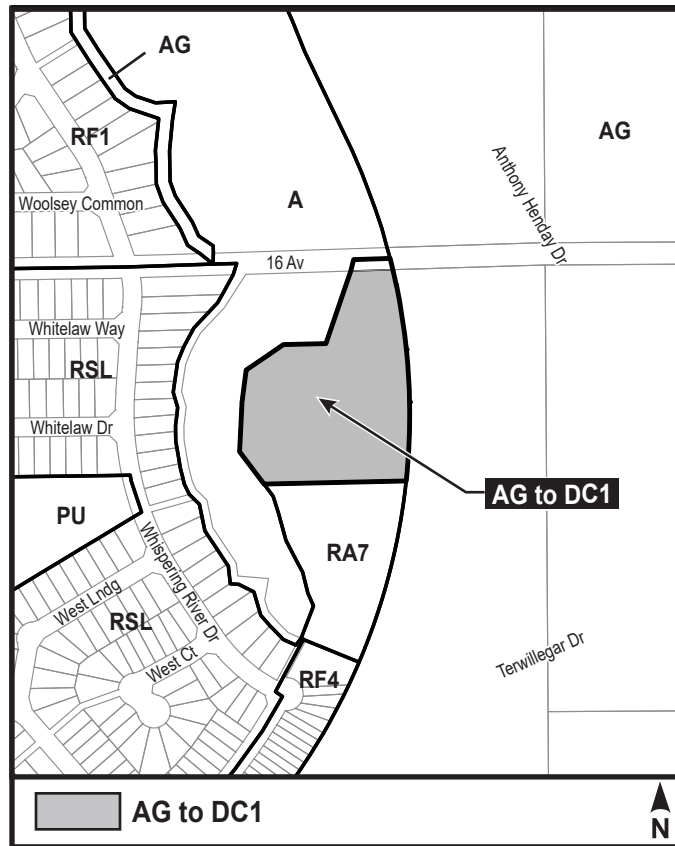
READ a first time this	day of ,	A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of,	A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19266



SCHEDULE “B”**(DC1) DIRECT DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate opportunities for the development of medium density residential uses on the Site. Prior to the issuance of a Development Permit an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.

2. Area of Application

This provision shall apply to Lot 1, Plan 9220825, located at 16449 – 16 Avenue NW, as shown in Appendix I of this DC1 Provision.

3. Uses

- a. Duplex Housing
- b. Limited Group Home
- c. Minor Home Based Business
- d. Multi-unit Housing
- e. Residential Sales Centre
- f. Semi-detached Housing
- g. Urban Gardens
- h. Fascia On-premises Signs
- i. Projecting On-premises Signs
- j. Temporary On-premises Signs

4. Development Regulations

- a. The Residential Sales Centre use shall be limited to the sale of units located on the Site.

- b. The maximum Density shall be 81 Dwellings/ha and the maximum number of Dwelling units shall be 175 units.
- c. The maximum Height shall not exceed 14.5 m for flat, mansard, and gambrel roofs, or 16.0 m for a roof type with a pitch of 4/12 (18.4 degrees) or greater.
- d. The maximum Floor Area Ratio shall be 2.3. The maximum Floor Area Ratio may be increased to 2.5 where:
 - i. a minimum of 10 percent of Dwellings have a Floor Area greater than 100m²; and
 - ii. the average number of bedrooms in the Dwellings is at least 3.
- e. The minimum Front Setback shall be 4.5 m.
- f. The minimum Rear Setback shall be 7.5 m.
- g. The minimum Side Setback shall be 1.2 m, except:
 - i. for buildings over 10.0 m in Height, the portion of the building above this Height shall require a minimum Side Setback of 3.0 m; and
 - ii. for all buildings, the minimum Side Setback shall be 3.0 m Abutting a flanking public roadway other than a Lane.
- h. Surface parking is not permitted to be located between any building and a public roadway.
- i. Side, front, and rear Facades shall include design techniques including, but not limited to, the use of varied rooflines, variations in building Setbacks, and articulation of building Facades, in order to minimize the perception of massing, eliminate large uninterrupted expanses of wall, and provide visual interest when the structure is viewed from an adjacent Lot or roadway.
- j. Soil above underground parking facilities shall be sufficient depth to accommodate required landscaping, including trees, shrubs, flower beds, grass, and ground cover.
- k. Separation Space shall be provided in accordance with Section 48 of the Zoning Bylaw as amended.
- l. Amenity Area shall be provided in accordance with Section 46 of the Zoning Bylaw as amended.
- m. The Development Officer may require information regarding the location of windows and Amenity Areas on adjacent properties to ensure the windows or Amenity Areas of the proposed development are placed to minimize overlook into adjacent properties.
- n. Signs shall comply with the regulations found in Schedule 59B of the Zoning Bylaw.
- o. Vehicular access to the Site shall be in general accordance with Appendix I. The exact location of the access shall be determined at the time of Development

Permit application, to the satisfaction of the Development Officer in Consultation with Subdivision and Development Coordination, and in consideration of the finding in the Environmental Impact Assessment for the 16 Avenue corridor and ravine.

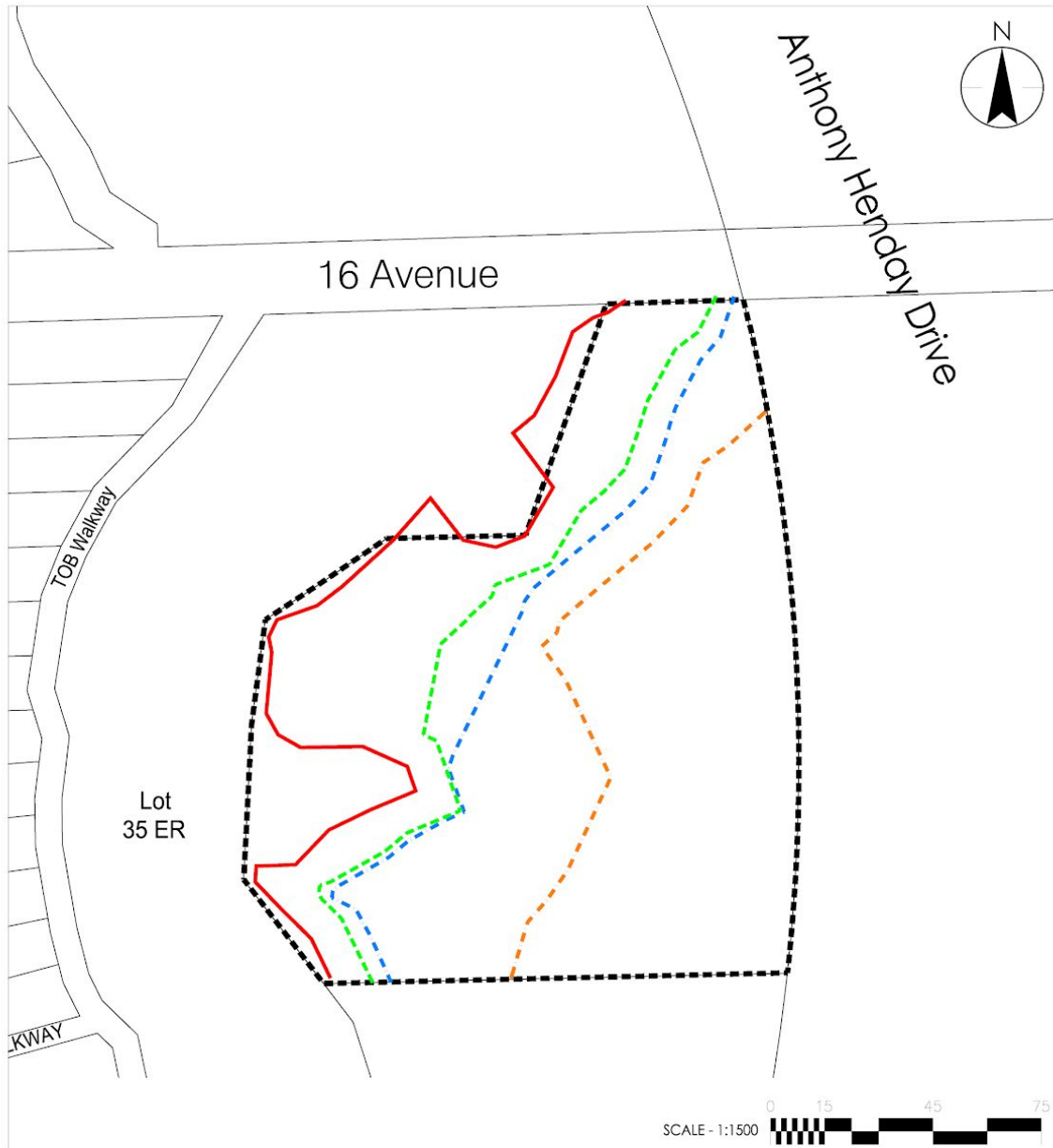
- p. The Owner shall register an emergency access easement through the site and the southern lot (Lot 1, Block A, Plan 1125801) to accommodate the secondary emergency access through Whispering River Drive. The exact location and configuration of the emergency access shall be determined at the Development Application stage prior to the issuance of a Development Permit Application, to the satisfaction of Planning Coordination and Fire Rescue Services.
- q. The Owner shall register a drainage and utilities easement, as generally shown in Appendix I, to ensure servicing to the development through the lot to the south legally described as Lot 1, Block A, Plan 1125801.
- r. The site and development-specific geotechnical recommendations for design, construction, top of bank setbacks and building setbacks are contained within the Slope Stability Analysis report dated May 1, 2017 and subsequent memorandums dated November 22, 2017, December 5, 2018, and April 5, 2019, prepared by Alpha Androit Engineering retained by DGE Civil Consultants, and the memorandum dated April 20, 2020 prepared by Englobe retained by DGE Civil Consultants. The development and site restriction guidelines shall be met as a condition of issuance of Development Permit, to the satisfaction of the Development Officer. The recommended top of bank and building setback are illustrated in Appendix II.
- s. The owner shall enter into a Servicing Agreement with the City of Edmonton for off-site work associated with the development, which includes but is not limited to the following:
 - i. Construction of 16 Avenue to the City of Edmonton's Complete Streets Design and Construction Standards, from Whispering River Drive to the east limit of the site. The roadway construction is to include a 3.0 m shared use path along one side of the roadway and a turnaround at the east terminus of the roadway.
 - ii. Payment for any required modifications to the existing zebra marked crosswalk and signage along Whispering Rive Drive at 16 Avenue.
 - iii. Construction of the top-of-bank shared use path, and landscaping, along the west side of the site.
 - iv. Upgrading of public pedestrian Walkway systems, roads, or Lanes adjacent to the Site may be required to the satisfaction of the Development Officer and the applicable City department.
 - v. The agreement process, which includes an Engineering Drawing review and approval process, must be signed prior to the release of the drawings for Building Permit review.

- vi. Urban Growth and Open Space Strategy shall be circulated at Engineering Drawing Review to confirm top of bank adherence to the Environmental Impact Screening Report. A note must be added on the grading and landscape drawings that “Urban Growth and Open Space Strategy shall review top of bank development and Environmental Impact Screening Report requirements as per the DC1 requirements.
- t. The owner shall register a public access easement on the Certificate of Title for the property to allow for public use of the portion of the turnaround located on private property at the east terminus of 16 Avenue. The City of Edmonton will be a party to this easement and the easement must stipulate that the owners may not discharge the easement without the express written consent of the City of Edmonton. The City of Edmonton, Law Branch, will prepare the easement document. The owner must complete the easement document details and return the signed easement to the Law Branch. The City will review and execute the agreement, and the fully executed easement will then be returned to the owner who is required to register the easement on all affected Certificate of Title and provide proof of the easement registration to the Development Officer prior to the release of the drawings for the Building Permit.
- u. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- v. Prior to the issuance of a Development Permit an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.

Appendix I: Site Location

Appendix II: Top of Bank Setbacks

DC1 - TOP OF BANK SETBACKS



Legend








- Subject Boundary
- Urban Development Line/Viewing Areas Setback Line
- Top of Bank As Defined By City of Edmonton
- Building Setback Line
- Water Retention Structures Setback Line (50m)

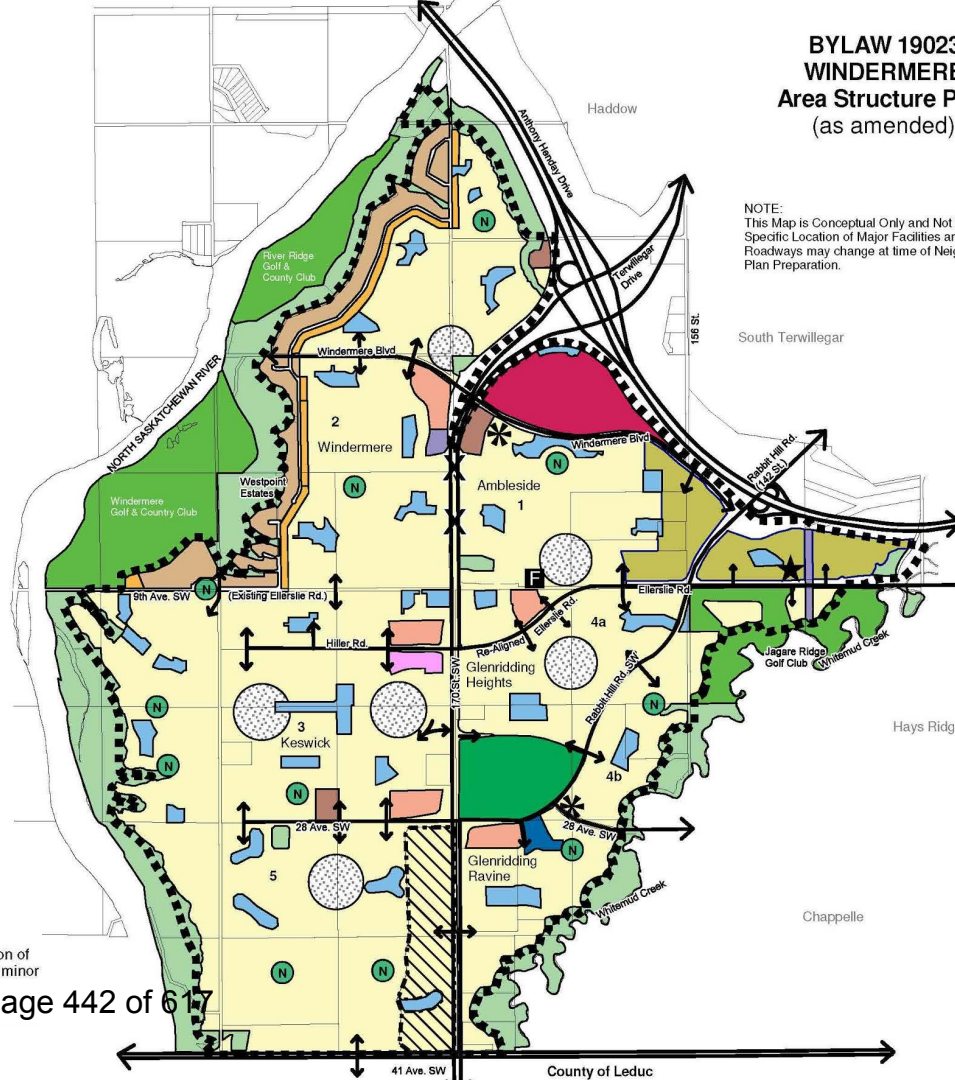
V:\1141\active\1141103745\drawing\model_flow\planning\dc1_sub_13\pr2020.dwg

1 3.10 - Windermere

BYLAW 19023 WINDERMERE Area Structure Plan (as amended)




NOTE:
This Map is Conceptual Only and Not to Scale.
Specific Location of Major Facilities and Alignment of
Roadways may change at time of Neighbourhood
Plan Preparation.

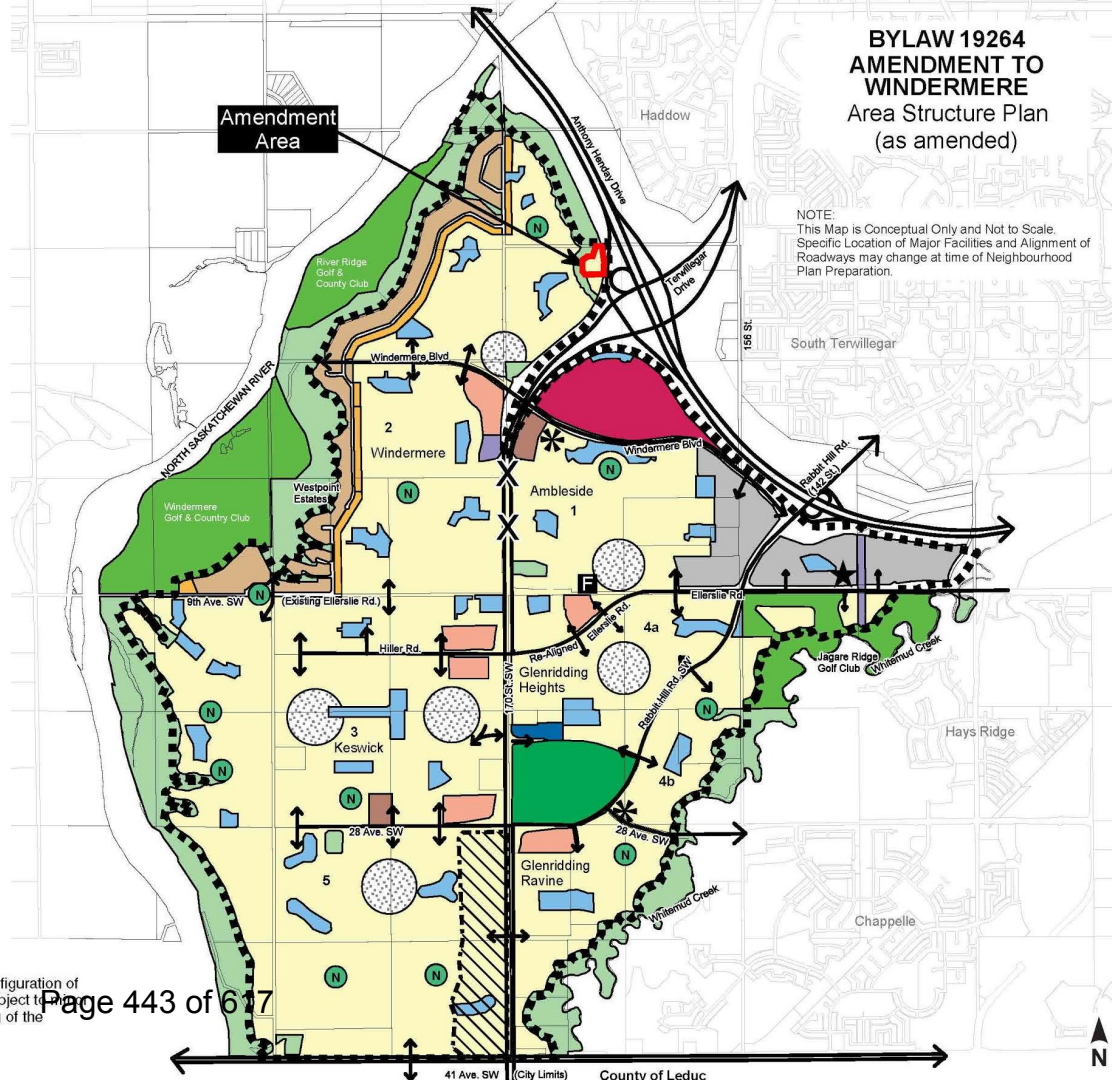
-  Residential
-  Large Lot Residential
-  Country Residential
-  Mixed Use - Institutional/Residential
-  Mixed Use - Residential/Commercial
-  Major Commercial Centre
-  Community Commercial
-  Business Employment
-  Institutional
-  Community Knowledge Campus
-  District Park
-  Stormwater Management Facility
-  Public Utility
-  Neighbourhood Park
-  Natural, Sensitive & Significant Areas
-  Potential Economic Activity Centre
-  Golf Course
-  Public Utility (Edmonton Fire Station)
-  Transit Centre
-  City of Edmonton - Integrated Service Yard
-  Access restricted in the Future per the 170 Street Concept Plan
-  Windermere ASP Boundary



Note: Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of this neighbourhood and may not be developed exactly as illustrated.

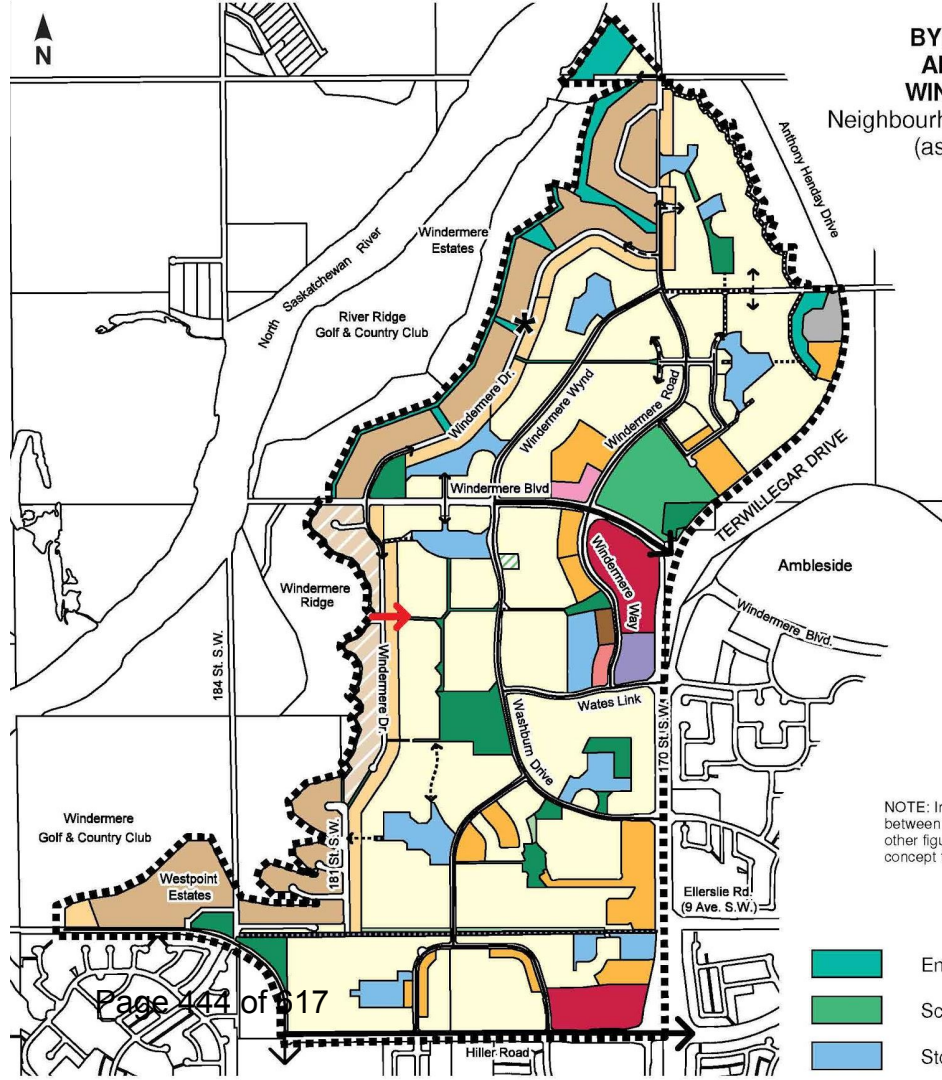
2 3.10 - Windermere

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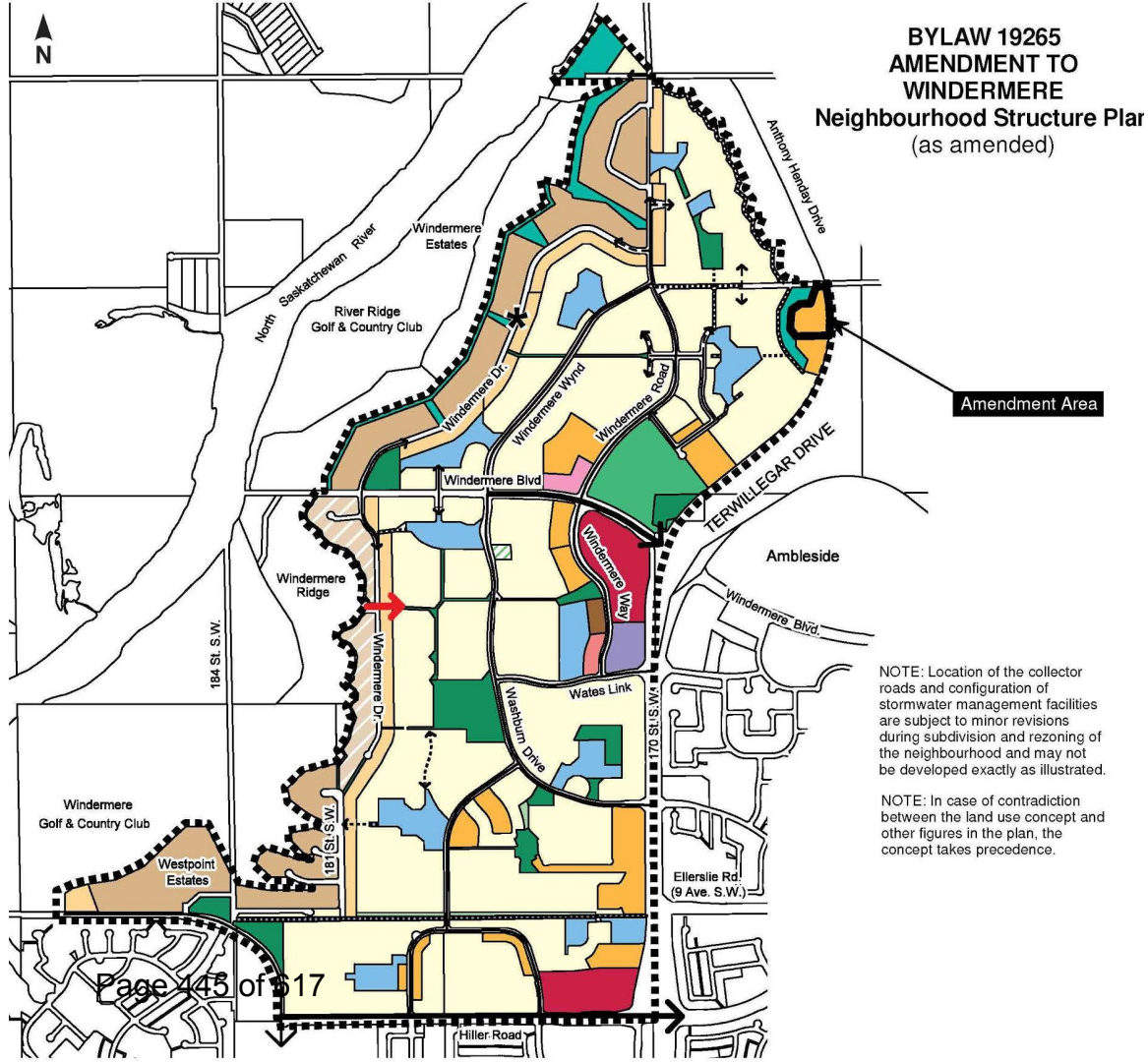
3 3.11 - Windermere

- Low Density Residential
- Medium Density Residential
- High Density Residential
- Existing Country Residential
- Existing Serviced Country Residential
- Municipal Reserve
- Open Space (no MR credit)
- Public Utility Edmonton Police Services Station
- Large Lot Residential
- Office/Mixed Use (non-retail)
- Community Commercial
- Institutional
- General Commercial
- Private Park
- Environmental Reserve
- School / Park
- Stormwater Facility
- * Potential Traffic Calming
- Emergency Access / Walkway Connection
- Pedestrian Connection
- ← Multi Use Trail
- Multi Use Trail Corridor (no MR Credit)
- Local Roadway
- Collector Roadway
- Arterial Roadway
- NSP Boundary

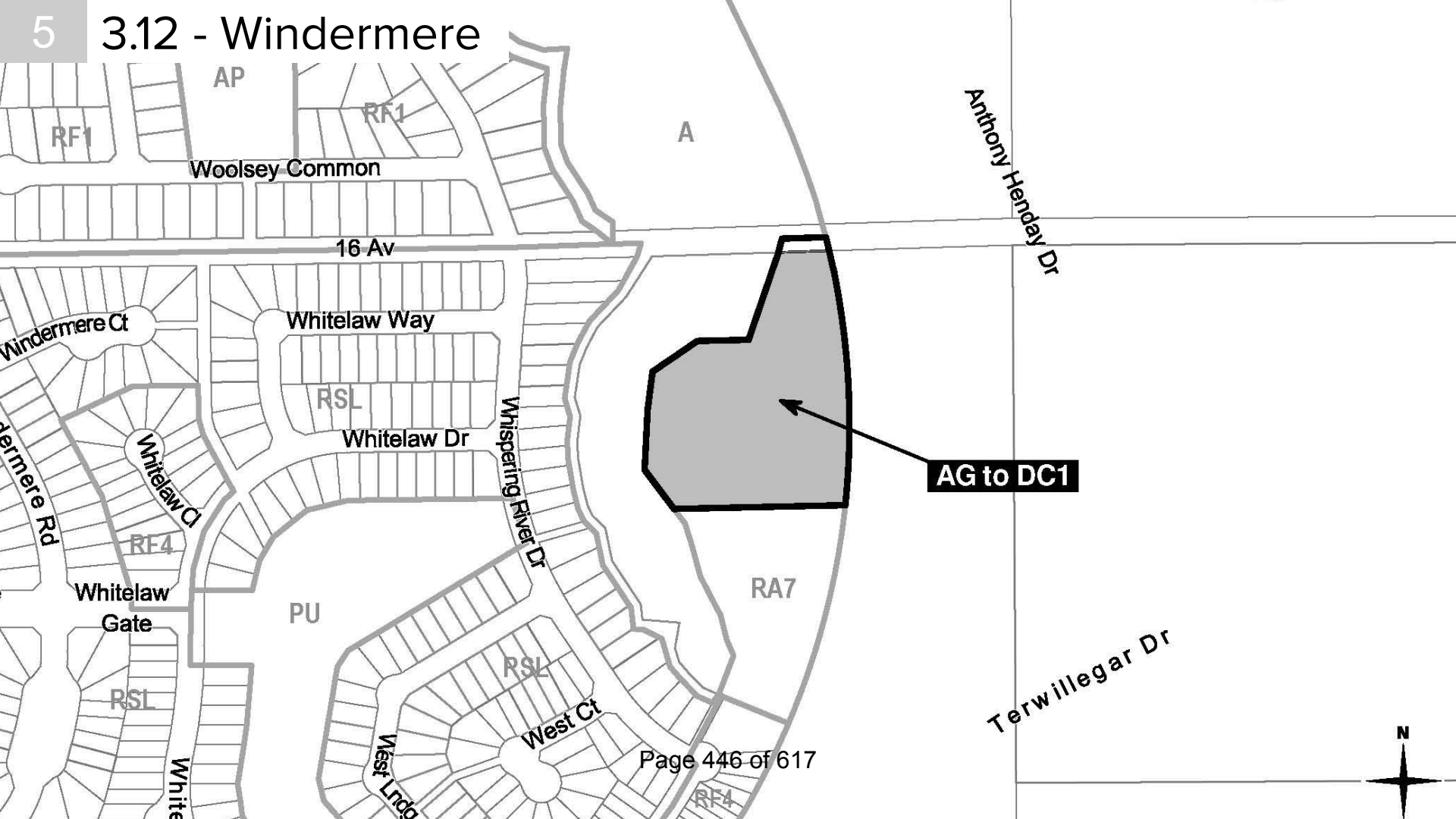


4 3.11 - Windermere

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- Municipal Reserve
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- Stormwater Facility
- * Potential Traffic Calming
- Emergency Access / Walkway Connection
- Pedestrian Connection
- ← Multi Use Trail
- Multi Use Trail Corridor (no MR Credit)
- - - Local Roadway
- Collector Roadway
- Arterial Roadway
- NSP Boundary



5 3.12 - Windermere



AG to DC1

6 3.12 - Windermere



3.12 - Windermere - Transportation Context

Arterial

Collector

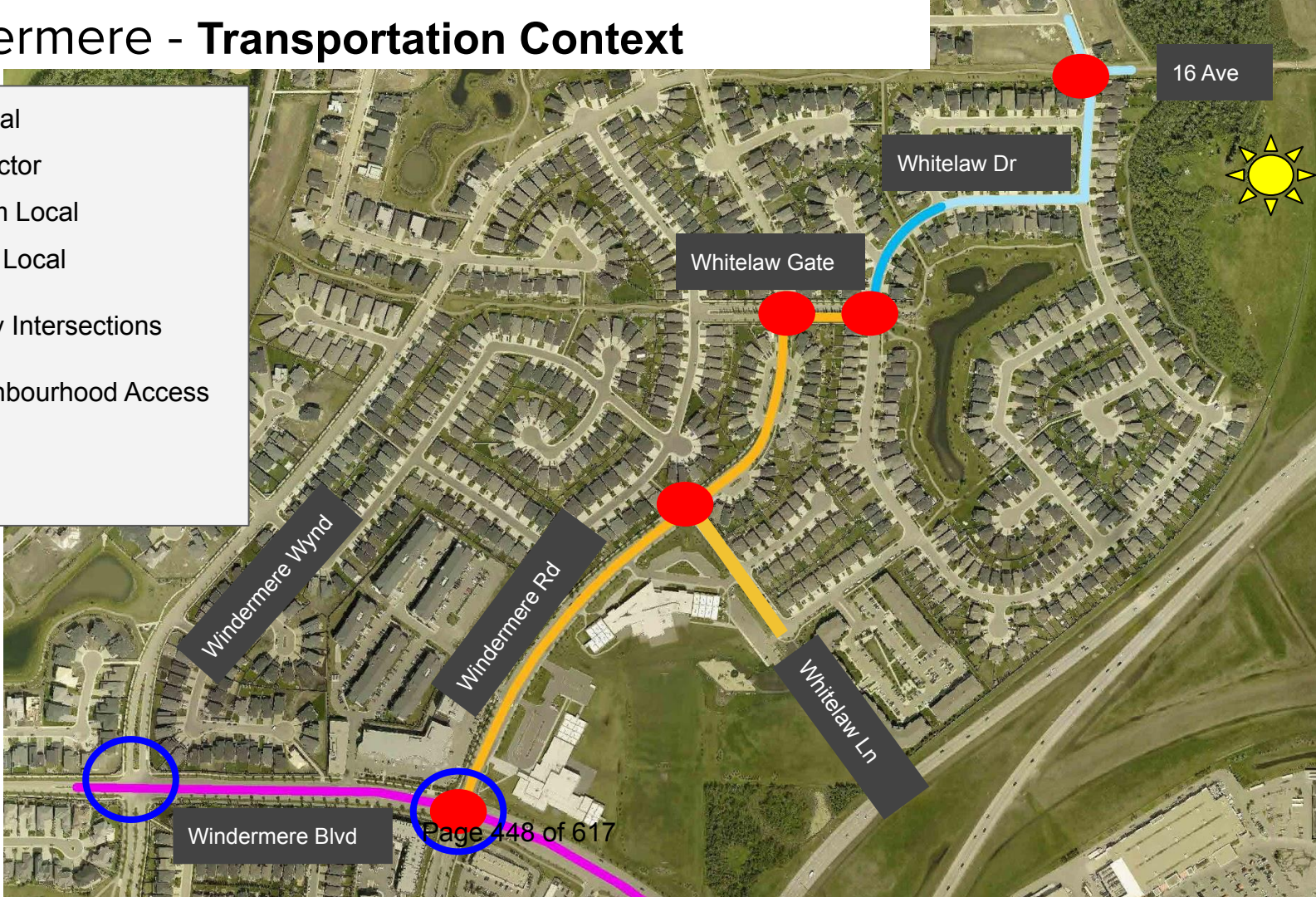
11.5m Local

9.0m Local

Study Intersections

Neighbourhood Access

Site

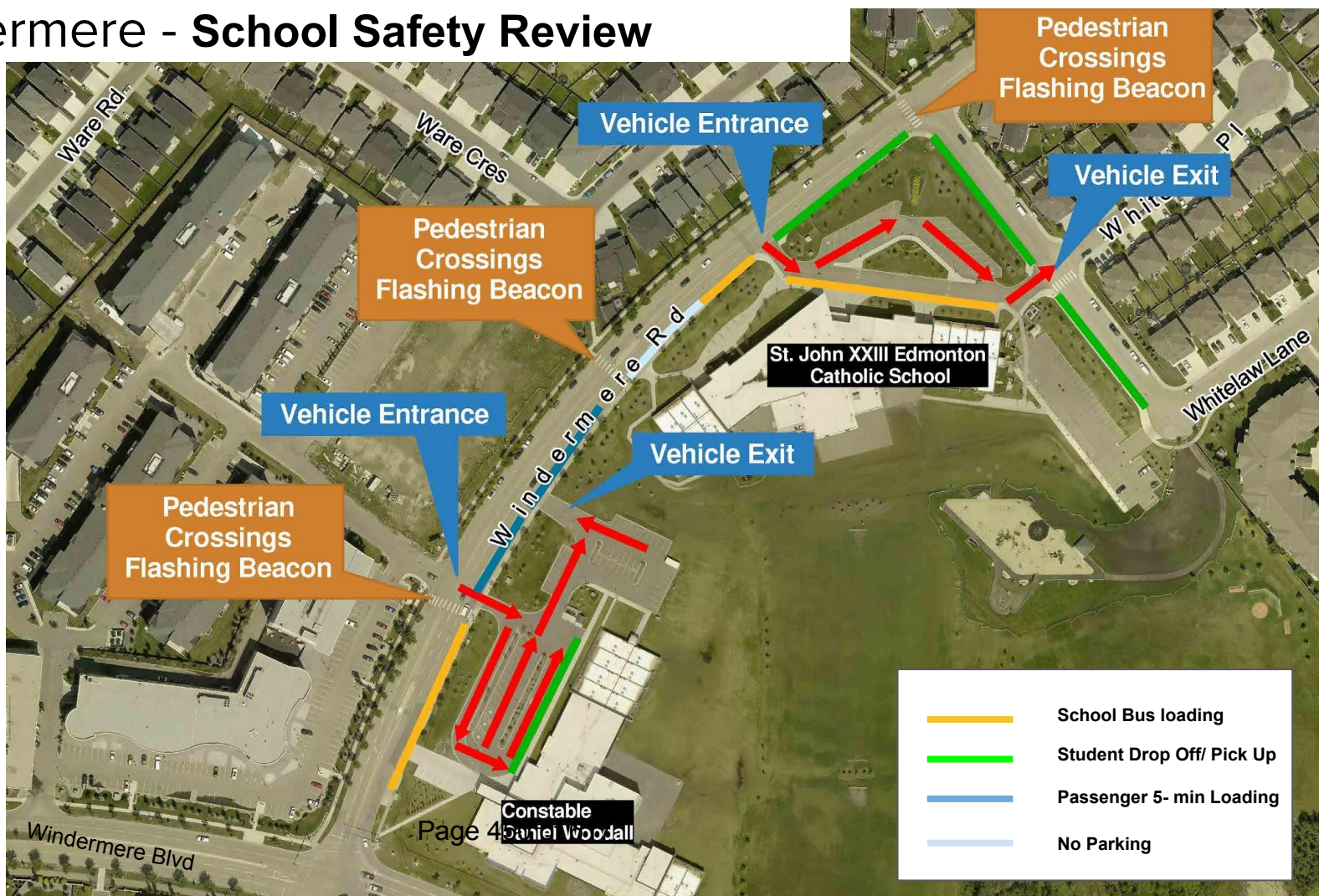


3.12 - Windermere - Key TIA Findings

- Southbound movement at Windermere Blvd/Windermere Rd
- Highest Peak Hour Volume: 70 vehicles, translates into roughly 1 vehicle/minutes
- Increase in Daily Volumes



3.12 - Windermere - School Safety Review



	School Bus loading
	Student Drop Off/ Pick Up
	Passenger 5- min Loading
	No Parking

3.12 - Windermere - Local Improvements



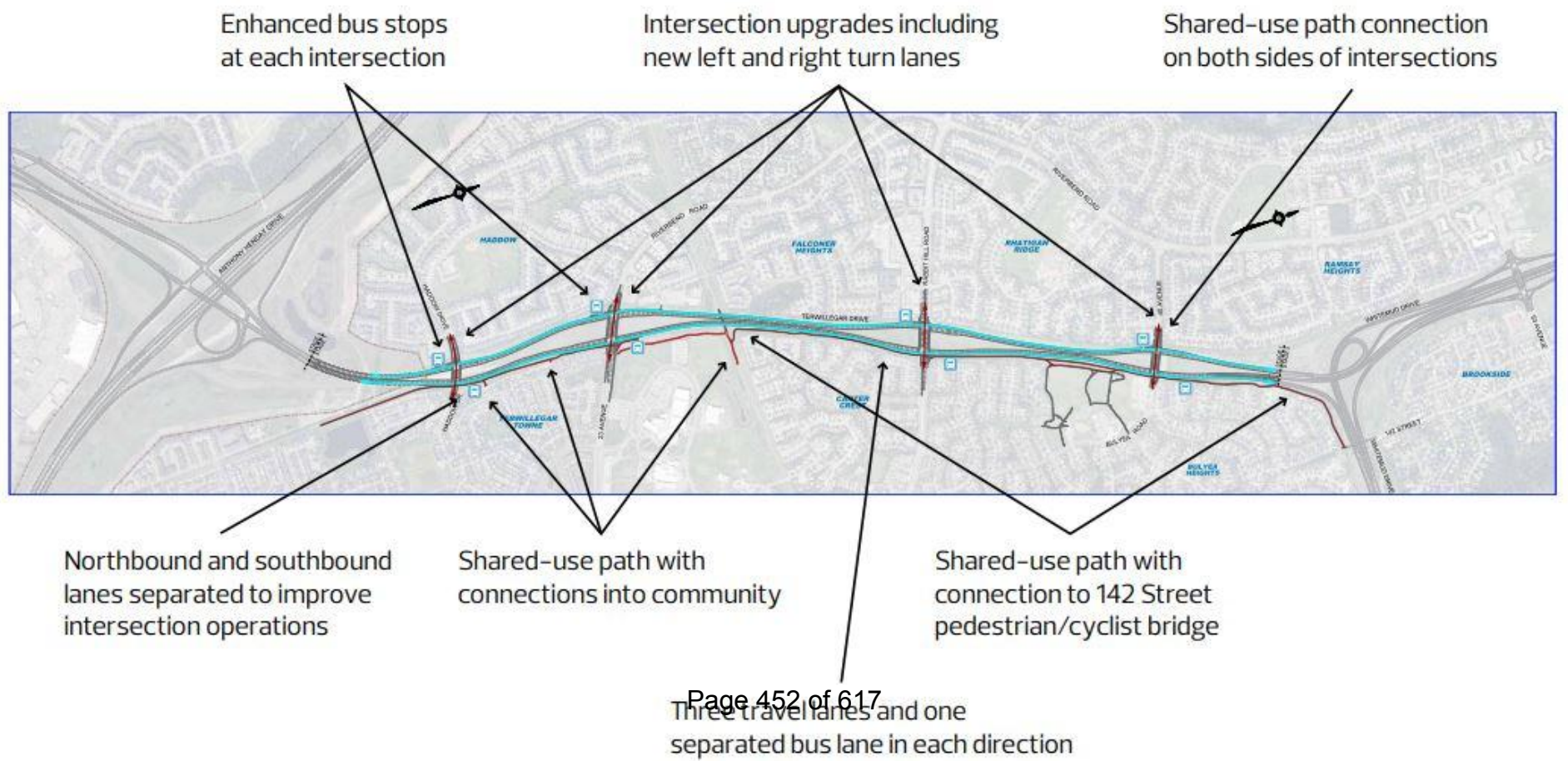
Signalization 2020



Site



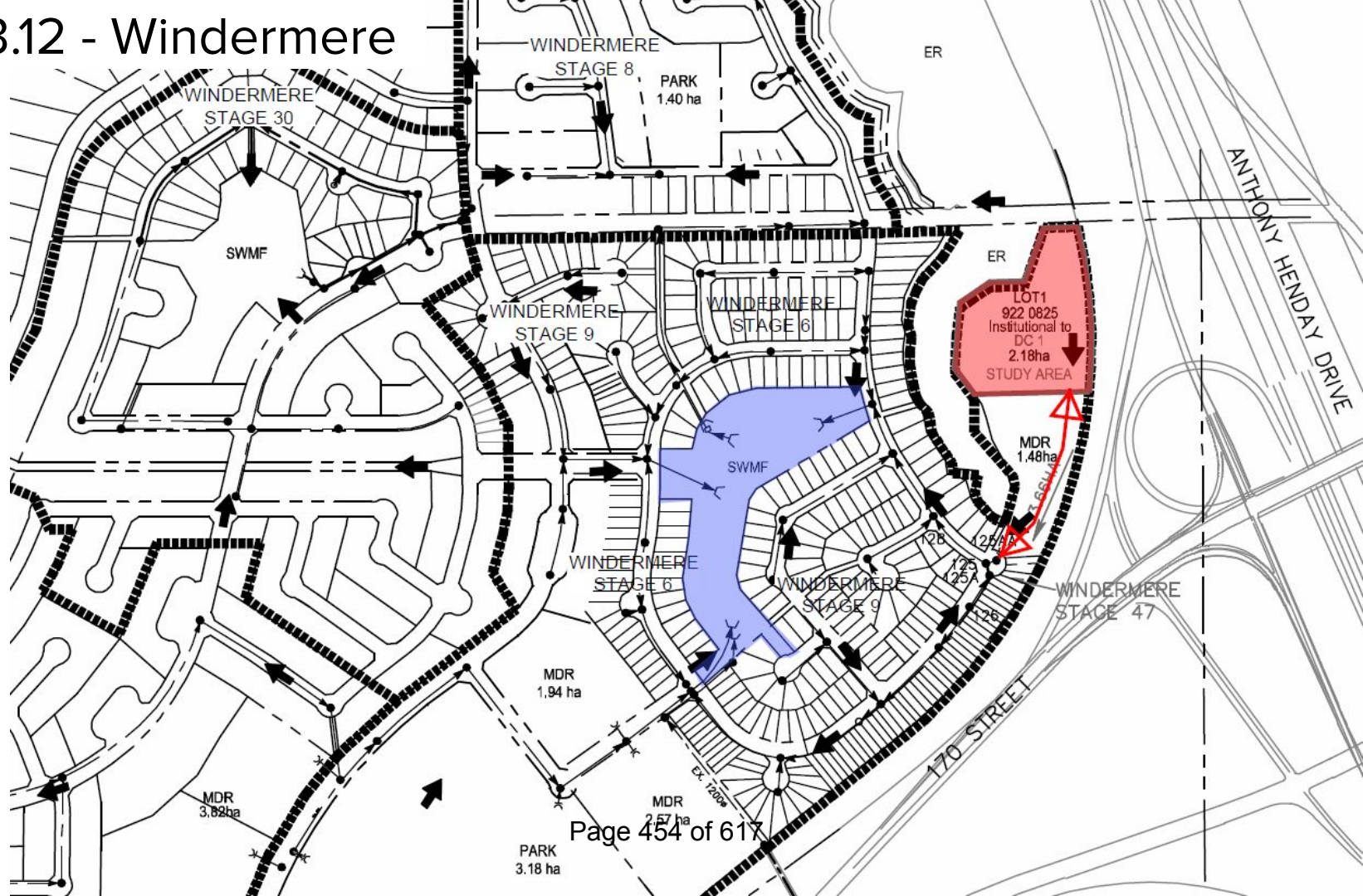
3.12 - Windermere - Broader Network Improvements



3.12 - Windermere - Broader Network Improvements



3.12 - Windermere



Proposed Rezoning of 16449 - 16 Avenue NW to a Direct Development Control Provision (DC1)

Amendment to the Windermere Area Structure Plan – Bylaw 19264

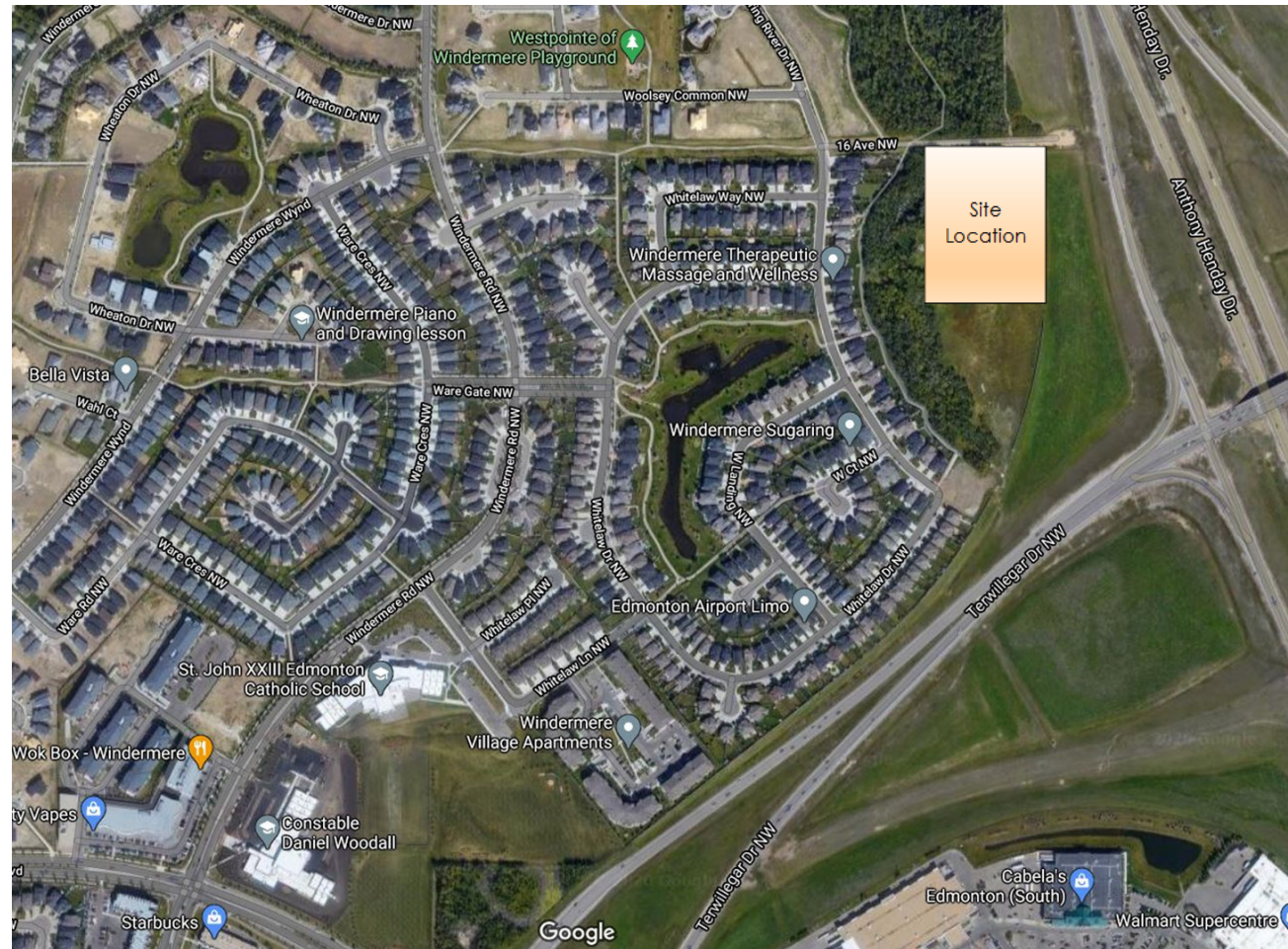
Amendment to the Windermere Neighbourhood Structure Plan - 19265

Zoning Bylaw Amendment from AG to DC1 – Bylaw 19266

Public Hearing – September 1, 2020

Site Location

- 16449 - 16 Avenue NW (Lot 1, Block , Plan 9220825)
- Northeast corner of Windermere Neighbourhood Structure Plan
- Site size 2.18 ha



Site History

- Owned by YMCA at the time the Windermere ASP and NSP were prepared and is identified as institutional with opportunity for medium density residential
- Jaffer Generations purchased in 2011 with intent to build a place for religious assembly
- 2012-2013, consultation with surrounding residents met with significant concern regarding traffic volume and times of day for traffic
- After consideration of community concerns and consultation with the City of Edmonton's Planning Department, and then Councilor Anderson, it was agreed (by all) that the proposal for the site be modified to allow for Medium Density Residential development

Windermere NSP

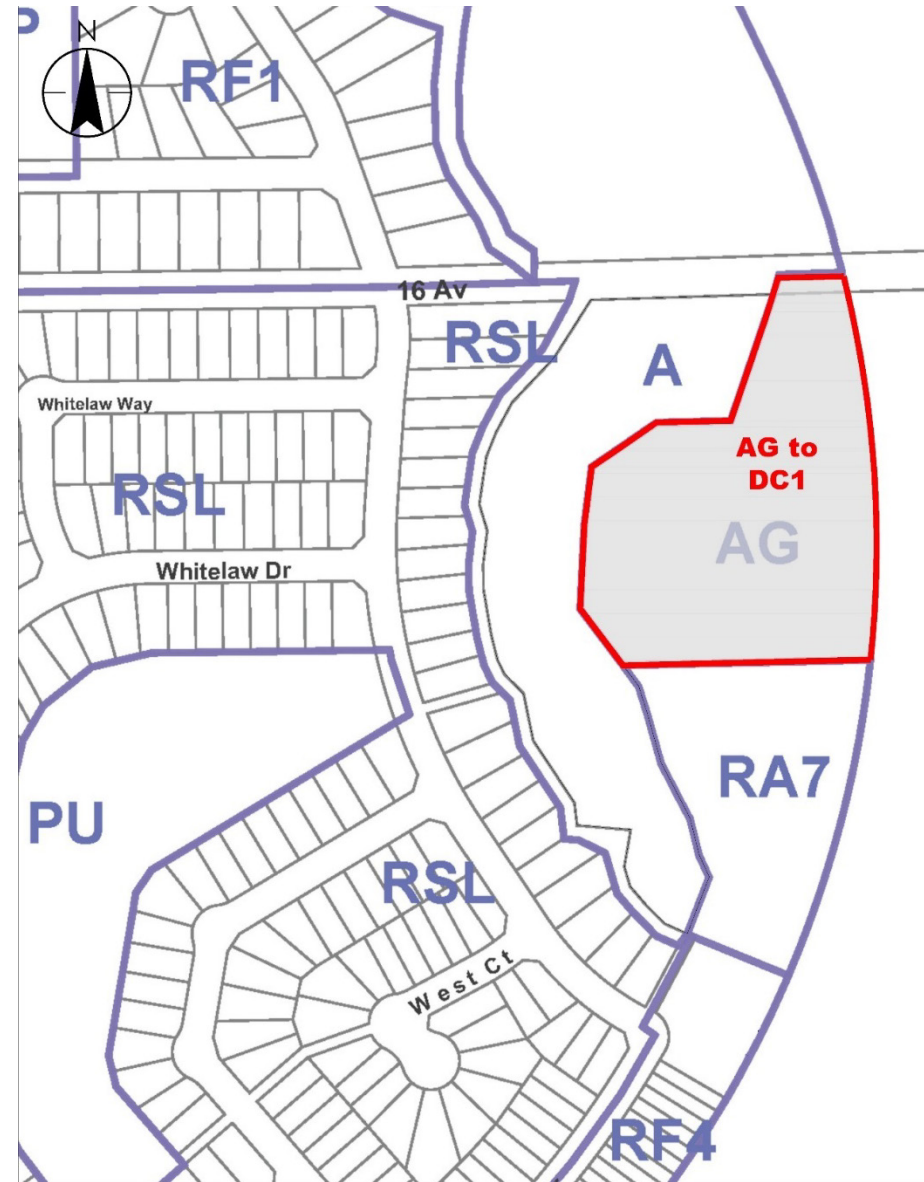
Existing Windermere NSP

Section 4.2 of the NSP which specifically addresses the site:

“The Institutional site is located south of 16 Avenue immediately west of Anthony Henday Drive Interchange. This site is currently owned by the YMCA Foundation and has therefore been given an institutional designation. In the future should this site be transferred out of the YMCA's ownership, a MDR use, compatible with the MDR site to the south is appropriate.”

Proposed Zoning

- From Agricultural Zone (AG) to Direct Development Control Provision (DC1)
- The Low Rise Apartment (RA7) Zone was the basis for the regulations that are in the DC1. A DC1 is being proposed for the site, so that:
 - Number of dwellings is limited to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units
 - Uses are limited to residential uses only



Site and Zoning Data

Proposed Zoning

- Development Control Provision (DC1)
- Building Height: 16.5 m
- Dwelling Units: 81 Dwellings/ha with a maximum of 175 Dwellings
- Semi-detached Housing
- Urban Gardens
- Fascia On-premises Signs
- Projecting On-premises Signs
- Temporary On-premises Signs

Range of Use

- Duplex Housing
- Limited Group Home
- Minor Home Based Business
- Multi-unit Housing
- Residential Sales Centre

Summation

The proposed development:

- Is in alignment with the Windermere NSP
- Increases housing choice within the Windermere Neighbourhood
- Responds to community concerns by:
 - Allowing for residential land uses only
 - Limiting the number dwellings to a maximum density of 81 Dwellings/ha with a maximum of 175 Dwelling units

Thank You

Questions?

PUBLIC HEARING for Rezoning LDA17-0024

Agenda items and Bylaws

3.11 Bylaw 19264 Amendment to the Windermere Area Structure Plan

3.12 Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

My presentation is to address the bylaws for development of 16449 – 16 Ave NW in the Windermere North community. I am speaking on behalf of the Windermere North Neighbourhood Association (WNHA). See below for speaker information and WNHA information. There are many points of concern that I could address but I want to focus your attention on two points in particular. The first is that the proposal does not ‘facilitate the orderly development of the Windermere neighbourhood’. The second point is that the Transportation Impact Assessment does not realistically represent the traffic impact in the community.

Bylaw 19264 Amendment to the Windermere Area Structure Plan

Bylaw 19265 Amendment to the Windermere Neighbourhood Structure Plan

This rezoning does not facilitate the orderly development of the Windermere neighbourhood. The parcel of land in question and the parcel of land to the south are two properties that were orphaned during the neighbourhood development process. The north property was orphaned when it was owned by the YMCA. As the parcel was not being developed the collector road to the site that should have been retained as 16 Ave was removed to accommodate more single family dwellings.

At the time there were no plans to develop the south parcel of land so there was no road access provided to that site either. The design of the road systems and abandonment of 16 Avenue did not provide for access to the parcels of land in the original design plans. In a proper design multi-family structures such as the one proposed are to be accessed via collector roads. Both of these parcels are at the end of local residential roads.

In an orderly development the most remote locations would be developed with proper access prior to the development of the more central locations. With improper development of multi-family structures the construction traffic is routed on the existing residential streets. The current roads are already over congested as will be shown in the results of the traffic study.

3.13 Bylaw 19266 To allow for medium density residential development, Windermere

A Transportation Impact Assessment was initiated in 2015 with a traffic count information update in 2019 at the intersection of Windermere Boulevard and Windermere Road. The five year old assessment was done during the development of the neighbourhood and is no longer relevant. The 2019 update was done not to look at the traffic in the community but to analyze the operation of the intersection and help in making adjustment to optimize traffic flow. One note from the update stated that ‘most of the time the queues were observed to be cleared within one green

cycle' they could have also stated that for busy hour traffic a wait of three or four green cycles is common.

For my traffic study I looked at three key areas: Whitelaw Drive north route, Windermere Road passes the schools and total traffic on the north leg of Windermere Boulevard and Windermere Road.

The study is based on travel routes for driveability and not on expected roadways for the most expected or direct route. This study is also based on commonly used design parameters and has not been revised to target a selected result. As a 'rule of thumb' traffic studies will use 10 vehicle trips per day generated per household. For this study I have used 7.92 Vehicles per Day (VPD) for single family dwellings (SFD) and 5.81 VPD for multi-family dwellings (MFD). I feel this is more in line with actual traffic and reduces any ideas of inflating the resulting numbers. I have included the traffic study as an attachment to this presentation.

Whitelaw Drive north route. The residential road was designed for traffic of 1000 vehicles per day (VPD). This road currently services the Windermere North and West Pointe communities with a traffic volume of 1719 VPD. If the two parcels of land were to be developed the south parcel zoned RA7 would add 581 VPD. The parcel in question requesting rezoning would add another 1017 VPD. This would place 3317 VPD on infrastructure designed for 1000 VPD. The resulting traffic is 3.3 times the design capacity. A separate roadway to a collector road is required for each parcel of land and should not be routed over existing residential streets. In the documentation is stated that the route between the sites is restricted to emergency vehicles only. It must be noted that the major of the traffic for the sites is routed over the north route of Whitelaw Drive.

Windermere Road – traffic passed the schools. Windermere road passed the schools was designed as a four lane collector road with mitigation. However, with parking on one side and school stopping on the other side this road becomes a two lane collector road designed for up to 10,000 VPD. Note that the employees at businesses in Windermere Plaza have been told to use on street parking as that business customers have more access to on-site parking. The traffic generated within the neighbourhood is calculated to be 9250 VPD without adding school traffic from other communities. If the parcels of land were to be developed the south parcel zoned RA7 would add 726 VPD. The parcel in question requesting rezoning would add 1017 VPD. With this the volume of traffic now totalling 11,223 is well above the expected traffic limits. The K-6 school and the K-9 school with a community playground should never have been located on such a high traffic route. Note that the Alberta Motor Association (AMA) does not support students as School Patrol near the intersection of Windermere Road and Windermere Boulevard. If you done not thing there is a problem, then as of my last count I came across 146 separate traffic signs on Windermere Road in the school zone, this many signs indicate there is a problem.

Windermere Road and Windermere Boulevard – north leg of intersection. As previously stated Windermere Road is used as a two lane collector road with a design capacity of 10,000 VPD. At this location the projected traffic passed the school is increased by an additional 5387 VPD as a result of the traffic generated by the local commercial and family condominium units. This is over 60% above the actual design recommendation. To avoid this leg of the intersection some traffic users in the neighbourhood will go to Windermere Wynd to access Windermere

Boulevard. There is now a plan in place to install traffic lights at the intersection of Windermere Wynd and Windermere Boulevard.

Speaker

Colin Van Buskirk P.Eng

I have been living in Edmonton for over fifty years and have followed the growth and development of the City. I have lived in Millwoods and Riverbend; I have been flooded out, gassed out and overwhelmed by traffic. I am very familiar with weaknesses in infrastructure. I have experience in all aspects of infrastructure from planning, design, and construction and to finance. I was the first resident in Windermere North and am well familiar with the neighbourhood growth and development.

I represent the Windermere North Neighbourhood Association (WNHA) that was formed in 2012 to monitor community development and provide a neighbourhood social network. The WNHA was formed prior to Windermere North being included in the Greater Windermere Community League (GWCL). The WNHA works closely with the GWCL with common members and at times has common executive members.

Traffic Study Area			
Location			
North of Windermere Boulevard	South of Anthony Road		
West of Twynelene Drive	East of North Saskatchewan River		
Key Traffic Areas			
1 Windermere Drive - north route	Road designed and build for 1000 trips per day.		
2 Windermere Road - traffic past schools			
3 Windermere Road - north link and Windermere Boulevard			
4 Total location traffic - north and west links at Windermere Boulevard			
Traffic identified is:			
1 Windermere Drive - north route		Trips per Day	
Currently Developed	1275	444	
West Pointe of Windermere			
Not Developed			
Land designated RA7	581		
Land under existing application	1017		
Total Trips per Day	3317		
2 Windermere Road - traffic past schools		Trips per Day	
Currently Developed	4966		
West Pointe of Windermere	1275		
One at Windermere	968		
Original Acavages	158		
Windermere Schools	2114		
Not Developed			
Land designated RA7	726		
Land under existing application	1017		
Total Trips per Day	11223		
3 Total Traffic/Trips (Windermere Road north of Windermere Boulevard)		Trips per Day	
Traffic past schools in	11223		
Add traffic generated by			
Windermere MFD	2257		
Windermere Plaza	3130		
Total Trips per Day	16610		
4 Other traffic points		Trips per Day	
Generated in location area but not on Windermere Road	34		
West Pointe of Windermere	2706		
Original Acavages	119		
Estates of Windermere	681		
Windermere MFD	119		
Windermere Plaza	348		
Total Trips per Day	4355		
Total Study Area Traffic in Trips Per Day (TPD) is:		20685	

Traffic Generation Areas				
Units	Trips per day	Trips per day	Total Trips per Day	
Windermere North				
Currently Developed	415	7.92	3287	
SFD	181	5.81	935	
Condos	128	5.81	744	4666
Apartment	175	5.81	1017	
Not Developed	125	5.81	726	1143
RA7 land	175	5.81	1017	
West Pointe of Windermere	173	7.92	1370	
SFDs				
One at Windermere				
SFD	801	7.92	3762	
(see 28 on Windermere Drive)	475			
Original Acavages	60	7.92	475	
SFD				
Estates at Windermere				
SFDs	60	7.92	475	
(plus 28 from One at Windermere)	26	7.92	206	881
Windermere Schools				
St John XXIII, 385 Windermere Road	12	4	48	
Buses	308	4	1224	
Personal vehicles	74	2	148	1420
Staff vehicles				
Total Trips per Day				
Constable Daniel Woodall, 315 Windermere Road	8	4	24	
Buses	147	4	588	
Personal vehicles	41	2	82	894
Staff vehicles				
Total Trips per Day				
Windermere Plaza Commercial Area				
Building 1	632			
Building 2	541			
Building 3	1005			3478
Total Trips per Day				
Windermere Plaza Multi Family Dwellings				
Building 1 Condominium 342	389			
Building 2 Condominium 344	459			
Building 3 Condominium 343	258			
Building 4 Condominium 388	372			
Building 5 Condominium 389	436			
Building 6 Condominium 384	445			
Total Trips per Day	2377			
Total Trips per Day	20586.1			

Page 2

Traffic Generation Areas				
Units	Trips per day	Trips per day	Total Trips per Day	
Windermere North Current Development				
The Windermere North community contains both Single Family Dwellings (SFD) and Multiple Family Dwellings (MFD). There are 181 Condominium units plus 128 apartment units located in Windermere Village. In total there are 415 SFD and 289 MFD units.				
The total traffic generated by these units is:				
1 2387 Trips per day for SFD.				
2 1679 Trips per day for MFD.				
All the traffic in Windermere North is directed on to Windermere Road directly or via Windermere Drive or Windermere Lane.				
By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:				
69 SFD have initial access directly to Windermere Road.				
45 SFD and 289 MFD have sheltered access to Windermere Lane.				
Of these it is estimated that 80% will go directly to Windermere Road.				
The remaining 20% will take Windermere Drive to Windermere Lane.				
It is taken advantage of a full turn at a four way stop.				
139 SFD along Windermere Drive will take Windermere Drive to Windermere Road.				
This includes units at Windermere Drive and Windermere Lane along Windermere Drive and units at Windermere Lane.				
161 SFD in the community will use the north route of Windermere Drive as the entrance/exit. This includes West Plaza, West Court, West Landing, and Windermere River Drive. Traffic from these areas avoid the south route of Windermere Drive as the route is limited to one lane due to vehicle parking.				
The resulting traffic is:				
Trips per day directly on to Windermere Road.	TPD			
69 SFD 7.92 TPD/Unit	546			
Trips per day via Windermere Drive to Windermere Road via				
45 SFD 7.92 TPD/Unit	364			
289 MFD 5.81 TPD/Unit	1679			
Trips per day via Windermere Drive to Windermere Lane via				
139 SFD 7.92 TPD/Unit	1101			
161 SFD 7.92 TPD/Unit	1275			
Total Trips per Day	4666			
The total traffic generated in the community is:	TPD			
The total traffic on Windermere Drive - north route is:	4666			
The total traffic on Windermere Drive - south route is:	1275			
The total traffic past the schools is:	4666			

Traffic Generation Areas				
Units	Trips per day	Trips per day	Total Trips per Day	
Windermere Village				
The multi-family developed (MFD) buildings are four story building that are either sold as condominium units or rented as apartment units.				
Units	TPD/Unit	TPD		
Windermere Village Apartments, 3707 Windermere Lane				
101-112	12			
201-212	12			
301-312	12	48	5.81	279
401-412	12			
Windermere Village Apartments, 3711 Windermere Lane				
101-120	20			
201-220	20			
301-320	20			
401-420	20			
Windermere Village Condos, 3715 Windermere Lane				
101-120	20	80	5.81	465
201-220	20			
301-321	21			
401-421	21			
Windermere Village Condos, 3719 Windermere Lane				
101-116	18			
201-220	20			
301-320	20			
401-420	20			
Total Trips per Day		78	5.81	453
Total Apartment Units	128			
Total Condominium Units	161	289	5.81	1679
Total Trips per Day				
Windermere Plaza Commercial Area				
Building 1	632			
Building 2	541			
Building 3	1005			3478
Total Trips per Day				
Windermere Plaza Multi Family Dwellings				
Building 1 Condominium 342	389			
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Building 3 Condominium 343	258			
Building 4 Condominium 388	372			
Building 5 Condominium 389	436			
Building 6 Condominium 384	445			
Total Trips per Day	2377			
Total Trips per Day	20586.1			

Page 4

Windermere Areas				
Windermere North Undeveloped				
In addition to the traffic generated in the Windermere North community there are two parcels of land that are undeveloped. Both these parcels would be in a position the generate traffic that would be routed entirely through the Windermere North community.				
1	The first of these parcels is 3.87 acres (1.49 hectares) of land that is zoned RA7. At this site it is expected that a multi-family development of 125 units would be built.			
	The total traffic generated by this development would be 726 Trips per day.			
	The entrance/exit point for all this traffic would be directed to the south intersection of Windermere Drive and Windermere River Drive.			
	It would be expected that due to the parking along the south route of Windermere Drive only 20% of the traffic would take that route. 80% of the traffic would go on Windermere Drive then on to the north route of Windermere Drive to go on to Windermere Lane and Windermere Road. The reverse would occur for entrance to the RA7 site location.			
	The resulting traffic is:			
	145 Trips per day via Windermere Drive south, and			
	581 Trips per day via Windermere Drive north.			TPD
	The total traffic generated in the community is:	726		
	The total traffic on Windermere Drive - north route is:	581		
	The total traffic past the schools is:	726		
2	The other parcel of land is 5.39 acres (2.18 hectares) currently zoned AG. There is an application to have this rezoned to C-2.			
	A housing would result in a population density of 81 units per hectare for a total of 175 multi-family units.			
	The total traffic generated by this development would be 1017 Trips per day.			
	The entrance/exit point for all this traffic would be directed on 18 Avenue to on Windermere River Drive. It is expected that all this traffic will enter and leave the community via the north route of Windermere Drive using Windermere Lane for access on Windermere Road.			
	The resulting traffic is:			
	1017 Trips per day via Windermere Drive north.			TPD
	The total traffic generated in the community is:	1017		
	The total traffic on Windermere Drive - north route is:	1017		
	The total traffic past the schools is:	1017		
Traffic Generation Areas				
				Page 5
West Point of Windermere				
West Point consists of 173 acres				
This Point has the following undeveloped points:				
1	Windsong Lane on 130 Street/Windermere Road			
2	Windermere River Drive on 130 Street to Windermere Road			
	By studying the design of the community, consultations with community members and by observation of traffic it can be determine with a fair degree of confidence that the traffic will be distributed as:			
	117 TPD in Windsong Lane			
	58 TPD in Windermere River			
	The traffic on Windsong Lane amounts to 826 Trips per day			
	90% of this traffic will continue from 130 Street on to Windermere Road.			
	This amounts to 826 Trips per day			
	The estimate of 10% of the traffic will turn on to Windermere Road is on order of 117 Trips per day			
	The total traffic generated in the community is:			
	The total traffic on Windermere Road - north route is:			
	The total traffic past the schools is:			
	Total traffic, not on Windermere Road is:			
		TPD		
		1370		
		444		
		1279		
		94		
On at Windermere				
By removing 28 TPD from On at Windermere and placing them in the Estates of Windermere are will 475 TPD in On at Windermere				
The majority of the traffic will be directed to the Estates of Windermere Road.				
By studying the design of the community, consultations with community members and by observation of traffic it can be determine with a fair degree of confidence that 475 TPD will turn Wood Place on to Windermere Road going west				
110 TPD from Windermere Road will turn on to Windermere Road.				
122 TPD from Wood Place on to Windermere Road.				
With this information the traffic expected on Windermere Road is				
The traffic from Wood Place on to Windermere Roadwest is 340 Trips per day				
The traffic from Windermere Road west is 245 Trips per day				
The total traffic generated in the community is				
The total traffic on Windermere Road - north route is				
The total traffic past the schools is				
Total traffic, not on Windermere Road is:				
		TPD		
		3752		
		0		
		968		
		2798		
				Page 6

Page 3

Traffic Generation Areas

West Pointe of Windermere

West Pointe consists of 173 SFD.

West Pointe has two entrance/exit points:

- 1 Windermere Lane on to 173 Street/Windermere Road

- 2 Windermere River Drive on to Windermere Drive then to Windermere Road

By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:

- 56 SFD to Windermere Lane

- 117 SFD to Windermere Road

The traffic to Windermere Lane would be 826 Trips per day.

80% of the traffic will continue from 173 Street on to Windermere Road. This amounts to 652 Trips per day.

The estimate of 10% of the traffic will turn on to Windermere Drive in order to avoid the traffic congestion going south to the intersection of Windermere Road and Windermere Boulevard.

This is about 85 Trips per day on Windermere Drive and east to Windermere Boulevard.

The total traffic generated in the community is:	TPD
The total traffic on Windermere Drive - north route is:	1370
The total traffic past the schools is:	444
Total traffic on Windermere Road is:	1276
Total traffic on Windermere Road is:	94

One at Windermere

By removing 28 SFD from One at Windermere and placing them in the Estates of Windermere we are left 475 SFD traffic units to consider.

The majority of the traffic from One at Windermere has a choice of two entrance/exit routes, Windermere West and West Gate on to Windermere Road.

By studying the design of the community, consultation with community members and by observation of traffic it can be determined with a fair degree of confidence that the traffic will be distributed as:

- 40 SFD from West Plaza on to Windermere Boulevard going east.

- 315 SFD from Windermere West on to Windermere Boulevard.

- 122 SFD from West Gate on to Windermere Road.

With this information the traffic expected from One at Windermere is:

The traffic from West Plaza on to Windermere Boulevard is 340 Trips per day.	TPD
The traffic on Windermere West is 2455 Trips per day.	3762
The traffic on Windermere Road is 968 Trips per day.	968
The total traffic generated in the community is:	3762
The total traffic on Windermere Drive - north route is:	3762
The total traffic past the schools is:	968
Total traffic on Windermere Road is:	2766

Page 4

Page 6

Traffic Generation Areas				
Units	Trips per day	Trips per day	Total Trips per Day	

Windermere Community

How Much is
Too Much?

Submitted by Rose & Dave
Hohnstein



Who are the Residents of Windermere?

- The residents are comprised of young families who have just purchased their first home, and seniors who have built their retirement dream homes.
- We have invested our life savings, make monthly mortgage payments, pay our taxes, and do our best to feed and support our families. We have children, grandchildren, parents sharing our homes, and of course, we have our pets.
- We have created a community.

What is it that we want?

- Our wants are pretty basic. We want a community where our children can play in their front yards, learn to ride their bikes, and where they can walk or ride their bike to the school. We want to visit with our neighbours, walk our pets, and take our kids to the playground. We want a quiet and safe community where we can raise our families and sleep well at night.

How do we currently feel?

- Emotions are running high in our community as we are angry, frustrated, and fearful.
- We are struggling with existing and ever-increasing:
 - high-density development
 - high noise levels
 - poor ingress/egress
 - overwhelming high-volumes of traffic
 - frustrated drivers that race down our narrow local roads (one car at a time passage)
 - safety risks to our families
 - poor community livability
- This new application for additional 175 units pushes our frustrations to a new level.
- And it won't be just us. We fully anticipate that the new residents of the proposed development will feel same anger and frustration that we do.

What is the cause of these issues?

Over-populated community with inadequate infrastructure

High volumes of traffic

Compromised safety

Poor community livability

Unrealistic high density in an area that has only one access point.

The overall access to our community is restricted, as it is closed in by the ravine and Terwilliger Drive (southeast), the ravine and Anthony Henday (northeast), and the North Saskatchewan River (north and northwest).

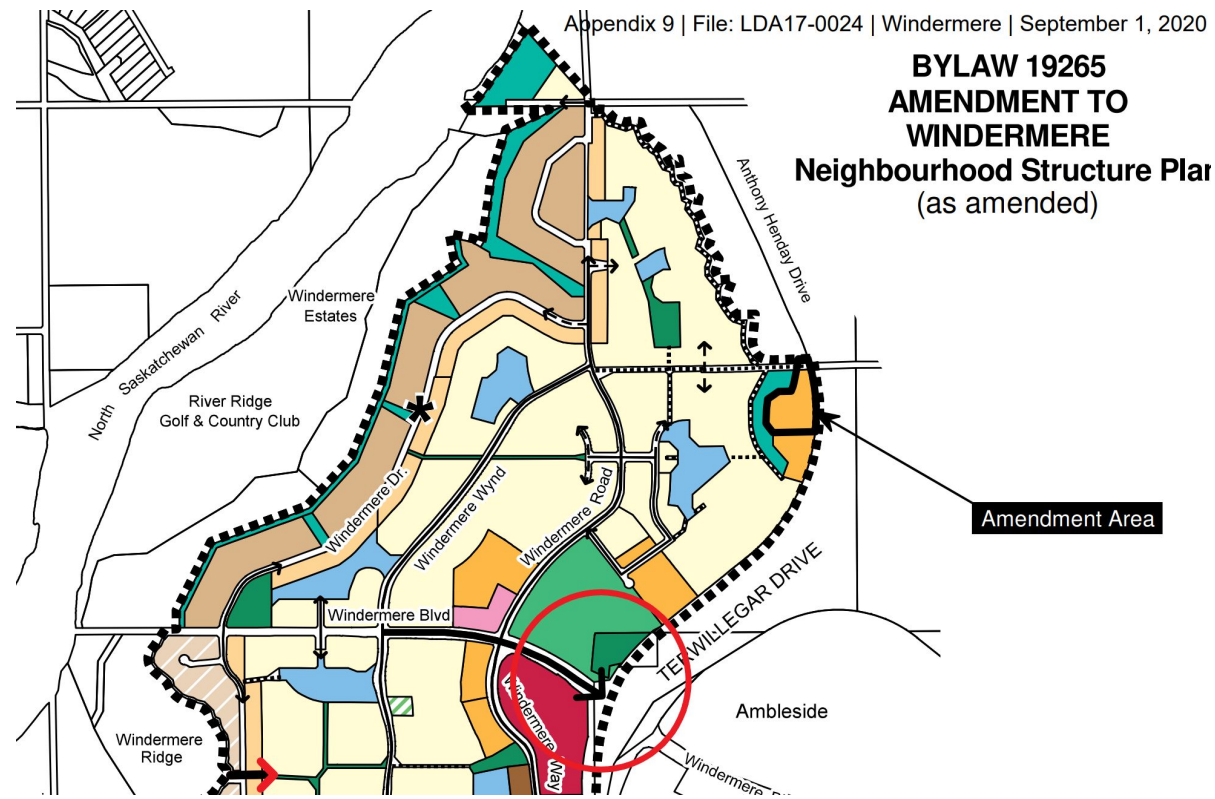
This leaves the entire community with **only one main point of ingress/egress** on Windermere Blvd.

To further congest our access point, Windermere Blvd. is shared with 2 schools, a high-density residential and commercial districts to the south and to the west.



Desktop Exercise – Emergency Evacuation

Q: If the river valley to the west is on fire, and parents rush to the schools to rescue their children, how do we evacuate 1,653 residences, 2 schools, and 83 businesses, with one-lane roadways and only one evacuation point?



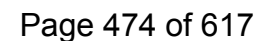
Safety - How is only one point of evacuation for an entire community acceptable?

- One access point is a significant safety concern.
- One access point creates major congestion and traffic delays causing immense driver frustration.
- One access point funnels the traffic in front of the two schools and the playground. This is the **last place** where high-volumes of traffic should converge.
- One access/evacuation point defies all levels and types of legislation.

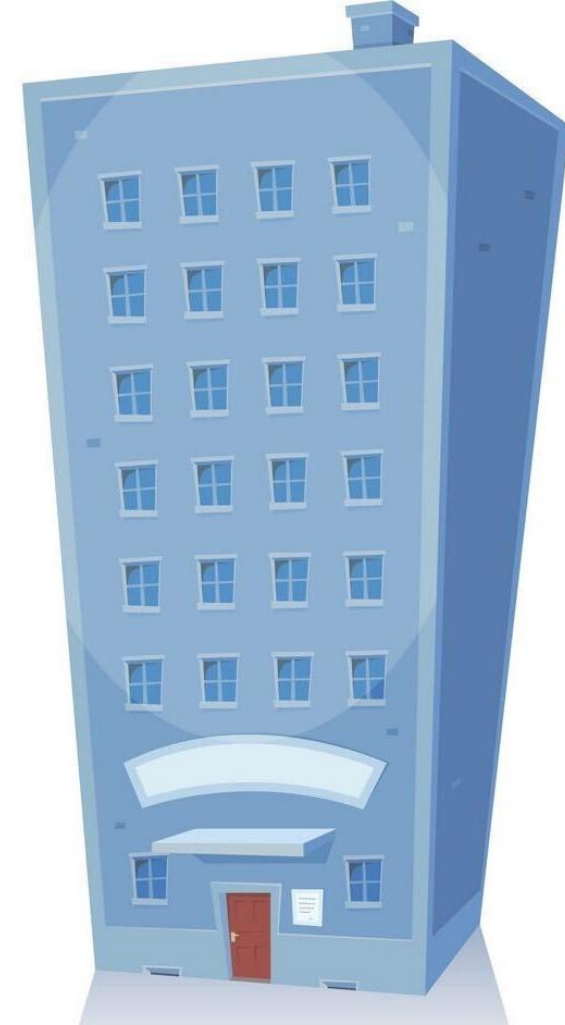
Commercial aircraft, schools, busses, commercial buildings, institutions, utility infrastructure, industrial sites, etc. **all are heavily regulated and have strict safety requirements to deal with maximum allowable occupancy, emergency access, incident prevention, and require multiple evacuation points and associated protocols.**

Q: Why do basic safety principles not apply to a community that holds 1,653 residences, 83 commercial sites, and 2 schools?

Q: Would you fly on an airplane that has only one emergency exit and no evacuation plan?



Q: Would the City of Edmonton approve a 100 unit apartment building with only one door?



Never say never...

- 1979 Millwoods explosion and evacuation
- 1987 Sherwood Park/Clairview /Evergreen Park tornado
- 2007 MacEwan neighbourhood fire
- 2016 Fort McMurray Wildfire and evacuation, etc.
- Community evacuation and emergency vehicle access is a very real need that cannot be discounted. Windermere North has compromised access to these basic necessities for survival
- The proposed development will significantly compromise ingress/egress and the safety of all community residents



How would we evacuate the Community?

Q: In the event of a major incident, **what is the City's plan** on how to evacuate **1,653 residential units (not including the proposed development(s))**, **2 schools**, and **83 businesses**? Adjacent communities will compound the issue as they evacuate as well.

Q: How will emergency vehicles access our community on one-car roadways while everyone is trying to evacuate?

Q: Where will we go when our only escape is to the south and the roads are impassable?

Q: Will the elderly, mobility impaired, and families with their small children and pets in tow, be forced to evacuate on foot? What would we do in the winter months with snow drifts, windrows, and flesh-freezing temperatures? How will families jump the community's **8 foot perimeter fence** to evacuate? How many will be left behind to perish? How will the City handle the thousands of homeless without their vehicles?

Q: What would the outcome have been if the Fort McMurray residents were without vehicles and forced to evacuate on foot?

How much is too much?

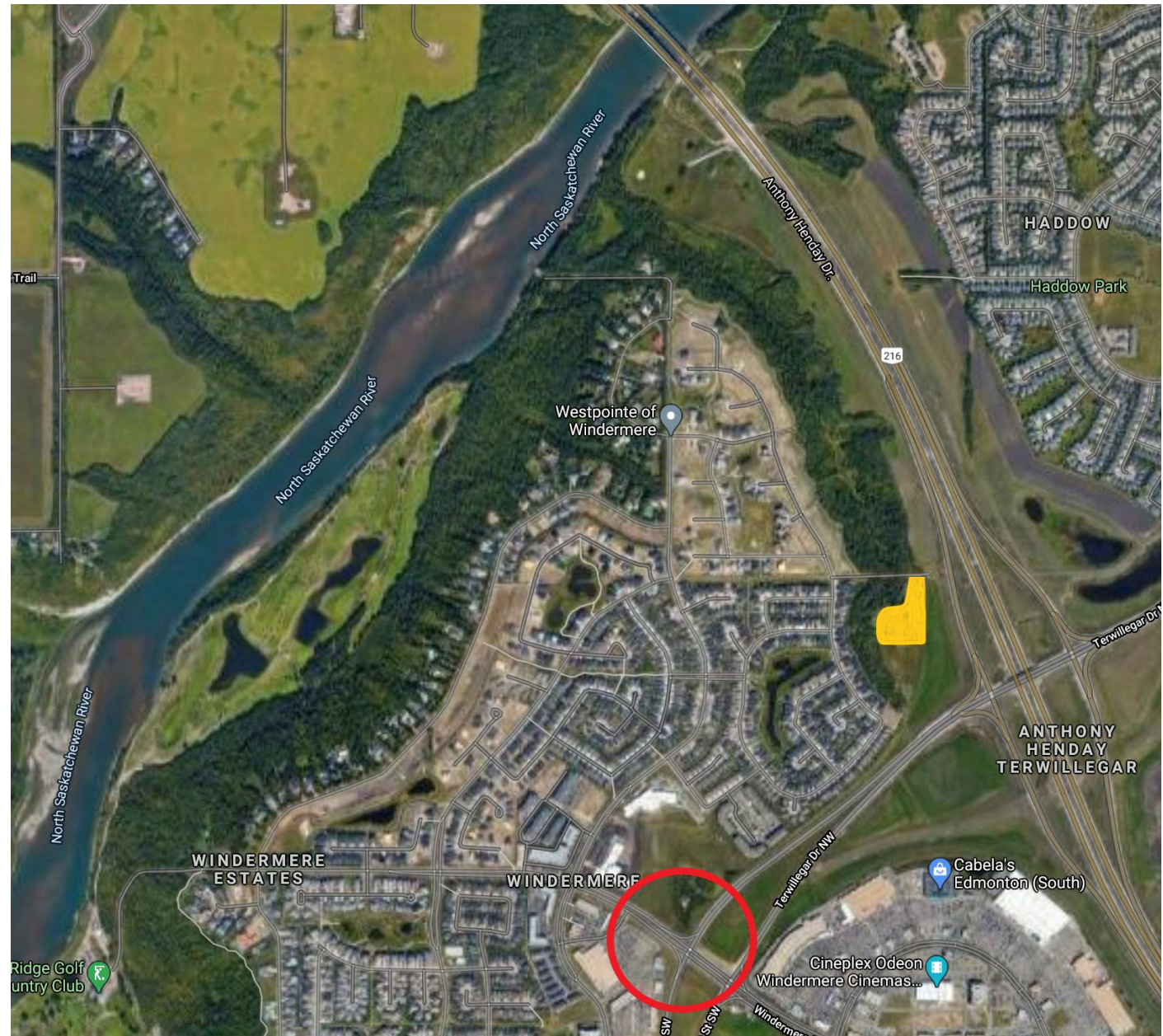
Our roads are narrow, and can only accommodate one vehicle passage at a time.

Daily, there are long traffic line-ups just to get in and out of our community.

Drivers are frustrated and often reach their breaking point. And, this is without the proposed develop and current home construction at only 85-90% of completion.

This re-zoning will create upwards of 175 new dwellings. Ultimately, and an additional 1,494 vehicle daily trips, adding to the congestion driving past the schools each day.

These additional dwellings do not take into account the impact of the 80 plus dwellings that are already approved for the property immediately south of the property of discussion (currently is for sale and undeveloped).



How can this be acceptable?

The *City of Edmonton 2015 Edmonton and Region Household Travel Survey Overview* states that each household contributes an average of **8.54** daily trips.

Once all currently planned residences in the community are occupied, there will be approximately **14,117 vehicles per day** driving past the schools and associated playground zone.

Is there really room to add more traffic?



On August 13, 2020, a child was hit by a car in front of the school. It will happen again.

- After the dozens and dozens of near misses between cars and kids in front of the schools and on the side streets, on August 13, 2020, our worst fears were realized. We witnessed the aftermath of a child being struck by a car directly in front of the schools. Our hearts broke as we saw the child's mangled bike, the distraught driver, two police cars, and a half-dozen pre-teens on their bikes being interviewed by the police. All were clearly rattled.
- Increased traffic will proportionately increase the likelihood of future incidents and a child losing their life.

How much is one community expected to endure?

We are frustrated, overwhelmed, and angry.

We have already endured:

- 10 years of high traffic volumes
- 10 years of residential and commercial construction
- 6 sets of lottery homes
- Builder show homes far too numerous to count



How much is one community expected to endure?

Noisy, mud covered, heavy equipment

- cement trucks
- dump trucks
- large bulldozers & earthmovers
- double flat beds, semi's, contractor trucks and trailers
- cranes, hydrovacs, etc.

Every day, all day long, 7 am to 7 pm.



How much is one community expected to endure?

And more heavy equipment destroying our roads....



How much is one community expected to endure?

Backing out of our driveways is becoming an extremely difficult task.

The prospect of 10 more years of construction with heavy equipment traveling our narrow local roads is gut wrenching.

These pictures are only a small sample of the construction vehicles driving our street in a one-hour period.



Dangerously high water levels

- In addition, our lake is frequently exceeding capacity due to over-development. More roofs and pavement = more water in the sewer system.
- During a recent 2-hour rainfall, the water level rose 52" above normal.
- Dozens of trees around the lake are dead or dying as a result of continual flooding.
- An additional 10" will submerge the pathway.
- An additional 17" will flood our gardens and yards.
- An additional 25" will flood our homes.
- It will be extremely costly for the City to upgrade the drainage system to accommodate the increased run-off caused by the new development.



Social & financial impacts on community families

- Our quality of life and livability in our community is being destroyed.
- Our community is already well-known for high-traffic, congestion, and long travel times just to get to Terwillegar Drive (10 to 15+ minutes during peak hours). We now have a reputation as an undesirable community.
- Our real estate values are being reduced accordingly, as our homes are selling for far less than their original value. It is becoming increasingly harder to sell homes in this community. Additional development will drive the values down further, financially destroying many of our families. As the values continue to drop, residents will expect the City to reduce property taxes accordingly.

Social & financial impacts on community families

- School capacity will also be impacted. The schools are already over-crowded, and children living in the new development will displace children already living within the community. Due to the long walking distance (1.2km) and poor location of the new development, even more traffic will be generated as the parents will need drive their kids to and from the schools and the playground.
- All for what? No one will win. The proposed development site is an undesirable, noisy, poorly located property next to one of the city's largest and busiest vehicle interchanges. There are already hundreds of vacant condominiums across the city and in Windermere, in far better locations.
- We will lose. The developer will lose. The City of Edmonton will lose.

Can the City build us a park where we can walk and ride our bikes?

We are squeezed out of our own neighbourhood.

Our livability is gone as our community is no longer family and recreation friendly.

Each and every week there are new stories (social media postings) of children narrowly escaping being hit by vehicles in front of the school and the playground. **Yes, this is a weekly occurrence.**

Children cannot play in the front yards of their homes, ride their bikes down the street, or walk alone to the school or playground.

Parents must constantly supervise and escort their kids everywhere. Even the sidewalks are dangerous. Children **and most adults** ride their bikes on the sidewalks as our local roads have treacherous high volumes of racing traffic.



Repair and Accountability

Community anger and frustration will turn into outrage that will demand solutions.

To support and recommend increasing traffic volumes to their breaking point, then to offer mitigation by reducing speeds and adding more signs on the street, is completely ignorant and unintelligent. Last year the City added more signs in front of the schools. Now there are **over 100 individual signs** on the short span of road in front of the schools. Kids, cars, signs, lights.... It's all too much.

No one would declare the widening of the Anthony Henday unnecessary and recommend speed reduction as the solution. Unreasonable traffic volumes on inadequate residential infrastructure creates dangerous, distracted, frustrated drivers.

This will result in a **multitude of costly consequences for the City** that the City will eventually need to address and repair. As the consequences unfold and the costs rise, the City Planning and Council members who supported this development will be held accountable by the community, and by the City's own administration.

There are some things that "sorry" won't fix. Development can't be undone, and sadly, it will be far too late to exercise the good judgement and foresight that is clear to all of us right now.

Please help us

Our community has been in pain and anguish for years. The issues in our community are already terrible. Please don't make it worse.

Please, please, please, help us.

Charter Bylaw 19266

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3004

WHEREAS Lot 1, Plan 9220825; located at 16449 - 16 Avenue NW, Windermere, Edmonton, Alberta, is specified on the Zoning Map as (AG) Agricultural Zone; and

WHEREAS an application was made to rezone the above described property to (DC1) Direct Development Control Provision;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 1, Plan 9220825; located at 16449 - 16 Avenue NW, Windermere, Edmonton, Alberta, which lands are shown on the sketch plan annexed hereto as Schedule "A", from (AG) Agricultural Zone to (DC1) Direct Development Control Provision.
2. The uses and regulations of the aforementioned DC1 Provision are attached as Schedule "B".

3. The sketch plan attached as Schedule "A" and the uses and regulations of the DC1 Provision shown on Schedule "B" attached are hereby incorporated into the Zoning Bylaw, being Part IV to Bylaw 12800, The Edmonton Zoning Bylaw.

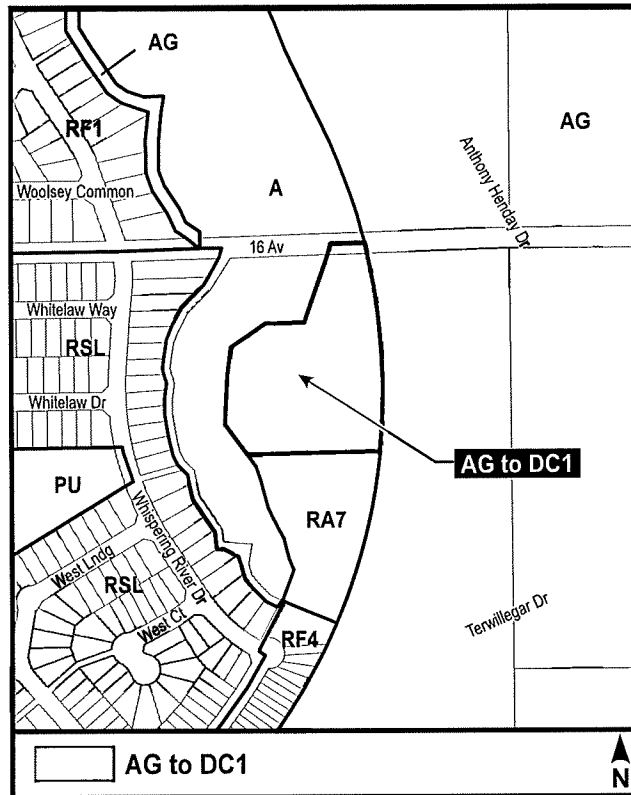
READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19266



SCHEDULE “B”**(DC1) DIRECT DEVELOPMENT CONTROL PROVISION****1. General Purpose**

To accommodate opportunities for the development of medium density residential uses on the Site. Prior to the issuance of a Development Permit an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.

2. Area of Application

This provision shall apply to Lot 1, Plan 9220825, located at 16449 – 16 Avenue NW, as shown in Appendix I of this DC1 Provision.

3. Uses

- a. Duplex Housing
- b. Limited Group Home
- c. Minor Home Based Business
- d. Multi-unit Housing
- e. Residential Sales Centre
- f. Semi-detached Housing
- g. Urban Gardens
- h. Fascia On-premises Signs
- i. Projecting On-premises Signs
- j. Temporary On-premises Signs

4. Development Regulations

- a. The Residential Sales Centre use shall be limited to the sale of units located on the Site.

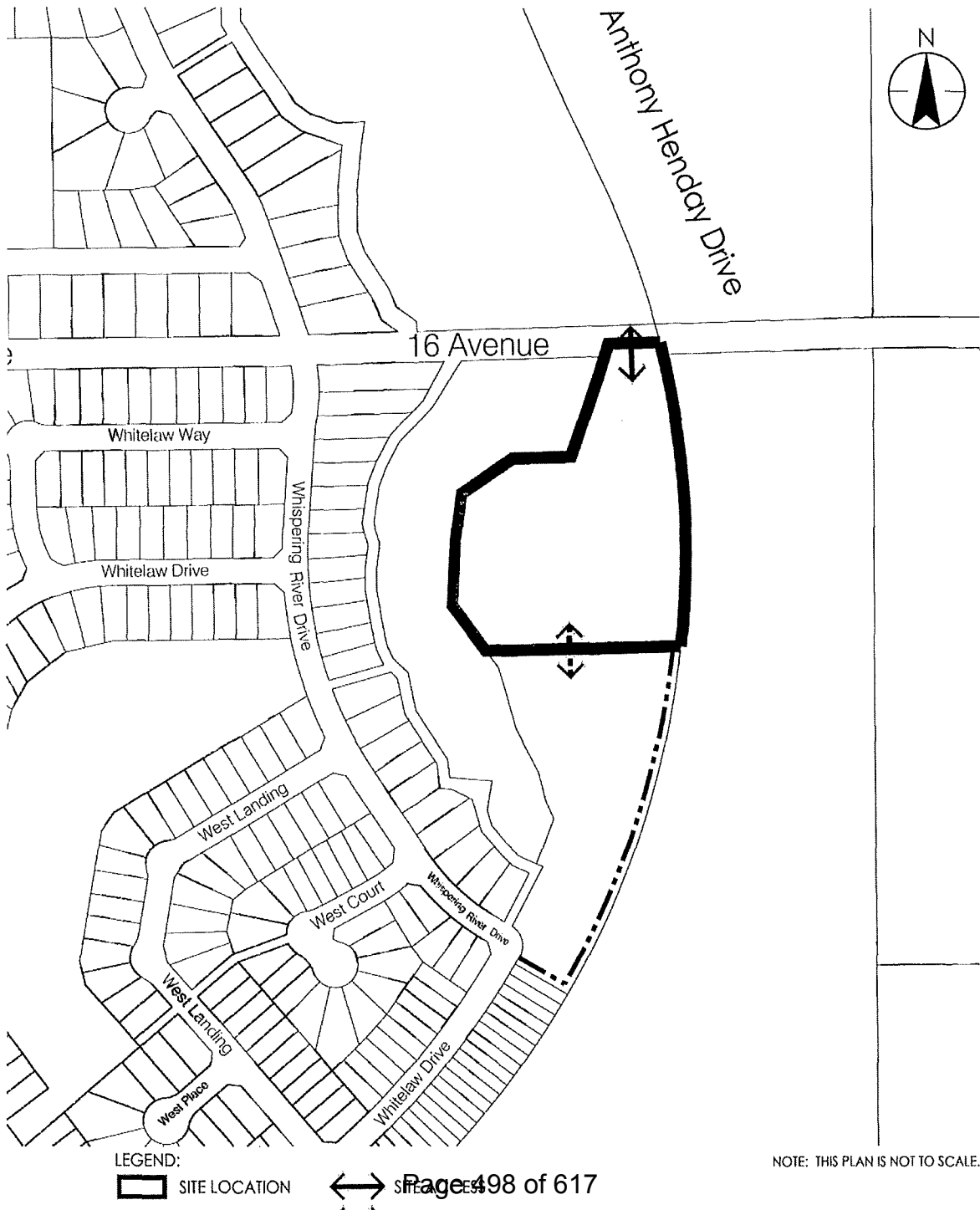
- b. The maximum Density shall be 81 Dwellings/ha and the maximum number of Dwelling units shall be 175 units.
- c. The maximum Height shall not exceed 14.5 m for flat, mansard, and gambrel roofs, or 16.0 m for a roof type with a pitch of 4/12 (18.4 degrees) or greater.
- d. The maximum Floor Area Ratio shall be 2.3. The maximum Floor Area Ratio may be increased to 2.5 where:
 - i. a minimum of 10 percent of Dwellings have a Floor Area greater than 100m²; and
 - ii. the average number of bedrooms in the Dwellings is at least 3.
- e. The minimum Front Setback shall be 4.5 m.
- f. The minimum Rear Setback shall be 7.5 m.
- g. The minimum Side Setback shall be 1.2 m, except:
 - i. for buildings over 10.0 m in Height, the portion of the building above this Height shall require a minimum Side Setback of 3.0 m; and
 - ii. for all buildings, the minimum Side Setback shall be 3.0 m Abutting a flanking public roadway other than a Lane.
- h. Surface parking is not permitted to be located between any building and a public roadway.
- i. Side, front, and rear Facades shall include design techniques including, but not limited to, the use of varied rooflines, variations in building Setbacks, and articulation of building Facades, in order to minimize the perception of massing, eliminate large uninterrupted expanses of wall, and provide visual interest when the structure is viewed from an adjacent Lot or roadway.
- j. Soil above underground parking facilities shall be sufficient depth to accommodate required landscaping, including trees, shrubs, flower beds, grass, and ground cover.
- k. Separation Space shall be provided in accordance with Section 48 of the Zoning Bylaw as amended.
- l. Amenity Area shall be provided in accordance with Section 46 of the Zoning Bylaw as amended.
- m. The Development Officer may require information regarding the location of windows and Amenity Areas on adjacent properties to ensure the windows or Amenity Areas of the proposed development are placed to minimize overlook into adjacent properties.
- n. Signs shall comply with the regulations found in Schedule 59B of the Zoning Bylaw.
- o. Vehicular access to the Site shall be in general accordance with Appendix I. The exact location of the access shall be determined at the time of Development

Permit application, to the satisfaction of the Development Officer in Consultation with Subdivision and Development Coordination, and in consideration of the finding in the Environmental Impact Assessment for the 16 Avenue corridor and ravine.

- p. The Owner shall register an emergency access easement through the site and the southern lot (Lot 1, Block A, Plan 1125801) to accommodate the secondary emergency access through Whispering River Drive. The exact location and configuration of the emergency access shall be determined at the Development Application stage prior to the issuance of a Development Permit Application, to the satisfaction of Planning Coordination and Fire Rescue Services.
- q. The Owner shall register a drainage and utilities easement, as generally shown in Appendix I, to ensure servicing to the development through the lot to the south legally described as Lot 1, Block A, Plan 1125801.
- r. The site and development-specific geotechnical recommendations for design, construction, top of bank setbacks and building setbacks are contained within the Slope Stability Analysis report dated May 1, 2017 and subsequent memorandums dated November 22, 2017, December 5, 2018, and April 5, 2019, prepared by Alpha Androit Engineering retained by DGE Civil Consultants, and the memorandum dated April 20, 2020 prepared by Englobe retained by DGE Civil Consultants. The development and site restriction guidelines shall be met as a condition of issuance of Development Permit, to the satisfaction of the Development Officer. The recommended top of bank and building setback are illustrated in Appendix II.
- s. The owner shall enter into a Servicing Agreement with the City of Edmonton for off-site work associated with the development, which includes but is not limited to the following:
 - i. Construction of 16 Avenue to the City of Edmonton's Complete Streets Design and Construction Standards, from Whispering River Drive to the east limit of the site. The roadway construction is to include a 3.0 m shared use path along one side of the roadway and a turnaround at the east terminus of the roadway.
 - ii. Payment for any required modifications to the existing zebra marked crosswalk and signage along Whispering Rive Drive at 16 Avenue.
 - iii. Construction of the top-of-bank shared use path, and landscaping, along the west side of the site.
 - iv. Upgrading of public pedestrian Walkway systems, roads, or Lanes adjacent to the Site may be required to the satisfaction of the Development Officer and the applicable City department.
 - v. The agreement process, which includes an Engineering Drawing review and approval process, must be signed prior to the release of the drawings for Building Permit review.

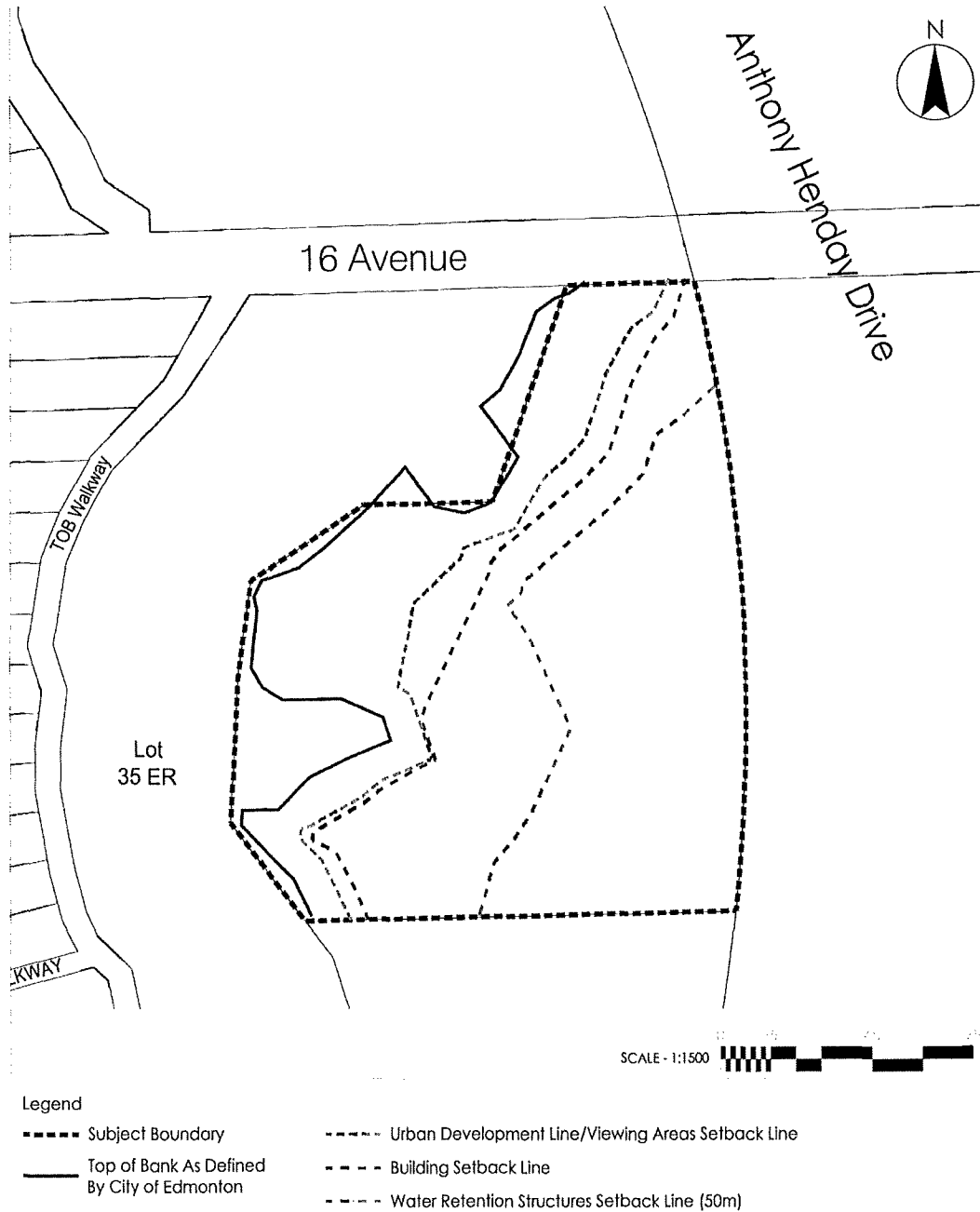
- vi. Urban Growth and Open Space Strategy shall be circulated at Engineering Drawing Review to confirm top of bank adherence to the Environmental Impact Screening Report. A note must be added on the grading and landscape drawings that "Urban Growth and Open Space Strategy shall review top of bank development and Environmental Impact Screening Report requirements as per the DC1 requirements.
- t. The owner shall register a public access easement on the Certificate of Title for the property to allow for public use of the portion of the turnaround located on private property at the east terminus of 16 Avenue. The City of Edmonton will be a party to this easement and the easement must stipulate that the owners may not discharge the easement without the express written consent of the City of Edmonton. The City of Edmonton, Law Branch, will prepare the easement document. The owner must complete the easement document details and return the signed easement to the Law Branch. The City will review and execute the agreement, and the fully executed easement will then be returned to the owner who is required to register the easement on all affected Certificate of Title and provide proof of the easement registration to the Development Officer prior to the release of the drawings for the Building Permit.
- u. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- v. Prior to the issuance of a Development Permit an Environmental Impact Screening Report, in accordance with Schedule D of the North Saskatchewan River Valley Area Redevelopment Plan shall be submitted and approved by City Council for the construction of 16 Avenue, from Whispering River Drive to the Transportation Utility Corridor. City Council may require that any identified adverse impacts be eliminated, minimized or mitigated through design and landscaping measures.

Appendix I: Site Location



Appendix II: Top of Bank Setbacks

DC1 - TOP OF BANK SETBACKS



City of Edmonton Planning Department - 2014-2015

Amendment to the Fort Road Old Town Master Plan

Recommendation

That Attachment 1 of the September 1, 2020, Urban Form and Corporate Strategic Development report CR_8111, to amend the Fort Road Old Town Master Plan, be approved.

(This recommendation can be considered after the Statutory Public Hearing)

Purpose

To revise direction for future development of the Station Pointe Lands along Fort Road.

Advertising and Signing

This amendment has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020.

Position of Administration

Administration supports this proposed amendment.

Report

The amendment proposes to amend the Fort Road Old Town Master Plan to revise the Concept Plan and text throughout from 'high density residential' to 'medium to high density residential' for the area of the proposed rezoning in the associated Charter Bylaw 19262. The proposed amendment will revise Map 6: Overall Concept Map to align it with the work that has been completed in the area, and will remove Map 7: Old Town Master Plan Concept and Map 9: Old Town Area Land Use Concept. Additional revisions to the text are also proposed in order to provide consistency throughout the plan.

Public Engagement

Prior to making an application for rezoning, Administration, as the applicant, mailed notices to surrounding properties within one kilometre of the site on May 22, 2019. These notices provided information for a Public Engagement Session, which was later held on May 30, 2019. The session was to provide information about the status of

the Station Pointe lands and to solicit feedback prior to submitting a rezoning application for the area.

Following this session, the application for rezoning was submitted and advance notice was mailed out to surrounding property owners, the Balwin, Belvedere and Hairsine Community Leagues and the Edmonton North District Council of Community Leagues on October 16, 2019. No responses were received.

Notices for a public engagement session were sent to the same recipients as well as an expanded radius of property owners on January 15, 2020. The session was held on January 29, 2020. Feedback received is summarized in the attached Administration Report and the "What We Heard Reports" from both sessions are appended to the attached Administration Report.

Attachments

1. Amendment to the South Industrial Area Outline Plan
2. Administration Report

Amendment to the Fort Road Old Town Master Plan

1. That the Fort Road Old Town Master Plan be amended by
 - a. deleting the second sentence of the first paragraph under “Goals, Objectives and Principles” under the Executive Summary and replacing with “In doing so the project will result in opportunities for commercial activity and further medium to high-density residential housing within walking distance of the Belvedere LRT station, a greatly improved pedestrian environment and increased LRT ridership.”;
 - b. deleting the text of the second bullet point under “The Concept” under the Executive Summary and replacing the text with “The development of medium to high-density residential housing (approximately two hectares) between Fort Road and the CN/LRT tracks as well as the upgrade of existing businesses along Fort Road and the development of new commercial, office, and residential mixed-use developments to create a new urban village”;
 - c. deleting the “Old Town Master Plan Concept” under the Executive Summary;
 - d. deleting the second sentence of the third paragraph under 1.1 The Master Plan and replacing with “Redevelopment will result in opportunities for business activity, further medium to high-density residential housing, a greatly improved pedestrian environment and increased LRT ridership.”;
 - e. deleting the first sentence of the fourth paragraph under 1.1 The Master Plan and replacing with “The development will involve the widening of Fort Road and the development of medium to high-density residential units and the opportunity for mixed-use and commercial uses in close proximity to the LRT station.”;
 - f. deleting Section 3.1.6 in its entirety;
 - g. deleting the last sentence of the paragraph under Section 4. The Proposed Development;
 - h. deleting “Map 6: Overall Planning Concept” and replacing with “Map 6: Overall Planning Concept” as shown on Appendix “A” of this Resolution;
 - i. deleting “Map 7: Old Town Master Plan Concept” and accompanying explanation text to the left of the map;

- j. deleting “High-density residential” under the sixth bullet point under Section 4.2 and replacing with “ Medium to high-density residential”;
- k. deleting the second and third paragraphs and the first sentence of the fourth paragraph under 4.2.3 and replacing with “The proposed development will allow for commercial development along Fort Road and medium to high density residential development in the area between Fort Road and the CN/LRT rail line. The area in between will be mixed use with commercial and residential uses.”;
- l. deleting the first sentence of the second paragraph under “Fort Road - Main Street Commercial” under Section 4.2.3 and replacing with “The ground floor of the buildings along Fort Road are encouraged to be commercial units and/or retail shops where the development of plazas, sidewalk cafes and pedestrian oriented services will be encouraged.”;
- m. deleting the “High Density Residential Area” section under 4.2.3 and the rendering and caption to the left of this section, and replacing with the following:

“Medium to High Density Residential Area

The Fort Road Old Town area is ideally suited for medium to high density residential development. Providing higher densities of residential living adjacent to the Belvedere LRT station will enhance the ridership of the LRT, provide transportation and lifestyle choices for Edmonton’s citizens, and further support Fort Road as a walkable neighborhood.

This residential area will provide a range of housing types from townhouses to medium rise apartment developments. Ground floor units are encouraged to have individual access to the tree lined streets. This will ensure an attractive pedestrian environment for residents.

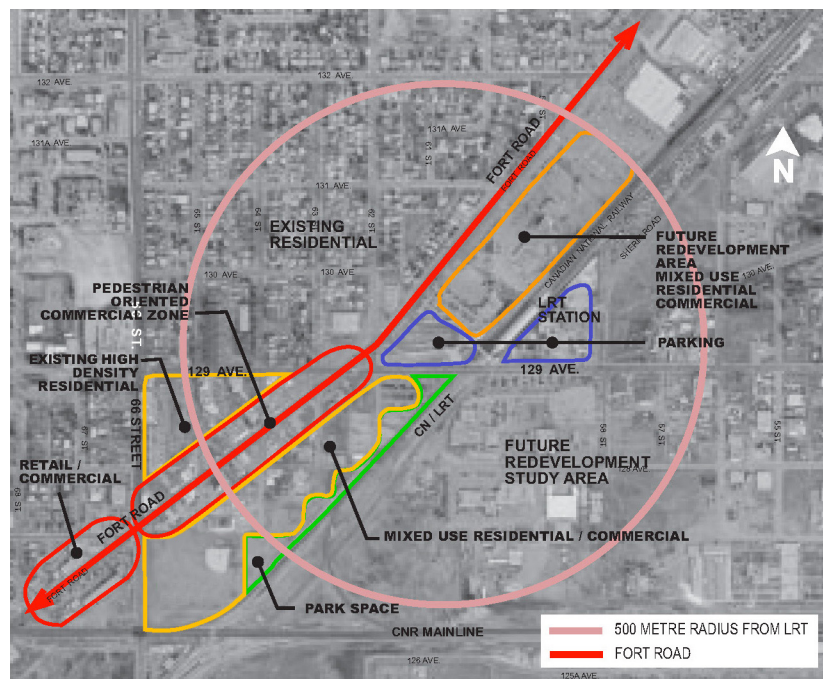
Parking will be accommodated through a combination of on and off-street parking. Integrated parking structures above or below grade are encouraged for all residential development.

Interior courtyards and rooftop terraces are encouraged to provide attractive outdoor semi-private space for residents while the proximity to the Fort Road business district presents opportunities for casual dining and spontaneous shopping.”;

- n. deleting the first sentence under “Mixed Use Area” under Section 4.2.3 and replacing with “The area between the Fort Road commercial strip and the medium to high density residential area will be a truly mixed use area.”;

- o. deleting “Map 9: Old Town Area Land Use Concept”;
- p. deleting “high density” from the second sentence of the second paragraph under 4.2.4, “Open Space and Pedestrian Circulation”, and replacing with “medium to high density”;
- q. delete Section 4.3 in its entirety, including “Map 10: Existing and Proposed Zoning”; and
- r. deleting the second sentence of the second paragraph under Section 7.

APPENDIX "A"



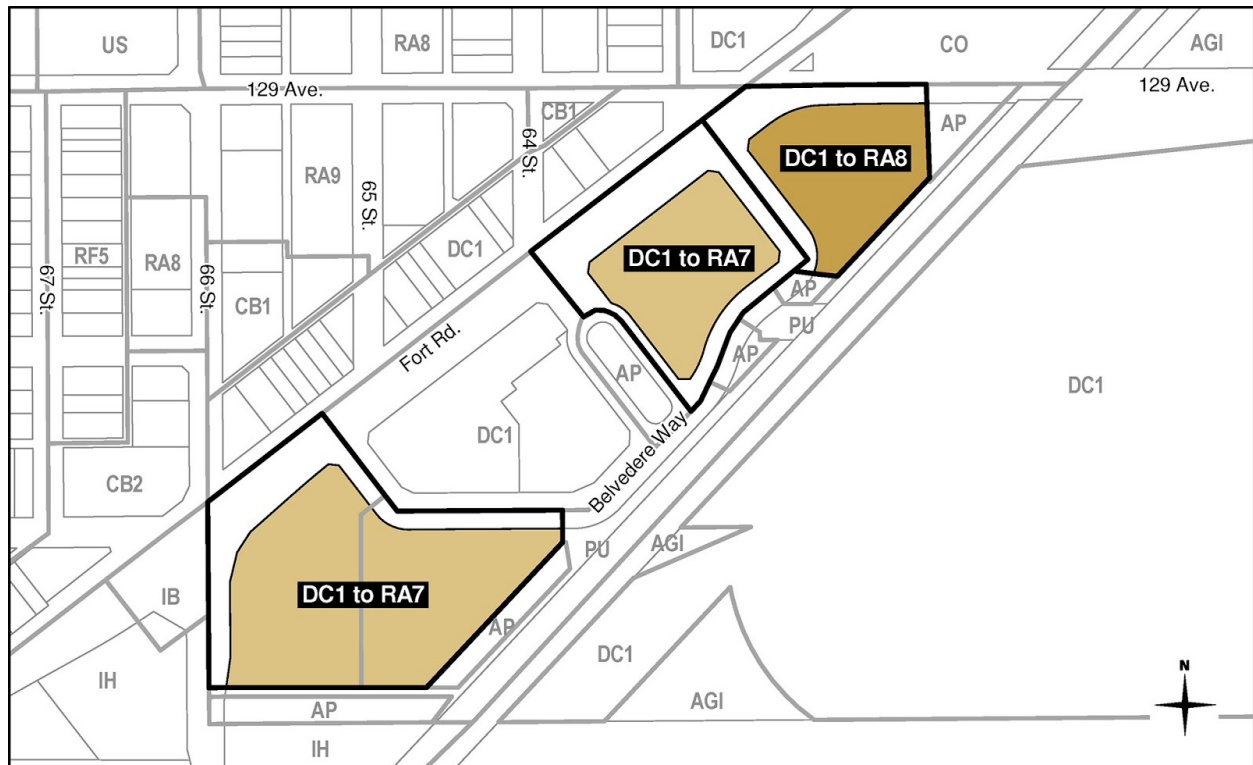
Map 6: Overall Planning Concept



ADMINISTRATION REPORT REZONING, PLAN AMENDMENTS BELVEDERE

404 Belvedere Gate NW and 504, 560 & 580 Belvedere Way NW

To allow for low and medium rise apartments on portions of the Station Pointe Lands.



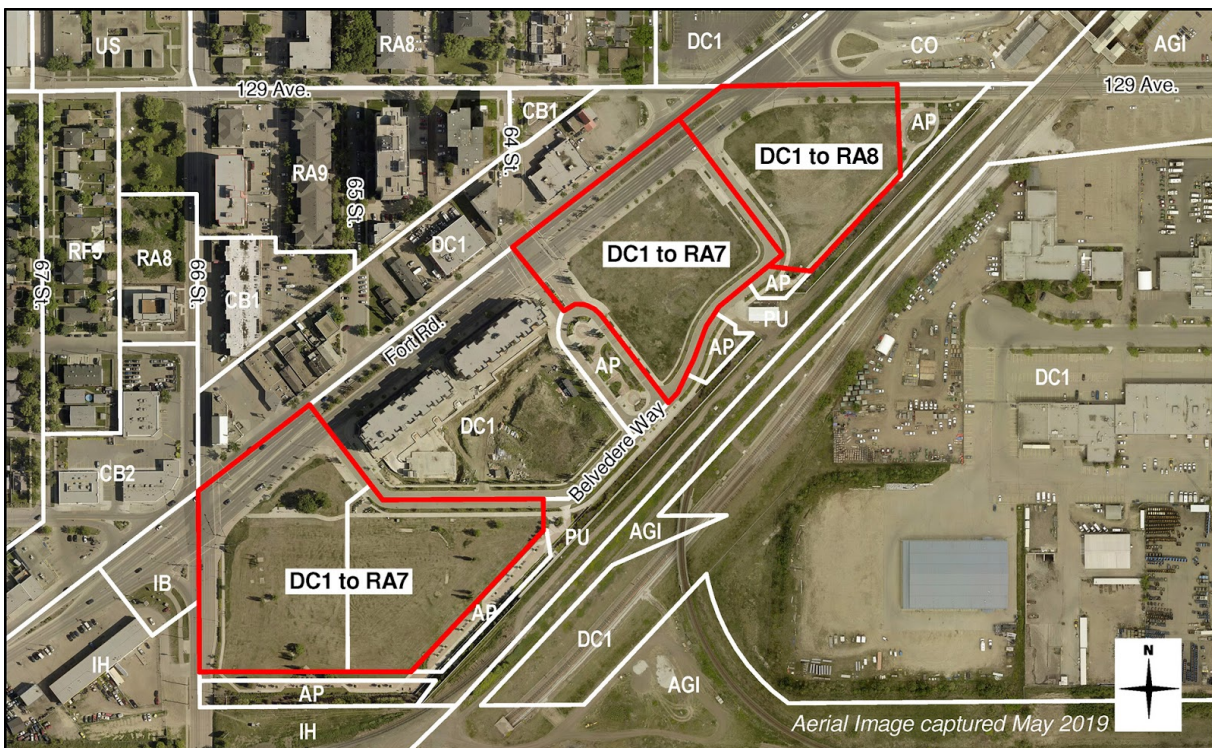
RECOMMENDATION AND JUSTIFICATION

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

- it encourages the redevelopment of a large area of vacant land in a mature neighbourhood;
- the existing Direct Control Provisions require higher intensity development than is feasible at this location at this time;
- the proposed zoning provides flexibility for development while maintaining an appropriate level of density for the location; and
- there has been considerable City investment in public realm and infrastructure improvements to support the development of these vacant parcels.

THE APPLICATION

1. **Resolution** to amend the Fort Road Old Town Master Plan to revise the text throughout from 'high density residential' to 'medium to high density residential' for the area of the proposed rezoning. The proposed amendment will revise Map 6: Overall Concept Map to align it with the work that has been completed in the area, and will remove Map 7: Old Town Master Plan Concept and Map 9: Old Town Area Land Use Concept. These land use concepts have changed since they were originally developed, and no longer match the possible development for the area. The information provided in these concept maps are maintained through text descriptions, which will be updated to match this application.
2. **BYLAW 19251** to amend the Belvedere Station Area Redevelopment Plan to revise Figure 12 to show 'medium to high density residential' instead of 'high density' and to update subsequent figures to remove the 'boundary of amendment' which outlines a previous amendment. Additionally it is proposed to remove Section 6: Land Use Regulations and Guidelines, which contains outdated descriptions of standard zoning and is no longer applicable.
3. **CHARTER BYLAW 19262** to amend the Zoning Bylaw from (DC1) Direct Development Control Provision (Belvedere Areas A, B, D & E) to (RA7) Low Rise Apartment Zone (Areas B, D & E) and (RA8) Medium Rise Apartment Zone (Area A). The proposed zones will allow the development of low and medium rise multi-unit housing in a more flexible format than the existing DC1 provisions. Additionally, some commercial uses would be allowed on the ground floor where associated with residential units.



AERIAL VIEW OF APPLICATION AREA

SITE AND SURROUNDING AREA

The subject site is within the Belvedere neighbourhood within the area known as Station Pointe. Station Pointe is divided into Areas A through G. Areas A, B, D & E are part of this application and are currently vacant. The work on the public lands within Station Pointe is complete, including roadways, sidewalks and public plazas, as well as servicing infrastructure and a safety wall to provide a buffer from the CN rail tracks.

The application area is located on a portion of land that is separated from the broader neighbourhood of Belvedere to the northwest by Fort Road NW, a 6-lane separated arterial road and by the CN rail tracks that run along the southeast side of the site. The Belvedere Transit and LRT Station is located directly to the northeast. There is a small area of auto-oriented commercial development to the southwest, which is separated by the CN rail from an industrial area and the Kathleen Andrews Transit Garage.

Of the portion of Station Pointe on the southeast side of Fort Road NW, only Area C has begun development. Development on this site was started by a private developer; however, the building on the site has not yet been completed and is currently vacant. Areas F and G are located on the northwest side of Fort Road NW and are not affected by this application. These properties have a mix of both vacant and operational small scale commercial development.



AERIAL VIEW OF SURROUNDING AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC1) Direct Development Control Provision (Areas A, B, D & E)	Vacant
CONTEXT		
Within Area	(DC1) Direct Development Control Provision (Area C) (AP) Public Parks Zone	Unfinished five-Storey mixed use building Public plazas and walkways
Northwest	(DC1) Direct Development Control Provision (Areas F, G)	Small scale pedestrian and auto-oriented commercial
Northeast	(CO) Commercial Office Zone	Belvedere Transit Centre
Southwest	(IB) Industrial Business Zone (IH) Heavy Industrial Zone	Small scale auto-oriented commercial CN Rail tracks
Southeast	(PU) Public Utility Zone	CN Rail and LRT tracks



LOOKING SOUTH AT AREA A



LOOKING SOUTH AT AREAS B & C AND PATRICK DWYER SQUARE



LOOKING SOUTHWEST AT AREA E

HISTORY OF SITE

Fort Road has a rich history dating back to the 1900's when it was a main wagon trail to Fort Saskatchewan. Over the next hundred years, the area went through a period of growth and then decline, ultimately resulting in several small business closures after the two large meat packing plants closed down in the 1980s and 1990s. There were efforts to revitalize the area, including the adoption of the Belvedere Station Area Redevelopment Plan (ARP) in 1980. While some momentum was gained, there were still many vacant businesses and lands on the southeast side of Fort Road between 66 Street NW and 129 Avenue NW in 2000.

The Fort Road Old Town Master Plan was approved in 2002, with the goals of revitalizing the historic Fort Road, accommodating an increase in vehicular traffic, enhancing commercial activity, adding high-density residential housing and increasing LRT ridership. In 2007, as part of the implementation of the master plan and in consultation with the community, Administration completed the Fort Road Urban Design Plan, amendments to the Belvedere Station Area Redevelopment Plan and the rezoning of seven areas along Fort Road to Direct Development Control Provisions (DC1).

The Belvedere Community Revitalization Levy Area Plan (Bylaw 15932) was approved in 2012 and has funded the City's redevelopment of the Station Pointe area, including purchasing older quasi-industrial properties, completing significant environmental remediation, installing new power, water and drainage lines and building new streetscapes.

By 2018, only Area C had begun development. The surrounding lands remained vacant with minimal interest in development of the sites. On January 23, 2018, City Council made a motion to explore the barriers to and opportunities for encouraging development at Station Pointe.

As a response to the Council motion, Administration determined the primary barrier to development was that the current DC1 provisions are too prescriptive. This was reported back to City Council on June 18, 2018 (CR_5614). Following this, a market study was completed to determine the most productive and saleable residential and/or commercial development within the Station Pointe area. The study focused on Areas A, B, D & E, as these parcels are currently city- owned and vacant. The results of this study indicated that the most suitable uses for the area would be stacked townhouses or small scale apartments due to the flexibility in phasing of development, lower price points, and possibility for flexibility in parking. It was indicated that low-rise apartment development is feasible if there is an allowance for surface parking.

The study also analyzed commercial options and concluded that the feasibility of suburban office development is limited, as vacancy rates of existing spaces are currently at all-time highs in Edmonton, limiting further development of this type of product. The study indicated that retail market space is also highly oversupplied for the demand that could be generated by this area. New retail space will be added with the completion of the development on Area C and there is existing underused retail space with potential for redevelopment on the northside of Fort Road.

In response to these findings, it was determined that the most suitable zone for the vacant lands would be the (RA7) Low Rise Apartment Zone and as such, a rezoning application was

initiated. The application was later revised to include the (RA8) Medium Rise Apartment Zone for Area A, as it is closest to the Belvedere Transit Centre and would allow for slightly higher intensity development.

2002

**FORT ROAD OLD TOWN
MASTER PLAN**

- + revitalizing historic Fort Road
- + accommodating increased traffic
- + enhancing commercial activity
- + adding high-density residential housing
- + increasing LRT ridership

2007 – 2012

SUBDIVISION CONSTRUCTION

- + construction of subdivision based on the Fort Road Urban Design Plan

2013 – 2018

DEVELOPMENT AREA C

- + Construction begins on 2 of the 5 buildings proposed for Station Pointe Village in Area C

**2007
ZONING**

- + Belvedere Area Redevelopment Plan amended
- + Fort Road Urban Design Plan approved
- + Station Pointe areas rezoned to DC1 (Direct Development Control)

2012

READY FOR DEVELOPMENT

- + Community Revitalization Levy Plan approved

2018

COUNCIL MOTION

Administration responds to a council motion about exploring the barriers to and opportunities for encouraging development at Station Pointe

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The proposed rezoning would allow for the development of vacant land under standard zoning. The existing DC1 provisions are very prescriptive and ambitious, as they were developed during a more prosperous economic time with intentions for this area to be a pilot project for a high density transit oriented urban village. While the intention for a transit oriented urban village is not being revised, there is a proposed decrease in the level of intensity of development, allowing a more flexible set of zones.

One of the main components that acts as a barrier to development under the current DC1 provisions is the requirement for towers in each of the subject Areas. This limits the ability to provide smaller scale development, which is more feasible in the current economic climate. Some of the other barriers to development under the current provisions include the specificity about where commercial/residential development shall be provided, the requirement for public art contributions, requirement for residential parking to be provided underground and specifics regarding sustainable design.

The development of this type of product is currently seen in the downtown/core context, where there are amenities within walking distance and nearby employment nodes. The subject lands have a different context, as there is a main 6-lane arterial road on one side and a CN rail line on the other. There are minimal amenities and limited employment opportunities within walking distance. The area does, however, benefit from the close proximity of the Belvedere Transit Centre, which is why medium density is being proposed in Area A.

	Current: DC1 Provision Areas A/B/D/E	Proposed: RA7 Zone Areas B/D/E	Proposed: RA8 Area A
Max. Height (metres)	A: 18.0 m + 2 towers, 58 m B: 12.0 m + tower(s), 65 m D: 18.0 m + tower, 58 m E: 18.0 m + tower, 52 m	Flat roof: 14.5 m Pitched roof: 16.0 m	23.0 m
Max. Floor Area Ratio	A: 4.9 B: 3.2 D: 2.5 E: 2.6	2.3	3.0
Minimum Density (# of Dwellings/ha)	-	45	75
Maximum Density (# of Dwellings/ha)	A: 200 B: 220 D: 250 E: 370	-	-

The RA7 and RA8 Zones are suitable for providing a mix of medium density residential with the opportunity for commercial development at ground level. The allowable commercial uses are smaller scale, as they are intended to serve the local residents. The parcel that is located closest to the Belvedere Transit Centre (Area A), is proposed to be rezoned to the Medium Rise Apartment Zone (RA8) to accommodate higher density development closer to the LRT. Additionally, the Main Streets Overlay applies to both Areas A and B, affecting the RA7 and RA8 Zones when commercial uses are part of the development by encouraging a more pedestrian oriented focus through decreased front setbacks.

PLANS IN EFFECT

Belvedere Station Area Redevelopment Plan (ARP)

The Belvedere Station ARP provides general guidance on the development of the Belvedere neighbourhood. It was amended in 2007 in order to incorporate the Fort Road Old Town Master Plan which identified the Station Pointe lands as an urban village with medium to high density residential uses. The proposed Zones for this area align with the intent of the ARP by encouraging the provision of additional family housing and the development of an urban village which includes the integration of residential and commercial development, parks and open space and the Belvedere LRT Station. The proposed RA7 and RA8 Zones allow for the development of medium to high density residential development with the opportunity for commercial at ground level.

Fort Road Old Town Master Plan

The Master Plan was designed to assist and encourage the redevelopment of the Old Town along Fort Road. The plan provides a concept for the redevelopment of the area through the widening of Fort Road, the development of high-density residential development, new commercial development, improvement of the pedestrian orientation along Fort Road and a network of pedestrian walkways. This plan for redevelopment was further expanded through the Implementation Report and Urban Design Plan as described below. The plan provided an ambitious goal for the area with regard to high density development and prescriptive land uses. The concept is generally still possible under the proposed RA7 and RA8 Zones, albeit in a less prescriptive and possibly less dense way. The possibility of developing an urban village near the Belvedere LRT Station is still possible, but with the revised zones it will be up to developers to provide high quality design in order to take advantage of the upgrades completed in the area.

Fort Road Old Town Master Plan Implementation Report

The Implementation Report provides guidance on the implementation of the Master Plan, including the accommodation of future traffic increases on Fort Road and revitalizing the historic Fort Road Old Town. As a result of this plan, Fort Road was widened, the Station Pointe lands were subdivided, serviced (utilities, roadways, sidewalks, multi-use trails, etc), remediated, a berm separation from the CN Rail was built and Area C began development. The intent of the plan was that the ultimate build out of this area would be completed, or at least in progress by 2010. As such, the land development portion of the implementation plan that is possible from the City side has been completed. The actual development of Areas A, B, D & E are the only portion of the plan that is outstanding.

Fort Road Urban Design Plan

The Design Plan builds on the Implementation Plan and provides some more specific direction to encourage the development of the urban village. This document is not statutory, however, it

is referenced in the Belvedere Station ARP and the DC1 Provisions for the area. By rezoning these portions of land, the urban design plan will have less weight in decision making for the allowable future development on the parcels subject to this application. The guidance provided in the plan could provide assistance to a Development Officer when making a decision on a requested variance to the regulations in the proposed RA7 and RA8 Zones. Similar to the Implementation Plan, the Design Plan anticipated a completion of build out in 2010. The portions of the development that were possible on the public lands, including the streetscape, parks and open space improvements, have been completed according to the specifics of the Design Plan.

RESIDENTIAL INFILL GUIDELINES

The Residential Infill Guidelines (RIGs) identify the proposed rezoning area to be suitable for the proposed RA7 and RA8 Zones. Generally, the Station Pointe lands meet the requirements within the RIGs for both low and medium rise apartments. The locations identified as suitable for low-rise apartments are: corner sites at the edge of a neighbourhood along an arterial road; along high frequency transit corridors; along the full length of an old commercial strip; or on large sites. The locations suitable for medium-rise apartments are: in the City's key activity centres, such as adjacent to LRT Stations; on sites with direct access to an arterial road; or isolated from small scale residential by existing commercial or medium/large scale residential development. These sites meet all the requirements for infill development of this scale.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

The Transit Oriented Development (TOD) guidelines identify the Belvedere Station as an Employment Centre. The intent of this designation is to encourage urban setting characteristics in suburban areas and to ensure that development is of an appropriate density, scale and form. This means that residential development is encouraged to be of a higher density and employment/commercial development is not auto-oriented and should have a minimum 1.0 Floor Area Ratio (FAR).

The guidelines set the expectation that residential development on any site within 200 metres and any site larger than 0.25 hectares within 400 metres of the LRT Stop would be developed with a minimum density of 225 dwelling units per hectare (du/ha). A little over half of Area B and all of Area A is located within the 400 metre radius. The current DC1 provisions would exceed the minimum densities (as shown in the table above), but the proposed RA7 and RA8 Zones would allow more flexibility, with minimum densities of 45 du/ha and 75 du/ha, respectively. It is important to note that while these numbers are a minimum requirement, the actual build out is typically higher and there are no maximum densities in the RA7 and RA8 Zones.

Furthermore, there is the expectation in the TOD Guidelines that not more than 30% of the area within 400 metres be developed for residential. The current DC1 requires some commercial development at ground level; however, the majority development is still intended for residential. The rezoning proposes a similar balance of use classes, however, the commercial development is optional within the RA7 and RA8 Zones.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

PRE-APPLICATION NOTICE May 22, 2019	<ul style="list-style-type: none"> Number of recipients: 8,162
PRE-APPLICATION PUBLIC MEETING May 30, 2019	<ul style="list-style-type: none"> Number of attendees: 31 Feedback summarized below and in Appendix 1
ADVANCE NOTICE October 16, 2019	<ul style="list-style-type: none"> Number of recipients: 134 No responses
PUBLIC MEETING NOTICES January 15, 2020	<ul style="list-style-type: none"> Number of recipients: 485
PUBLIC MEETING January 29, 2020	<ul style="list-style-type: none"> Number of attendees: 77 Feedback summarized below and in Appendix 2
WEBPAGES	<ul style="list-style-type: none"> edmonton.ca/stationpointe edmonton.ca/belvedere

The responses received during the public engagement sessions were varied in support and non-support of the application. Generally speaking, there is consensus that these vacant parcels should be developed. There is some concern that the standard zones that are proposed are not going to result in the type of development that the community is hoping for with regards to a mix of residential and commercial. The existing DC1 provides a clear mix of uses, but the proposed zones could possibly only be residential (even though commercial is allowable, just not required). In addition, there were several comments received indicating the desire to restrict the development of affordable housing in the area. It was explained, however, that zoning does not regulate who lives where. Another main comment that was heard is the desire for some larger commercial amenities, such as a grocery store. However, in no cases (existing provisions or proposed zones) are larger format stores contemplated for this area. Smaller retail formats and amenities are possible within the proposed zones.

Additionally there were a lot of comments received that indicated the positive impact this rezoning could have on the area. It was heard that lower density housing forms are acceptable if that is what is needed for development to be successful at Station Pointe. Encouraging multi-unit housing development options on these parcels will help revitalize the area and take advantage of the close proximity to the LRT Station.

CONCLUSION

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

APPENDICES

- 1 Pre-application "What We Heard" Report (May 30, 2019 Engagement Session)
- 2 "What We Heard" Report (January 29, 2020 Engagement Session)
- 3 Market Study Executive Summary
- 4 Application Summary

What We Heard Report: Station Pointe Rezoning

Project Background

The City is exploring changing Station Pointe's zoning from Direct Control (DC1) to the standard zone of Low Rise Apartment housing (RA7) to encourage development. This would mean moving away from requiring high density or tower apartments, and moving towards lower density housing such as townhomes and low rise apartments.

Project Timeline



In this stage, the City is engaging the community and stakeholders on the opportunities and challenges of rezoning **Station Pointe** from the current **Direct Control (DC1)** zone to the standard **Low-Rise Apartment Housing (RA7)** zone.

The City will analyze the information gathered and use it to inform a rezoning application and report to council.



What Was Done: Stage 2

In Stage 2 of the project, the City had conversations with stakeholders, attended a workshop put on by the Balwin and Belvedere Neighborhood Revitalization groups, and held a drop-in engagement session.

ACTIVITY	TIMELINE
Outreach	
+ Stakeholder Conversations	<i>April – June 2019</i>
+ Revitalization Workshop	<i>May 4, 2019</i>
Engagement	
+ Drop-In Engagement Session	

Through these sessions, and through several meetings and conversations, the City engaged a variety of internal and external stakeholders and community members:

City of Edmonton

City Councillors

City Operations

- + Yellow Head Trail Expansion Team

Communications and Engagement

Urban Form and Corporate Strategic Development

- + City Planning
- + Economic and Environmental Sustainability
- + Neighborhood Revitalization
- + Real Estate and Housing

External Stakeholders

Fort Road Business Association

Urban Land Institute

Urban Development Institute

Real Estate Advisory Committee

Canada Home Builders Association

Infill Development in Edmonton Association

Community Stakeholders

- + Belvedere Community League
- + Balwin Community League

General Public

Balwin and Belvedere residents

Surrounding community residents

Engagement Summary

A drop-in engagement session was held to gather information about the opportunities and challenges of rezoning Station Pointe from its current DC1 (Direct Control) zoning to the standard RA7 (Low Rise Apartment) zone. City staff also attended an workshop put on by the Balwin & Belvedere Neighborhood Revitalization group.

Participants were shown a series of boards outlining the background of Station Pointe, reasons for changing Station Pointe's zoning, a comparison of the development that would occur under both the current DC1 (Direct Control) and proposed RA7 (Low Rise Apartment Housing) zones, and the factors that Administration is considering in deciding to change the zoning*. They were invited to share their feedback on the proposed zoning changes. This feedback will be used to inform a rezoning application and council report.

Invitations to the drop-in engagement session were posted on various social media platforms, advertised in newspapers, and mailed to 1000+ community residents.

**Engagement
Session
Attendance**

WORKSHOP

75

DROP-IN ENGAGEMENT SESSION

31



I am in favor of the RA7 if it means that this is what it takes to get this site completed. I want RA7 units that look attractive resulting in increased sales and vibrancy in the area.

Lets get this done!

– Community Member



* see Appendix A for the engagement session content

Results and Findings

All of the community members and stakeholder groups provided us with critical feedback, with many choosing to take the opportunity to have open-ended conversations with the project team. We recorded over 50 comments about the opportunities and challenges of rezoning Station Pointe, and had over 40 conversations with community members.

Density

- + **neutral about lowering density**
Most people seemed neutral to lower density in Station Pointe – they preferred development of any kind.
- + **transit oriented development**
Some community members expressed concerns that lowering the density did not align with Transit Oriented Development guidelines, and previous plans for Station Pointe.

Development

- + **prioritizing development**
We heard that people would prefer to see the site developed, regardless of the density.
- + **commercial uses**
Most people indicated that they did not want to see commercial uses removed from the zoning, however the “general retail” use in the RA7 zone seemed to be adequate.
- + *We heard from the Business Improvement Area board that Station Pointe Lands provide an opportunity to test how to accommodate flexibility in regulatory system and that the area started as a commercial area and maybe should go back to commercial*
- + **food desert**
Some people indicated that there was a need for amenities such as a grocery store in the area.

Parking

- + **ensure adequate supply**
We heard that community members wanted to ensure that parking was included on site, to prevent competition for on-street parking within the existing neighbourhoods.

Housing tenure

- + **tenancy vs. owner-occupancy**
Some people expressed a concern that rezoning to a Low Rise Apartment zone would encourage rental units, as opposed to home ownership.

Beautification

- + **development will help clean up the area**
We heard that people wanted to see development on the site sooner rather than later, so that the area will look nicer. Development was seen as a catalyst for cleaner streets and adjacent neighbourhoods.

“ This will hopefully reduce the garbage and graffiti from continuing to accumulate.
– Community Member

”

Contextual

+ social challenges

We heard that many people felt the negative impacts of social challenges in some of the surrounding communities were affecting the development of Station Pointe.

+ how we got here

Many people had questions and comments about how we got to this point – and why the City built Station Pointe in the first place.



Glad there will be commercial space. Would help encourage people to live in Belvedere.

– Community Member



Out of Scope

The following feedback was out of scope for this project, however was forwarded to the appropriate team.

+ affordable housing

Many people let us know that they were against affordable housing in the area – however, zoning does not regulate based on income level or rental prices.

+ 66 street

We heard that some people were concerned there was not access from 66 street onto Station Pointe – they saw this as another barrier to development.

+ yellow head trail expansion

Many people chose to let us know their thoughts on the Yellow Head Trail Expansion project, and how the project interfaced with 66th street and the adjacent communities.

+ traffic

We heard that people were concerned about traffic circulation in the Belvedere area in general.

As a Result, What Has Changed?

The level of interest exceeded expectations, and we heard clearly that the success of Station Pointe is important to the community and stakeholders. The project team will draft a rezoning application and report to council that takes into account the community's concerns about commercial uses, parking requirements, and prioritizing development.

All of the feedback received in Stage 2 was reviewed by the project team. Based on this feedback, the following will be incorporated into the rezoning application and report to Council:

- + **Development over density:** lower density is alright, if that's what it takes for development to be successful at Station Pointe.
- + **Amenities:** the community feels that commercial amenity space is needed – options such as a food store were important.
- + **TOD:** while the community felt that Station Pointe was disconnected from the Belvedere LRT station, they also saw the station as an asset – the rezoning application should take into account Station Pointe's proximity to transit.
- + **Revitalization:** the rezoning application and report to Council should align with neighborhood revitalization efforts in the adjacent Balwin and Belvedere communities to address some of the social challenges of the area.
- + **Transparency:** the community has concerns about affordable housing in the area. The rezoning application and report should be transparent about the role of zoning and the City's direction with respect to affordable housing.



This is still a Transit Oriented Development opportunity.

– External Stakeholder



Would like to see commercial uses – things that were at this location before Fort Road was expanded.

– Community Member



What's Next

The City will use the feedback gathered from the engagement sessions held, and draft a rezoning application and report to Council.

ACTIVITY	TIMELINE
Engagement (Stage 2)	
+ Stakeholder Conversations	<i>April – June 2019</i>
+ 2 Drop-In Engagement Sessions	<i>May 2019</i>
+ What We Heard Report	<i>July 2019</i>
Analyze (Stage 3+4)	
+ Analyze Data	<i>July 2019</i>
+ Draft Rezoning Application and Council Report	<i>July – August 2019</i>
Council Report (Stage 5)	
+ Rezoning Application and Report to Council	<i>Fall 2019</i>



FOR MORE INFORMATION

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Email: claire.staubin@edmonton.ca

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10111-104 Avenue NW, Edmonton AB T5J 0J4

Please visit edmonton.ca/stationpointe

Appendix A: Station Pointe Rezoning Engagement Content

STATION POINTE ZONING CHANGES

PROJECT DESCRIPTION

The City is exploring changing Station Pointe zoning from Direct Control (DC1) to the standard zone of Low Rise Apartment housing (RA7) to encourage development. This would mean moving away from requiring high density or tower apartments and moving towards lower density housing such as townhomes and low rise apartments.

PROJECT TIMELINE

STAGE 1
INFORMATION GATHERING + PUBLIC ENGAGEMENT

Administration gather information about the barriers to and opportunities for encouraging development at Station Pointe

STAGE 2
ANALYSIS

Administration will analyze the information gathered and use it to inform the report to council

STAGE 3
REZONING APPLICATION

Administration will submit a rezoning application and a report to council

STAGE 4
COUNCIL DECISION

The rezoning application will be read at a public hearing, and council will make a decision on the rezoning of Station Pointe.

The City of Edmonton is looking for your input on the opportunities and challenges of rezoning **Station Pointe** from the current **Direct Control zone (DC1)** to the standard **Low-Rise Apartment Housing (RA7)** zone.

FOR MORE INFORMATION:

CLAIRE ST AUBIN
COMMUNITY PLANNING
COMMUNITY ENGAGEMENT
www.edmonton.ca/stationpointe

**SHARE YOUR VOICE
SHAPE OUR CITY**

STATION POINTE TIMELINE

2002 FORT ROAD OLD TOWN MASTER PLAN

- revitalizing historic Fort Road
- accommodating increased traffic
- enhancing commercial activity
- adding high-density residential housing
- increasing LRT ridership

2007 ZONING

- Belvedere Area Redevelopment Plan amended
- Fort Road Urban Design Plan passed
- Station Pointe areas rezoned to DC1 (Direct Control)

2007 - 2012 SUBDIVISION CONSTRUCTION

- construction of subdivision based on the Fort Road Urban Design Plan

2012 AREAS LISTED FOR SALE

- Community Revitalization Levy Plan approved

2013 AREA C SALE

- BCM purchases Area C to build Station Pointe Village development

2013 - 2018 SALES STATUS

- BCM constructs 2 of the 5 buildings proposed for Station Pointe Village on Area C
- the City received 10 written offers for other Areas but none result in a final sale
- Homeward Trust sale for Area D expires

2018 COUNCIL MOTION

- Administration responds to a council motion about exploring what the barriers to and opportunities for encouraging development at Station Pointe

PRESENT INFORMATION GATHERING

- Administration gather information from market analysis and public feedback about rezoning Station Pointe to encourage development

FUTURE REZONING APPLICATION

- Administration will present a rezoning application to Council for approval

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SHAPE OUR CITY**

Learn more: edmonton.ca/stationpointe

CONTEXT



Learn more: edmonton.ca/stationpointe

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Edmonton

ADVISE

WHY CHANGE STATION POINTE'S ZONING?



VIBRANCY

Encourage more people and new homes in the neighbourhood



REVITALIZATION

More people means more local shopping and reinvestment in the neighbourhood



HOUSING CHOICE

More modest, affordable home choices in the neighbourhood



OPPORTUNITY

Options for people and families to live near jobs, schools, transit and parks.

Learn more: edmonton.ca/stationpointe

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ADVISE

WHAT WOULD CHANGE?

	PROPOSED ZONING: RA7	CURRENT ZONING: DC1
USE	Housing is the main use, with limited commercial uses allowed	Requires mixed use along Fort Road, commercial on ground level and residential above
DENSITY	Allows for townhomes to low-rise apartments (4 storeys) Approximately 548 Housing Units	Requires tall / lower apartment buildings Approximately 1400 Housing Units
PARKING	Surface parking allowed	No surface parking (parking must be in a structure)

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FACTORS

In deciding to change the zoning of Station Pointe, the City is considering many factors:



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WHAT WE HEARD REPORT

Station Pointe Rezoning (LDA19-0390)

PROJECT ADDRESS: 404 Belvedere Gate NW; 580, 504, & 560 - Belvedere Way NW

PROJECT DESCRIPTION:

There is a proposed rezoning from (DC1) Direct Development Control Provision to (RA7) Low Rise Apartment Zone and (RA8) Medium Rise Apartment Zone.

The existing DC1 requires high density residential and mixed use development with requirements for towers and specific locations for residential and commercial development, along with other requirements.

The proposed rezoning would allow for more flexible development options at Station Pointe. This change in zoning would allow lower density development in the form of townhomes and low and medium rise apartments with permitted ground level commercial.

It is important to note that Zoning does not regulate the user group for any parcel of land. Zoning regulates the use and type of development that can be built on a site (i.e. house, townhouse, apartment, etc).

The land subject to this rezoning application is currently owned by the City of Edmonton, however, the City is not planning to develop the land. Rather, the land is intended to be sold for development. Standard zoning is proposed to reduce the specificity associated with the Direct Development Control Provisions, thus making it easier/more likely to develop.

Administration's role is to provide Council with a recommendation. The decision to approve/refuse the rezoning application is made by City Council at Public Hearing. This does not preclude the potential for a future application to rezone, should a developer have a vision for something different.

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
Pre-application Public Engagement Session (hosted by Applicant/City of Edmonton Urban Renewal)	May 30, 2019	Attendees and responses are compiled in a separate What We Heard Report (https://www.edmonton.ca/business_economy/documents/PDF/StationPointe_ZoningReview_WhatWeHeard_Report.pdf)
Advanced Notification (to inform that an application for rezoning has been received and request feedback)	Mailed October 4, 2019	134 recipients; no responses
Public Engagement Session (hosted by Reviewers/City of Edmonton Planning Coordination)	January 29, 2020	485 recipients; 77 attended

ABOUT THIS REPORT

The information in this report includes feedback gathered during and immediately following the January 29, 2020 public engagement session. This report is shared with everyone who has emailed the file planner directly, and all attendees who provided their email or mailing address during the event on January 29, 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 from different departments.

Written feedback forms were made available for attendees to provide comprehensive feedback relating to the application. **26 forms** with feedback were received during and immediately following the event.

Participants were also invited to share their feedback on a “Graffiti wall” by offering general feedback. **60 sticky notes** were received answering the following questions:

- What do you like about the proposal?
- What do you not like about the proposal?

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

Uses

- Community does not support low income housing/rentals & feels they have been more than accommodating (16)
- Residents desire multi-use development (9)
- Community supports implementation of amenities and services (for families and seniors) (7)
- Rejection of more cannabis retail, liquor stores, and pawn shops in the area (would like to see council set limits on amount of these uses allowed in one area)(5)
- Supports the presence of more families and family oriented services (5)
- Supports affordable senior housing and long term care (4)
- Extreme dissatisfaction with needle facilities located near elementary schools

Site

- Residents feel there are absolutely no benefits to this project (8)
- Use of the empty lot will make the area more vibrant (4)
- Presence of a development on the empty lot will aid in better use of the neighborhood (2)
- Supports 4 stories or less for the development
- Provides housing for a growing population

- Supports the attempt to spark market interest on the land via rezoning

Area

- Strongly advocates for the presence of businesses in area instead of implementation of low income housing (grocery store, rec center, hair salon, family oriented) (17)
- Proximity of transit could bring in a younger population and younger families to the area (4)
- Housing by the CN tracks is very undesirable to residents and developers (4)
- Desires more parking space (surface parking) (3)
- Desires more park space in the area (2)
- Attraction of young lively families to the community (2)
- Has the potential to spur completion of unfinished projects in the area

Social

- Frustration that area is turning into a slum (or ghetto) and is used as a dumping ground (4)
- Concerns of criminal activity and feeling safe in the neighborhood (5)
- Concerns that there will be a higher presence of transient folk (3)
- Concerns of deteriorating building facades and effect on social atmosphere (2)
- The City is stunting growth and potential of Belvedere via placement of low income residents
- Concerns of prosperity of project due to the housing market

City Policies

- Concern that the presence of DC1's will deter business and stunt revitalization
- Buildings should be set back from sidewalks to allow for green space

Communication & Engagement

- Poor communication of rezoning and information from the City to the community (10)
- Notifications should have been sent to all of Belvedere as everyone is affected by the rezoning (8)
- Community feels Belvedere has not been prioritized and has fell behind other city projects (6)
- A walkabout forum is a poor forum used to present this information and community feels the decision of rezoning was already made before the engagement session (6)

Other

- Municipality is inappropriately providing a healthcare service that should be left to the Provincial Government (4)
- Frustration with timeline of the project, it has been an ongoing process for 20 years (4)
- Concerns the project will lower the existing residents property value (4)
- Frustration with misinformation given to residents as a notice in mail (not from the City of Edmonton) that seemed to fuel the fire and make residents more concerned of the rezoning (3)
- Non existing/ inadequate evacuation routes considering area and population (2)
- Inappropriate railway buffer zone

ANSWERS TO SPECIFIC QUESTIONS WRITTEN ON FEEDBACK FORMS

1. What kind of control is there to ensure the amount of low income housing is not increased? What percentage of low income housing will make up Belvedere?

Zoning governs the kinds buildings allowed on a site (eg. house, townhouse, apartment, etc) but does not have bearing on who can live in a development, whether the homes are rented or owned, or how much they cost.

The City of Edmonton has Neighbourhood level statistics based on the Federal Census from 2016. Further details regarding this information can be found by selecting the neighbourhood name and navigating across the tabs at the top for different information categories at the [Neighbourhood Profile Website](#).

(https://public.tableau.com/profile/city.of.edmonton#!/vizhome/NeighbourhoodProfiles_FederalCensus2016/PopulationbyAgeandGender)

2. Apart from developing the space, how will it contribute to revitalization of the area?

The rezoning will govern the type of development possible on the land. Improvements to the public realm have been completed as part of the work to revitalize the area. Additionally, unrelated to this application, the [Balwin & Belvedere Revitalization Strategy](#) is at work in the neighbourhood.

(https://www.edmonton.ca/projects_plans/communities_neighbourhoods/balwin-belvedere.aspx)

3. Is the remediation of this property already dealt with? Are residential homes planned for the area previously remediated?

Environmental remediation has been completed for this area, and the land is cleared for residential development.

4. Will there be more police presence and support in Belvedere?

This application is to rezone a portion of land, and zoning governs the the kinds buildings allowed on a site (eg. house, townhouse, apartment, etc). Police presence is determined by the Edmonton Police Service, and is not determined by land use zoning. To report crimes in your area, please contact the Edmonton Police directly. <https://www.edmontonpolice.ca/ContactEPS/ReportACrime>

Additionally, support is being provided to the Belvedere and Balwin communities through the Neighbourhood Revitalization Program, which was approved by City Council in June 2018. This program is completely separate from this rezoning process, and led by the City of Edmonton Neighbourhood Services Section. It uses a place-based, asset-based community development approach to advance its vision of empowering and engaging citizens to foster a connected, inclusive and livable city.

In this approach, community members take a prominent role in identifying the strengths of their neighbourhoods. These strengths are supported and leveraged, so that the community can build on what's already working to achieve more success. Members of a community have powerful and crucial roles to play in revitalizing neighbourhoods. As the people who live, work and play in these areas each day, community members have unique perspectives about what the future of their neighbourhoods could look like and what can be done to help make this happen.

Recognizing this, Neighbourhood Services staff work collaboratively with local residents, property owners, business owners and operators, non-profit organizations and others to help them leverage local strengths and opportunities. For more information visit:

https://www.edmonton.ca/projects_plans/communities_neighbourhoods/balwin-belvedere.aspx

5. What schools and support will be allocated to the area?

The application for rezoning proposes to change the kinds of buildings allowed on a site (eg. house, townhouse, apartment, etc). The uses listed in the proposed zones do not include schools. The decisions for the allocation of schools are made at the provincial level.

6. What kind of commercial space will be allowed?

Both the RA7 and RA8 Zones allow for commercial on the ground floor when associated with residential above. These uses include: Child Care Services; Convenience Retail Stores; General Retail Stores; Health Services; Professional, Financial and Support Services; and Specialty Food Services. Additional commercial uses are discretionary: Business Support Services; Personal Service Shops; Religious Assembly; Restaurants; and Special Event.

If you have questions about this application please contact:

Heather Vander Hoek, Planner

780-423-7495

heather.vanderhoek@edmonton.ca

Station Pointe Market Study

City of Edmonton

Independent Real Estate Intelligence

EXECUTIVE SUMMARY



Prepared for:

City of Edmonton

Prepared by:

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January 2019

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1.1 INTRODUCTION

Altus Group was commissioned by the City of Edmonton in late 2018 to conduct a market study focusing primarily on the remaining Station Pointe Parcels – referred to as areas A, B, D and E. The objective of the market study was to determine the most productive and saleable development alternatives for these parcels and to inform future planning and sales processes.

The sub-sections that follow in this document serve as a summary of the findings of the market study.

1.2 SITE LOCATION AND CONTEXT

The subject lands consist of four parcels (A, B, D & E) that are located directly adjacent to Fort Road, east of 66 Street NW and south of 129 Avenue NW. On its eastern border the subject lands are bounded by both the CP railway line and the Edmonton Light Rail Transit (LRT) line.

The area surrounding the subject lands is characterised by industrial uses east and southeast of the site and by commercial uses along Fort Road north and northeast of the site – big-box retail stores with street fronting surface parking lots for the most part. Immediately across the road from the subject site is a variety of old low-quality street-fronting retail stores with limited parking that offer mainly food/personal services, health care products and financial services. West of the site are several established residential communities (Balwin, Belvedere and Delwood) that are single-family oriented for the most part and were largely developed pre-1980.

The subject lands are also characterised and impacted by the following locational factors:

1.2.1 Employment Uses

Proximity of employment is a key driver of multi-family housing demand – especially rental housing demand – however, in this particular case the proximity of employment uses has both positive and negative effects. The majority of local employment is concentrated in nearby industrial areas, which drives demand for nearby housing but also negatively impacts the desirability of the area and the associated potential for multi-residential development. In addition to the industrial uses nearby, the area is further characterised by the nature of the large-scale commercial uses along Fort Road – including for instance auto-body and repair workshops, auto parts

and service dealerships, glass installation and upholstery stores, payday lending stores, self-storage facilities and a casino.

1.2.2 Fort Road

The subject site is accessible exclusively via Fort Road, which is an arterial road that carries around 32,000 vehicles per day past the subject site. While this offers very good exposure to prospective on-site development, it also affects the development typologies that can be feasibly supported. Street oriented retail, for instance, is typically better suited to locations that front onto roads that carry slow-moving traffic through areas with high residential/commercial densities and large volumes of pedestrian traffic. The more typical retail format along urban arterials include community and regional shopping centres and big-box stores with easily accessible surface parking lots.

1.2.3 Belvedere LRT Station

The Belvedere LRT station offers the subject site distinction from both suburban multi-family development sites and from in-fill development sites in established areas throughout the inner-city. It means that the site connects well with locations along the line (and the wider LRT system) including Downtown, NAIT, University of Alberta, MacEwan University, etc.

It is worth pointing out that parcels A and B both have easy access to the LRT station while parcels D and E are roughly 750 metres away – a distance that is only just within the typical TOD range. This slightly longer distance might deter those prospective residents that place a high premium on proximity to transit.

1.2.4 Street-Front Retail Uses

The majority of uses directly across the road from the subject site are street-fronting retail uses that are for the most part vacant and/or dilapidated. This long-term vacancy and lack of re-investment into existing facilities have created an unappealing street-scape that is affecting the desirability of the area.

1.2.5 Railway Lines

The existing CN railway lines that border the site on its southern and eastern edges very likely have a negative effect on the prospect of the location as a

residential destination, from both a noise and sight pollution perspective. Equally importantly, the railway line affects movement patterns – especially in an east-west direction – and therefore restricts the potential of the subject site to capture retail spending from neighbourhoods and employment areas east of the line. This potential consumer market is much more likely to remain on the eastern side of the rail-line and to travel north on 50th Street NW toward Clareview Town Centre to conduct any retail purchases.

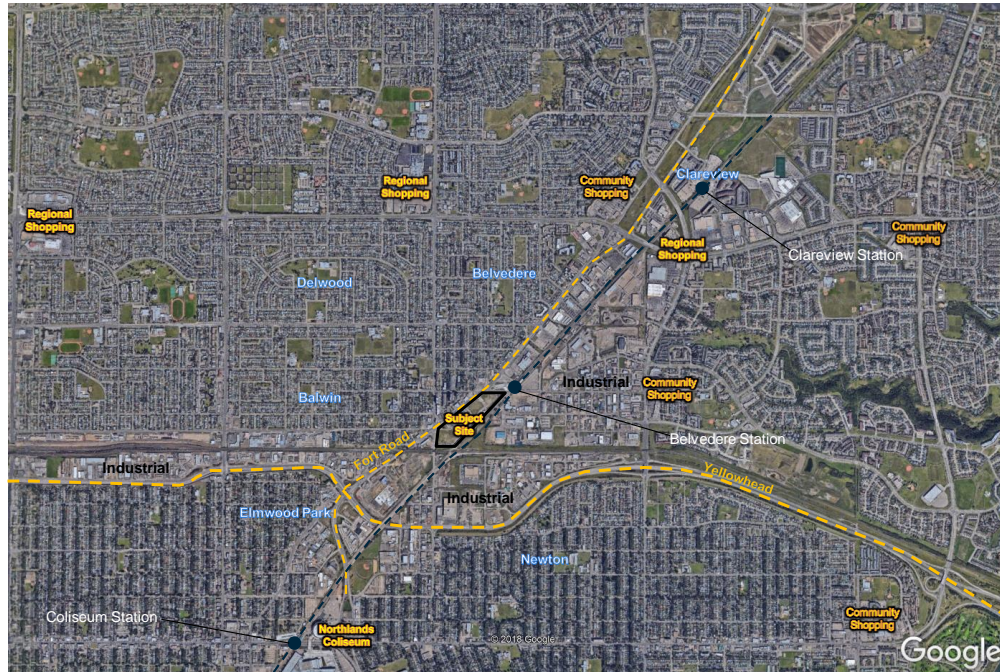
1.2.6 Zoning

The Direct Control District that currently governs development at the subject site makes specific distinction between the various parcels but overall aims to accommodate a large scale, comprehensive, transit-oriented high density residential mixed use development that creates a liveable “urban-village” environment and that introduces a diversity of housing types within walking distance to the Belvedere LRT Station. A number of key zoning considerations intended to guide the character of development for each parcel are as follows:

- **Parcel A (8,774.76sqm/0.877ha)**
 - Commercial uses will be developed on the ground floor,
 - The maximum Floor Area Ratio (FAR) shall be 4.9,
 - The maximum Density shall be 370 Dwellings/ha.
- **Parcel B (8,837.63sqm/0.884ha)**
 - Commercial uses will be developed on the ground floor,
 - The maximum Floor Area Ratio (FAR) shall be 3.2,
 - The maximum Density shall be 250 Dwellings/ha.
- **Parcel D (9,806.86sqm/0.981ha)**
 - The maximum Floor Area Ratio (FAR) shall be 2.5,
 - The maximum Density shall be 220 Dwellings/ha.
- **Parcel E (10,774.65sqm/1.077ha)**
 - Assumed to be similar to Parcel D (not specified in the Zoning Bylaw)

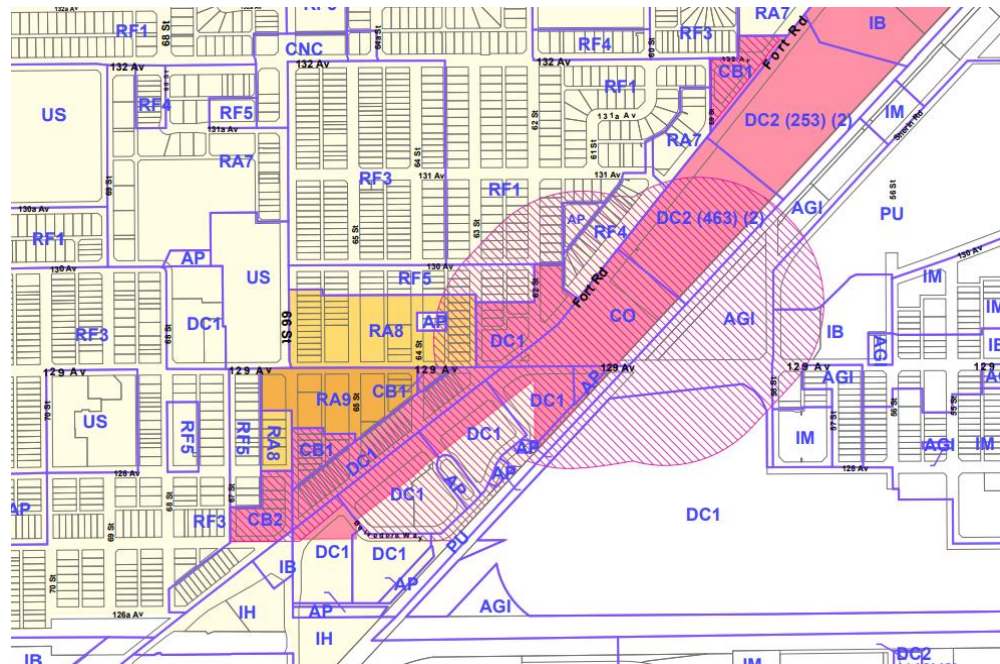
The figures on the following page illustrate the contextual location of the site relative to some of the main regional spatial attributes, while the figure thereafter illustrates some of the salient locational factors in the immediate surroundings.

Regional Location and Context



Source: Google Earth, Altus Group Economic Consulting, 2018

Location and Context



Source: City of Edmonton, Altus Group Economic Consulting, 2018

Location and Context – Subject Site



Source: Google Earth, Altus Group Economic Consulting, 2018

In summary, the location of the subject lands as a residential destination can be concluded to be quite challenging. While it benefits from significant employment nodes close by and from easy access to the LRT, it is negatively impacted by the adjacent railway lines and industrial areas, dilapidated street-front retail across Fort Road, undesirable sidewalks and streetscapes, the nature of much of the commercial uses along Fort Road and by limited pedestrian activity.

The character of Fort Road as an urban arterial (carrying large volumes of traffic at relatively high speeds) also negatively impacts the potential for street-fronting retail at the site. This retail format typically requires substantial pedestrian traffic, slow-moving vehicle traffic with on-street parking and/or high on-site residential/office densities – none of which currently applies.

1.3 DEMOGRAPHIC ANALYSIS

The age profile of the local population (in established communities surrounding the subject site) is indicative of an area that has experienced very limited new housing construction recently and very little influx of first-time home buyers and starter families. This is evident in the under-representation of 30-40 year-olds and 0-14 year-olds. At the same time, a large share of the local population is in age brackets 50-60 and 70 and over, the bulk of whom likely moved into the area when these communities originally developed – largely during 1960-1980.

In fact, only 8.7% of existing dwellings in this area have been constructed post-2001. Across the CMA the share of housing product built post-2001 is considerably higher at 33.1%.

Another noticeable difference between the local population and the rest of Edmonton is that the local population consist of more rental households, more households in apartments and substantially fewer households in townhomes (3.3%) than the CMA (8.7%).

The local population also has a much larger share of its households (45%) earning incomes of under \$60,000 compared to the CMA overall (34%) – a level of income much more associated with retiree and renter households. At the same time the local population has a much smaller share (16%) compared to the CMA (21%) of its households earning incomes that is typical of first-time home buyers (\$70,000 - \$99,999).

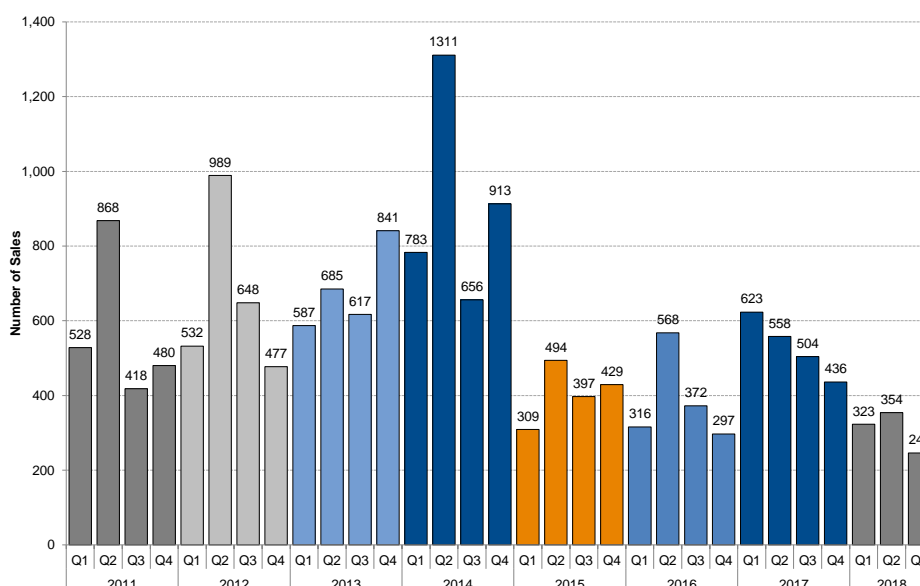
These metrics reaffirm the need for modern multi-family housing targeted primarily to renters and low-middle income buyers.

1.4 CURRENT MARKET CONDITIONS

The provincial economy has experienced a noticeable slowdown during 2018, in context of a relatively strong recovery during 2017. The muted economic conditions (and associated perceptions) have affected the housing market – especially the ownership market – where consumers tend to be more discerning about housing choices. New condominium sales across Edmonton have been noticeably slow during 2018 and are expected to remain under pressure during 2019. This has meant that overall average prices have decreased somewhat and that projects in fringe locations (or projects without distinguishing features) have particularly struggled.

The expanded stress test, which came into effect in January 2018, in addition to higher interest rates and slow employment and income growth will continue to affect market sentiment in the short term – likely causing buyers to rent instead and/or to postpone purchases to save for a larger down-payment (and therefore a smaller mortgage).

New Condo (Apartment and Townhome) Sales by Quarter, Edmonton

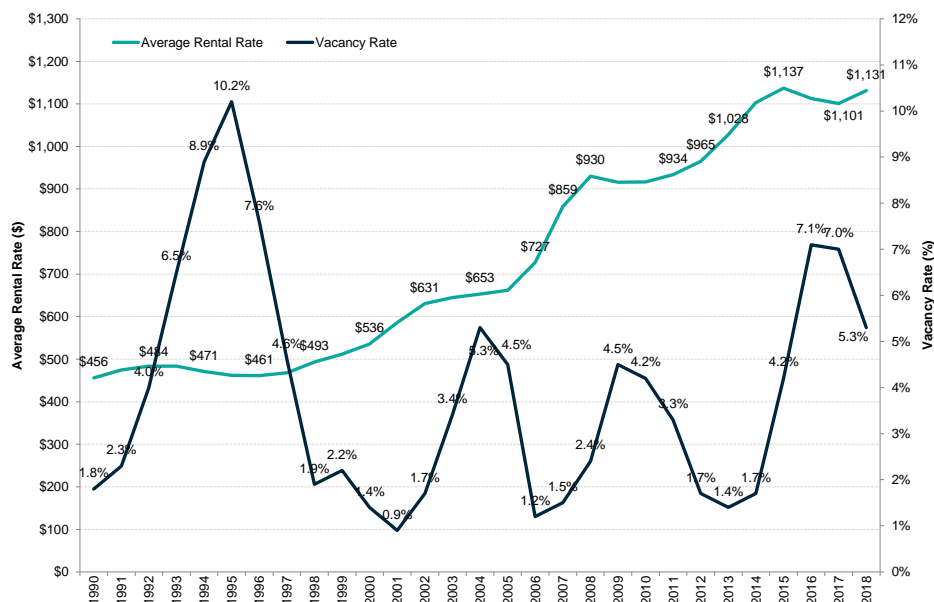


Source: RealNet, Altus Group Data Solutions, Altus Group Economic Consulting, 2018

The rental market on the other hand has performed relatively well into 2018 with the vacancy rate decreasing significantly (from 7.0% in 2017 to 5.3% in

2018) and the average rental rate increasing for the first time since 2015 – by 2.7% annually.

Purpose-Built Rental Apartment Trends, Edmonton CMA, 1990-2018



Source: CMHC, Altus Group Economic Consulting, 2018

Nonetheless, with substantial inventory in the development pipeline and an expectation of slower job growth throughout 2019 it is expected that rental vacancy rates will decrease at a moderate pace in the next few years and that rental rates will grow at a slower rate than the average over the past decade.

1.5 RESIDENTIAL FEASIBILITY

From our site-specific demand projection, it is expected that the subject lands have the potential to support a maximum absorption of around 80 multi-family units per year during 2020-2026 – assuming that both rental and ownership product are developed concurrently.

Annual Housing Demand, Subject Site

		2020	2021	2022	2023	2024	2025	2026	Total
Apartment	Ownership	25	26	26	26	26	26	26	183
Apartment	Rental	33	31	31	31	31	31	31	219
Townhouse	Ownership	15	14	14	14	14	14	14	98
Townhouse	Rental	9	6	6	6	6	6	6	47
Annual Total		82	78	78	78	78	78	78	548
Aggregate Total		82	160	237	315	392	470	548	

Source: Altus Group Economic Consulting, 2018

This means that large-scale projects (of approximately 150 units or more) will be very challenging to develop – especially for ownership (condominium) product which typically relies on bulk sales to start construction. It is also unlikely that development of rental and condominium product will occur concurrently throughout the entire 2020-2026 period – and hence, development timeframes to full build-out of the subject lands are likely to extend beyond 2026.

To mitigate these challenges and to achieve financial feasibility from a project cost and revenue perspective, the following strategic recommendations could be considered:

- **Plan for lower densities** – The higher-density goals of a typical transit-oriented development is harder to achieve in suboptimal locations with lower than average revenue potential. Hence it becomes necessary to allow built-forms that are more affordable (to build and sell/lease) despite the loss of densities associated when moving from mid-rise to low-rise, or mid-rise to townhouse product typologies.
- **A phased approach** – The most feasible type of multi-family development would be one that allows for phasing within individual parcels, likely across several smaller-scale buildings as opposed to one or a few large format buildings. In such a way each site could develop and add density over time without having to absorb too many units at once. This approach is achievable in 8-plex, 12-plex or 14-plex buildings typologies that offer apartment or townhouse (typically stacked townhouse) product or a combination of the two.
- **A product type that allows for financial feasibility** – Another key success factor would be to plan for project economic/ financial feasibility by recognising that the location is likely to support lower than average prices and rents and to subsequently provide the appropriate product for this market. This means that it would be necessary to plan for product types that are less costly to build – potentially considering the following aspects:
 - Allowing the option of surface parking and relaxing requirements on underground parking,
 - Relaxing (reducing) parking requirements in general,

- Limiting commercial requirements but allowing it as an option (unless additional parking – likely at surface - is ensured),
- Reducing architectural and design requirements (or simply being more flexible), and
- Reducing requirements for common areas or building amenities etc.

1.6 RESIDENTIAL PRODUCT RECOMMENDATION

1.6.1 Stacked Townhouse/Apartment

The product type that is best suited to the subject site from a market perspective is a stacked apartment¹ or townhouse format (6 to 16-plex buildings) that allows for multiple phases, multiple tenure types, low entry price points and flexibility in site layout and design. Surface parking is typically provided (as opposed to garage/underground) but can be integrated flexibly into various parts of the site to allow for a more visually appealing overall design as opposed to a single surface parking lot.

1.6.2 Low-Rise Apartment

The slightly limited extent of annual apartment demand makes this built form – which typically consist of four storey buildings of approximately 70-100 units - slightly more challenging to develop at the subject location than smaller-scale stacked product – especially for ownership product. This built-form would likely only be feasible with either surface parking or a maximum of one level of underground parking provided (going deeper underground becomes increasingly costly). Even in a scenario where underground parking is provided, surface parking might still be required if commercial spaces remain a zoning requirement.

Nonetheless, where surface parking (or one level of underground parking) could form part of the project design, this type of low-rise product could be brought to market at prices/rents that would allow for the necessary absorption to ensure feasibility.

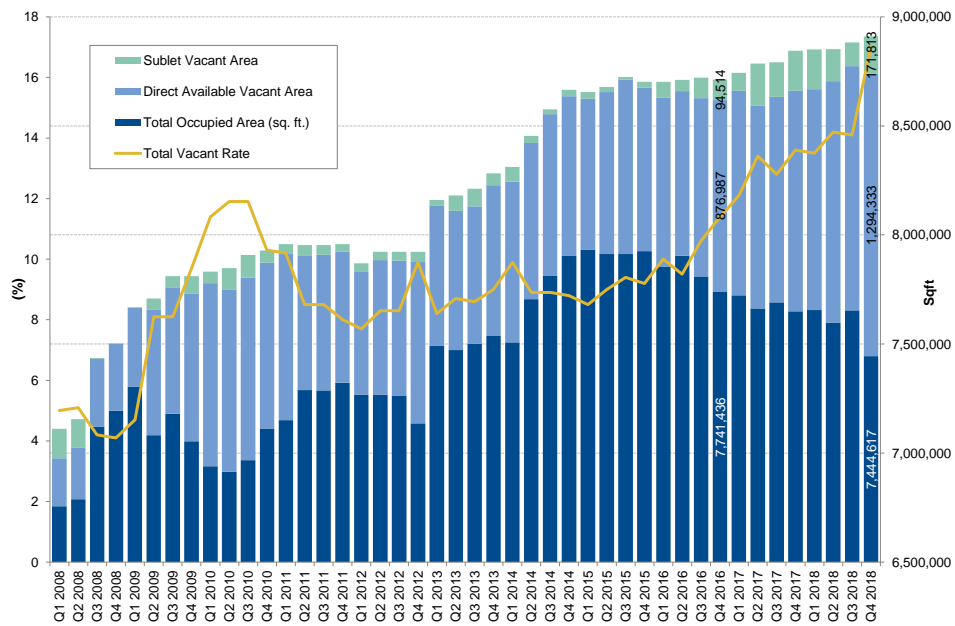
¹ Stacked product is often technically defined as townhouses, but its typical attributes makes it more similar to apartments.

1.7 COMMERCIAL MARKET FEASIBILITY

1.7.1 Office Market Feasibility

The suburban office market is currently experiencing substantial pressures from an availability and vacancy perspective. In fact, as of the end of 2018 availability is at an all-time high (1.6 million sqft) and vacancy rates have increased from 9.5% at mid-2016 to 17% currently.

Office Market Vacancy, Suburban Edmonton, 2018



While the site benefits from several regional advantages (proximity to LRT, central inner-city location, few nearby competitors etc.) it is unlikely that office development will occur at the subject lands in the near-term. In fact, until availability and vacancy rates decrease significantly we expect non-niche suburban office feasibility to remain limited across the city.

1.7.2 Retail Market Feasibility

The subject site has the potential to support approximately 19,000sqft of retail Gross Leasable Area (GLA) by 2026 from the regular spending of the local population (within walking distance of the site and inclusive of the future on-site population). It would also support a substantial additional amount of retail GLA from a wider trade area via the transient vehicle traffic market if on-site parking is available.

The key challenge, however, for this location, is that the provision of underground parking on site will in most cases prove too costly for most developers to make mixed-use projects feasible (since the revenue potential of the subject site is lower than other inner-city locations). This challenge will apply in particular to condominium developers who typically require bulk sales before commencing with construction.

As a result, unless retail parking is provided on-site, the extent of retail GLA will remain limited. In fact, since approximately 45,000sqft of retail GLA exists across Fort Road, and another 22,000sqft of retail GLA is under construction on Parcel C, the retail market is likely to remain over supplied (too many facilities for all to be successful).

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendments, Rezoning
Bylaw/Charter Bylaw:	Resolution/19251/19262
Location:	Southeast of Fort Road between 66 Street NW and 129 Avenue NW
Addresses:	404 Belvedere Gate NW 504, 560 & 580 Belvedere Way NW
Legal Descriptions:	Lot 1, Block 2, Plan 0924862 Lots 1, 10 & 11, Block 1, Plan 0924862
Site Area:	3.8 ha
Neighbourhood:	Belvedere
Notified Community Organizations:	Balwin Community League Belvedere Community League Hairsine Community League Edmonton North District Council of Community Leagues Fort Road and Area Business Improvement Area
Applicant:	City of Edmonton

PLANNING FRAMEWORK

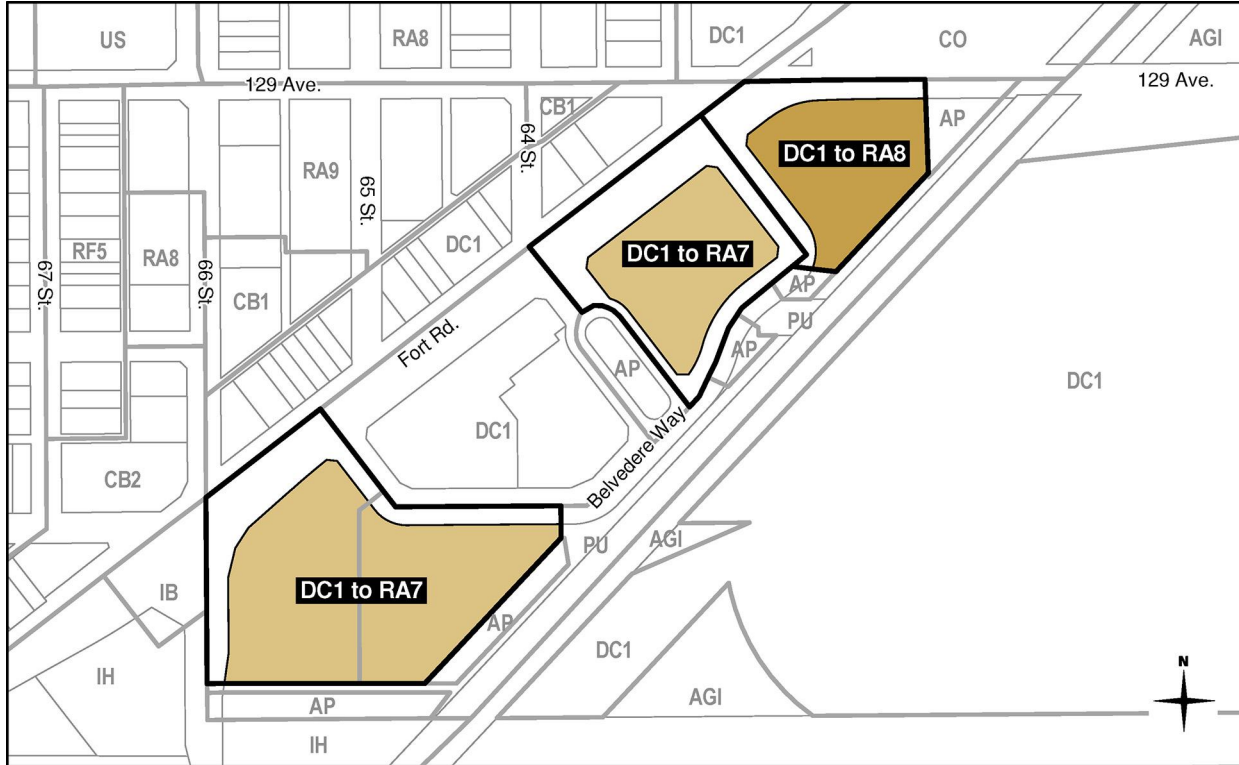
Current Zone:	(DC1) Direct Development Control Provision
Proposed Zones:	(RA7) Low Rise Apartment Zone (RA8) Medium Rise Apartment Zone
Plans in Effect:	Belvedere Area Redevelopment Plan Fort Road Old Town Master Plan Fort Road Old Town Master Plan Implementation Report
Historic Status:	None

Written By:	Heather Vander Hoek
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination

ITEMS 3.14, 3.15 & 3.16

Bylaw 19251 & CHARTER BYLAW 19262

BELVEDERE



THE APPLICATION



SITE CONTEXT



Balwin School

St. Francis of Assisi
Elementary School

66 ST NW

Fort Road NW

SITE

SITE

ETS Belvedere
Station

SITE CONTEXT



SITE HISTORY



FORT ROAD OLD TOWN MASTER PLAN

Approved by Edmonton City Council
on November 26, 2002

2002

FORT ROAD OLD TOWN MASTER PLAN

- + revitalizing historic Fort Road
- + accommodating increased traffic
- + enhancing commercial activity
- + adding high-density residential housing
- + increasing LRT ridership

2007 – 2012

SUBDIVISION CONSTRUCTION

- + construction of subdivision based on the Fort Road Urban Design Plan

2013 – 2018

DEVELOPMENT AREA C

- + Construction begins on 2 of the 5 buildings proposed for Station Pointe Village in Area C

2007

ZONING

- + Belvedere Area Redevelopment Plan amended
- + Fort Road Urban Design Plan approved
- + Station Pointe areas rezoned to DC1 (Direct Development Control)

2012

READY FOR DEVELOPMENT

- + Community Revitalization Levy Plan approved

2018

COUNCIL MOTION

Administration responds to a council motion about exploring the barriers to and opportunities for encouraging development at Station Pointe

SITE HISTORY



CURRENT AND PROPOSED ZONING

Current:
DC1

Proposed:
RA7 & RA8

USE

Requires mixed use along Fort Road, commercial on ground level and residential above

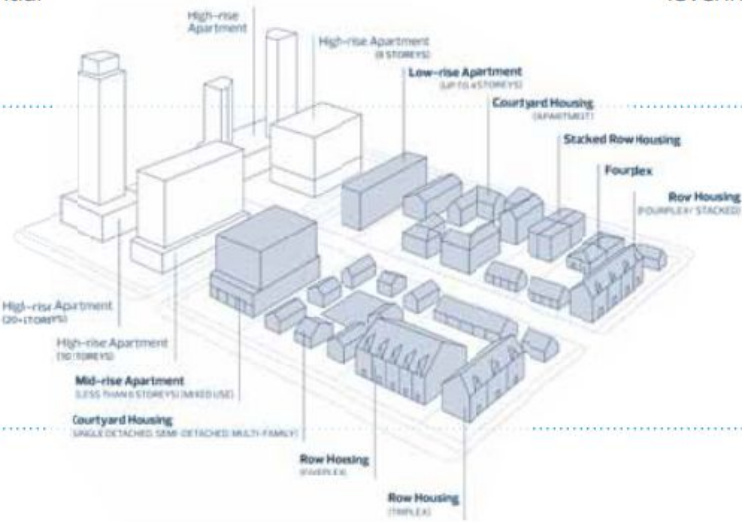
Housing is the main use with allowable commercial uses at ground level including retail, health and professional services

BUILT FORM

Requires tall/tower apartment buildings (up to 65 metres with 18 metres base)

RA7 allows for townhomes to low-rise apartments (up to 6 metres)

RA8 allows for low to medium rise apartments (up to 23 meters)

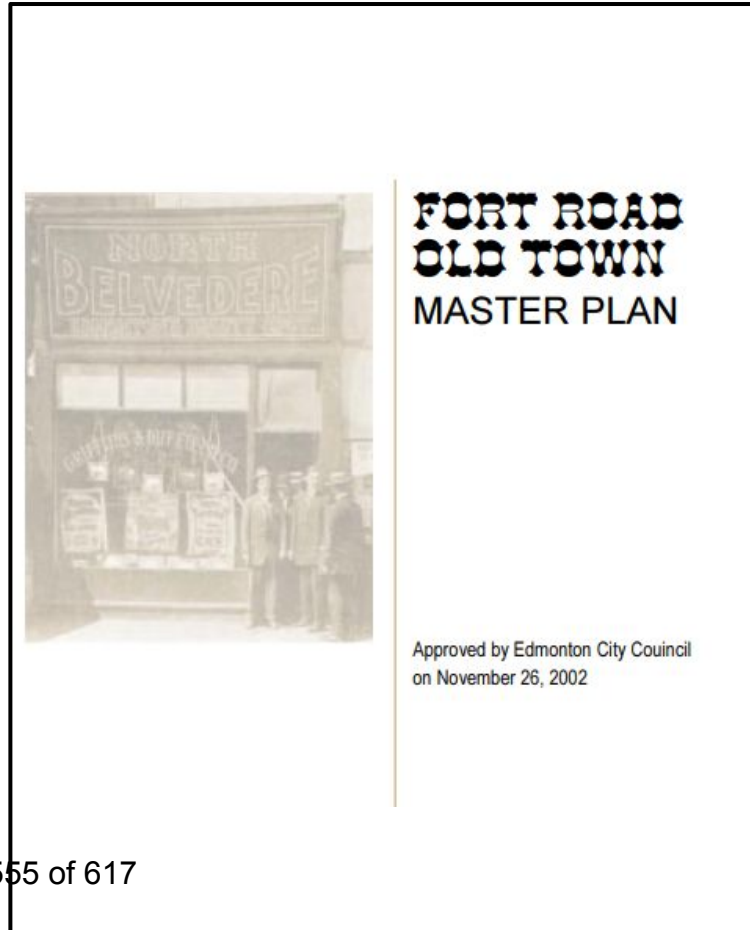
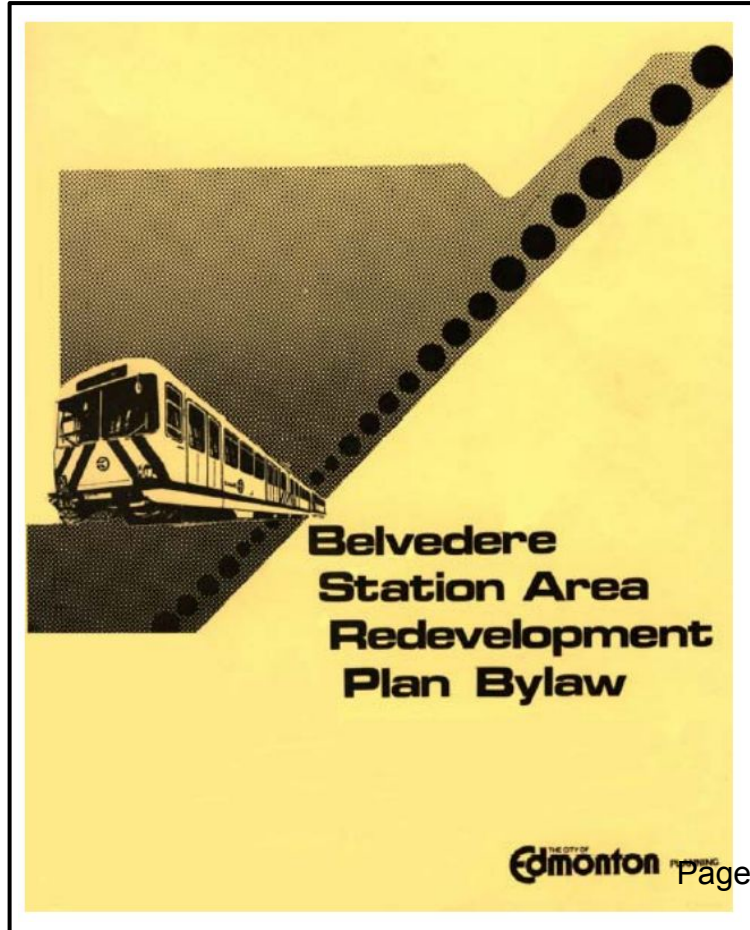


PARKING

No surface parking (parking must be in structure)

Surface parking allowed

PLANS IN EFFECT



FORT ROAD URBAN DESIGN PLAN

Fort Road Urban Design Plan

"A Transit-Oriented Community"

Submission to:



ASSET MANAGEMENT
AND PUBLIC WORKS

Page 556 of 617



RESIDENTIAL INFILL GUIDELINES



TRANSIT ORIENTED DEVELOPMENT GUIDELINES



PUBLIC CONSULTATION

Share your feedback on a development proposal in the Belvedere Neighbourhood

JAN 29 2020

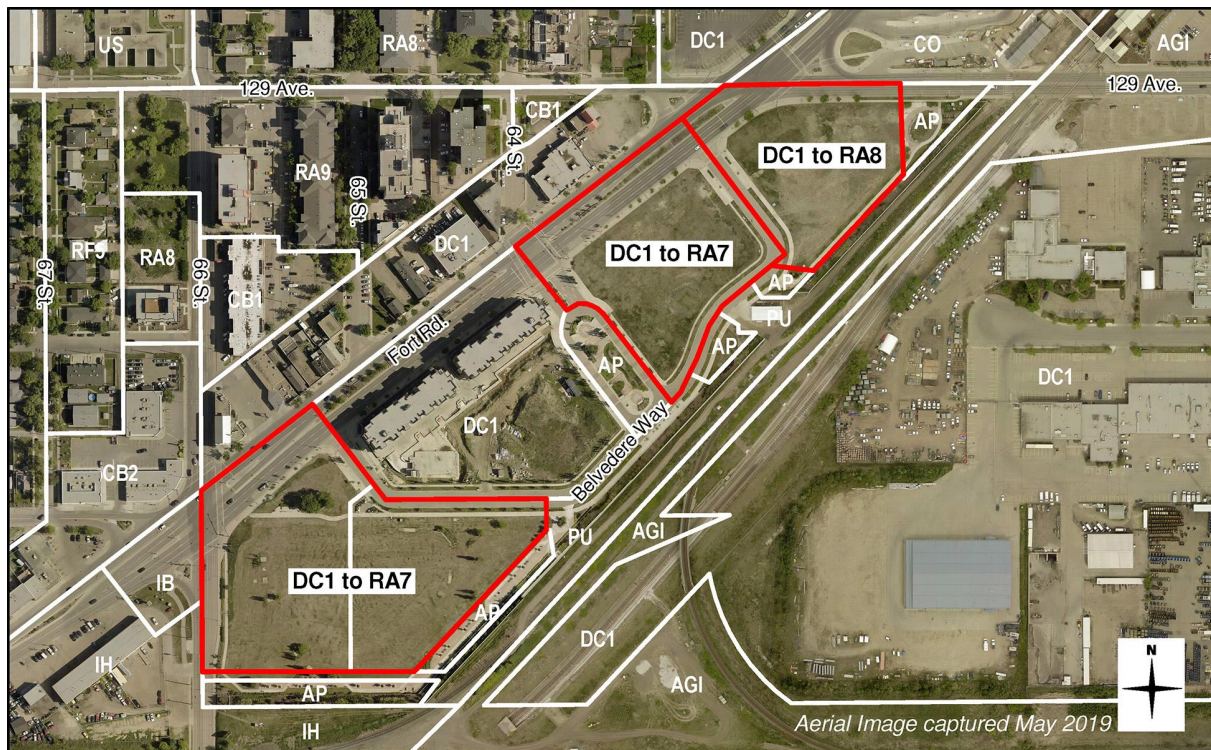
Wednesday, 6:00 to 8:00 p.m.
(Drop-in, no scheduled presentation)
Belvedere Community Hall
13223 - 62 Street NW

**SHARE YOUR VOICE
SHAPE OUR CITY**

Edmonton

ADVISE

- Desire for site to be developed
- Concern that commercial will not be developed
- Concerns about affordable housing
- Desire for large format commercial
- Potential for rezoning to have positive impact



ADMINISTRATION'S RECOMMENDATION: **APPROVAL**

Bylaw 19251

Amendment to the Belvedere Station Area Redevelopment Plan

Purpose

To revise direction for future development of the Station Pointe Lands near the Belvedere LRT Station.

Readings

Bylaw 19251 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree “That Bylaw 19251 be considered for third reading.”

Advertising and Signing

This Bylaw has been advertised in the Edmonton Journal on August 14, 2020, and August 22, 2020. The Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Bylaw.

Report

This Bylaw proposes to amend the Belvedere Station ARP to revise Figure 12 to show ‘medium to high density residential’ instead of ‘high density’ to align with the associated rezoning application (Charter Bylaw 19262). Additional amendments are proposed to update subsequent figures, to remove the ‘boundary of amendment’ outline from a previous amendment, and to remove Section 6: Land Use Regulations and Guidelines, which contains outdated descriptions of standard zoning and is no longer applicable.

Public Engagement

Prior to making an application for rezoning, Administration, as the applicant, mailed notices to surrounding properties within one kilometre of the site on May 22, 2019. These notices provided information for a Public Engagement Session, which was later held on May 30, 2019. The session was to provide information about the status of the Station Pointe lands and to solicit feedback prior to submitting a rezoning application for the area.

Following this session, the application for rezoning was submitted and advance notice was mailed out to surrounding property owners, the Balwin, Belvedere and Hairsine

Community Leagues and the Edmonton North District Council of Community Leagues on October 16, 2019. No responses were received.

Notices for a public engagement session were sent to the same recipients as well as an expanded radius of property owners on January 15, 2020. The session was held on January 29, 2020. Feedback received is summarized in the attached Administration Report and the “What We Heard Reports” from both sessions are appended to the attached Administration Report.

Attachments

1. Bylaw 19251
2. Administration Report (attached to the Amendment - Item 3.14)

Bylaw 19251
A Bylaw to amend Bylaw 5988, as amended,
The Belvedere Station Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council, on September 24, 1980, passed Bylaw 5988, as amended, being a bylaw to adopt the Belvedere Station Area Redevelopment Plan Bylaw; and

WHEREAS from time to time City Council may find it desirable to amend the Belvedere Station Area Redevelopment Plan Bylaw; and;

WHEREAS an application was made to amend the Belvedere Station Area Redevelopment Plan Bylaw; and

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to amend the Belvedere Station Area Redevelopment Plan Bylaw; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. That Bylaw 5988, as amended, the Belvedere Station Area Redevelopment Plan is hereby amended by:
 - a. deleting the sentence under “Action” in Section 3.3 Scale of Development and replacing with “Permissible locations for development by type and density are prescribed by the Zoning Bylaw.”;
 - b. deleting “Figure 12 Housing Strategy” and replacing with “Figure 12 Housing Strategy” as shown on Schedule “A” of this bylaw;
 - c. deleting “Figure 13 Retail Strategy” and replacing with “Figure 13 Retail Strategy” as shown on Schedule “B” of this bylaw;

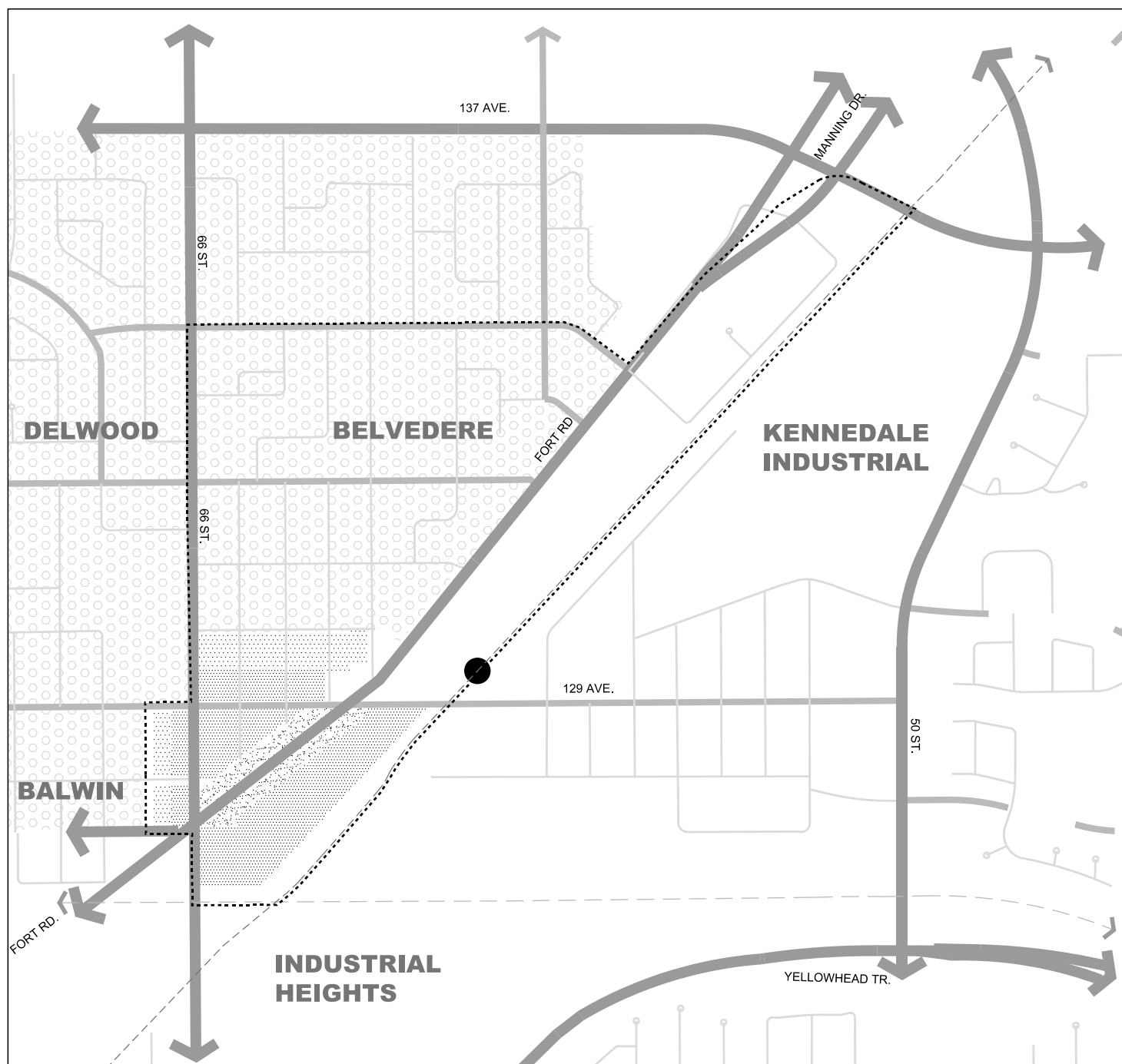
- d. deleting “Figure 14 Office Development Strategy” and replacing with “Figure 14 Office Development Strategy” as shown on Schedule “C” of this bylaw;
- e. deleting “Figure 15 Industrial Lands Redevelopment Strategy” and replacing with “Figure 15 Industrial Lands Redevelopment Strategy” as shown on Schedule “D” of this bylaw;
- f. deleting “Figure 16 Pedestrian Priority Zone” and replacing with “Figure 16 Pedestrian Priority Zone” as shown on Schedule “E” of this bylaw;
- g. deleting “Figure 17 Locations of LRT Grade Separations” and replacing with “Figure 17 Locations of LRT Grade Separations” as shown on Schedule “F” of this bylaw;
- h. deleting the first paragraph under Section 4 “Plan of Land Use Districts” and replacing it with “The type and distribution of land uses within the plan boundary are conceptually shown in Figures 12 through 15. These land uses are based on the Northeast Light Rail Transit Corridor Study (N.E.L.R.T.C.S.)” Council-approved recommendation and respond to the plan objectives outlined in the previous section.”;
- i. deleting Section 6 in its entirety;
- j. deleting “Schedule B: Land Use Districts”; and
- k. deleting “Schedule C: Circulation Systems” and replacing with “Schedule C: Circulation Systems” as shown on Schedule “G” of this bylaw.

READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



LEGEND












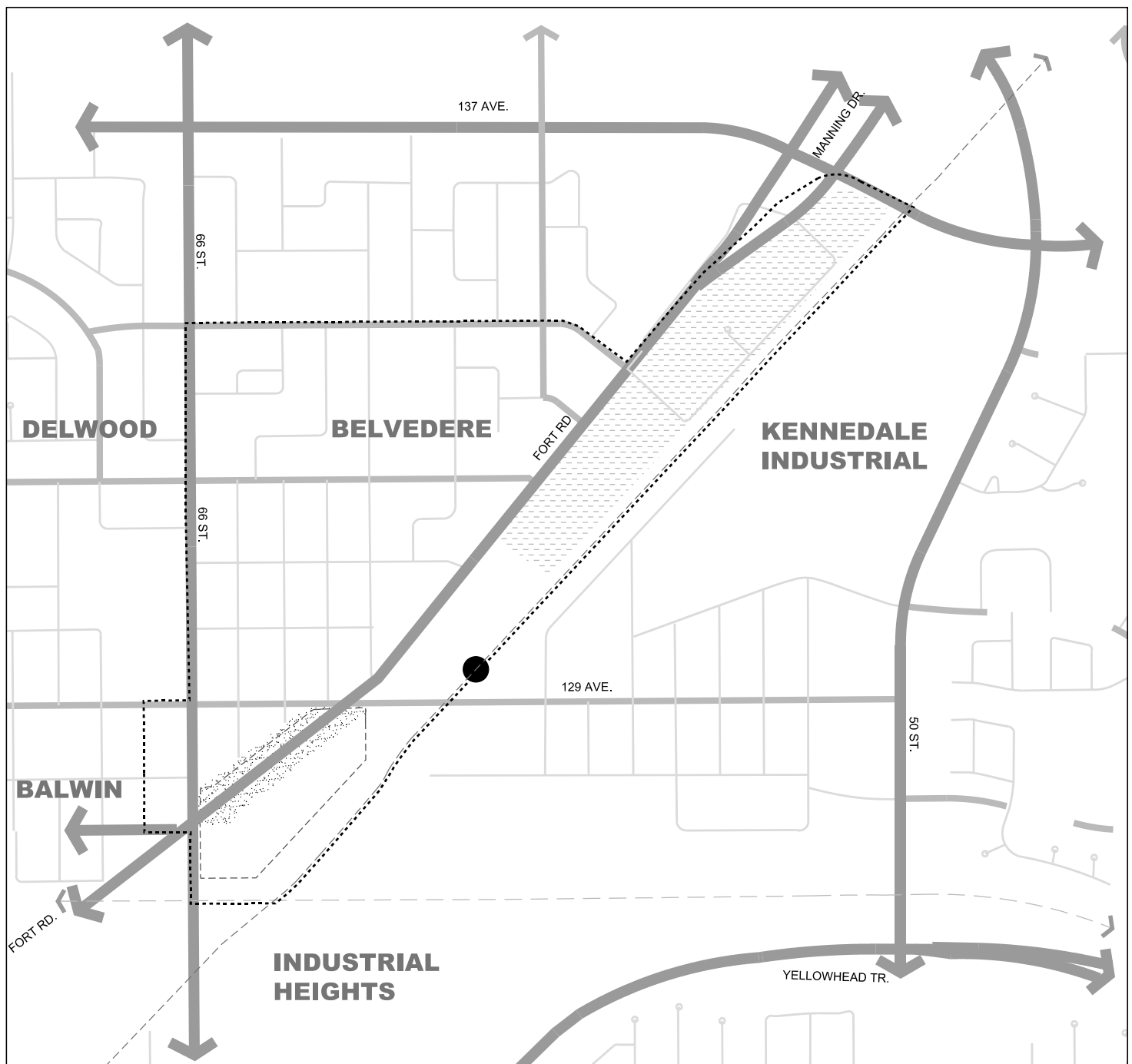
	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		MEDIUM TO HIGH DENSITY
	L.R.T. RIGHT-OF-WAY		MIXED-USE, MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT
	ARTERIAL ROAD SYSTEM		MEDIUM DENSITY
	COLLECTOR ROAD SYSTEM		STABLE COMMUNITY
	LOCAL ROAD SYSTEM		

Figure 12
Housing Strategy





LEGEND

..... A. R. P. BOUNDARY

● L.R.T. STATION

----- L.R.T. RIGHT-OF-WAY

===== ARTERIAL ROAD SYSTEM

===== COLLECTOR ROAD SYSTEM

===== LOCAL ROAD SYSTEM

----- CANADIAN NATIONAL RAILWAY

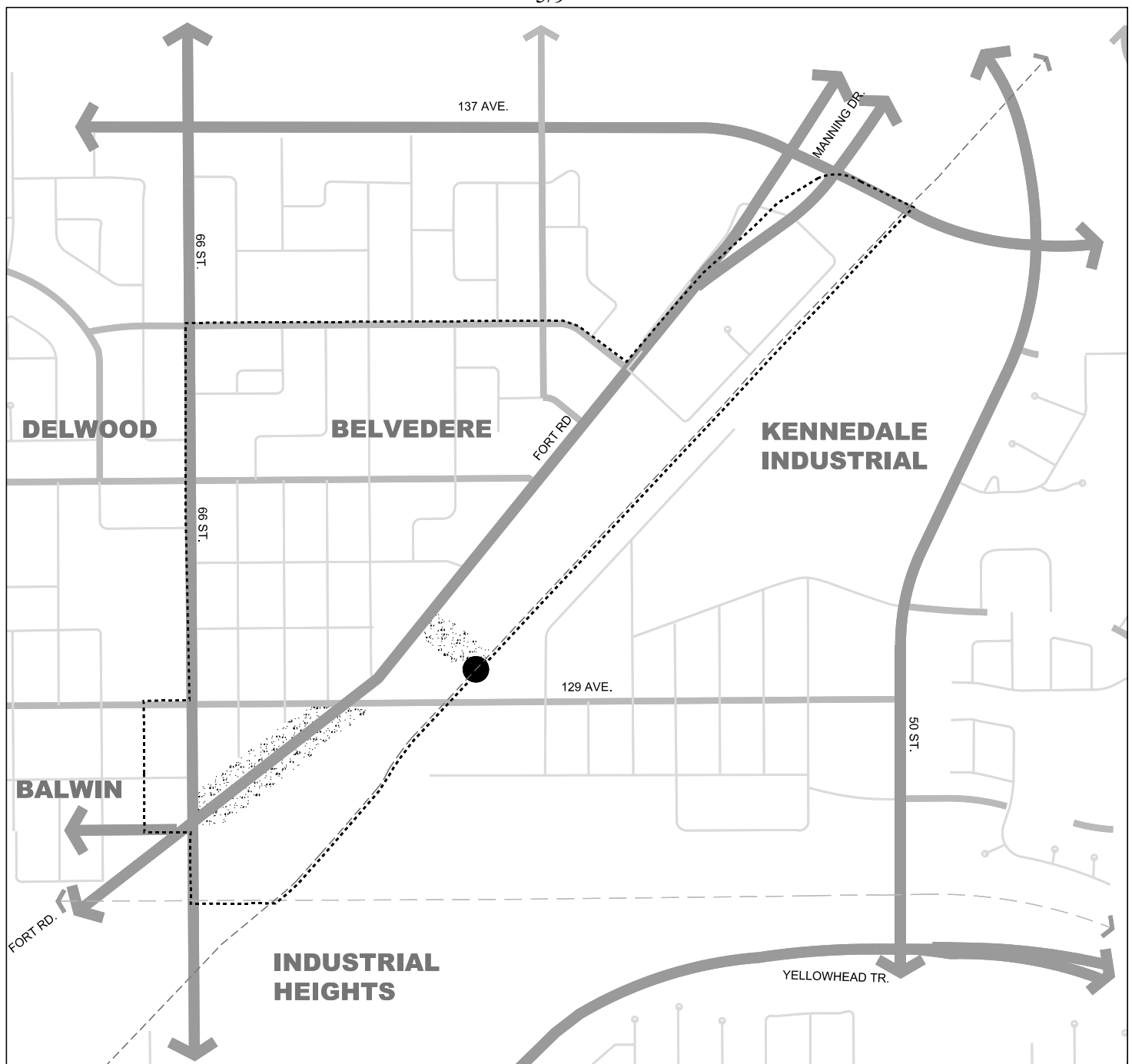
----- FORT ROAD OLD TOWN URBAN DESIGN PLAN AREA

===== MIXED-USE COMMERCIAL/RESIDENTIAL AREA

----- AUTO-ORIENTED RETAIL STRATEGY

Figure 13
Retail Strategy





LEGEND

..... A. R. P. BOUNDARY

● L.R.T. STATION

----- L.R.T. RIGHT-OF-WAY

————— ARTERIAL ROAD SYSTEM

————— COLLECTOR ROAD SYSTEM

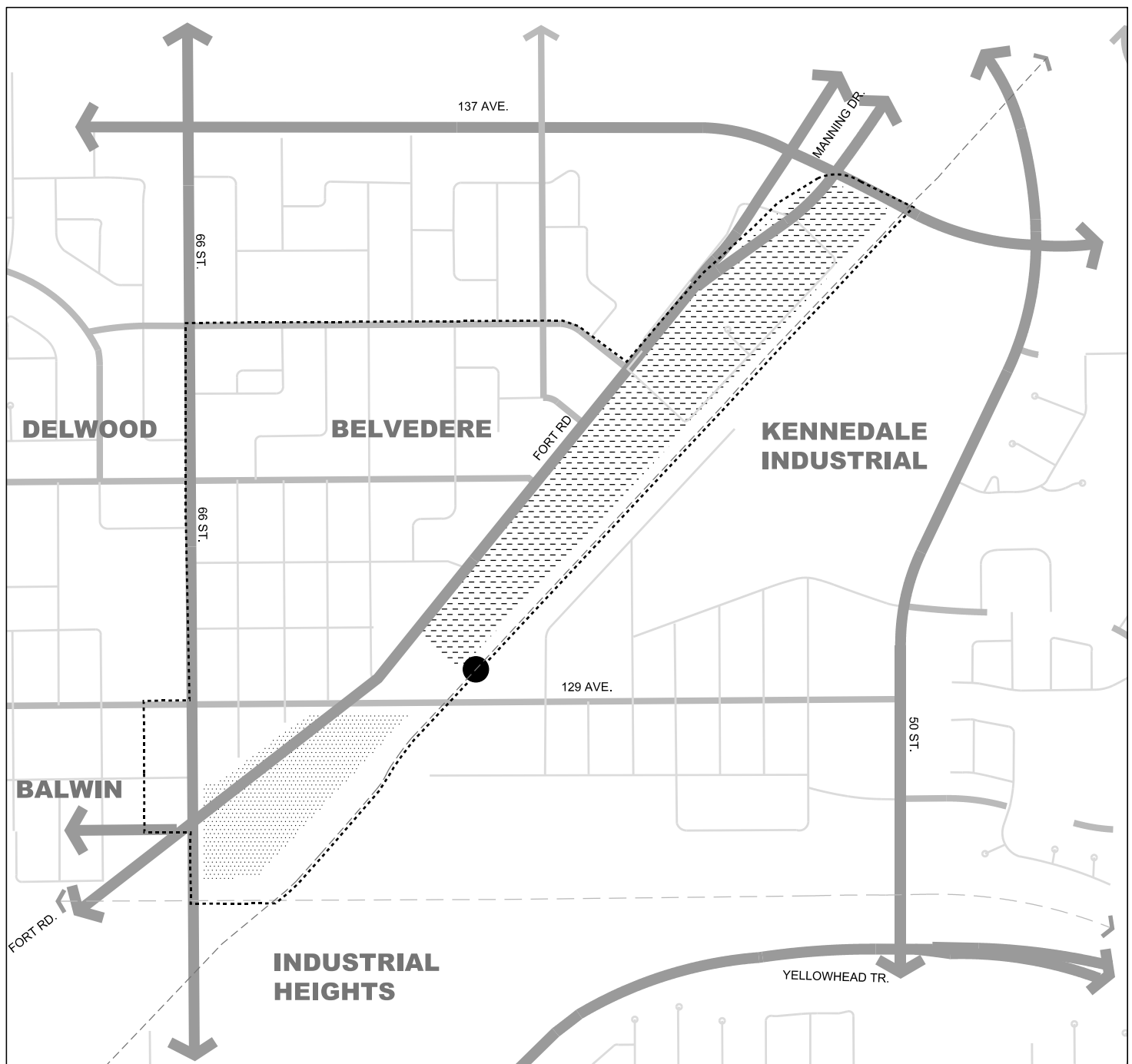
————— LOCAL ROAD SYSTEM

————— CANADIAN NATIONAL RAILWAY

..... POTENTIAL OFFICE AREAS

Figure 14
Office Development
Strategy





LEGEND










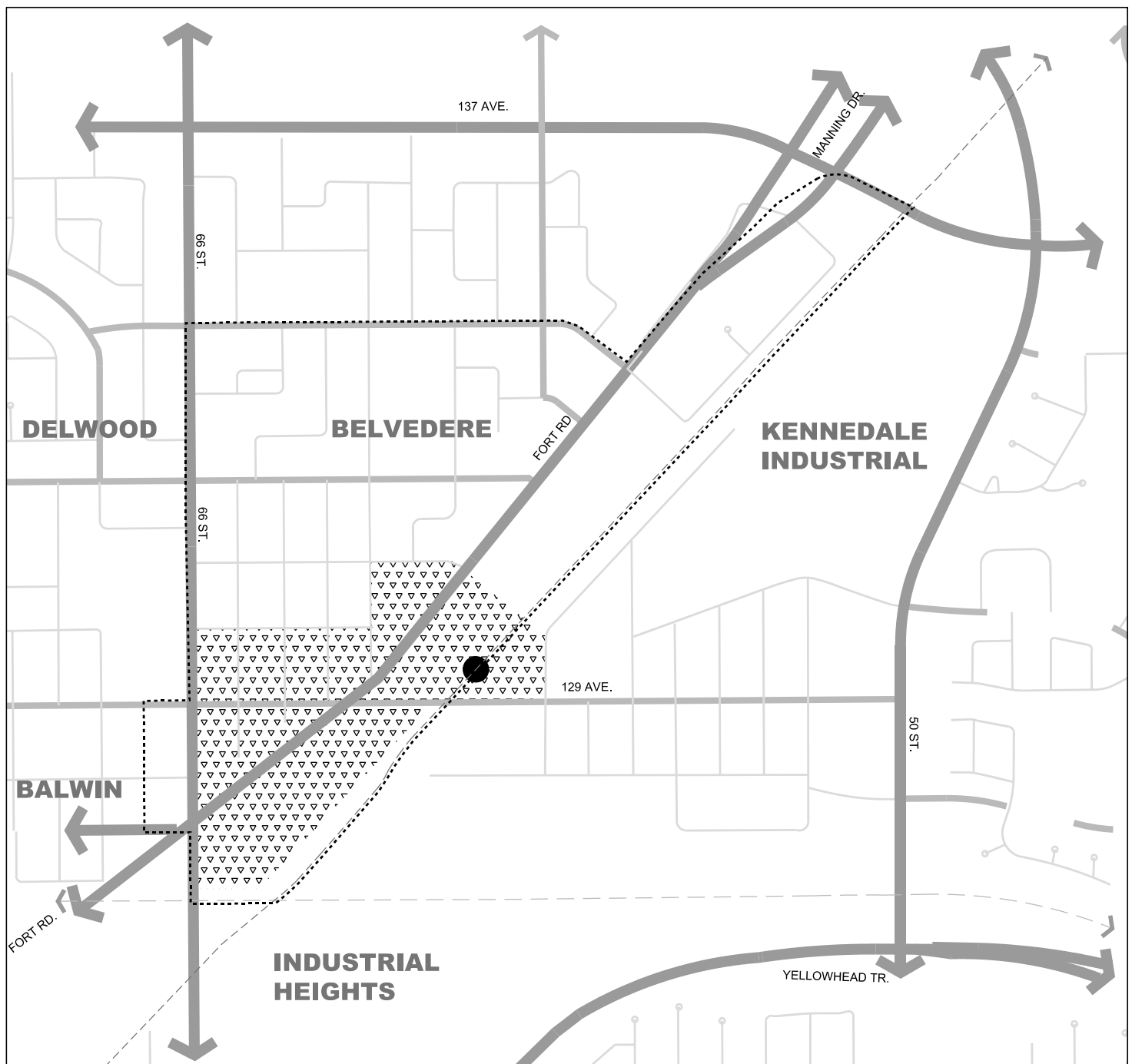
	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT
	L.R.T. RIGHT-OF-WAY		COMMERCIAL PARK DEVELOPMENT
	ARTERIAL ROAD SYSTEM		
	COLLECTOR ROAD SYSTEM		
	LOCAL ROAD SYSTEM		

Figure 15
Industrial Lands
Redevelopment Strategy





LEGEND

..... A. R. P. BOUNDARY

--- CANADIAN NATIONAL RAILWAY

● L.R.T. STATION

▨ PEDESTRIAN PRIORITY ZONE

--- L.R.T. RIGHT-OF-WAY

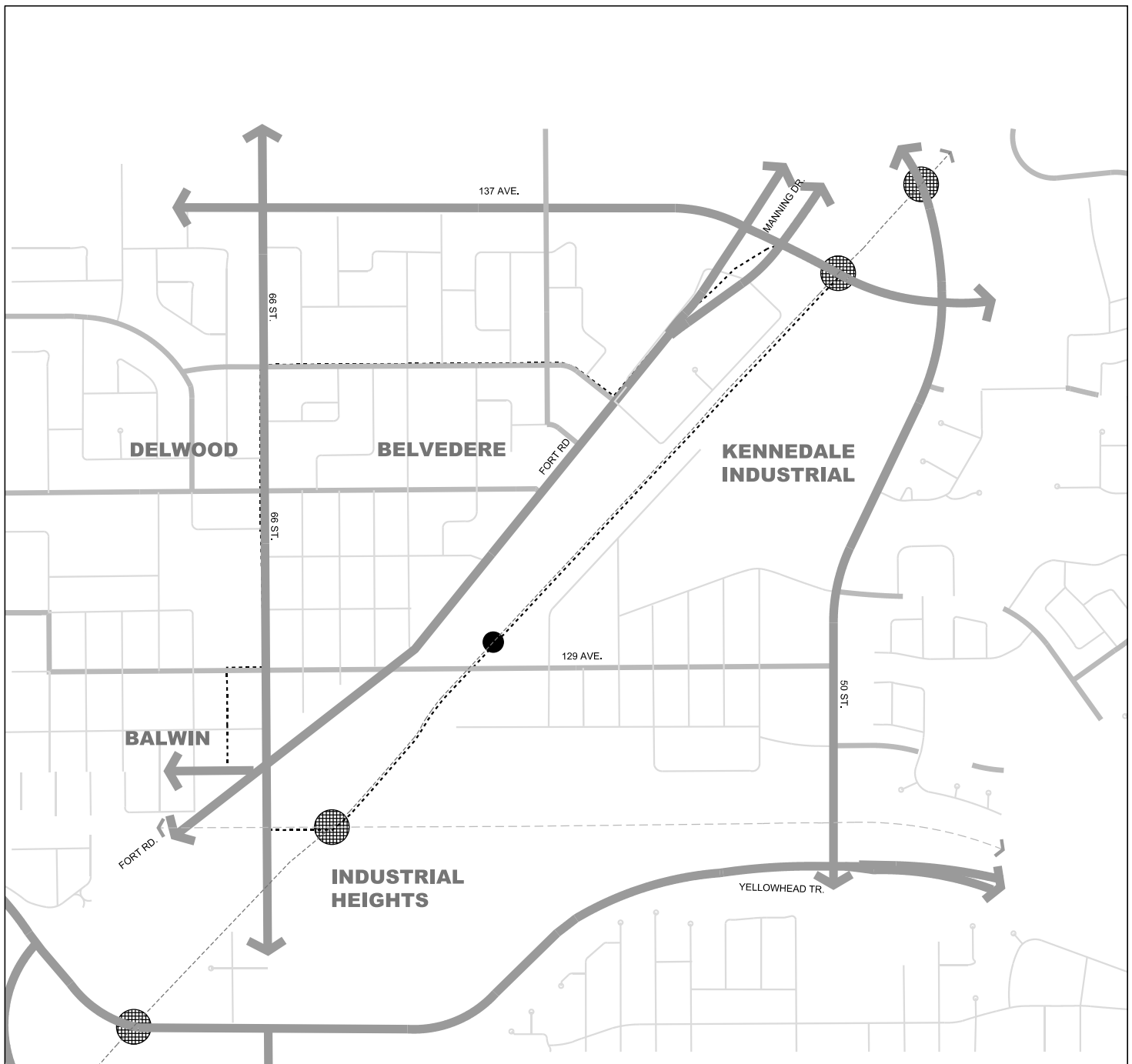
▬ ARTERIAL ROAD SYSTEM

▬ COLLECTOR ROAD SYSTEM

▬ LOCAL ROAD SYSTEM

Figure 16
Pedestrian Priority Zone





LEGEND

A. R. P. BOUNDARY

L.R.T. STATION

L.R.T. RIGHT-OF-WAY

ARTERIAL ROAD SYSTEM

COLLECTOR ROAD SYSTEM

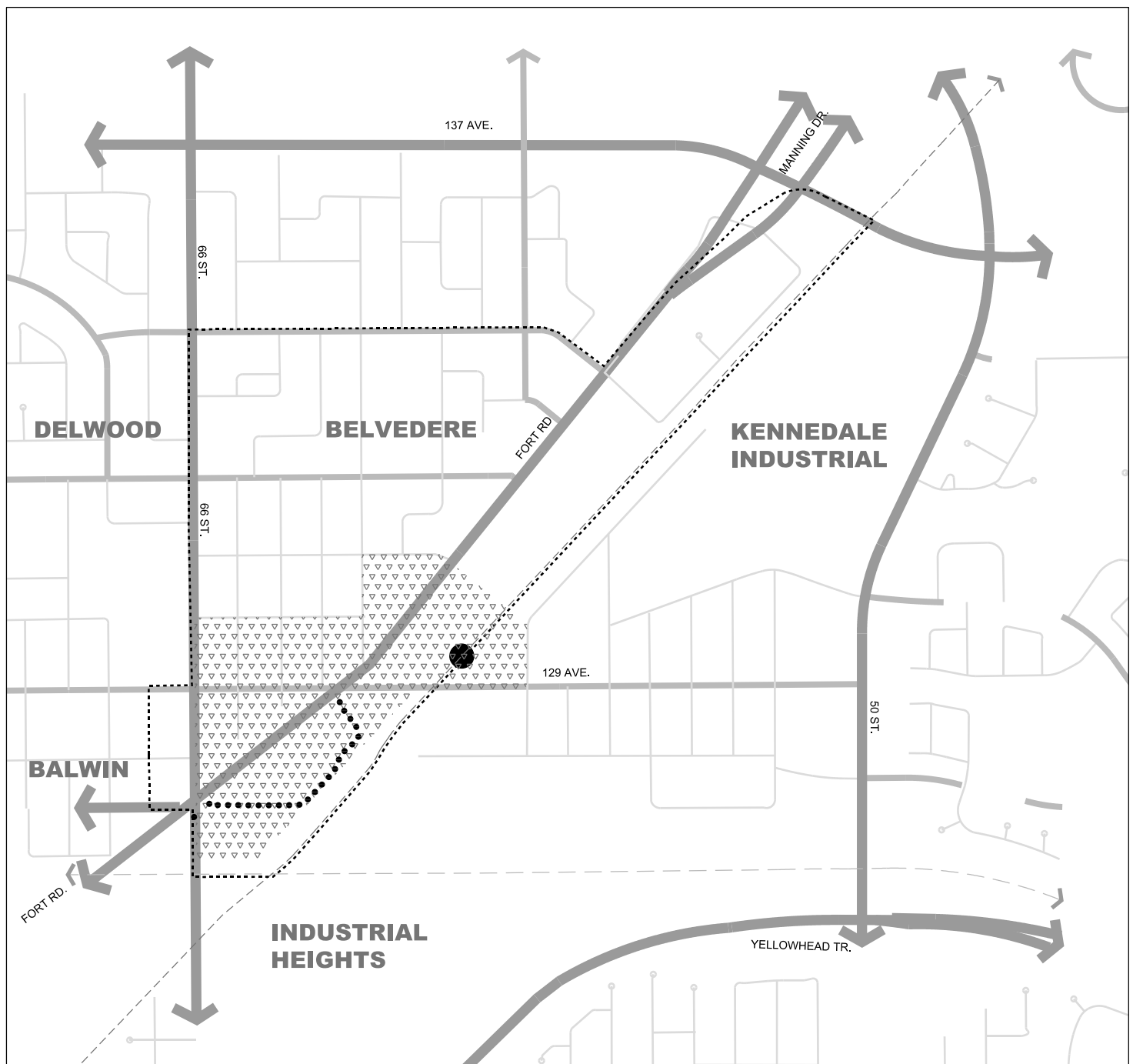
LOCAL ROAD SYSTEM

CANADIAN NATIONAL RAILWAY

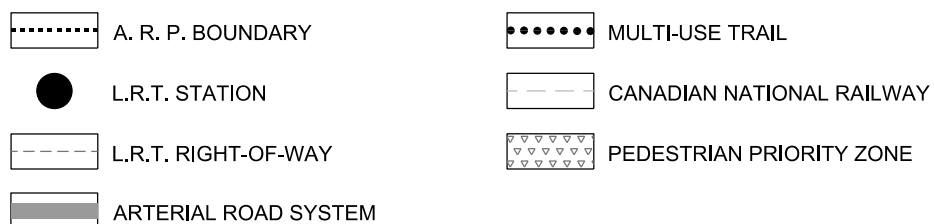
GRADE SEPARATIONS

Figure 17
Locations of L.R.T. Grade Separations





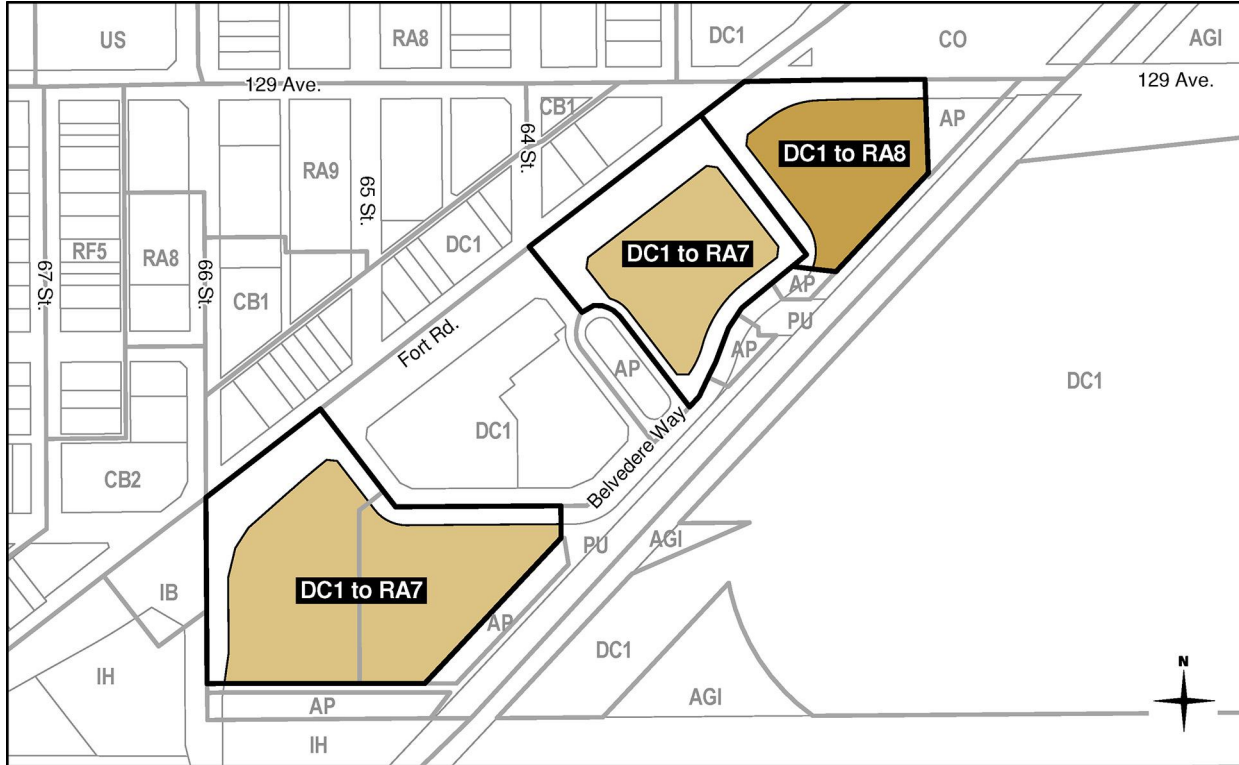
Belvedere Station Area Redevelopment Plan, Bylaw No. 5988 Schedule C: Circulation System



ITEMS 3.14, 3.15 & 3.16

Bylaw 19251 & CHARTER BYLAW 19262

BELVEDERE



THE APPLICATION



SITE CONTEXT



Balwin School

St. Francis of Assisi
Elementary School

66 ST NW

Fort Road NW

SITE

SITE

ETS Belvedere
Station

Fort Road NW

SITE CONTEXT



SITE HISTORY



FORT ROAD OLD TOWN MASTER PLAN

Approved by Edmonton City Council
on November 26, 2002

2002

FORT ROAD OLD TOWN MASTER PLAN

- + revitalizing historic Fort Road
- + accommodating increased traffic
- + enhancing commercial activity
- + adding high-density residential housing
- + increasing LRT ridership

2007 – 2012

SUBDIVISION CONSTRUCTION

- + construction of subdivision based on the Fort Road Urban Design Plan

2013 – 2018

DEVELOPMENT AREA C

- + Construction begins on 2 of the 5 buildings proposed for Station Pointe Village in Area C

**2007
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- + Belvedere Area Redevelopment Plan amended
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- + Station Pointe areas rezoned to DC1 (Direct Development Control)

2012

READY FOR DEVELOPMENT

- + Community Revitalization Levy Plan approved

2018

COUNCIL MOTION

Administration responds to a council motion about exploring the barriers to and opportunities for encouraging development at Station Pointe

SITE HISTORY



CURRENT AND PROPOSED ZONING

Current:
DC1

Proposed:
RA7 & RA8

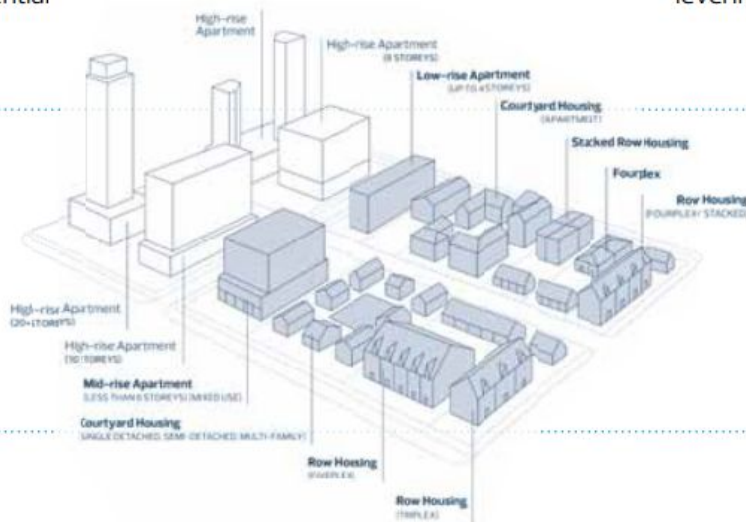
USE

Requires mixed use along Fort Road, commercial on ground level and residential above

Housing is the main use with allowable commercial uses at ground level including retail, health and professional services

BUILT FORM

Requires tall/tower apartment buildings (up to 65 metres with 18 metres base)



RA7 allows for townhomes to low-rise apartments (up to 6 metres)

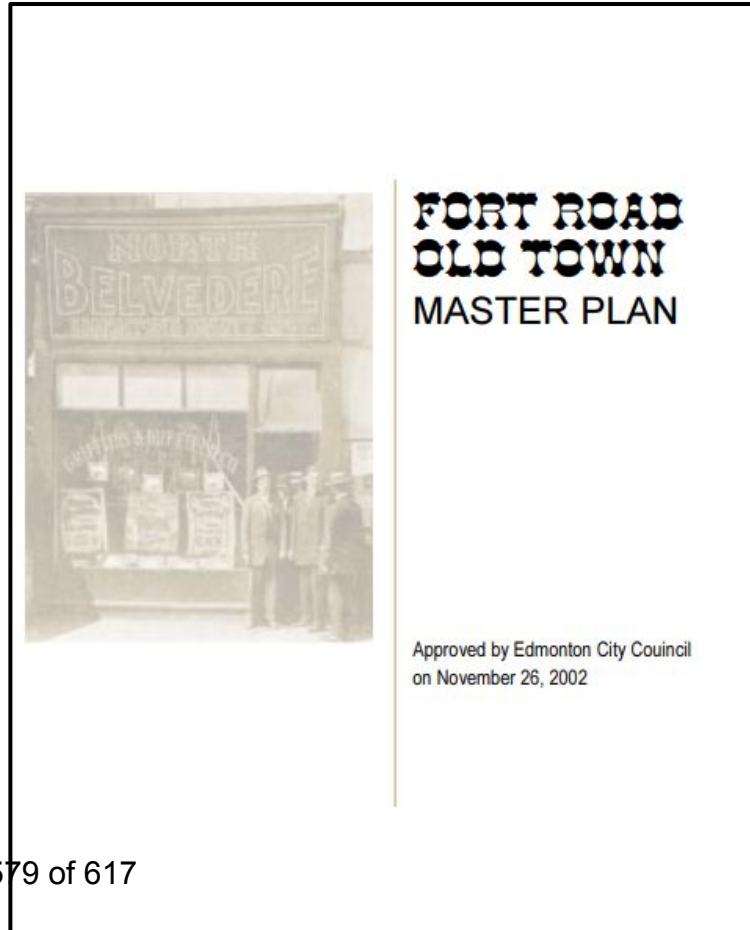
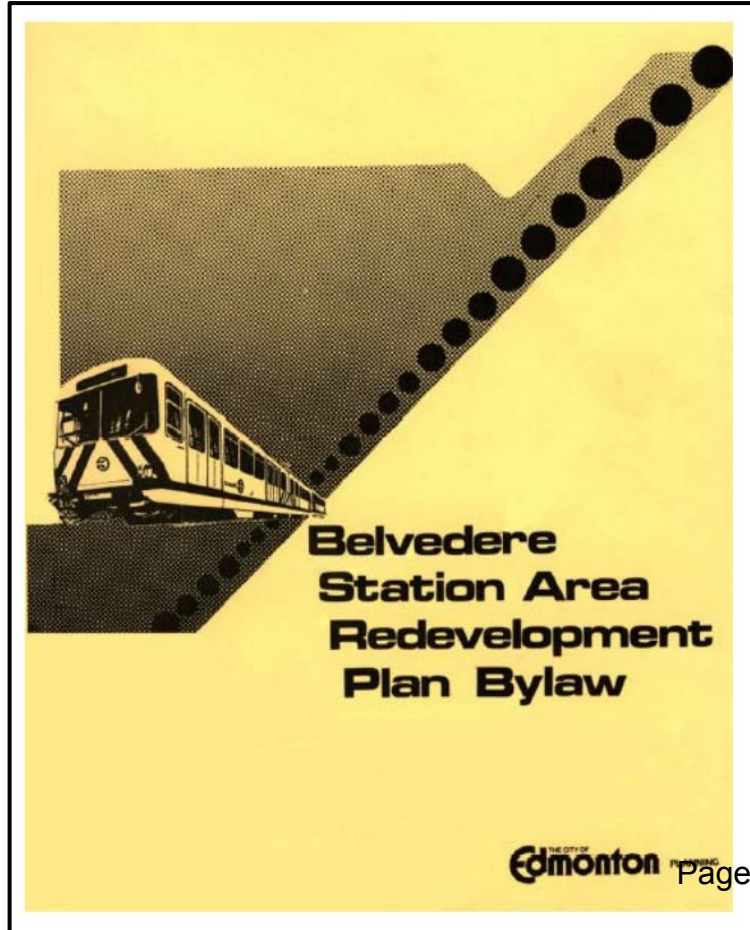
RA8 allows for low to medium rise apartments (up to 23 metres)

PARKING

No surface parking (parking must be in structure)

Surface parking allowed

PLANS IN EFFECT



FORT ROAD URBAN DESIGN PLAN

Fort Road Urban Design Plan

"A Transit-Oriented Community"

Submission to:



ASSET MANAGEMENT
AND PUBLIC WORKS

Page 580 of 617



RESIDENTIAL INFILL GUIDELINES



TRANSIT ORIENTED DEVELOPMENT GUIDELINES



PUBLIC CONSULTATION

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**JAN
29
2020**

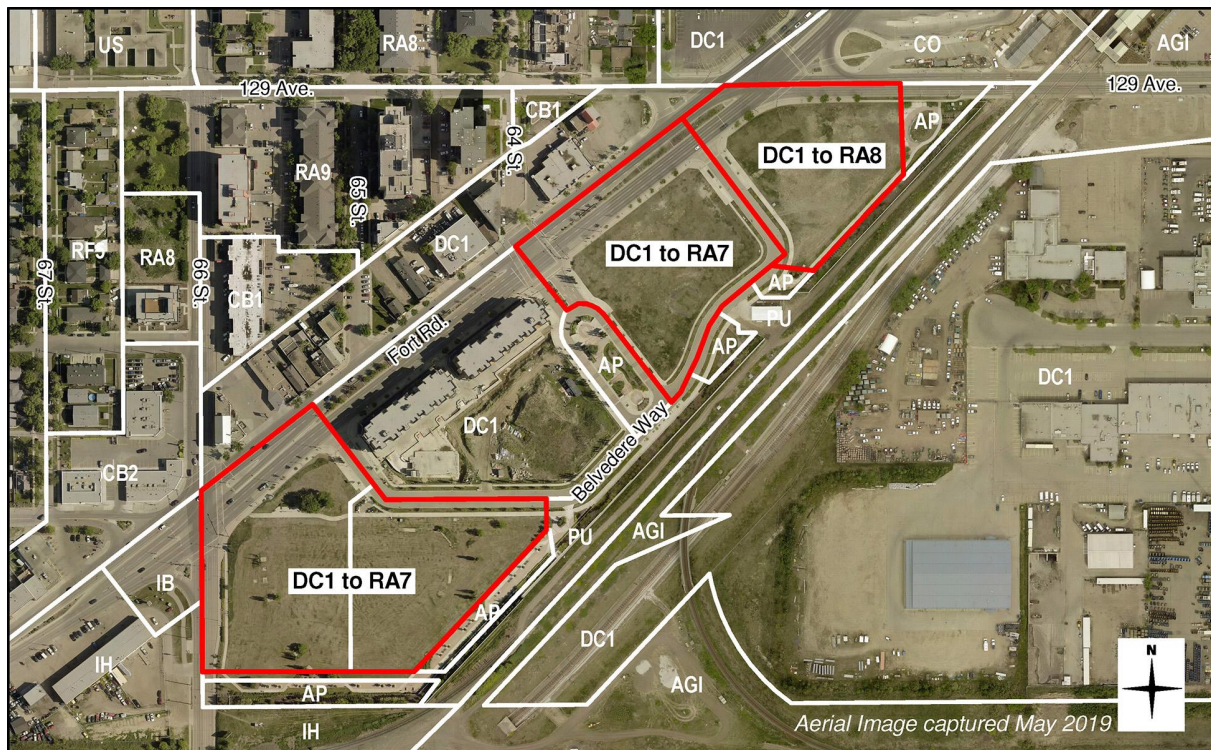
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(Drop-in, no scheduled presentation)
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Edmonton

ADVISE

- Desire for site to be developed
- Concern that commercial will not be developed
- Concerns about affordable housing
- Desire for large format commercial
- Potential for rezoning to have positive impact



ADMINISTRATION'S RECOMMENDATION: **APPROVAL**

Bylaw 19251
A Bylaw to amend Bylaw 5988, as amended,
The Belvedere Station Area Redevelopment
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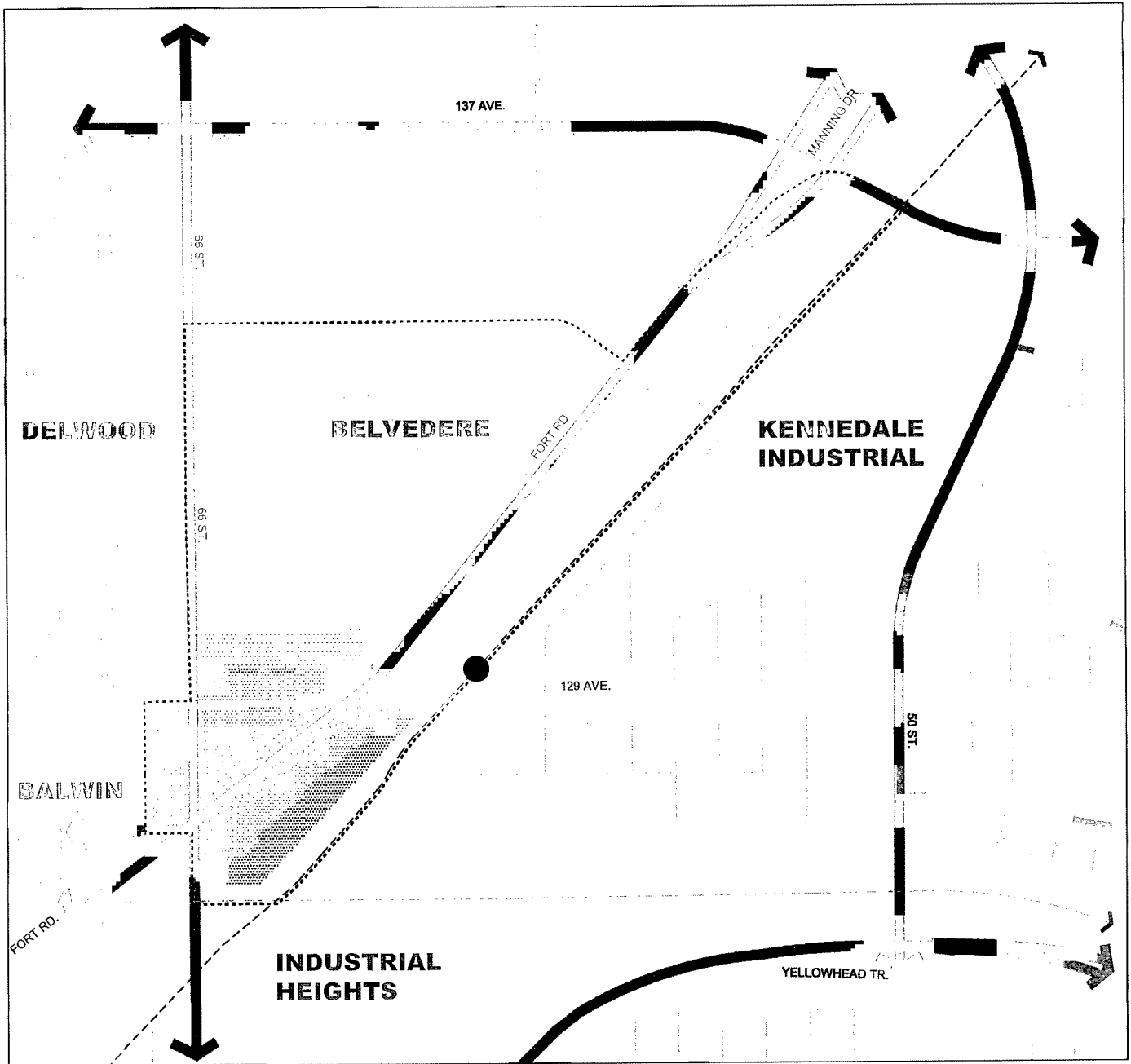
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READ a first time this	1st	day of	September	, A. D. 2020;
READ a second time this	1st	day of	September	, A. D. 2020;
READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

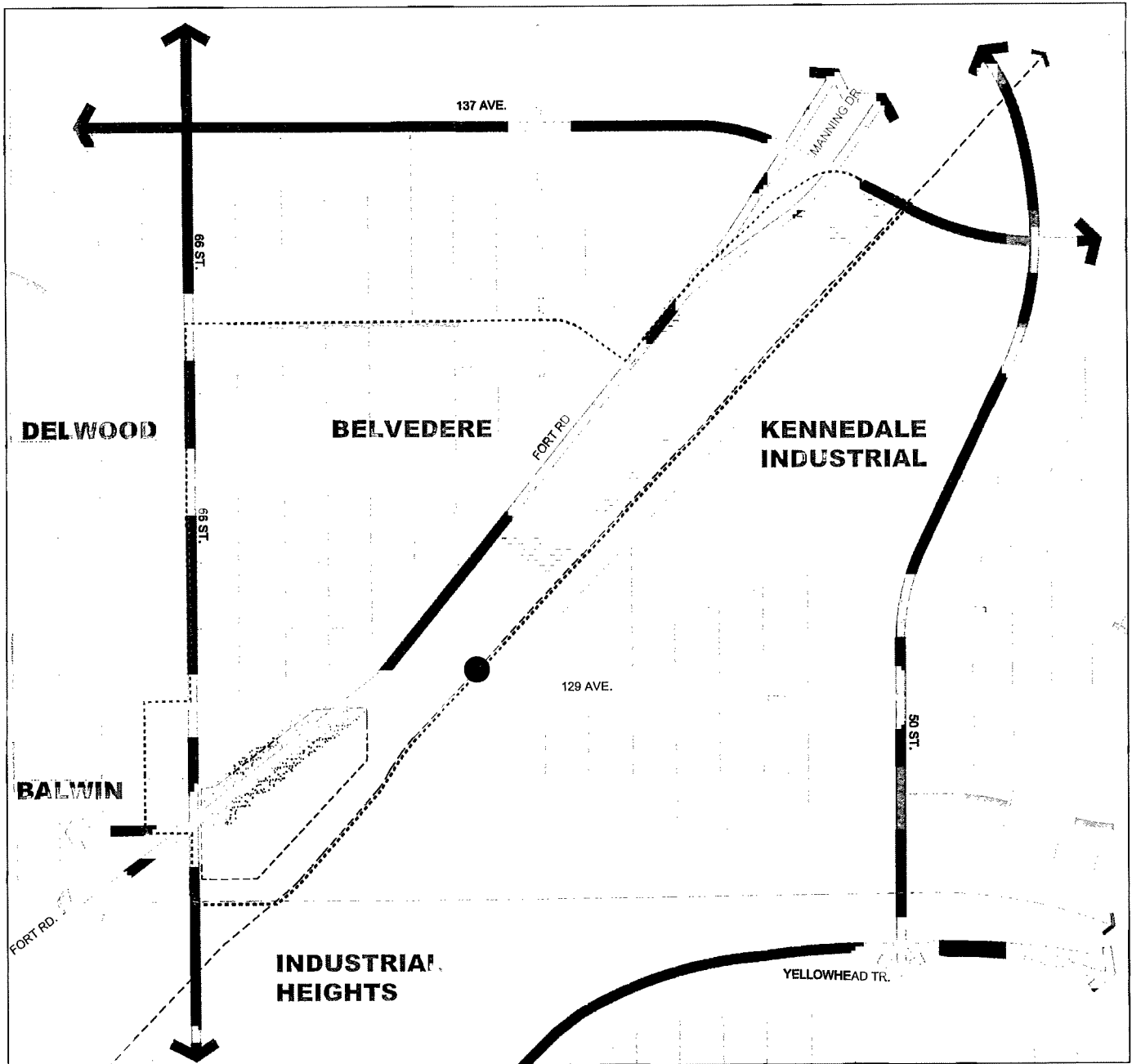


LEGEND

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		MEDIUM TO HIGH DENSITY
	L.R.T. RIGHT-OF-WAY		MIXED-USE, MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT
	ARTERIAL ROAD SYSTEM		MEDIUM DENSITY
	COLLECTOR ROAD SYSTEM		STABLE COMMUNITY
	LOCAL ROAD SYSTEM		

Figure 12
Housing Strategy



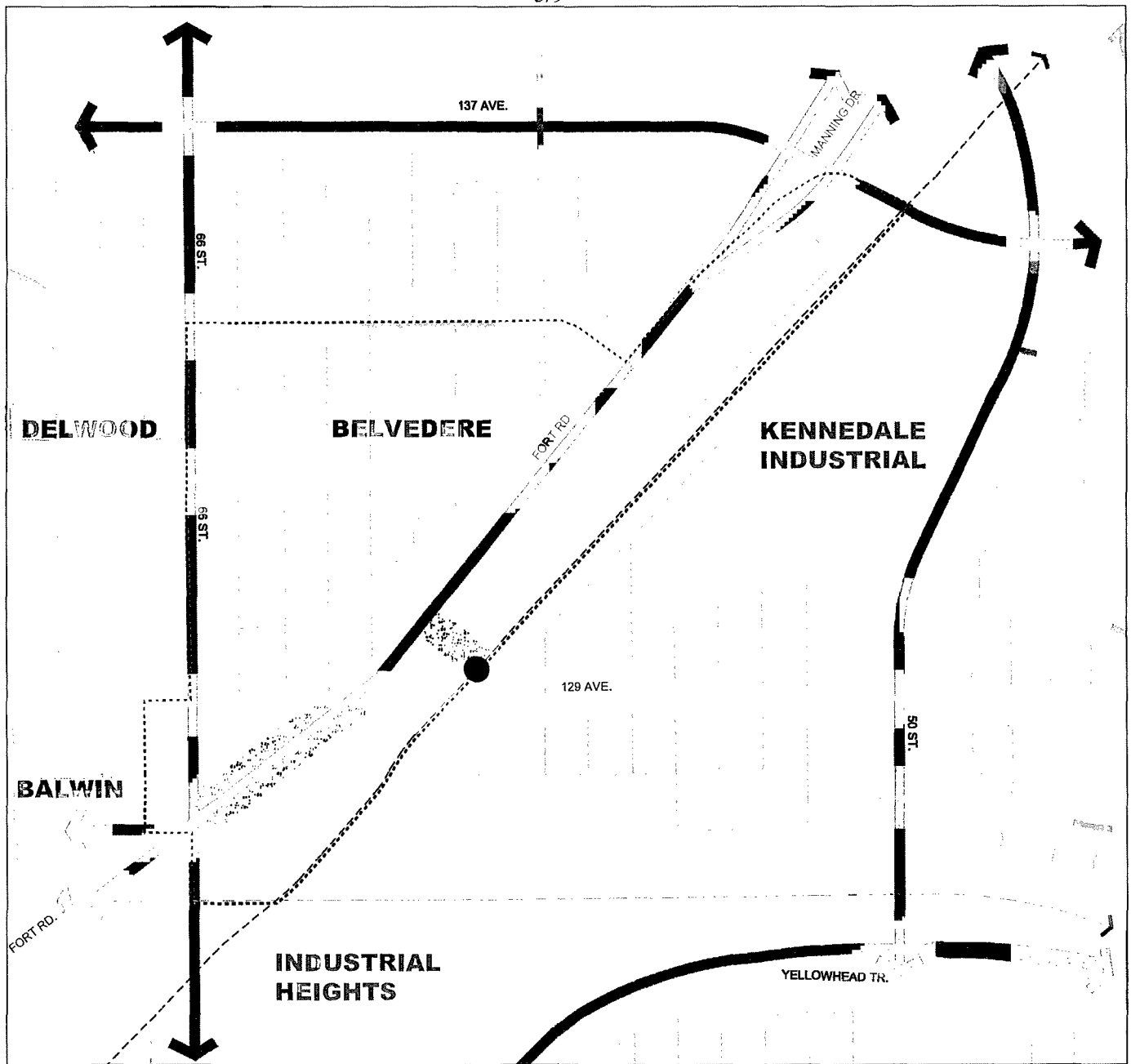


LEGEND

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		FORT ROAD OLD TOWN URBAN DESIGN PLAN AREA
	L.R.T. RIGHT-OF-WAY		MIXED-USE COMMERCIAL/RESIDENTIAL AREA
	ARTERIAL ROAD SYSTEM		AUTO-ORIENTED RETAIL STRATEGY
	COLLECTOR ROAD SYSTEM		
	LOCAL ROAD SYSTEM		

Figure 13
Retail Strategy



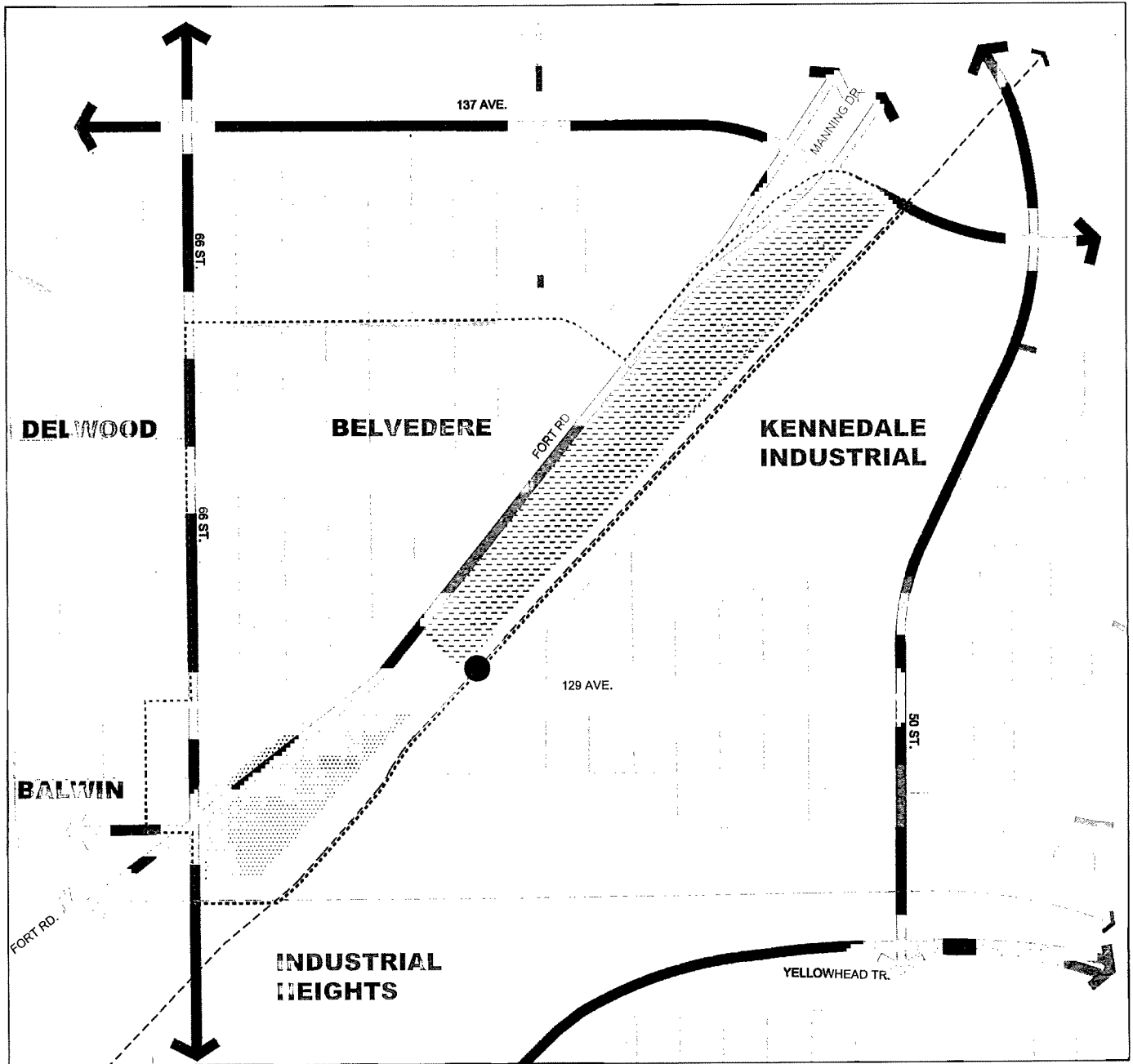


LEGEND

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		POTENTIAL OFFICE AREAS
	L.R.T. RIGHT-OF-WAY		
	ARTERIAL ROAD SYSTEM		
	COLLECTOR ROAD SYSTEM		
	LOCAL ROAD SYSTEM		

Figure 14
Office Development
Strategy



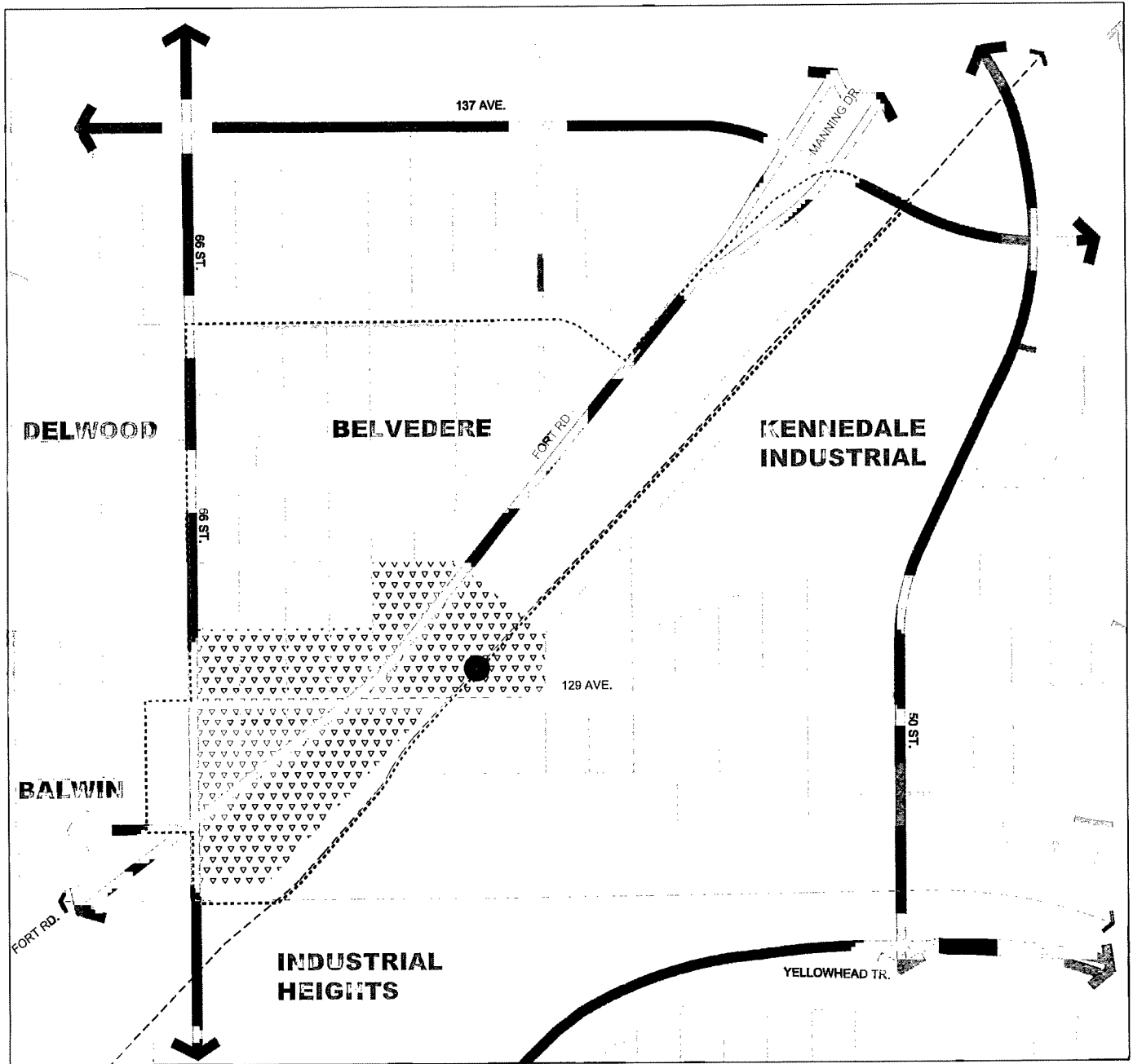


LEGEND

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT
	L.R.T. RIGHT-OF-WAY		COMMERCIAL PARK DEVELOPMENT
	ARTERIAL ROAD SYSTEM		
	COLLECTOR ROAD SYSTEM		
	LOCAL ROAD SYSTEM		

Figure 15
Industrial Lands
Redevelopment Strategy

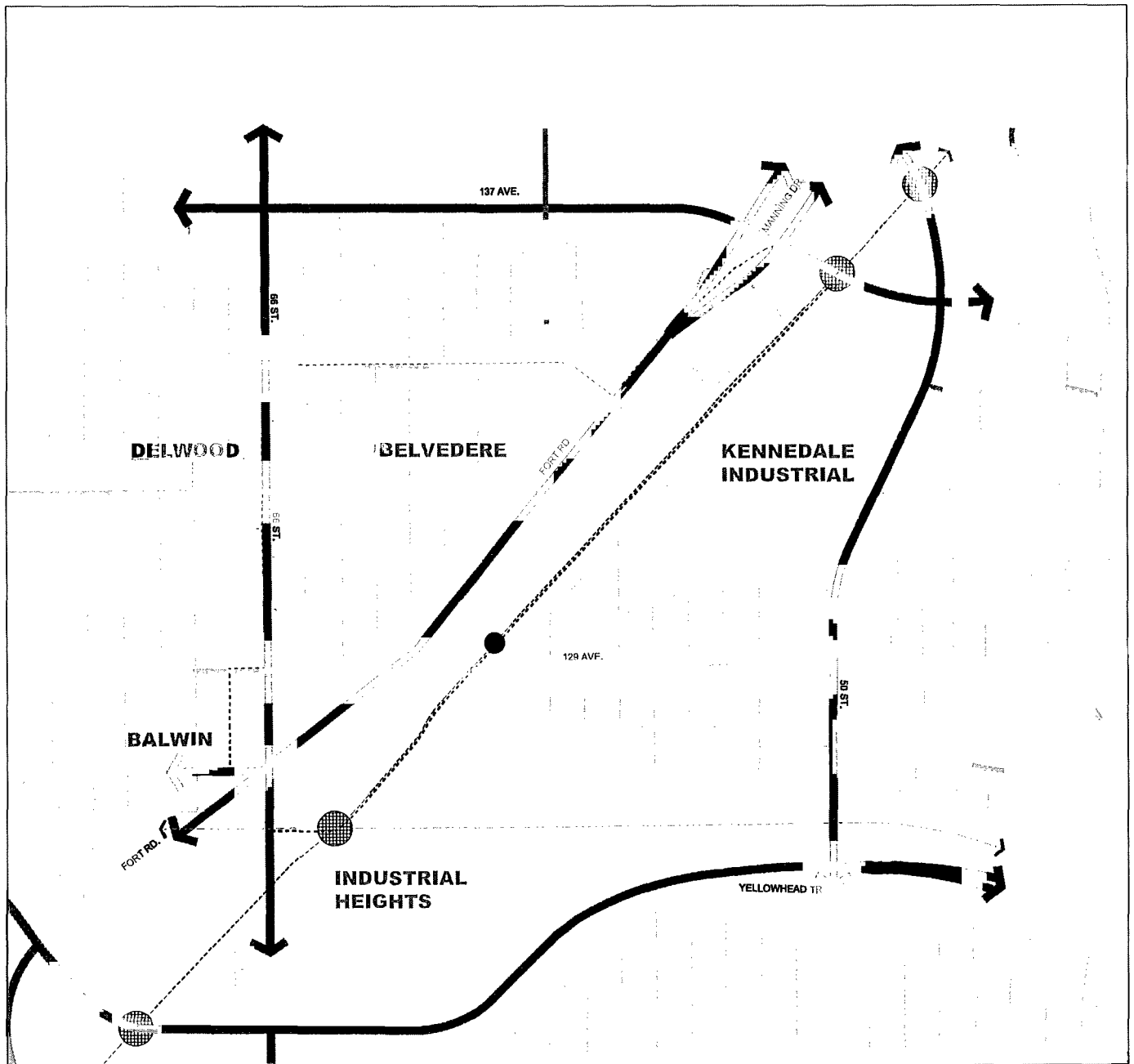


**LEGEND**

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		PEDESTRIAN PRIORITY ZONE
	L.R.T. RIGHT-OF-WAY		
	ARTERIAL ROAD SYSTEM		
	COLLECTOR ROAD SYSTEM		
	LOCAL ROAD SYSTEM		

Figure 16
Pedestrian Priority Zone





LEGEND

..... A. R. P. BOUNDARY

● L.R.T. STATION

--- L.R.T. RIGHT-OF-WAY

▬ ARTERIAL ROAD SYSTEM

□ COLLECTOR ROAD SYSTEM

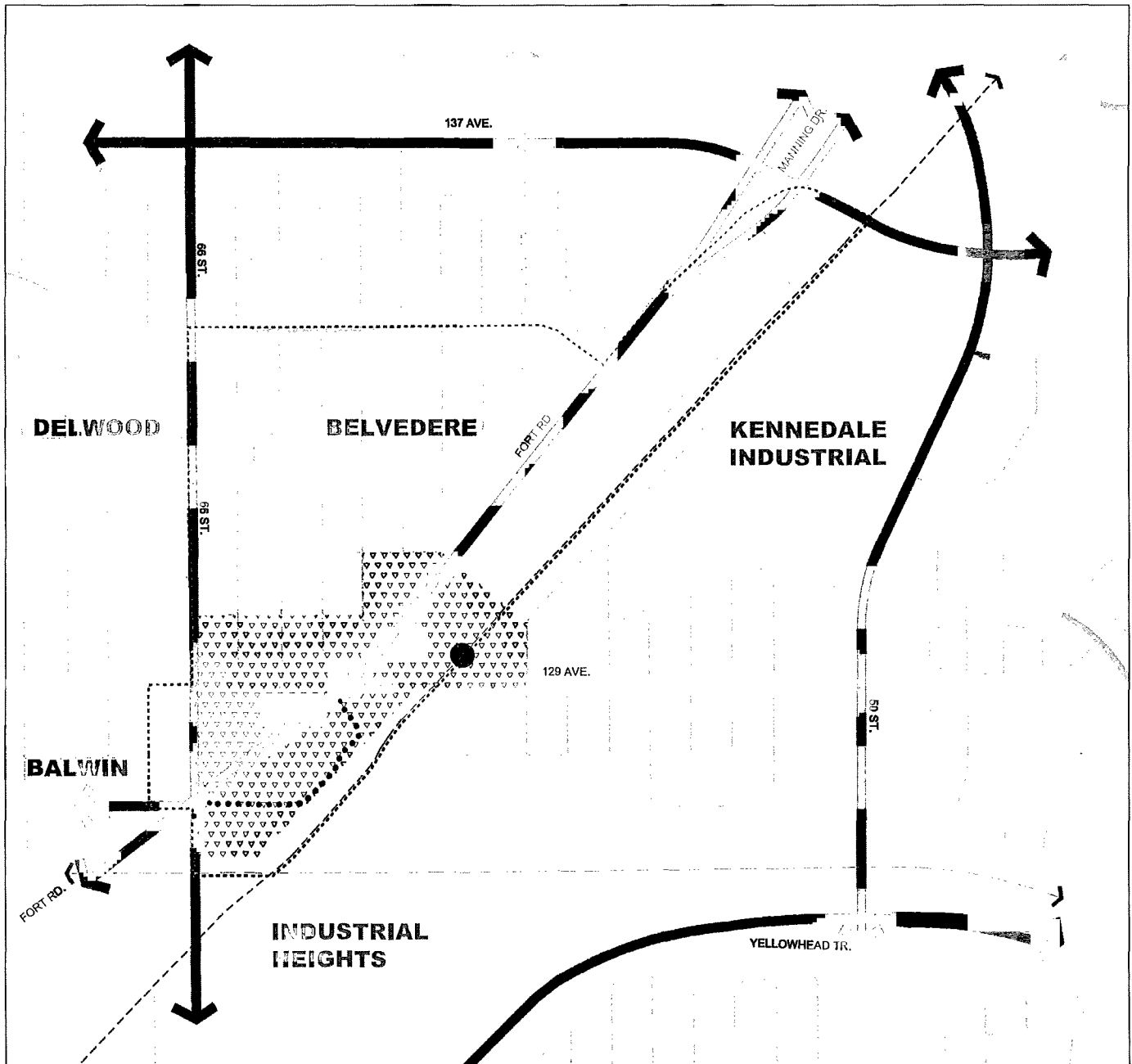
□ LOCAL ROAD SYSTEM

▬ CANADIAN NATIONAL RAILWAY

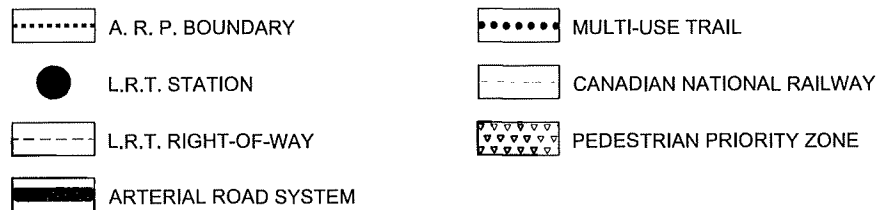
▨ GRADE SEPARATIONS

Figure 17
Locations of L.R.T. Grade Separations





Belvedere Station Area Redevelopment Plan, Bylaw No. 5988 Schedule C: Circulation System



Charter Bylaw 19262

To allow for low and medium rise multi-unit housing, Belvedere

Purpose

Rezoning from DC1 (Direct Development Control Provision) to RA7 (Low Rise Apartment Zone) and RA8 (Medium Rise Apartment Zone); located at 404 Belvedere Gate NW and 504, 560 & 580 Belvedere Way NW, Belvedere.

Readings

Charter Bylaw 19262 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19262 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on August 14 and 22, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Report

Charter Bylaw 19262 proposes to amend the Zoning Bylaw from (DC1) Direct Development Control Provision (Belvedere Areas A, B, D & E) to (RA7) Low Rise Apartment Zone (Areas B, D & E) and (RA8) Medium Rise Apartment Zone (Area A). The proposed zones will allow the development of low and medium rise multi-unit housing in a more flexible format than the existing DC1 provisions. Additionally, some commercial uses would be allowed on the ground floor where associated with residential units. There are associated amendments to the Belvedere Station Area Redevelopment Plan (Bylaw 19251) and the Fort Road Old Town Master Plan (Resolution) to align with the proposed rezoning.

All comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Prior to making an application for rezoning, Administration, as the applicant, mailed notices to surrounding properties within one kilometre of the site on May 22, 2019. These notices provided information for a Public Engagement Session, which was later held on May 30, 2019. The session was to provide information about the status of the Station Pointe lands and to solicit feedback prior to submitting a rezoning application for the area.

Following this session, the application for rezoning was submitted and advance notice was mailed out to surrounding property owners, the Balwin, Belvedere and Hairsine Community Leagues and the Edmonton North District Council of Community Leagues on October 16, 2019. No responses were received.

Notices for a public engagement session were sent to the same recipients as well as an expanded radius of property owners on January 15, 2020. The session was held on January 29, 2020. Feedback received is summarized in the attached Administration Report and the "*What We Heard Reports*" from both sessions are appended to the attached Administration Report.

Attachments

1. Charter Bylaw 19262
1. Administration Report (attached to the Resolution - Item 3.14)

Charter Bylaw 19262

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3003

WHEREAS Lot 1; Block 2; Plan 0924862 and Lots 1, 10, 11; Block 1; Plan 0924862; located at 404 Belvedere Gate NW and 504, 560, 580 Belvedere Way NW, Belvedere, Edmonton, Alberta, are specified on the Zoning Map as (DC1) Direct Development Control Provision; and

WHEREAS an application was made to rezone the above described properties to (RA7) Low Rise Apartment Zone and (RA8) Medium Rise Apartment Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Zoning Map, being Part III to Bylaw 12800 The Edmonton Zoning Bylaw is hereby amended by rezoning the lands legally described as Lot 1; Block 2; Plan 0924862 and Lots 1, 10, 11; Block 1; Plan 0924862; located at 404 Belvedere Gate NW and 504, 560, 580 Belvedere Way NW, Belvedere, Edmonton, Alberta, which lands are shown on the sketch plan attached as Schedule “A”, from (DC1) Direct Development Control Provision to (RA7) Low Rise Apartment Zone and (RA8) Medium Rise Apartment Zone.

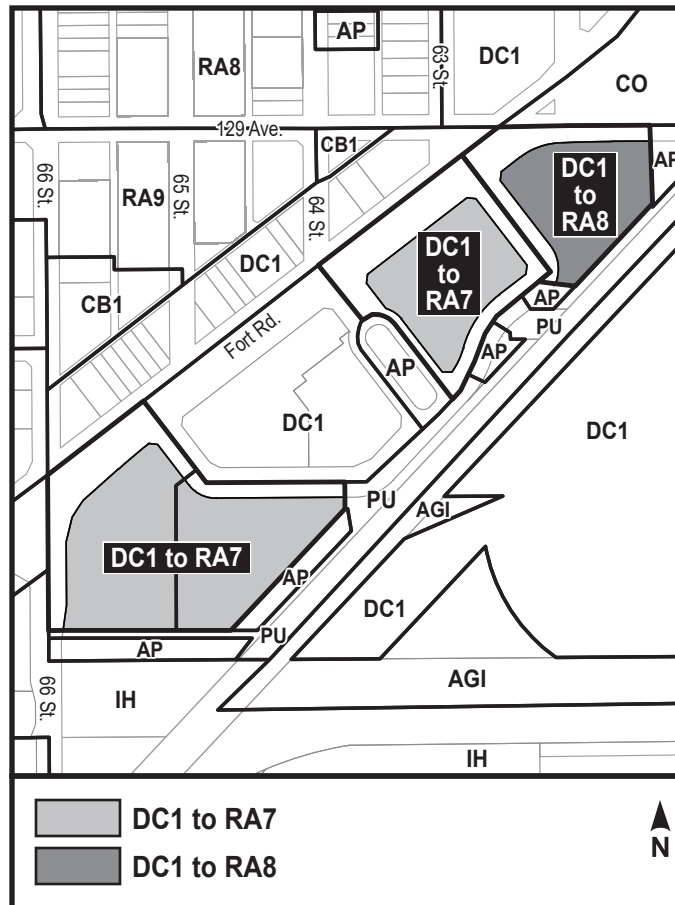
READ a first time this	day of	, A. D. 2020;
READ a second time this	day of	, A. D. 2020;
READ a third time this	day of	, A. D. 2020;
SIGNED and PASSED this	day of	, A. D. 2020.

THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19262



Charter Bylaw 19262

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3003

WHEREAS Lot 1; Block 2; Plan 0924862 and Lots 1, 10, 11; Block 1; Plan 0924862; located at 404 Belvedere Gate NW and 504, 560, 580 Belvedere Way NW, Belvedere, Edmonton, Alberta, are specified on the Zoning Map as (DC1) Direct Development Control Provision; and

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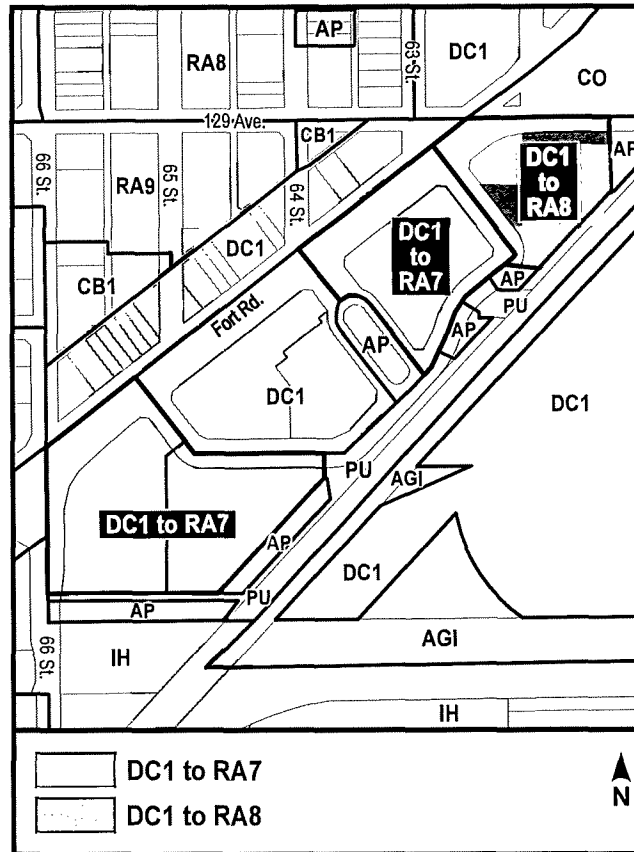
READ a first time this	1st	day of	September	, A. D. 2020;
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READ a third time this	1st	day of	September	, A. D. 2020;
SIGNED and PASSED this	1st	day of	September	, A. D. 2020.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

CHARTER BYLAW 19262



Charter Bylaw 19281

To allow for a variety of low density housing forms, a greenway, and boundary adjustments to three pocket parks, Trumpeter

Purpose

Rezoning from (AG) Agricultural Zone, (RSL) Residential Small Lot Zone, (RF4) Semi-detached Residential Zone, (RF5) Row Housing Zone, (AP) Public Parks Zone and (PU) Public Utility Zone to (RLD) Residential Low Density Zone, (RMD) Residential Mixed Dwelling Zone, (PU) Public Utility Zone and (AP) Public Parks Zone; located on a portion of 12923 Winterburn Road NW.

Readings

Charter Bylaw 19281 is ready for three readings after the public hearing has been held. If Council wishes to give three readings during a single meeting, Council must unanimously agree "That Charter Bylaw 19281 be considered for third reading."

Advertising and Signing

This Charter Bylaw has been advertised in the Edmonton Journal on April 24, 2020, May 2, 2020, and May 5, 2020. The Charter Bylaw can be passed following third reading.

Position of Administration

Administration supports this proposed Charter Bylaw.

Previous Council/Committee Action

Charter Bylaw 19281 was postponed to the September 1, 2020, City Council Public Hearing.

Report

All comments from civic departments or utility agencies regarding this proposal have been addressed.

Public Engagement

Advance notice was sent to surrounding property owners, The Big Lake Community League and Big Lake Estates Homeowners Association Area Council on January 16, 2020. Two responses were received and are summarized in the attached Administration Report.

Attachments

1. Charter Bylaw 19281
2. Administration Report

Charter Bylaw 19281

A Bylaw to amend Bylaw 12800, as amended,
The Edmonton Zoning Bylaw
Amendment No. 3009

WHEREAS a portion of SW-19-53-25-4; located at 12923 - Winterburn Road NW, Trumpeter Edmonton, Alberta, is specified on the Zoning Map as (AG) Agricultural Zone, (RSL) Residential Small Lot Zone, (RF4) Semi-detached Residential Zone, (RF5) Row Housing Zone, (AP) Public Parks Zone, (PU) Public Utility Zone; and

WHEREAS an application was made to rezone the above described property to (RLD) Residential Low Density Zone, (RMD) Residential Mixed Use Zone, (AP) Public Parks Zone, & (PU) Public Utility Zone;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

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Residential Zone, (RF5) Row Housing Zone, (AP) Public Parks Zone, (PU) Public Utility Zone to (RLD) Residential Low Density Zone, (RMD) Residential Mixed Use Zone, (AP) Public Parks Zone, & (PU) Public Utility Zone.

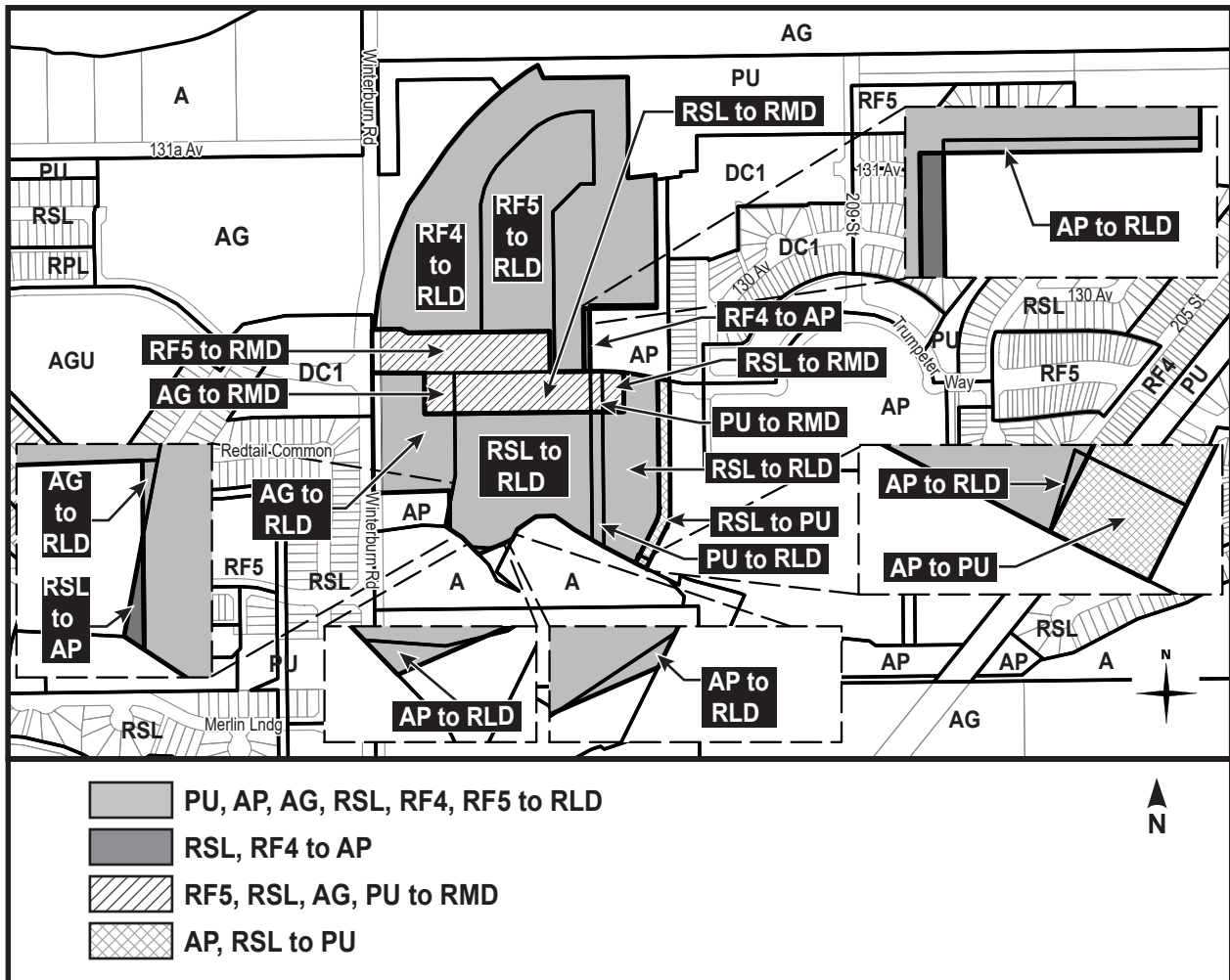
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THE CITY OF EDMONTON

MAYOR

CITY CLERK

CHARTER BYLAW 19281





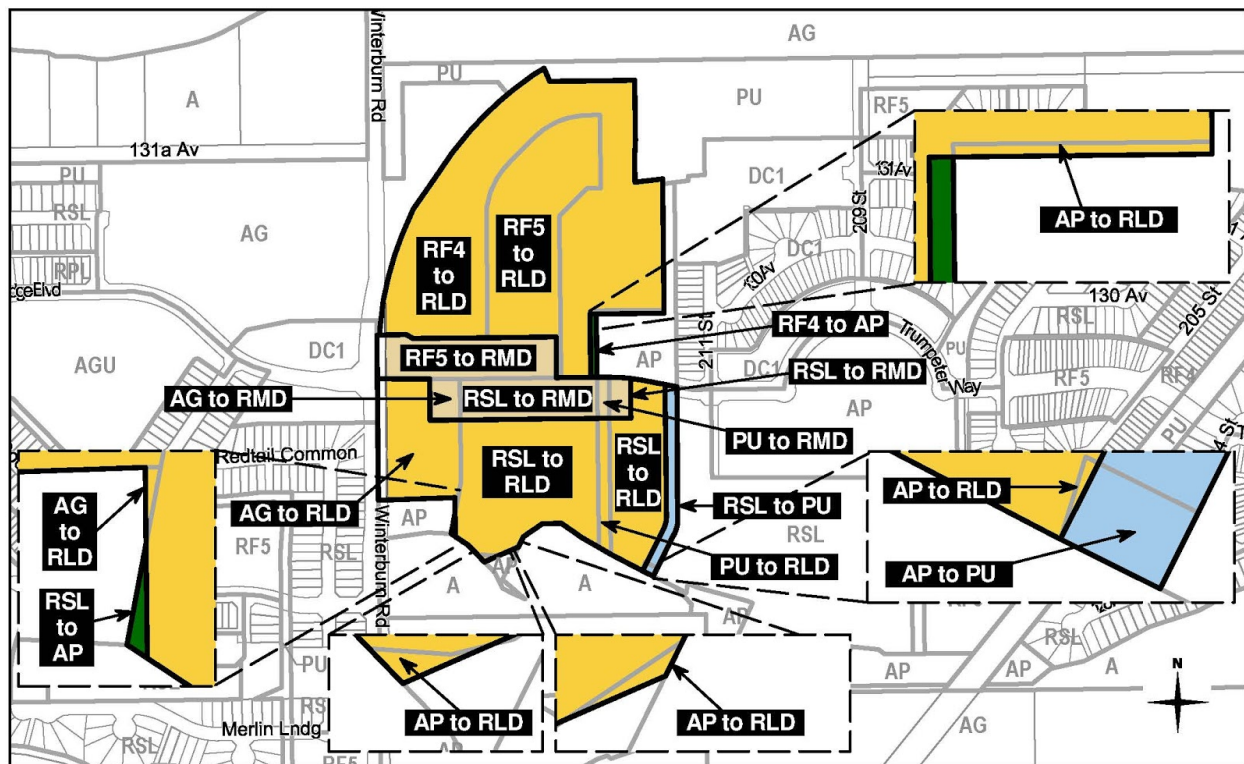
ADMINISTRATION REPORT

REZONING

Trumpeter

12923 Winterburn Road NW

To allow for a variety of low density housing forms, a north-south greenway and minor boundary adjustments to three park sites.



RECOMMENDATION AND JUSTIFICATION

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

- will allow for the logical extension of infrastructure and the sequential development of the neighbourhood;
- will provide a variety of housing types and choice;
- will be compatible with existing and planned surrounding development; and
- conforms to Trumpeter Neighbourhood Structure Plan.

THE APPLICATION

1. **CHARTER BYLAW 19281** to amend the Zoning Bylaw to (RLD) Residential Low Density Zone, (RMD) Residential Mixed Dwelling Zone, (PU) Public Utility Zone, and (AP) Public Parks Zone.

Charter Bylaw 19281 proposes to amend the subject land:

From:	To:
(AG) Agricultural Zone (RSL) Residential Small Lot Zone (RF4) Semi-detached Residential Zone (RF5) Row Housing Zone (AP) Public Parks Zone (PU) Public Utility Zone	(RLD) Residential Low Density Zone (RMD) Residential Mixed Dwelling Zone (PU) Public Utility Zone (AP) Public Parks Zone

The application will allow for a variety of low density residential uses including single detached housing, semi-detached housing and limited row housing with flexible lot sizes and widths (including zero lot line development), a north-south greenway/public utility lot, and will make minor adjustments to the boundaries of three park sites.

This application is consistent with two recent bylaws to amend the Big Lake Area Structure Plan (Bylaw 19139), and the Trumpeter Neighbourhood Structure Plan (Bylaw 19140) that were approved at the February 4, 2020 Public Hearing of City Council.

An associated subdivision application was approved on February 13, 2020 to create 82 residential lots (row housing), the PUL lot/greenway and pocket park for the area north and south of Trumpeter Way NW, and east of Winterburn Road NW.

West	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (DC1) Direct Development Control Provision • (RSL) Residential Small Lot Zone 	<ul style="list-style-type: none"> • Undeveloped land • Undeveloped land (future commercial/residential mixed use) • Single detached housing
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PLANNING ANALYSIS

LAND USE COMPATIBILITY

In terms of development regulations, height and scale, the proposed RLD and RMD zones are compatible with the adjacent land that is zoned RSL, DC1 and RLD and located to the east and west of the subject site. The RLD and RMD zones also allow for a greater variety of lot sizes and widths, which contributes to a more compact urban form and efficient utilization of land with respect to single detached residential built-forms.

With the previous associated Bylaws 19139 and 19140 (approved on February 4, 2020), the reoriented Row Housing uses north and south of Trumpeter Way NW allow for a more even distribution of this housing type throughout the neighbourhood.

The RMD zoning proposed to be located north and south of Trumpeter Way NW is designated for the development of Row Housing under the Trumpeter NSP. Typically, RMD is a mixed use, low density zone that would not conform with the Plan; but in this case a subdivision has been recently approved to create Row Housing lots for the entire designated area. As such, the Administration is prepared to recommend the approval of this application without establishing a precedent, on the basis that the intended built-form will be achieved in accordance with the NSP.

Charter Bylaw 19281 proposes to adjust the boundaries of three pocket parks to align with an associated subdivision and the Trumpeter NSP. The north-south greenway was relocated to the east to improve connectivity between the northerly and southerly pocket parks and the natural areas to the south.

PLANS IN EFFECT

Associated Bylaws 19139 and 19140 to amend the Big Lake ASP and Trumpeter NSP were approved on February 4, 2020 to ensure conformance with this Charter Bylaw. The overall residential density for the Trumpeter neighbourhood was unchanged by these Bylaws.

Charter Bylaw 19281 conforms with the Big Lake ASP and Trumpeter NSP.

TECHNICAL REVIEW

This application has been reviewed by all necessary City Departments and utility agencies. The proposed change in land use can be accommodated by the planned civic and utility

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

PUBLIC ENGAGEMENT

<p>ADVANCE NOTICE January 16, 2020</p>	<ul style="list-style-type: none"> • Number of recipients: 71 • No responses received: 2 responses requesting clarification on the application • The File Planner clarified that the proposed rezoning was associated with plan amendments to the Big Lake ASP and Trumpeter NSP, and explained the difference between low density residential uses (i.e the proposed RLD), street-oriented residential uses (i.e. RMD) and row housing designations (i.e. proposed or existing RF5); as well as confirmed that no park sites were being changed, just their boundaries adjusted.
<p>PUBLIC MEETING</p>	<ul style="list-style-type: none"> • Not held
<p>WEBPAGE</p>	<ul style="list-style-type: none"> • edmonton.ca/trumpeter

CONCLUSION

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

APPENDICES

- 1 Context Plan Map
- 2 Application Summary



Big Lake

Rezoning Areas

Lift Station

Trumpeter Way

Road Allowance



















Horseshoe Lake

Natural Conservation Area

Natural Conservation Area

Note:
Location of collector roads and configuration of stormwater management facilities are subject to minor revisions during subdivision and rezoning of the neighbourhood and may not be developed exactly as illustrated.

BYLAW 19140 TRUMPETER Neighbourhood Structure Plan (as amended)

-  Low Density Residential
-  Street Oriented Residential
-  Row Housing
-  Medium Density Residential
-  Mixed Use
-  Park
-  Potential Viewpoint Park
-  Neighbourhood Commercial
-  Stormwater Management Facility
-  Natural Conservation Area
-  Future Residential and Associated Uses
-  Public Utility (PUL)
-  Sewer ROW
-  Powerline ROW
-  NSP Boundary
-  Arterial Roadway
-  Collector Roadway
-  Top of Bank Walkway

APPLICATION SUMMARY

INFORMATION

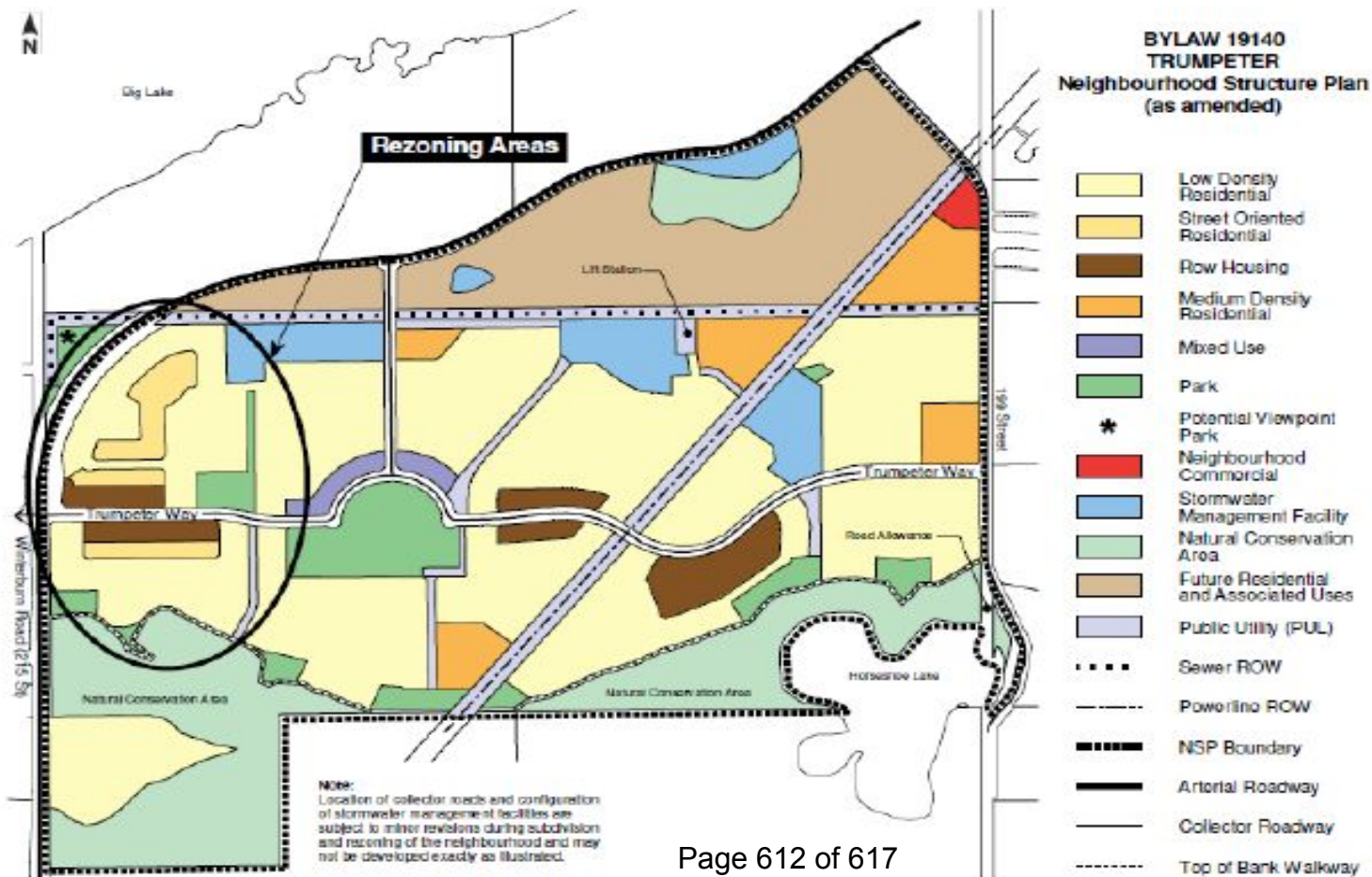
Application Type:	Rezoning
Charter Bylaw:	19281
Location:	North and south of Trumpeter Way NW and east of Winterburn Road NW
Address:	Portion of 12923 Winterburn Road NW
Legal Description:	Portion of SW 19-53-25-4
Site Area:	Approximately 18 ha
Neighbourhood:	Trumpeter
Notified Community Organizations:	The Big Lake Community League; and Big Lake Estates Homeowners Association Area Council
Applicant:	Elise Shillington & Jonathan Lawrence, Stantec Consulting Ltd.

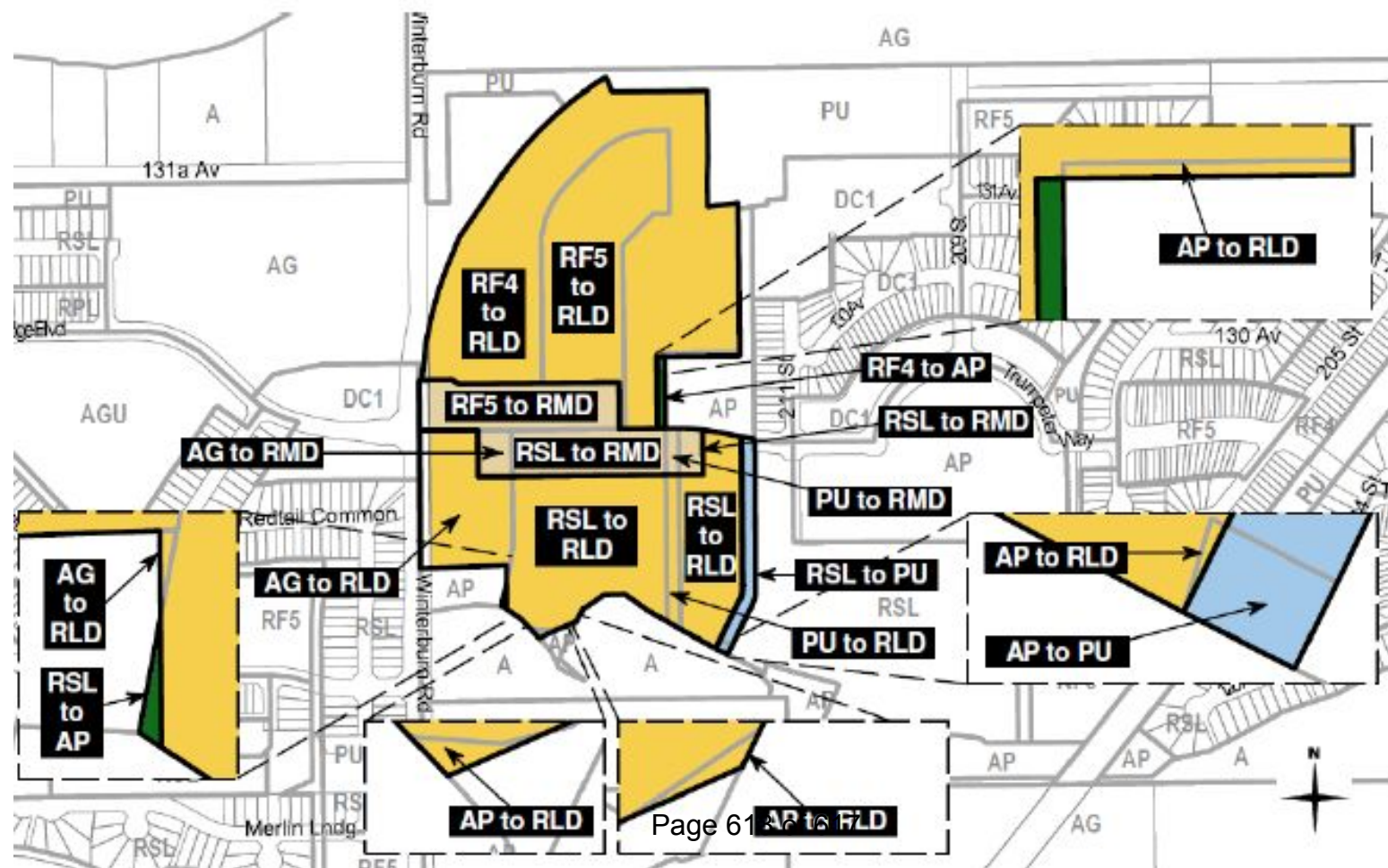
PLANNING FRAMEWORK

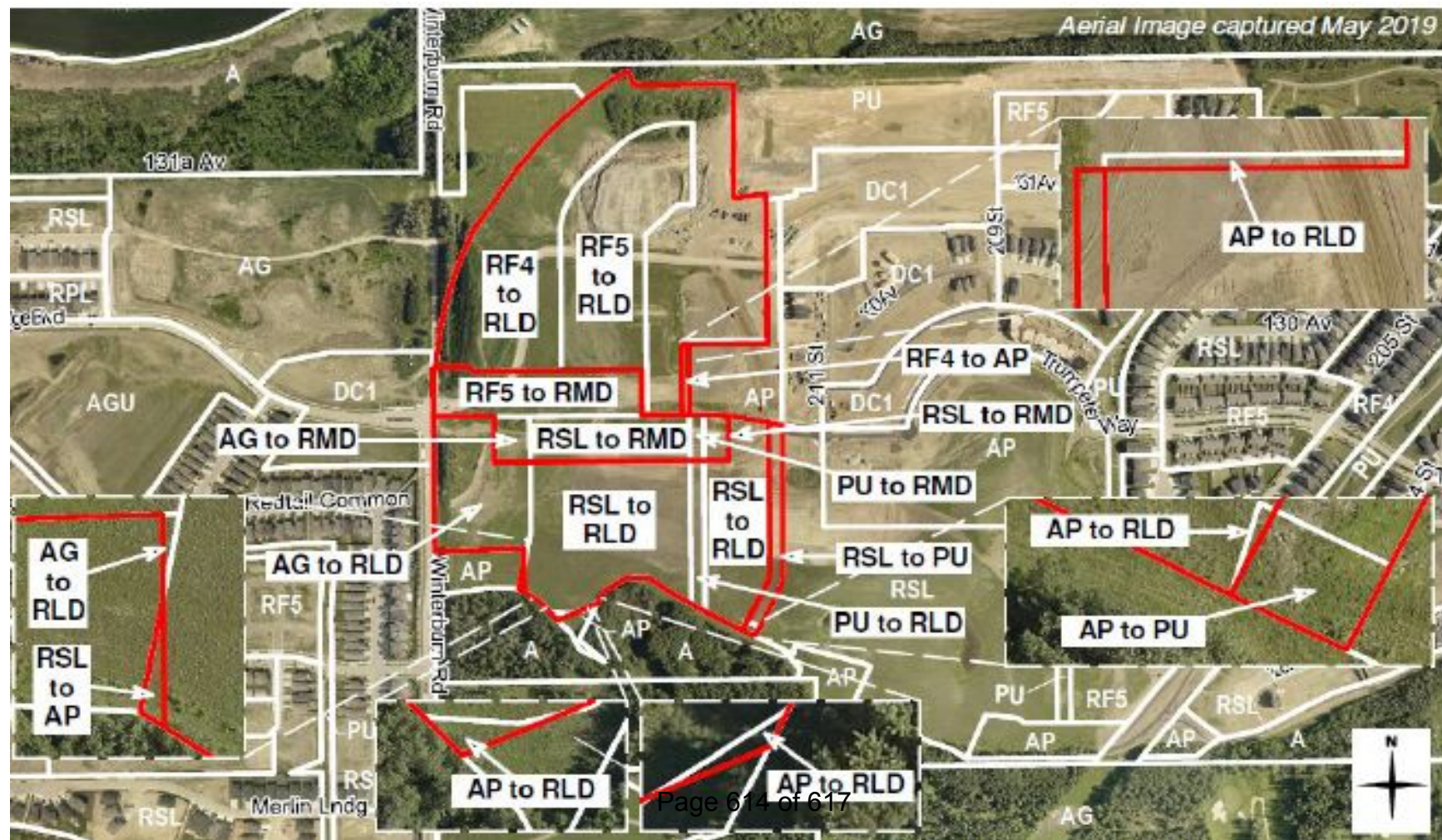
Current Zones:	<ul style="list-style-type: none"> • (AG) Agricultural Zone, • (RSL) Residential Small Lot Zone, • (RF4) Semi-detached Residential Zone, • (RF5) Row Housing Zone • (AP) Public Parks Zone • (PU) Public Utility Zone
Proposed Zones:	<ul style="list-style-type: none"> • (RLD) Residential Low Density Zone • (RMD) Residential Mixed Use Zone • (AP) Public Parks Zone • (PU) Public Utility Zone
Plans in Effect:	Big Lake Area Structure Plan Trumpeter Neighbourhood Structure Plan

Written By:
Approved By:
Branch:
Section:

Carla Semeniuk
Tim Ford
Development Services
Planning Coordination







Charter Bylaw 19281

A Bylaw to amend Bylaw 12800, as amended,
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CITY CLERK

The map illustrates the West End of Vancouver, showing proposed transit routes and land use designations. The map includes various land use zones (AG, PU, RSL, RF4, RF5, A) and transit routes (RSL to RMD, AG to RMD, AP to RLD, etc.). A legend at the bottom defines the symbols used for different transit modes and land use designations.

Legend:

- PU, AP, AG, RSL, RF4, RF5 to RLD
- RSL, RF4 to AP
- RF5, RSL, AG, PU to RMD
- AP, RSL to PU