

Administration Report Blatchford

Edmonton

11840 - 106a Street NW

To allow for the expansion of the Northern Alberta Institute of Technology's Main Campus.



Recommendation: That Charter Bylaw 20089 to amend the Zoning Bylaw from the (PU) Public Utility Zone to the (UI) Urban Institutional Zone and amend the UI Zone (Appendix IV) be **APPROVED**.

Administration **SUPPORTS** this application because:

- it conforms to the City Plan by allowing for the continued development and expansion of NAIT's main campus within the Blatchford-NAIT-Kingsway Major Node; and
- it provides interim and long term development opportunities that are in scale with the existing institutional nature of the site's surrounding context.

Application Summary

This application was accepted on January 17, 2022, from Stantec Consulting Ltd. (Kyle Witiw) on behalf of Northern Alberta Institute of Technology (NAIT). The purpose of this application is to rezone the subject property from the (PU) Public Utility Zone to the (UI) Urban Institutional Zone as well as amend Appendix IV of the UI Zone which provides Discretionary uses and regulations that are specific to NAIT's Main Campus.

CHARTER BYLAW 20089 will amend the Zoning Bylaw, as it applies to the subject site, from the (PU) Public Utility Zone to the (UI) Urban Institutional Zone to provide for facilities of an educational or institutional nature within mature areas of the city. The amendment to Appendix IV of the UI Zone will provide opportunities for interim uses for storage that will allow NAIT to consolidate classroom and operational space within their main campus area. Adjustments to vehicle and bicycle parking requirements are also proposed, among other minor changes.

This proposal aligns with the goals and policies of City Plan (MDP) which designates this site as being within the Blatchford-NAIT-Kingsway Major Node. Major Nodes are defined as mixed-use destinations which function as dense residential areas and employment hubs featuring large institutions, strategically located to serve broad catchment areas within the city and metropolitan region. This application will support the development of this Major Node by allowing for the expansion of NAIT's Main Campus which is an institutional anchor for this area.

Community Insights

Based on the characteristics of this application the file was brought forward to the public using the Basic Approach. This approach was selected because it aligns with the anticipated growth of NAIT's main campus and generated no notable concerns or response from surrounding residents.

The Basic Approach included the following techniques:

Advance Notice, February 4, 2022

- Notification radius: 60 metres
- Number of recipients: 68
- Number of responses with concerns: 0
 - one phone call was received with general inquiries about what the application was proposing and when it might go to a Public Hearing

Webpage

- edmonton.ca/blatchfordplanningapplications

Site and Surrounding Area

The subject property is located north of 118 Avenue between 109 Street and 106 Street, at the eastern edge of the Blatchford neighborhood. The property was formerly used as the Westwood Transit Garage but has since been demolished to accommodate the future expansion of NAIT's main campus.

South of this property is NAIT's existing main campus and to the west is vacant land that is also part NAIT's future expansion area. To the north is a storage building used by Alberta Forestry and to the west is the Westwood neighborhood.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(PU) Public Utility Zone	Vacant
CONTEXT		
North	(MA) Municipal Airport Zone	Warehouse building

East	(UI) Urban Institutional Zone	Vacant
South	(UI) Urban Institutional Zone	NAIT main campus
West	(MA) Municipal Airport Zone (RA7) Low Rise Apartment Zone	Low rise apartments



View of the site looking west from 106 Street NW (Former Westwood Transit Garage recently demolished in the background)



View of the site looking southwest from 106 Street NW (Former Westwood Transit Garage recently demolished in the background)

Planning Analysis

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.

Within the UI Zone, Appendix IV is specific to NAIT's Main Campus and provides Discretionary uses and regulations that are specific to the campus area. This application proposes the following changes to Appendix IV:

- The inclusion of the subject property within Sub-area 2 of the map associated with Appendix IV (Map 5);
- The introduction of new Discretionary uses, including Essential Utility Services, Mobile Catering Services, General Industrial Uses and Temporary Storage.
- Adjustments to vehicle and bicycle parking requirements to better align with the Zoning Bylaw.

Land Use Compatibility

The introduction of the new Discretionary uses are considered compatible relative to their surrounding context and the context of NAIT's campus expansion plans. The Essential Utility Services has been added to support on-site energy distribution and storm water management in service of NAIT's long term goals. Mobile Catering Services has been added to complement the culinary program offered by NAIT.

Temporary Storage and the General Industrial Use have been added to support interim and long term storage needs for the campus. Additional regulations have been added that are specific to these two new uses to ensure they are compatible with their surrounding context.

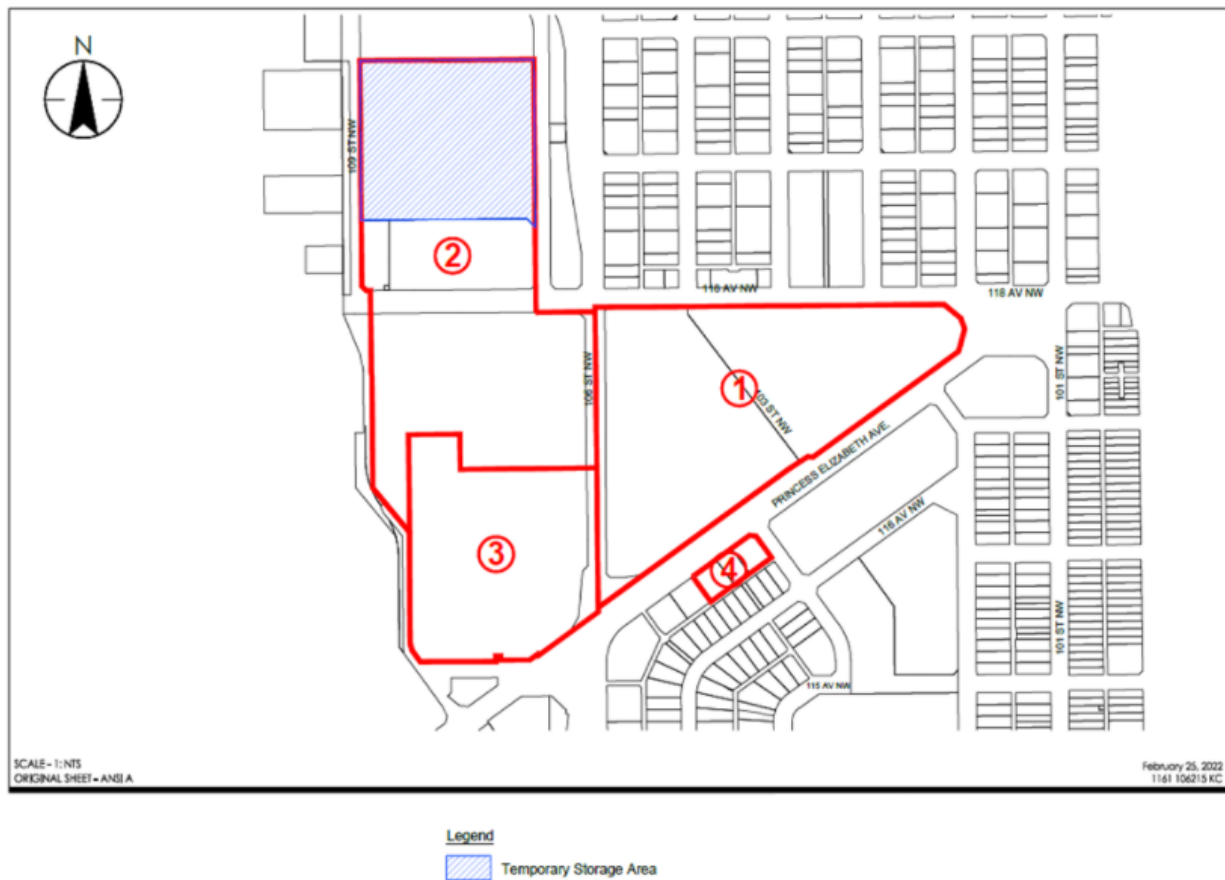
Temporary Storage Regulations

- shall only be permitted on the subject property (see hatched area on the map below);
- shall be screened from view from a public roadway, and from adjacent Sites, by building walls, freestanding walls, landscape materials, berms, screen Fences or a combination of these;
- screening materials shall have a maximum height of 3.7 m; and
- shall be allowed for a period of up to 10 years, with the possibility to extend an additional 5 years.

General Industrial Use

- shall only be permitted on the subject property (see hatched area on the map below);
- restricted to storage facilities only;
- where provided outdoors, storage facilities shall be located away from public roads;
- shall be screened from view from public roadways through methods such as but not limited to fencing, landscaping, or other similar methods; and
- screening materials shall have a maximum height of 3.7 m.

The inclusion of these storage-related uses will allow NAIT to consolidate classroom and operational space within their main campus area and ultimately support the long term development of this property. All of the new Discretionary uses are not anticipated to generate any adverse impacts beyond the site or campus area itself and the storage-related uses, though unsightly if not properly regulated, will be appropriately screened from adjacent roadways and the residential area to the east.



PROPOSED MAP 5 WITH THE INCLUSION OF THE SUBJECT PROPERTY

As the UI Zone does allow for a height of up to 55 meters (or approximately 18 storeys), a Sun Shadow Study was submitted as part of this application and is included as appendix 2 attached to this report. The primary area of concern is the residential neighborhood to the east of this site (Westwood neighborhood). The shadow study indicates little to no impacts on the residential neighborhood from morning to the afternoon, during the summer and equinoxes. Shadow impacts will be felt by some of the closer residential properties in the evenings and during the winter but, overall, these impacts are mitigated in part by the wide arterial right-of-way (106 Street) that provides appropriate buffer space between the subject property and the western edge of the Westwood neighborhood.

Plans in Effect

THE CITY PLAN

This proposal aligns with the goals and policies of CityPlan (MDP) which designates this site as being within the Blatchford-NAIT-Kingsway Major Node. Major Nodes are defined as mixed-use destinations which function as dense residential areas and employment hubs featuring large institutions, strategically located to serve broad catchment areas within the city and metropolitan region. This application will support the

development of this Major Node by allowing for the expansion of NAIT's Main Campus which is an institutional anchor for this area.

Technical Review

Transportation

The City's Blatchford Office recently had a mobility assessment prepared to help facilitate the longer-term staged development of the Blatchford and Blatchford adjacent lands. The assessment considers the 1.25 million population horizon of City growth, which includes significant development of Blatchford residential, commercial and institutional lands. The analysis indicates that transit and active mode shares for Blatchford residents and travel to/from the area will be significantly higher than existing City-wide rates. Traffic growth in the area of the site will occur, with peak hour congestion anticipated at the intersection of 118 Avenue and 106 Street.

The analysis also recognizes the need for upgrades to area roadways (109 Street, 118 Avenue, 120 Avenue) and the active modes network to support this growth. These improvements will be conditioned with area subdivisions and development permits, including this site and the adjacent (future) NAIT lands. Further study of the area will be required at the development permit stage, including the potential closure of the 106a Street service road, to identify site-specific improvements. Administration is presently exploring options for a bicycle connection on 118 Avenue NW between 106 Street NW and the Metro Line LRT.

The proposed UI regulations for the site remove the minimum vehicle parking requirements to better align with contemporary parking requirements. The existing parking maximum has been retained to help reduce the risk of a parking oversupply and encourage the use of alternative travel modes. Bicycle parking requirements for the site have also been increased, including a minimum of 250 bicycle spaces with at least 100 of those spaces being long-term, secured spaces.

Transit

Frequent bus service is currently available on corridors near Blatchford, including on 106 Street, 109 Street, 118 Avenue and Princess Elizabeth Avenue, and will continue as part of the Mass Transit Network in the 1.25 million population horizon.

ETS will use 120 Avenue to provide local bus service in/out of eastern Blatchford in the future, and will operate on the "active street" network within the neighbourhood. Implementation of bus service within Blatchford depends on demand, neighbourhood build-out and available funding for transit. Bus stops are being constructed in Blatchford as individual stages of development advance.

The proposed rezoning is roughly 500m walking distance to the future Blatchford Stop on the Metro Line Northwest LRT. Construction of the Metro Line Northwest LRT extension from NAIT to Blatchford began in 2020 with completion anticipated in 2024/25.

Drainage

The applicant has submitted a Drainage Servicing Report that has been reviewed and accepted by Development Services for the purpose of supporting this rezoning application. Sanitary and storm sewer servicing is proposed to be provided through the installation of a new combined (future storm) and sanitary sewer main east along the north boundary of the NAIT parcel and then south along the east boundary within 106A Street. On-site stormwater management with a controlled outflow rate and partial sewer separation will be utilized to mitigate the impacts of development that would be allowed under the proposed zone. Details of the required on-site stormwater management will be reviewed at the Development Permit stage.

EPCOR Water

Water services are available to this site from the existing 200mm water main on 106A Street. The applicant/owner will be responsible for all costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by this application.

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

Appendices

- 1 UI Zone (Appendix IV) Track Changes
- 2 Sun/Shadow Analysis
- 3 Application Summary

Appendix IV

Northern Alberta Institute of Technology - Main Campus

1. Area of Application

The lands legally described as:

- Lot 5, Block 3C, Plan 162 1813
 - Lot 3, Block 3C, Plan 122 1513
 - Lot C, Plan 002 0707
 - Lots 2, 3 and 3A, Block 7, Plan 5518NY
 - Lot 15A, Block 5C, Plan 812 2142
 - Lot 15B, Block C, Plan 812 2142
 - Lot 14, Block 5C, Plan 5426KS
- as illustrated on Map 5.

2. Discretionary Uses:

1. Apartment Housing
2. Bars and Neighbourhood Pubs greater than 140 m2 of Public Space
3. General Retail Stores for 500 m2 of Public Space or more
4. Lodging Houses
5. Commercial Schools
6. Community Recreation Services
7. Essential Utility Services
8. General Industrial Uses
9. Minor Impact Utility Services
10. Media Studios
11. Mobile Catering Food Services
12. Temporary Storage
13. Vehicle Parking
14. Religious Assembly
15. Restaurants for 240 m2 of Public Space or more
16. Urban Indoor Farms
17. Major Digital On-premise Signs
18. Temporary On-Premise Signs

3. Site Specific Development Regulations for Permitted and Discretionary Uses

1. All uses shall be designed as integral component of the NAIT Campus and, as such, shall be primarily oriented to serve the educational or residential needs of NAIT students.
2. Notwithstanding subsection 574.4(4) a minimum Setback of 3.0 m shall be required where the Site Abuts 106A Street, Princess Elizabeth Avenue, 118 Avenue, 106 Street and 109 Street.

3. 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 may be provided within common bicycle parking facilities located within 400 metres of the proposed development.~~
 - a. A minimum of 250 Bicycle Parking spaces shall be required. The minimum requirement of 250 Bicycle Parking spaces shall be considered to represent the bicycle parking requirements for all uses located within the area of application as depicted on Map 5. At least 25 of these spaces shall be constructed in association with a Development Permit for a principal building within the area of application as depicted on Map 5;
 - b. Bicycle Parking may take the form of short term spaces or long term spaces, but a minimum of 40% of the Bicycle Parking spaces must be long term spaces;
 - c. Long term spaces shall be provided in Parking Garages or another secure location that is easily accessible to cyclists via access ramps, or a route through the building(s) which facilitates easy and efficient transportation of bicycles; and
 - d. Short term spaces may be provided within common bicycle parking facilities located within 400 metres of the proposed development.
4. Vehicle parking shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:
 - a. ~~off-street vehicular parking spaces shall be provided at a rate of 1 stall per 200 m² of floor area;~~
 - b. ~~A minimum of 3000 and~~ maximum of 6300 off-street vehicular parking spaces shall be provided for the area shown on Map 5;
 - c. Required off-street parking may be provided within common parking facilities located on-site or off-Site within the area shown Map 5; and
 - d. A variance of the parking rate, minimum, or the maximum number of parking spaces may be granted by the Development Officer in consultation with Subdivision and Development Coordination with the submission, review and approval of a parking study.
5. ~~Off-street Loading Facilities~~ **On-Site vehicle loading facilities** shall be provided in accordance with Section 54 of the Zoning Bylaw, except that:
 - a. A centralized loading facility serving development within the areas of Map 5 may be used to satisfy the required ~~off-street~~ loading spaces.
 - b. For new building construction, or the expansion of existing structures, vehicular loading requirements may be varied upon the submission of vehicular loading demand study to the satisfaction of the Development Officer in Consultation with Subdivision and Development Coordination.

6. Notwithstanding subsection 574.4(4), two Bars and Neighbourhood Pubs shall be permitted within the areas shown on Map 5.
7. For Sub-Area 4, as depicted on Map 5, the following regulations shall apply:
 - a. The maximum Height shall not exceed 23.0.
 - b. The maximum Floor Area Ratio (FAR) shall be 2.5.
 - c. A minimum 3.0 m stepback shall be provided from the rear property line at a maximum height of 10.0 m. Projections or balconies shall not be permitted within the stepback area.
 - d. Design techniques including, but not limited to, the use of sloped roofs, variations in building setbacks and materials or colors and articulation of building façades, shall be employed in order to minimize the perception of massing of the building when viewed from adjacent residential areas and roadways.
 - e. Vehicle access to the Site shall be from the Abutting Lanes.
 - f. Parking shall be located underground or at the rear of the building and shall be accessed from the Abutting Lane.
 - g. All mechanical equipment shall be screened in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
8. Specific Regulations for Temporary Storage
 - a. The following regulations shall apply to Temporary Storage:
 - i. Shall only be permitted within the location identified in Sub-Area 2 as depicted on Map 5;
 - ii. Any Temporary Storage Use shall be screened from view from a public roadway, and from adjacent Sites, by building walls, freestanding walls, landscape materials, berms, screen Fences or a combination of these;
 - A. Except for landscape materials, screening materials shall have a maximum height of 3.7 m.
 - iii. Shall not be subject to Section 574.5 of the Zoning Bylaw
 - iv. A Development Permit for Temporary Storage Use shall be limited to a maximum of 10 years in duration. Any subsequent Development Permit for Temporary Storage on the same Site shall be limited to 5 years in duration.
9. Specific Regulations for General Industrial Uses
 - a. The following regulations shall apply to General Industrial Uses:
 - i. Shall be restricted to storage facilities only;
 - ii. Shall only be permitted within Sub-Area 2 as depicted on Map 5;
 - iii. Storage may be provided both indoors and/or outdoors. Where provided outdoors, storage areas

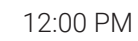
- A. shall be located away from public roads either internally or to the rear of the site;
- B. shall be screened from view from public roadways through methods such as but not limited to fencing, landscaping, or other similar methods;
 - i. Except for landscape materials, screening materials shall have a maximum height of 3.7 m.
- iv. Shall not be subject to Section 574.5 of the Zoning Bylaw.

4. Environmental Site Assessment and Risk Management Regulations

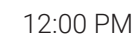
- 1. For Sub-Areas 2 and 3 as depicted on Map 5, the following shall apply:
 - a. Prior to the issuance of a Development Permit, excluding a development permit for demolition, excavation or signs, a Phase II Environmental Site Assessment and any subsequent work may be required, at the discretion of the Development Officer in consultation with the Environmental Planner, to be submitted, reviewed and approved to the satisfaction of the Development Officer for any development that creates a new building footprint or expands an existing building footprint by more than 250 m².

5. Other Regulations

- 1. To ensure ongoing analysis of transportation related issues throughout the development of the lands within this area of application, a Transportation Impact Assessment will be required to support any Development Permit application for a principal building in the area of application, with the exception of Temporary Storage and General Industrial Uses for storage purposes, as depicted on Map 5. The scope of the Transportation Impact Assessment will build off other studies in the area, and shall be to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation). The Development Office may impose conditions requiring improvements to the adjacent roadway network, including 118 Avenue, 120 Avenue, 106 Street and 109 Street based on the findings of the Transportation Impact Assessment.



JUNE 21



SEPTEMBER 21



9:00 AM



12:00 PM



3:00 PM

DECEMBER 21



9:00 AM



12:00 PM



3:00 PM

Application Summary

Information

Application Type:	Text Amendment & Rezoning
Charter Bylaws:	20089
Location:	North of 118 Avenue NW between 109 Street NW and 106 Street NW
Address:	11840 - 106a Street NW
Legal Description:	Lot 2, Block 7, Plan 5518NY
Site Area:	4.8 hectares
Neighbourhood:	Blatchford
Ward:	O-day'min
Notified Community Organization(s):	Spruce Avenue Community League Westwood Community League Prince Rupert Community League Kingsway Business Improvement Area
Applicant:	Stantec Consulting Ltd.

Planning Framework

Current Zone:	(PU) Public Utility Zone
Proposed Zone:	(UI) Urban Institutional Zone
Plan in Effect:	None
Historic Status:	None

Written By:
Approved By:
Branch:
Section:

Stuart Carlyle
Tim Ford
Development Services
Planning Coordination