



## Report Summary

This land use amendment application was submitted by Stantec on October 27, 2020. This application proposes to create a new appendix to the (UI) Urban Institutional Zone and to rezone a portion of the eastern portion of the Blatchford neighbourhood from (MA1) Municipal Airport Airfield Zone, (MA2) Municipal Airport Business Industrial Zone, and (US) Urban Services Zone to (UI) Urban Institutional Zone to allow for future institutional development of these properties.

This application is supported by the City Plan which designates the Blatchford Area as a Major Node. Major Nodes are anchored by institutions and are intended to capitalize on access to transit and support higher density land uses. This application will establish institutional development rights around the future LRT line and support future commercial and residential development in the Blatchford area.

The proposal also conforms with the City Centre Area Redevelopment Plan which designates the site as appropriate for institutional, mixed-use, and medium density housing.

## The Application

1. CHARTER BYLAW 19844 to amend Edmonton Zoning Bylaw 12800 create an appendix to the (UI) Urban Institutional Zone to add development regulations specific to the Northern Alberta Institute of Technology future expansion into the Blatchford Neighbourhood.
2. CHARTER BYLAW 19845 to amend the Zoning Bylaw from (MA1) Municipal Airport Airfield Zone, (MA2) Municipal Airport Business Industrial Zone, and (US) Urban Services Zone to (UI) Urban Institutional Zone.

The application would establish development rights for Northern Alberta Institute of Technology (NAIT) to allow for the continued growth and expansion of the institution west into the Blatchford neighbourhood. The proposed zoning would create general development opportunities and regulations that provide flexibility for the institution as it grows and ensure compatibility with the future Blachford neighbourhood.

## Site and Surrounding Area

The application area is located in eastern portion of the Blatchford neighbourhood west of 109 Street NW. This land was historically used to support the Edmonton City Centre with what would be considered general industrial uses. Directly adjacent to the rezoning lands is the historic Hangar 11 which is currently proposed to be rezoned to a (DC1) Direct Development Control Provision to ensure its historic preservation. The land to the west is currently being redeveloped as low to medium density residential as part of the overall redevelopment strategy for the Blatchford Neighborhood.

Across 109 Street NW to the east is the Northern Alberta Institute of Technology (NAIT) Main Campus which was rezoned to the (UI) Urban Institutional Zone in early 2019. As part of that rezoning a text amendment to create a new appendix in the UI zone was proposed to permit existing structures and facilitate future expansion towards Blatchford and the lands being proposed to be rezoned in this application.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	<ul style="list-style-type: none"> <li>(MA1) Municipal Airfield Zone, (MA2) Municipal Airport Business Industrial Zone &amp; (US) Urban Services Zone</li> </ul>	<ul style="list-style-type: none"> <li>Industrial uses and undeveloped land intended for institutional uses</li> </ul>
<b>CONTEXT</b>		
North	<ul style="list-style-type: none"> <li>(MA1) Municipal Airfield Zone &amp; (MA2) Municipal Airport Business Industrial Zone</li> <li>(US) Urban Services Zone</li> </ul>	<ul style="list-style-type: none"> <li>Industrial uses and underdeveloped land intended for medium density residential development</li> <li>NAIT HET Building</li> </ul>
East	<ul style="list-style-type: none"> <li>(UI) Urban Institutional Zone</li> <li>(PU) Public Utility Zone</li> <li>(MA) Municipal Airport Zone</li> </ul>	<ul style="list-style-type: none"> <li>Northern Alberta Institute of Technology Main Campus</li> <li>Edmonton Transit Westwood Garage</li> <li>Alberta Forest Services</li> </ul>
South	<ul style="list-style-type: none"> <li>(MA1) Municipal Airfield Zone</li> <li>(MA2) Municipal Airport Business Industrial Zone</li> </ul>	<ul style="list-style-type: none"> <li>Undeveloped land designated for future mixed-use development</li> <li>Brigadier James Curry Jefferson Armory</li> </ul>

West	<ul style="list-style-type: none"> <li>• (MA1) Municipal Airfield Zone</li> <li>• (BRH) Blatchford Row Housing Zone, (BLMR) Blatchford Low to Medium Density Zone, and (BP) Blatchford Parks Zone</li> </ul>	<ul style="list-style-type: none"> <li>• Future location of Blatchford "Civic Plaza"</li> <li>• Undeveloped land intended for future low and medium density residential development, and future park uses</li> </ul>
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## Planning Analysis

This application would redesignate a large portion of the Blatchford area, within three different zones, to the (UI) Urban Institutional Zone. This proposal is intended to consolidate the properties under institutional zoning to allow for NAIT to expand west into Blatchford under a single, consistent zone to allow for future redevelopment and expansion plans for the institute.



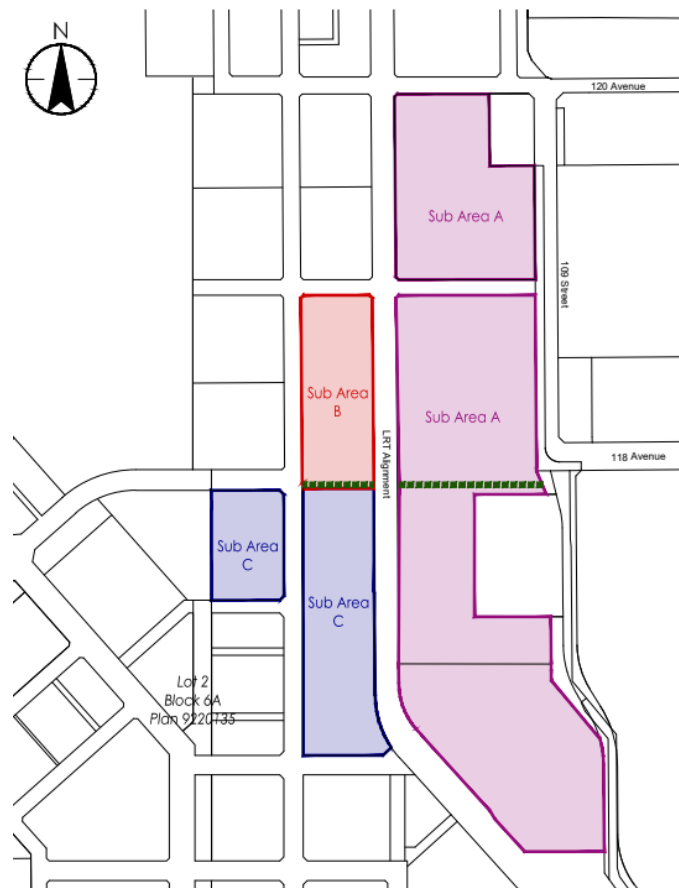
PROPOSED REZONING AREA (BLUE) IN RELATION TO THE 2050 NAIT CAMPUS DEVELOPMENT PLAN

## LAND USE COMPATIBILITY

The purpose of the UI Zone is to provide appropriate development opportunities for institutions within mature areas of the City. The UI Zone provides common development regulations for all institutions, with specific appendices for each institution within this zone that manage site specific context. This is intended to provide flexibility for development in an institutional setting while managing specific transitions and contextual issues on an institution-by-institution basis.

The general regulations of the UI Zone permit building heights up to 55 metres (approximately 18 storeys) and a Floor Area Ratio (FAR) of 10.0 which is representative of the unique needs of urban colleges, universities and hospitals. Specific regulations for accessory use classes (such as Bars and Neighbourhood Pubs, Convenience Retail Stores, Personal Service Shops, and Restaurants) are included to ensure an appropriate proportion of floor area and provides separation from abutting residentially zoned properties. Urban design regulations also ensure that institutional buildings are an appropriate scale and enhance the pedestrian realm.

In addition to the general regulations of the UI Zone, a new NAIT appendix is proposed to manage site specific issues unique to the Blatchford area including transitions to Blatchford Special Area Zones, and the integration of institutional development with the LRT corridor. This would be accomplished by creating three sub-areas which decrease development intensity moving west towards residential development, as well as establish a transition between the future commercial uses to the south and residential uses to the north.



MAP 6 FROM THE PROPOSED APPENDIX SHOWING SUB-AREA A "CAMPUS ACADEMIC" (IN PURPLE), SUB-AREA B "RESIDENCES" (IN RED) AND SUB AREA C "MARKET DISTRICT" (IN BLUE).

Each proposed sub-area maintains a different development intent with the continuation of the academic campus on the majority of the lands (Sub Area A) with residences to the north west (Sub Area B), and a street oriented market district to the south west (Sub Area C). While development intensity is similar between each sub area, the uses, setbacks and design

regulations ensure that development is complementary to surrounding zoning as well as complies with the overall vision for the Blatchford neighbourhood. The table below compares the development regulations of the UI zone to the east with each of the sub areas proposed as part of this application.

A full summary of the proposed Appendix to the UI Zone can be found in Appendix 1 of this report.

## ZONING COMPARISON SUMMARY

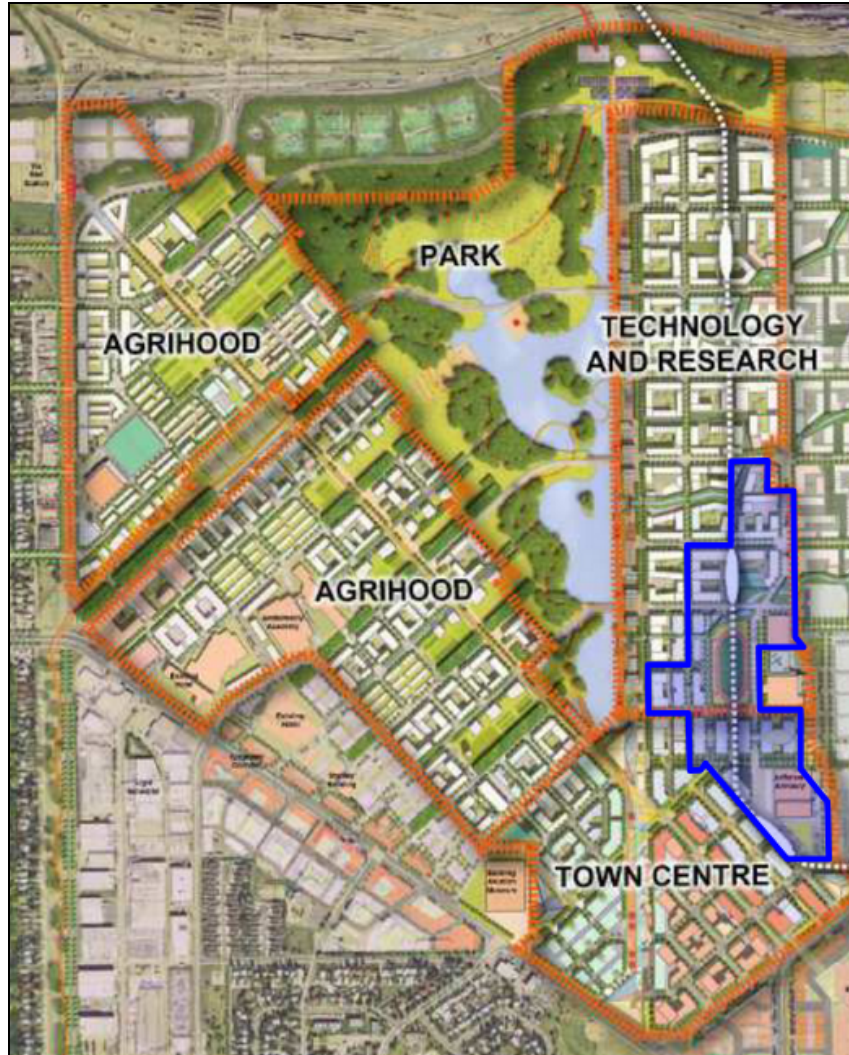
	<b>UI Zone</b> <i>Main NAIT Campus</i>	<b>Sub-Area A</b> <i>Campus Academic</i>	<b>Sub-Area B</b> <i>Residences</i>	<b>Sub-Area C</b> <i>Market District</i>
<b>Maximum Floor Area Ratio (FAR)</b>	10.0	6.0		
<b>Maximum Height</b>	55.0 m	55.0 m (16.0 m - 8.0 m) <sup>X</sup>	45.0 m	45.0 m (55.0 m) <sup>Y</sup>
<b>Setbacks</b>	None <sup>Z</sup>	2.0 to 5.0 m	2.0 to 3.0 m	1.2 to 3.0 m
<b>Stepbacks</b>	N/A	2.0 m above 20 m in height	2.5 m above 14 m in height	2.5 m above 20 m in height
Notes: <sup>X</sup> Height is reduced to 16.0 m when a site is located adjacent to the future LRT station and further reduced to 8.0 m when abutting the LRT corridor which transects the site. <sup>Y</sup> Height is increased to 55.0 metres when a site is located next to the proposed "Civic Plaza" to the west of the application area. <sup>Z</sup> Setbacks increased to 7.5 m where a rear or side lot line abuts a residential zone, or 1.5 m when a residential zone is separated from the site by a lane.				

In addition to the proposed rezoning and appendix to the UI Zone, minor amendments to the Blatchford Special Area Zone to address administrative issues identified following recent changes to these zones which aligned development rights with standard zones in the zoning bylaw. These changes are minor in nature and are intended to provide greater clarity to developers and Development Officers. See Appendix 1 for a summary of proposed changes.

## PLANS IN EFFECT

### City Centre Area Redevelopment Plan

The City Centre Area Redevelopment Plan (ARP) creates four districts each with its own unique character and objectives. This application straddles two districts; the Town Centre and the Technology and Research district. In general, the Town Centre is meant to act as a commercial, entertainment and cultural hub, with the Technology and Research district acting as a dense residential district supported by learning institutions.



APPROXIMATE REZONING APPLICATION (BLUE) IN RELATION TO THE DISTRICTS (ORANGE) OF THE CITY CENTRE AREA REDEVELOPMENT PLAN

While the plan provides general objectives for the neighbourhood, it does not provide a land use concept plan that would typically be found within an ARP. Details regarding the built form are found in the site plan as part of the Blatchford Implementation Strategy (presented to Council on June 10, 2014), with appropriate uses, height, and density regulated directly within the Blatchford Special Area Zones.

The proposed zoning directly aligns with the Blatchford Implementation Strategy site plan (see Appendix 2) as institutional and mixed use development is located to the south, and medium residential development to the north. Directly west of the institutional lands is a future Civic Plaza. The proposed regulations for the UI zone align with this vision and contemplate the future uses which are intended to border this institutional area.

Overall, this application conforms with both the objectives of the City Centre ARP and the land use concept presented in the Blatchford Implementation Strategy.

## **City Plan Alignment**

City Plan, the Municipal Development Plan, provides high level policy for the long term growth of Edmonton. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors.

The Blatchford area is identified as one of six Major Nodes located across the city. Major Nodes are anchored by institutions and are intended to capitalize on access to transit and support higher density land uses. This application will establish institutional development rights around the future LRT line and support future commercial and residential development in the Blatchford area.

From a high level policy perspective, it is concluded that this rezoning, and the proposed UI Zone appendix, is in support of the infill objectives of the City Plan.

## **Technical Review**

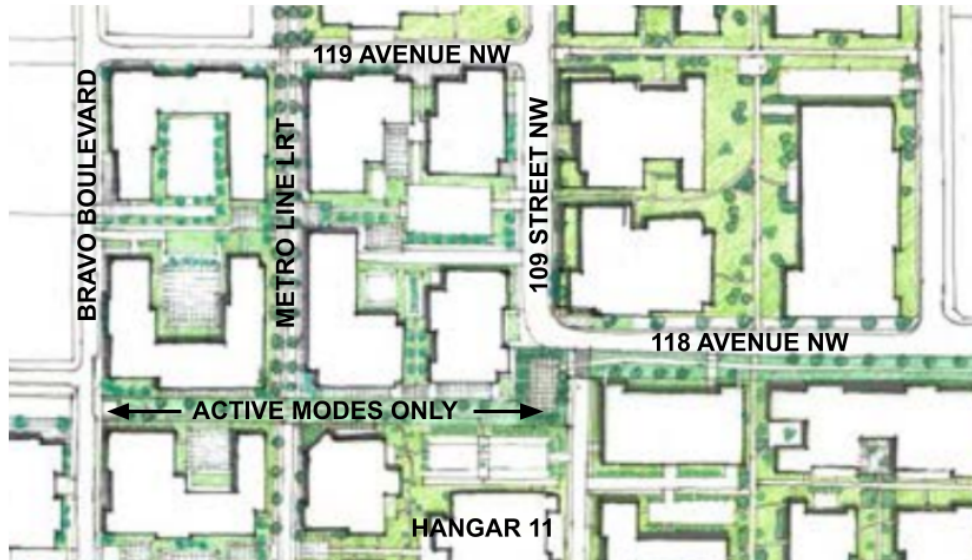
All other comments from affected City Departments and utility agencies have been addressed.

### **Transportation**

Transportation has reviewed a mobility assessment in support of the proposed rezoning. The assessment outlines the future mobility network in the area, including transitions through the developed lands between 106/107 Street NW and 109 Street NW. The assessment outlines the future transition of 120 Avenue NW west of 106/107 Street NW from a local roadway to a collector roadway as the institutional lands and east Blatchford develop.

Roadways adjacent to the future NAIT lands will be developed as complete streets, with a heightened focus on pedestrian, cyclist and transit activity. New multimodal connections across the Metro Line LRT corridor will be located at 119 Avenue and 120 Avenue. An active modes-only corridor will extend from the intersection of 118 Avenue NW and 109 Street NW, providing access to the heritage Hangar 11 site to the south, and extending through the future NAIT lands to Bravo Boulevard, a new roadway within Blatchford.





118 AVENUE GREENWAY IN RELATION TO THE 2050 NAIT CAMPUS DEVELOPMENT PLAN

Further study is required to inform future development in this area of Blatchford, including improving conditions along the existing streets east and north of the future NAIT lands, and to provide continued orderly development within Blatchford and its interface with the existing arterial roadway network. That study is anticipated to commence later in 2021.

## Drainage

The Neighbourhood Design Report provides a plan for sanitary and stormwater servicing as development proceeds in the Blatchford neighbourhood. The NDR identifies infrastructure requirements and staging information to facilitate orderly development through future rezoning and subdivision approvals. Drainage infrastructure has already been installed to support the North West LRT Extension within this area.

Sanitary servicing for the Blatchford neighbourhood is divided into two basins; east and west. Developments in both basins will connect to an existing combined trunk sewer located within 114 Avenue, north of Kingsway and Prince Elizabeth Avenue. The proposed rezoning area falls within the east basin.

Storm servicing for the Blatchford neighbourhood is provided through the use of two Stormwater Management Facilities (SWMFs). These SWMFs are designed to store the run-off from major rainfall events for most of the Blatchford neighbourhood. Some sites in the proposed rezoning area will still require on-site stormwater management to balance the flow to the SWMF. Ultimately, stormwater flows will be discharged to designated manholes in the existing separated storm sewer system south of Blatchford at an engineered outflow rate.

## Conclusion

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

## APPENDICES

- 1 Markup of Proposed Text Amendment
- 2 Application Summary

## Mark-up of Proposed Text Amendment to Zoning Bylaw 12800

Black Font	Existing Text in Zoning Bylaw 12800
<del>Strikethrough:</del>	Proposed deletion from Zoning Bylaw 12800
<u>Underline:</u>	Proposed addition to Zoning Bylaw 12800

### 574. (UI) Urban Institutional Zone

#### 574.1 General Purpose

The purpose of this Zone is to provide for facilities of an educational or institutional nature, within mature areas of the city, that could include additional Uses that would complement the institutional development.

#### 574.2 Permitted Uses

1. Apartment Hotels, for less than 100 units
2. Bars and Neighbourhood Pubs, for less than 140 m<sup>2</sup> of Public Space
3. Business Support Services
4. Child Care Services
5. Convenience Retail Stores
6. Exhibition and Convention Facilities
7. Extended Medical Treatment Services
8. General Retail Stores, for less than 500 m<sup>2</sup> of Public Space
9. Government Services
10. Indoor Participant Recreation Services
11. Health Services
12. Market

### Rationale

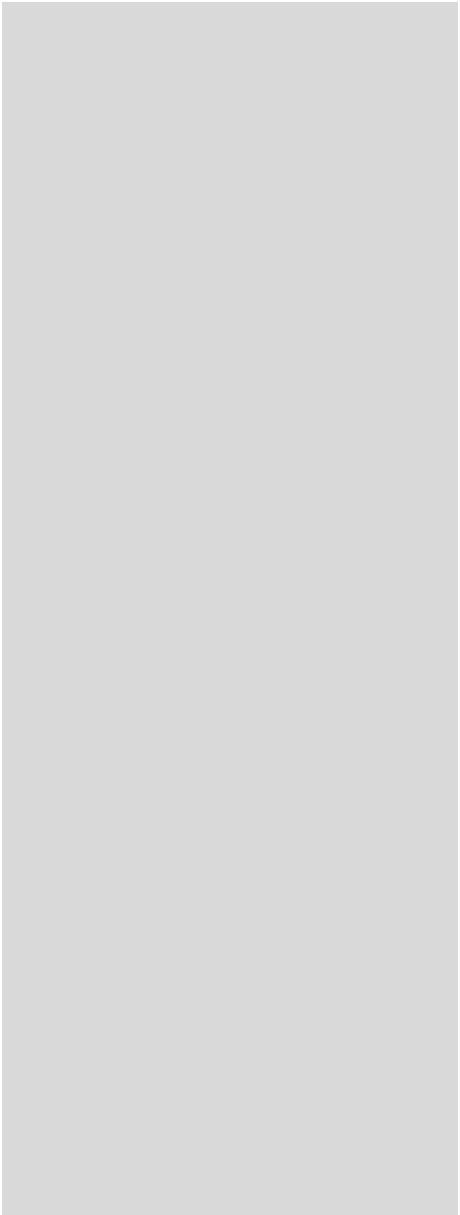
The (UI) Urban Institutional Zone provides general development regulations that apply to all UI Zoned sites, with specific appendices for each individual institution. Minor administrative amendments are required to bring this section in line with the standards of the Zoning Bylaw.

While no changes are being proposed to the overarching regulations or uses, this is included to provide context for the proposed new appendix.

13. Natural Science Exhibits
14. Outdoor Participant Recreation Services
15. Personal Service Shops
16. Private Clubs
17. Private Education Services
18. Professional, Financial, and Office Support Services
19. Public Education Services
20. Public Libraries and Cultural Exhibits
21. Restaurants, for less than 240 m<sup>2</sup> of Public Space
22. Special Event
23. Specialty Food Services
24. Spectator Entertainment Establishments
25. Spectator Sports Establishments
26. Urban Gardens
27. Urban Outdoor Farms
28. Fascia On-premises Signs
29. Minor Digital On-premises Signs
30. Projecting On-premises Signs
31. Roof On-premises Signs
32. Freestanding On-Premises Signs
33. Temporary On-premises Signs

**574.3 Discretionary Uses**

Discretionary Uses are listed in the Appendices.



#### **574.4 Development Regulations for Permitted and Discretionary Uses**

1. Whenever this Zone is to be applied to a property not currently zoned UI, a new site-specific Appendix shall be amended to this Zone that provides Discretionary Uses and any additional development regulations to the satisfaction of the City of Edmonton.
2. Bars and Neighbourhood Pubs, Media Studios, Business Support Services, Convenience Retail Stores, Extended Medical Treatment Services, General Retail Stores, Government Services, Health Services, Personal Service Shops, Professional Financial and Office Support Services, Restaurants and Specialty Food Services shall:
  - a. not comprise more than 20% of the Gross Floor Area of an individual building;
  - b. not comprise more than 10% of the Gross Floor Area of the Site; and
  - c. be separated by a minimum 10 m from a property line abutting a Residential Zone.
3. Apartment Hotels shall be limited to no more than one establishment.
4. Bars and Neighbourhood Pubs shall be limited to no more than one establishment.
5. Freestanding On-Premises Signs shall be limited to institutional purposes.
6. Temporary On-Premises Signs shall not include portable signs.
7. Vehicular-oriented or Drive-Through Uses are prohibited.
8. buildings shall be built to the Front and Side Lot Lines. Where, in the opinion of the Development Officer, additional building setbacks are warranted due to characteristics fundamental to the nature of the Use, the Development Officer may relax this condition as required.
9. Notwithstanding subsection 574.4.4, a minimum Setback of 7.5 m shall be required where the Rear or Side Lot Line of a Site abuts the lot line of a Site in a Residential Zone.
10. Notwithstanding subsection 574.4.4, a minimum Setback of 1.5 m shall be required where the Rear or Side Lot Line is separated from a Site in a Residential Zone by a lane.

11. The maximum building Height shall be 55 m. Where, in the opinion of the Development Officer, additional Height is warranted due to characteristics fundamental to the nature of the Use, the Development Officer may relax this condition as required in consideration of the following:
  - a. The visual, sun/shadowing, and other microclimatic impacts on adjacent residential development; and
  - b. The recommendations, and mitigative measures specified in any required technical studies.
12. The maximum Floor Area Ratio (FAR) shall be 10.0.
13. A minimum of 3% of Non-residential Floor Area shall be required to provide amenity area which may include courtyards, interior landscaped open space, arcades, plazas, atriums, gardens and seating areas. Amenity areas shall be exempt from FAR calculations.

## **Appendix V**

### **Northern Alberta Institute of Technology - Blatchford**

#### **1. Area of Application**

The lands legally described as Portions of Lot 2, Block 6A, Plan 9220135. as illustrated on Map 6.

#### **2. Discretionary Uses:**

##### **Sub-Area A - Campus Academic:**

1. Apartment Hotels, for 100 units or more
2. Commercial Schools
3. Community Recreation Services
4. Fraternity and Sorority Housing

Appendix V establishes regulations which are specific to the NAIT lands located within the Blatchford neighbourhood and are intended to be responsive to its current and future context.

Proposed uses are reflective of uses permitted on the main NAIT campus and support the current and future operations on the campus.

5. [Lodging Houses](#)
6. [Media Studios](#)
7. [Minor Impact Utility Services](#)
8. [Multi-Unit Housing](#)
9. [Vehicle Parking](#)
10. [Religious Assembly](#)
11. [Urban Indoor Farms](#)
12. [Major Digital On-premise Signs](#)
13. [Temporary On-Premise Signs](#)

**Sub-Area B - Residences:**

1. [Apartment Hotels, for 100 units or more](#)
2. [Media Studios](#)
3. [Multi-Unit Housing](#)
4. [Lodging Houses](#)
5. [Religious Assembly](#)

**Sub-Area C - Market District:**

1. [Apartment Hotels, for 100 units or more](#)
2. [Bars and Neighbourhood Pubs, for 140 m<sup>2</sup> of Public Space or more](#) 3. [Commercial Schools](#)
3. [Community Recreation Services](#)
4. [General Retail Stores, for 500m<sup>2</sup> of Public Space or more](#)
5. [Lodging Houses](#)
6. [Media Studios](#)
7. [Minor Impact Utility Services](#)

All uses must be designed as an integral component of the campus and be accessory to the institutional nature of the campus.

Uses differ between each sub area to support the unique character of each sub area.

8. Multi-unit Housing
9. Religious Assembly
10. Restaurants, for 240 m<sup>2</sup> of Public Space or more
11. Urban Indoor Farms
12. Vehicle Parking
13. Major Digital On-premise Signs
14. Temporary On-Premise Signs

### **3. Site Specific Development Regulations**

1. Notwithstanding 574.4.3, up to one Apartment Hotel shall be allowed in each sub area.
2. Notwithstanding 574.4.4, Bars and Neighbourhood Pubs shall be limited to no more than one establishment per sub-area.
3. **Site Specific Development Regulations for Sub-Area A (Campus Academic):**
  - a. Notwithstanding Section 574.4 of the Zoning Bylaw, the following building Setbacks shall apply:
    - i. A minimum Setback of 2.0 m, to a maximum of 3.0 m, shall be required where the Site Abuts the LRT corridor or other public right-of-way, with the exception of 109 Street and 120 Avenue.
    - ii. A minimum Setback of 3.0 m, to a maximum of 5.0 m, shall be required where the Site Abuts 109 Street or 120 Avenue, to accommodate primary building entrances or to allow street oriented activities such as outdoor seating.
  - b. Notwithstanding Section 574.4 of the Zoning Bylaw:
    - i. the maximum Height shall be 55.0 m;
    - ii. the minimum Height shall be 16.0 m where the site is adjacent to an LRT Station;

Setback regulations are intended to ensure that development is street oriented as opposed to the typically larger setbacks seen with institutional uses.

The overall height of Sub Area A is the same as the UI Zone, however reductions in height depending on the location of the



and

- iii. The minimum height shall be 8.0 m where the Site Abuts the LRT corridor.
- c. For buildings taller than 20.0 m in Height which Abut the LRT corridor, a minimum Stepback of 2.0 m shall be required above 20.0 m.
- d. The maximum Floor Area Ratio shall be 6.0.
- e. For buildings Abutting the LRT corridor, building massing shall be designed such that the length of each Frontage is visually differentiated at a maximum interval of 65.0 m. This shall be achieved through the use of significant material and architectural changes that give the appearance of smaller buildings and/or physical breaks in the building.
- f. For buildings facing any public right-of-way a minimum of 60% of the Façade shall form a Street Wall.
- g. For buildings Abutting the LRT corridor, a minimum of 70% of the linear Frontage shall consist of transparent and unobstructed glazing. Linear Frontage shall be measured at 1.5 m above the finished Grade of the Abutting sidewalk.
- h. Buildings Abutting the LRT corridor shall be designed to front that Abutting Lot line with active Frontages and/or Amenity Areas.
- i. Primary entrances shall be provided adjacent to the LRT Station, and primary or secondary entrances shall be provided along the LRT corridor, in accordance with the following:
  - i. Entrances provided along the LRT corridor shall provide student and public access and be oriented to the corridor and cannot include maintenance or emergency accesses;
  - ii. Entrances shall be clearly indicated with architectural details such as canopies, signage, articulation of the Façade, etc.; and

site in relation to the LRT corridor in Blatchford.

FAR has been significantly reduced to ensure that future development is compatible with the Blatchford Special Area Zones.

Design regulations are proposed to ensure that buildings are street oriented as well as appropriately address the LRT Station and LRT corridor.

- iii. Entrances shall be provided a minimum of every 60.0 m.
- j. Buildings facing the LRT corridor shall be designed in accordance with the following:
  - i. The first Storey must be differentiated from the rest of the building, using glazing, material changes, Stepbacks or overhangs, canopies, etc.;
  - ii. The first Storey shall be a minimum of 3.5 m in Height;
  - iii. Architectural elements may project to a maximum of 2.0 m into the building Setback; and
  - iv. Ground floor architectural elements shall be provided at a maximum Height of 4.0 m.
- k. Exterior finishing materials must be durable, high quality, and appropriate for the development within the context of the surrounding area. Appropriate materials include brick, split face architectural block, smooth face masonry, metal panels, architectural metal, cementitious paneling and siding, and composite wood. Cultured stone, and vinyl siding as a finishing material shall not be permitted. Smooth or sand float finish stucco shall be permitted for less than 30% of any Façade.
- l. Vehicle parking shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:
  - i. Off-street vehicular parking spaces shall be provided to a maximum rate of 1 stall per 200 m<sup>2</sup> of Floor Area.
  - ii. Required off-street parking may be provided within common parking facilities.
  - iii. Surface parking and parking structures must not be visible from the LRT corridor or other public paths and streets.
  - iv. Parking shall be developed in conjunction with buildings and shall not be provided

A maximum number of parking spaces is required due to the size and development potential of the NAIT lands. The opportunity to vary parking is provided if a parking study is supplied justifying that variance. These regulations are intended to allow for flexibility required with large site development, without requiring engineering

- as an interim Use.
- v. Surface Parking Lots shall be limited to a maximum of 100 stalls each.
- vi. Parking structures shall not have direct access to/from 119 or 120 Streets.
- vii. Parking shall be accessed from 109 Street or Private Lanes only.
- m. Bicycle Parking shall be provided in accordance with Section 54.5 of the Zoning Bylaw, except that Bicycle Parking spaces shall be provided to a minimum of 40% of the number of vehicular parking spaces provided on Site, and required Bicycle Parking spaces may be provided within common Bicycle Parking facilities located within 400 m of a proposed development.
- n. Where private Lanes are provided, they shall be in accordance with the following:
  - i. Private Lanes shall not be provided along the LRT corridor and shall not have access to/from the LRT corridor.
  - ii. Private Lanes shall not be provided adjacent to any public right-of-way.
  - iii. Private Lanes shall only be accessed from 109 Street.
- o. Landscaping, lighting, and Amenity Areas shall be provided in accordance with the following:
  - i. A publicly accessible private Walkway shall be provided between the north end of the LRT station and 109 Street, as generally indicated on Map 6.
  - ii. A publicly accessible private Walkway shall be provided aligning with Blatchford Road to connect 118 Avenue, as generally indicated on Map 6.
  - iii. Publicly accessible Walkways shall:
    - 1. Be a minimum of 6.0 m wide;

studies for every development permit regarding parking.

A publicly accessible walkway is required to connect the LRT station with adjacent roadways to ensure appropriate pedestrian connections in the area. This allows for people to move freely to and from the LRT station without restricting NAIT's development potential on these sites.

2. Include a 3.0 m wide shared use path; and
3. Include pedestrian lighting and a landscaped buffer from adjacent buildings.
- iv. For buildings Abutting the LRT corridor, building Setbacks shall be integrated with the public realm by providing seating, Landscaping, and planting that contributes to the pedestrian-oriented character of the area. The design shall not hinder the movement of pedestrians from the public realm to the buildings.

**4. Site Specific Development Regulations for Sub-Area B (Residences):**

- a. Notwithstanding Section 574.4 of the Zoning Bylaw, a minimum Setback of 2.0 m, to a maximum of 3.0 m, shall be required. An increased Setback to a maximum of 4.5 m shall be allowed at entrances or to accommodate street-oriented amenities such as street furniture and public art.
- b. Notwithstanding Section 574.4 of the Zoning Bylaw, the maximum Height shall be 45.0 m.
- c. The maximum Floor Area Ratio shall be 6.0.
- d. Non-residential Uses shall only be permitted where they are Accessory to the Residential Use.
- e. Where a building exceeds 16.0 m in Height, a minimum 2.5 m Stepback shall be required above a Height of 14.0 m, on all sides Abutting a public right-of-way.
- f. Urban design shall be in accordance with the following:
  - i. Building massing shall be designed such that the length of each Frontage is visually differentiated at a maximum interval of 65.0 m. This shall be achieved through the use of significant material and architectural changes that give the appearance of smaller buildings and/or physical breaks in the building.
  - ii. Building massing above the podium shall provide a separately defined mass for

Height has been reduced to ensure that there is a transition towards medium density development to the northwest. This, in combination with a significant reduction in FAR ensures appropriate transition to the future residential uses.

- every 1,000 m<sup>2</sup> of Floor Area, using articulation, Stepbacks, and/or materiality.
- iii. For buildings facing any public right-of-way, a minimum of 75% of the Façade shall form a Street Wall.
  - iv. A minimum of 30% of the Frontage of residential and residential-related Uses shall consist of transparent and unobstructed glazing. Frontage shall be measured as the horizontal area between 0.9 m and 2.1 m above the finished Grade of the Abutting sidewalk.
  - v. A minimum of 70% of the Linear Frontage for any Common Amenity Area or non-residential Use shall consist of transparent and unobstructed glazing. Linear Frontage shall be measured at 1.5 m above the finished Grade of the Abutting sidewalk.
- g. Building entrances shall be designed in accordance with the following:
- i. Ground floor Residential Uses shall provide an individual or shared external entrance from the street, a maximum of 15.0 m apart.
  - ii. Individual and shared external entrances shall be oriented and clearly visible to be readable from the public roadway using features such as, but not limited to, porches, staircases, and stoops.
  - iii. Sliding doors shall not serve as entrances.
  - iv. Entrances shall be designed to provide a semi-private outdoor area that establishes a transition area between the Dwelling and publicly accessible land using landscape features such as decorative fencing, change in grade, shrub beds, planters, rock gardens and/or other built elements.
  - v. Entrances shall not have solid Fences or other solid screening elements higher than 1.2 m in Height. Landscaping, retaining walls or other low Height elements may be utilized to visually separate the semi-private courtyards facing the public

streets.

- vi. Common Amenity Areas shall have access to the street through primary or secondary entrances.
  
- h. The first Storey and podiums of buildings shall be designed in accordance with the following:
  - i. The first Storey shall be a maximum of 1.0 m above the adjoining and/or Abutting public land;
  
  - ii. Podiums shall be well-defined to support transitions to adjacent residential Uses, such as distinct architecture, architectural projections, and varying Setbacks and Stepbacks;
  
  - iii. Canopies and other architectural elements may project in to building Setbacks to define the human scale of the ground floor and entrances. Canopies and other architectural elements shall be provided at a maximum Height of 4.0 m;
  
  - iv. To create attractive streetscapes and interfaces, podium Façades and rooflines shall be designed with detail and articulation to a maximum of 15.0 m intervals, through the use of materials, Setbacks, and architectural features (see sketch below):





- v. Blank Walls exceeding 12.0 m in length shall not be provided adjacent to any public right-of-way.
- i. Exterior finishing materials must be durable, high quality, and appropriate for the development within the context of the surrounding area. Appropriate materials include brick, split face architectural block, smooth face masonry, metal panels, architectural metal, cementitious paneling, and composite wood. Cultured stone, stucco and vinyl siding as a finishing material shall not be permitted.
- j. Vehicle parking shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:
  - i. Off-street vehicular parking spaces shall be provided to a maximum rate of 0.5 stalls per Sleeping Unit.
  - ii. Off-street parking may be provided within common parking facilities.
  - iii. No parking shall be required for visitor, Commercial, Residential-related Uses, and Non-residential Uses.
  - iv. Vehicular parking must be provided underground, with a maximum surface Parking

A maximum number of parking spaces is required due to the size and development potential of the NAIT lands. The opportunity to vary parking is provided if a parking study is supplied justifying that variance. These regulations are intended to allow for flexibility required with large site development, without requiring engineering studies for every development permit regarding parking.

Area of 10% Site coverage allowed if screened from public roads with active building Frontage.

- v. Parkade access points shall not exceed one access per 90 linear metres and shall not be provided within 50 linear metres of a private Lane access.
- vi. Entrances to parking garages from public streets other than a Lane shall minimize the physical and visual impacts of the entrances and doors to the adjacent public realm by requiring the ramp to be located entirely within the building and through the design and materials of the entrance and surrounding Façade.
- k. Bicycle Parking shall be provided in accordance with Section 54.5 of the Zoning Bylaw, except that Bicycle Parking shall be provided at a minimum of 0.5 Bicycle Parking spaces per Sleeping Unit.
- l. Where private Lanes are provided, they shall be in accordance with the following:
  - i. Private Lanes shall not be provided along the LRT corridor.
  - ii. Private Lanes shall not be provided adjacent to any public right-of-way.
  - iii. Private Lane access points shall not exceed one access per 90 linear m and shall not be provided within 50 linear m of a parkade access.
- m. Landscaping, lighting, and Amenity Areas shall be provided in accordance with the following:
  - i. A publicly-accessible private Walkway must be provided as a mid-block pedestrian access, as generally indicated on Map 6.
  - ii. Outdoor Amenity Areas shall be designed to minimize light, and sound impacts on adjacent residential through the use of screening such as architectural screens, trees, and shrubs.
  - iii. Building Setbacks that do not provide private or semi-private Amenity Areas shall

Setback regulations are intended to ensure that development is pedestrian oriented as opposed to the



be integrated with the pedestrian oriented public realm by providing seating, Landscaping, and planting that contributes to the pedestrian oriented character of the area. The design shall not hinder the movement of pedestrians from the public realm to the buildings.

**5. Site Specific Development Regulations for Sub-Area C (Market District):**

- a. Notwithstanding Section 574.4 of the Zoning Bylaw, the following building Setbacks shall apply:
  - i. A minimum Setback of 1.2 m, to a maximum of 3.0 m, shall be required.
  - ii. Increased Setbacks shall be allowed for up to 25% of the Façade, only to provide for pedestrian-oriented activities adjacent to entrances such as seating areas.
- b. Notwithstanding Section 574.4 of the Zoning Bylaw, the maximum Height shall be 45.0 m, except that the maximum Height for a building with frontage onto the plaza shall be 55.0m.
- c. The maximum Floor Area Ratio shall be 6.0.
- d. The urban design within the Market District shall complement and enhance the surrounding Market District design, through the following:
  - i. Active frontages shall be provided at grade to ensure lively street relationships and integration with adjacent land uses.
  - ii. Where a building exceeds 20.0 m in Height, a minimum 2.5 m Stepback shall be required above 20.0 m.
  - iii. Building massing shall be designed such that the length of each Frontage is visually differentiated at a maximum interval of 65.0 m. This shall be achieved through the use of significant material and architectural changes that give the appearance of smaller buildings and/or physical breaks in the building.
  - iv. For buildings facing the plaza, a minimum of 90% of the Façade shall form a Street

typically larger setbacks seen with institutional uses.

Height has been reduced to ensure that there is a transition development to the commercial node to the south west. This, in combination with a significant reduction in FAR ensures appropriate transition to the future uses in that area.

Design regulations are intended to integrate development with the commercial nature of the Town Centre.

Wall.

- v. For buildings facing any public right-of-way, a minimum of 75% of the Façade shall form a Street Wall.
- vi. Where street spacing exceeds 160 m, a mid-block pedestrian connection shall be provided through the block to maintain walkability and connectivity to nodal destinations.
- vii. A minimum of 70% of the Frontage shall consist of transparent and unobstructed glazing. Frontage shall be measured as the horizontal area between 0.6 m and 3.0 m above the finished Grade of the Abutting sidewalk.
- viii. Pitched roofs shall not be permitted.
- e. Building entrances shall be provided in accordance with the following:
  - i. A minimum of four entrances shall be provided from the plaza; and
  - ii. Building entrances shall be provided at a minimum of every 30.0 m and shall be provided for any separate Uses on the first Storey.
- f. The first Storey and podiums of buildings shall be designed in accordance with the following:
  - i. The first Storey shall have an elevation a maximum of 0.3 m above the adjoining and/or Abutting public land.
  - ii. The first Storey shall be differentiated from the rest of the building, using glazing, materials, Stepbacks, overhangs, canopies, etc.
  - iii. Canopies and other architectural elements may project in to building Setbacks to define the human scale of the ground floor and entrances. Canopies and other architectural elements shall be provided at a maximum Height of 4.0 m.

- iv. Architectural projections above the ground floor shall be limited to a maximum projection of 2.0 m from the ground floor Façade and shall be a maximum of 10.0 m in length and comprise less than 40% of the overall Façade length, in order to promote a pedestrian scale and to avoid a tunnel effect at the street.
- v. Podium Façades shall be designed with detail and articulation to a maximum of 12.0 m intervals, to create attractive streetscapes and interfaces.
- g. Exterior finishing materials must be durable, high quality, and appropriate for the development within the context of the surrounding area. Appropriate materials include brick, split face architectural block, smooth face masonry, metal panels, architectural metal, cementitious paneling, and composite wood. Cultured stone, stucco and vinyl siding as a finishing material shall not be permitted.
- h. Vehicle parking shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:
  - i. Parking spaces may be provided to a maximum rate of 1 stall per 100 m<sup>2</sup> of Floor Area.
  - ii. Off-street parking may be provided within common parking facilities.
  - iii. Any provided vehicular parking shall be located underground.
  - iv. Parkade access points shall not exceed one access per 90 linear m and shall not be provided within 50 linear m of a private Lane access.
  - v. Entrances to parking garages from public streets other than a Lane shall minimize the physical and visual impacts of the entrances and doors to the adjacent public realm by requiring the ramp to be located entirely within the building and through the design and materials of the entrance and surrounding Façade.
- i. Bicycle Parking shall be provided in accordance with Section 54.3 of the Zoning Bylaw, except that Bicycle Parking shall be provided at a minimum of 1 Bicycle Parking space per

A maximum number of parking spaces is required due to the size and development potential of the NAIT lands. The opportunity to vary parking is provided if a parking study is supplied justifying that variance. These regulations are intended to allow for flexibility required with large site development, without requiring engineering studies for every development permit regarding parking.

100 m<sup>2</sup> of Floor Area.

- j. Where private Lanes are provided, they shall be in accordance with the following:
  - i. Private Lanes shall not be provided adjacent to any public right-of-way.
  - ii. Private Lane access points shall not exceed one access per 90 linear m and shall not be provided within 50 linear m of a parkade access.
- k. Landscaping, lighting, and Amenity Areas shall be provided in accordance with the following:
  - i. A publicly accessible private Walkway shall be provided aligning with Blatchford Road to connect to 118 Ave, as generally indicated on Map 6.
  - ii. A publicly accessible private Walkway shall be provided as a mid-block pedestrian access, as generally indicated on Map 6.
  - iii. Publicly accessible Walkways shall:
    - 1. Be a minimum of 6.0 m wide;
    - 2. Include a 3.0 m wide shared use path; and
    - 3. Include pedestrian lighting and a landscaped buffer from adjacent buildings.
  - iv. Building Setbacks shall be integrated with the pedestrian oriented public realm by providing seating, Landscaping, and planting that contributes to the pedestrian-oriented character of the area. The design shall not hinder the movement of pedestrians from the public realm to the buildings.

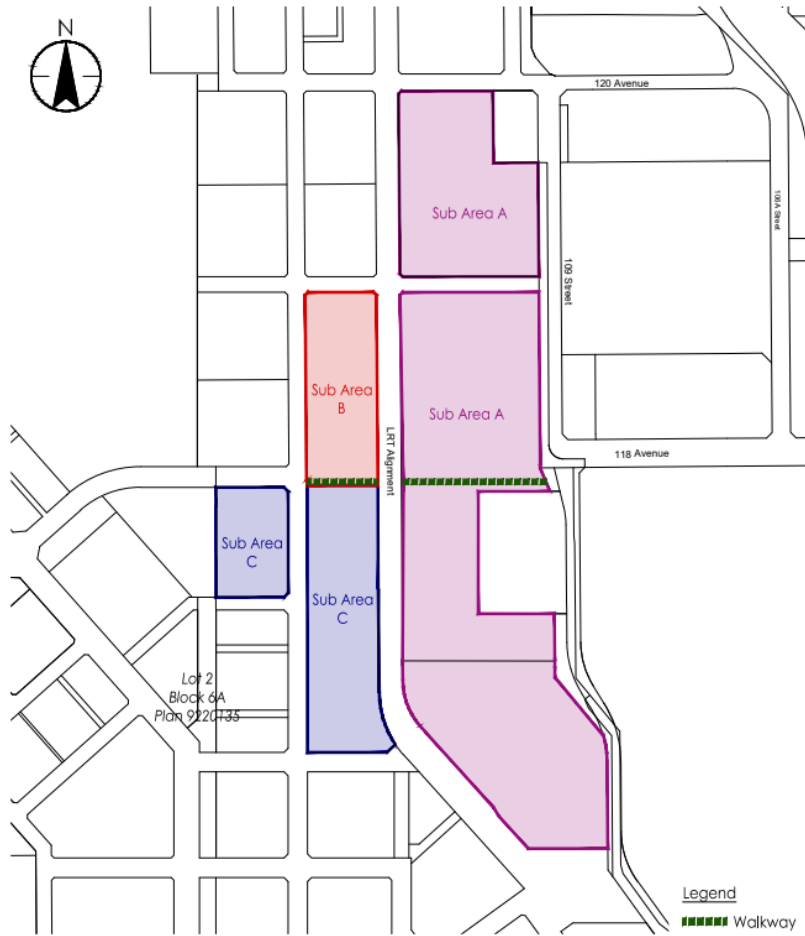
**6. Sustainability and Environmental Regulations**

- 1. A minimum of 50% of roof areas shall be used as amenity space, solar photovoltaic panels, Green Roofs, and/or other renewable energy production.

2. A Phase II Environmental Site Assessment and any subsequent work may be required for any development within Sub-Area B and C that creates a new building at the discretion of the Development Officer in consultation with the City of Edmonton's Environmental and Energy Coordination Unit.

Due to associated environmental issues identified, specific regulations are required to ensure future site suitability. Any future Development Permit application for a new building in these sub-areas will be required to identify and undertake any required environmental work necessary.

**Map 6**



**997.8. (BRH) Blatchford Row Housing Zone**

...

**4. Development Regulations**

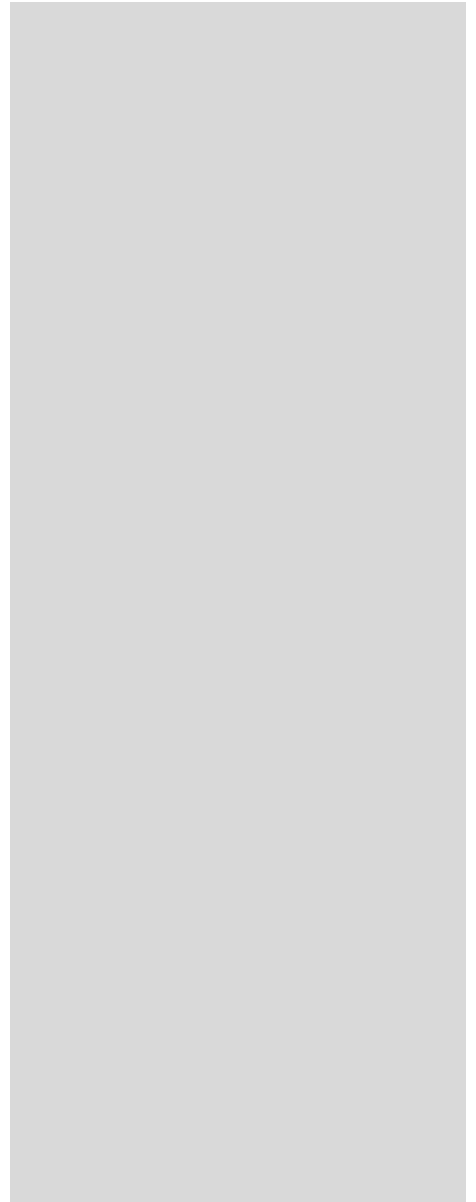
- h. Site Setbacks shall be 1.2 m. Except that:
  - i. a minimum setback of 2.0 m and a maximum setback of 4.0 shall be **required** where a Lot line Abuts a public roadway other than a Lane, a public Walkway, or a Site zoned BP. The maximum Setback may be increased up to 6.0 m where an outdoor Amenity Area is provided adjacent to the Lot line Abutting a Site zoned BP; and
  - ii. a minimum setback of 1.2 m and a maximum setback of 3.0 shall be required where a Lot line Abuts a Site zoned BRH.

...

**5. Urban Design Regulations**

- a. All facades of a principal building, and any Accessory building containing a Blatchford Lane Suite, shall be designed with detail and articulation to ensure that each Dwelling unit is individually identifiable to create attractive streetscapes and interfaces where Abutting a Site zoned BP, a public street or a Lane. Building facades shall be articulated by a combination of recesses, entrances, windows, projections, change in building materials, colours, or physical breaks in building mass. The following **illustrations provide a illustration-provides-a-possible** conceptual application of this regulation for interpretive purposes.

The original illustration provided poor direction to applicants and Development Officers regarding expectations for row housing buildings. New images are being provided to better demonstrate the individually identifiable dwellings through both consistent design and facade articulation.





- 997.8. (BRH) Blatchford Row Housing Zone,
- 997.9 (BLMR) Blatchford Low to Medium Rise Residential Zone &
- 997.10 (BMR) Blatchford Medium Rise Residential Zone

#### 4. Development Regulations

New regulation following (t) in BRH  
New regulation following (s) in BLMR  
New regulation following (u) in BRM

Vehicular parking areas which abuts a public Walkway shall be screened from view from the adjacent walkway.

#### 4. Development Regulations

Regulation following (e) in BLMR  
Regulation following (e) in BRM

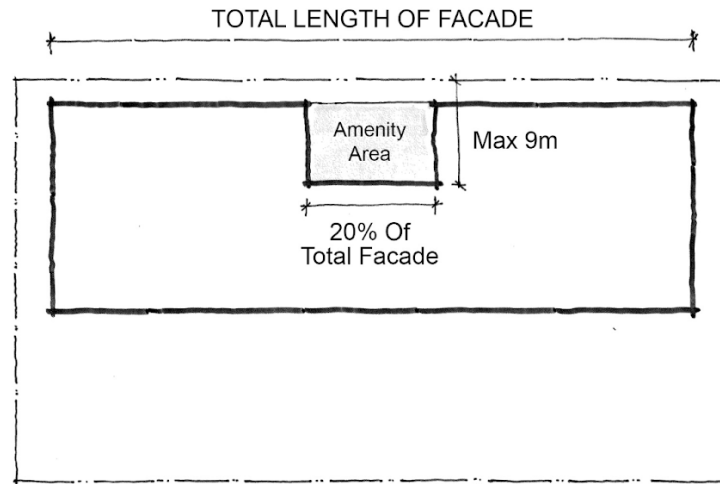
Site Setbacks shall be a minimum of ~~3.0~~ 2.0 m, and a maximum of 4.0 m, except that:

- ~~i. a minimum 2.0 m, and a maximum 4.0 m, Setback shall be provided from a Lot Line adjacent to a Site-zoned BP. The maximum Setback may be increased where outdoor Amenity Areas are provided adjacent to the Lot Line;~~
- ~~ii. a minimum 2.0 m, and a maximum 4.0 m, Setback shall be provided from a Lot Line adjacent to a walkway or public street other than a Lane;~~
- ~~iii. a minimum 1.2 m Setback shall be provided from a Lot Line adjacent to a Lane; and~~
- ~~iv. a minimum 0.0 m Setback shall be provided from a Lot line adjacent to a Retail Street or Primary Active Street is required. To support amenity opportunities, the Setback may be increased up to a maximum of 9.0 m where an outdoor Common Amenity Area or Publicly Accessible Private Park is provided within the Setback area. The portion of the building which is Setback more than 3.0 m shall be a maximum of 20% of the total length of the~~

Proposed changes to setback regulations are intended to improve clarity for developers and the Development Officer and provide setbacks which better reflect future road widths in the Blatchford Area.

~~building façade. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes:~~

- ~~i. a minimum 1.2 m Setback shall be provided from a Lot Line adjacent to a Lane;~~
- ~~ii. for sites located adjacent to a Site zoned BP, the maximum Setback may be increased to a maximum of 6.0 m where outdoor Amenity Areas are provided adjacent to the Lot Line;~~
- ~~iii. for a mixed use building where commercial uses are located at grade, Site Setbacks fronting a public roadway other than a lane, or walkway shall be a minimum 1.0 m, and a maximum 3.0 m; and~~
- ~~iv. for sites located on a Retail Street or a Primary Active Street, as defined by Section 997, to support amenity opportunities, the Setback may be increased up to a maximum of 9.0 m where an outdoor Common Amenity Area or Publicly Accessible Private Park is provided within the Setback area. The portion of the building which is Setback more than 4.0 m shall be a maximum of 20% of the total length of the building façade. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes.~~



The intent of this regulation was to ensure that park spaces had active frontages, but this can be achieved through subdivision design by orienting some blocks to front park sites. This has been successfully done in previous subdivisions in the neighbourhood. As currently written, this clause is too restrictive for blocks with end units that flank park sites.

## 5. Urban Design Regulations

Regulation (d) in BRH

Regulation (e) in BLMR and BRM

For any Dwelling fronting a public street or a Site zoned BP, all principal Dwellings along this Facade with Floor Area at ground level shall have an individually articulated entrance at ground level. Sliding patio doors shall not serve as this entrance. In addition, features such as porches, stoops, landscaped terraces, pedestrian lighting and patios, decks or gardens shall be provided. Where a Dwelling Abuts both a public street and a Site zoned BP, the entrance may face the public street or the site zoned BP ~~shall face the Site zoned BP~~.



## APPLICATION SUMMARY

### INFORMATION

Application Type:	Text Amendment & Rezoning
Charter Bylaws:	19844 & 19845
Location:	West of 106 Street NW, south of 120 Avenue NW and north of Princess Elizabeth Avenue NW
Addresses:	101 Airport Road NW
Legal Description:	A portion of Lot 2, Block 6A, Plan 9220135
Neighbourhood:	Blatchford
Notified Community Organizations:	Spruce Avenue and Westwood Community Leagues
Applicant:	Stantec Consulting

### PLANNING FRAMEWORK

Current Zones:	MA1) Municipal Airport Airfield Zone (MA2) Municipal Airport Business Industrial Zone (US) Urban Services Zone
Proposed Zone:	(UI) Urban Institutional Zone
Plans in Effect:	City Centre Area Redevelopment Plan
Historic Status:	None

Written By:  
Approved By:  
Branch:  
Section:

Andrew Sherstone  
Tim Ford  
Development Services  
Planning Coordination