

9503 - 157 Avenue NW

To allow for a high density residential development and hotel adjacent to the Eaux Claires Transit Centre.



RECOMMENDATION AND JUSTIFICATION

City Planning is in SUPPORT of this application because it:

- increases housing diversity and employment opportunities near a transit centre and commercial corridor;
- encourages the completion of development and infrastructure within an existing neighbourhood; and
- provides pedestrian connections that promote active transportation to the transit centre, commercial businesses, religious assembly and other surrounding land uses.

THE APPLICATION

1. BYLAW 18225 to amend the Eaux Claires Neighbourhood Structure Plan (NSP) would result in a redesignation of approximately 1.94 ha of land from row housing, semi-detached residential, planned lot residential, and landscaped buffer to high density residential/mixed use. If approved, the proposed amendment will increase the overall neighbourhood residential density from 45.23 dwellings per net residential hectare to 52.67 dwellings per net residential hectare, maintaining the density target of 30-45+ dwellings per net residential hectare established by the Edmonton Metropolitan Region Board's 2010 Growth Plan (formerly known as the Capital Region Board). A summary of statistical changes is provided below:

Land Use Designation	Area (ha)	Units*	Population*
Single/Semi- detached and Row housing	-1.94	-92	-258
High-Rise Housing	+1.94	+436	+655
Net Residential Change	0	+344	+397

^{*}based on a standard assumption of units/ha and people/unit outlined in the Terms of Reference for the Preparation and Amendment of Residential Neighbourhood Structure Plans.

The proposed amendment includes a revision to the land use concept map, the land use and population statistics table, and text changes to align the residential section of the plan with the application.

- 2. BYLAW 18226 proposes to amend the Zoning Bylaw from (AG) Agricultural Zone to (DC2) Site Specific Development Control Provision. The proposed DC2 Zone allows up to 530 dwelling units. 135 of these units may be developed as hotel rooms and 170 may be developed as sleeping units within a lodge and/or long term care facility. Four buildings are proposed in total:
 - a. Area A mid-rise apartment building (max. 18 m approx. 5 storeys) in the southern portion of the site;
 - b. Area B high-rise apartment building (max. 45 m approx. 14 storeys) in the western portion of the site;
 - c. Area C high-rise apartment building (max. 45 m approx. 14 storeys) with a row housing development at the base (max. 12 m approx. 3 storeys) in the eastern portion of the site; and
 - d. Area D hotel and/or high-rise apartment building (max. 40 m approx. 12 storeys) in the north-western portion of the site. A mix of hotel rooms and apartment housing is permitted within this building.

Parking spaces shall be provided in accordance with the Zoning Bylaw regulations for sites within 600 m of an existing Transit Centre. All required parking is provided onsite and will be located primarily underground. A maximum of 20 surface parking stalls will be permitted for visitor parking.

A maximum floor area of 1,500 m2 is permitted for commercial uses and they must be located on the ground or second floor of a residential building or hotel. The hotel is not included in this maximum floor area and will be limited in size by floor area ratio and the maximum number of hotel rooms.

The applicant's intent is to develop Area A as a "campus of care" facility that offers a spectrum of housing needs catering to seniors. The facility would contain a diversity of living options from apartment housing to long term care and would allow residents to age in place. While not required, the proposed DC2 Zone allows the opportunity for a "campus of care" facility in this location and requires that any development shall meet the Zoning Bylaw requirements for inclusive design (no-step entries, minimum hallway and doorway widths, and provision of a bathroom, bedroom and laundry facility on the main floor of the dwelling).

SITE AND SURROUNDING AREA

The 2 ha site is located east of 97 Street NW and south of 157 Avenue NW in the Eaux Claires neighbourhood. Vehicle access to the site is available off of 157 Avenue NW to the north and 95 Street NW to the south. East of the site, 157 Avenue NW changes into a bus-only lane that is currently closed to traffic.

The Namao Shopping Centre is located north of the site and a grocery store and gas station are located to the west. The Eaux Claires Transit Centre and park and ride, introduced into the neighbourhood with a plan amendment in 2010, are located across 157 Avenue to the north. An existing high density residential site, added to the neighbourhood with a plan amendment in 2007, is located to the north of the transit centre. The zoning on this site allows for 350 dwellings and a maximum height of 32 m (or 7 storeys) and a maximum density of 166 dwellings/ha. The site is currently being developed with row housing and 4-storey apartment housing.

Fragmented land ownership in the southern portion of Eaux Claires has made construction of the neighbourhood's ultimate serving scheme a challenge. Land to the east is planned for single detached housing, semi-detached housing and a pocket park. This land currently contains a privately-owned temporary stormwater management facility (SWMF) providing drainage services for the commercial development to the north. East of the SWMF is an acreage property developed with a single detached home. This site is planned for a portion of the ultimate SWMF for the area. South of the acreage, land is undeveloped and planned for medium density housing and single detached housing.



AERIAL VIEW OF APPLICATION AREA

EXISTING ZONING CURRENT USE

SUBJECT SITE	(AG) Agricultural Zone	Undeveloped land
CONTEXT		
North	(DC1) Direct Development Control Provision	Eaux Claires Transit Centre and Park and Ride
East	(AG) Agricultural Zone	Temporary Stormwater Management Facility (privately owned)
South	(DC2.234) Site Specific Development Control Provision	Religious Assembly
West	(DC1) Direct Development Control Provision	Grocery Store and Gas Station



VIEW OF SITE LOOKING EAST ALONG 157 AVENUE NW



VIEW OF SITE LOOKING WEST ALONG 157 AVENUE NW



VIEW OF SITE LOOKING SOUTH FROM 157 AVENUE NW

PLANNING ANALYSIS

The proposed plan amendment and rezoning will increase housing diversity and employment opportunities adjacent to the Eaux Claires Transit Centre. The site is appropriate for the proposed development offering good access to the adjacent commercial shopping areas, transit facility, arterial roadways and future park space. If approved, the development will provide publicly accessible pedestrian linkages that create east-west and north-south active transportation options for existing and future residents.

Completion of developing neighbourhoods, development of underutilized sites, and placement of higher density housing and employment opportunities in proximity to transit centres are established goals in Council approved policy and guideline documents including the Municipal Development Plan and the Transit Oriented Development Guidelines. The proposed rezoning meets the City's development goals around transit facilities while remaining sympathetic to surrounding existing uses.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

The application was reviewed against the Transit Oriented Development Guidelines as the site is located within 200 m of the Eaux Claires Transit Station. The application meets the following principles for "New Neighbourhood" station areas:

Residential Density and Diversity

The proposed DC2 Zone allows for a density of 273 dwelling units per hectare. This meets the minimum density requirements set out in the TOD Guidelines for sites within 200 meters of a transit centre.

The proposed zone allows for a range of housing opportunities including high rise and mid-rise apartment housing and row housing. It provides the City with the opportunity to purchase 5% of these residential units at 85% of market value or the equivalent as cash-in-lieu for affordable housing. The zoning also requires that 5% of the dwellings have three bedrooms or more with direct access to a Private Outdoor Amenity Area or balcony. Lastly, while not required, the zone allows the opportunity for housing that caters to the needs of seniors by allowing apartment, lodging and group home facilities that meet inclusive design requirements.

Site and Building Design

The proposed DC2 meets a number of site design requirements set out in the TOD Guidelines including provision of:

- underground parking with limited surface parking for visitors and drop-off;
- appropriate height and land use transitions to existing smaller scale development by orienting taller apartment buildings toward the west property line and row housing toward the east property line;
- private and common amenity areas for residential uses; and
- building transparency in key locations to ensure animation at street-level.

Connectivity

The proposed development will improve pedestrian connectivity by providing east-west and north-south publicly accessible walkways through the site. The pathways will provide active transportation options to connect future and existing residents to the transit centre, commercial areas and religious assemblies.

Employment and Retail

The proposed DC2 Zone allows for a hotel and 1,500 m2 of commercial space on the ground and second floor of residential buildings.

Project Limitations

The proposal does not meet the TOD site design guidelines that recommend buildings front onto and frame the public street. Instead, the buildings are oriented toward a private internal roadway and are setback from 157 Avenue. City Administration supports the proposed design because it:

- is appropriate within the suburban context of the surrounding area which includes a major commercial shopping corridor and a transit centre and park and ride;
- creates a public realm internal to the site by fronting the buildings onto the private roads. This is an acceptable design approach given the site's limited road frontage along 157 Avenue and absence of a rear lane. The proposed setbacks from 157

Avenue provide a buffer from the transit centre, park and ride and existing residential uses;

- provides parking underground and pedestrian connections throughout the site;
- provides opportunity for a mix of uses and housing options; and
- enhances the street presence of buildings along 157 Avenue through design approaches such as glazing, stepbacks and changes in building finishes.

The TOD Guidelines also request that a station area plan be developed for development over 6 storeys in height. A station area plan was not provided in this case because the application includes an amendment to the Eaux Claires Neighbourhood Structure Plan (NSP). The proposed amendment aligns with the intent of the TOD Guidelines by promoting a mix of uses and higher density residential adjacent to the transit centre and the change is appropriate within the existing planned context. In addition, the rezoning area is large enough to provide appropriate height and land use transitions on site.

LAND USE COMPATIBILITY

The proposed development will introduce building heights that do not currently exist in the Eaux Claires neighbourhood. Land use compatibility with the surrounding uses shall be achieved through building placement, height transitions, setbacks, stepbacks and landscaping.

Building Placement and height transitions

- Taller buildings, including the hotel and apartments, are oriented away from the existing low density residential uses to the east. The site is far enough removed from existing low density residential areas that shadow impacts are minimal and limited to a few hours in the afternoon during the winter months. Privacy impacts are also minimal due to the distance.
- The hotel is located adjacent to existing commercial uses and will integrate with the commercial corridor along 97 Street NW.
- Row housing, with a maximum height of 12 m, is placed closest to the existing residential uses which are zoned to allow a maximum height of 10 m.

Setbacks

- In Area C, a minimum 10 m setback from the east property line and a minimum 50 m setback from the north property line is required for any portion of the building taller than 12 m;
- In Area D, a minimum 7.5 m setback is required from the north property line for any portion of the building taller than 12 m.

Stepbacks

• A minimum 2.5 m stepback is required for any portion of the hotel façade facing 157 Avenue that is above 12 m to reduce the perceived massing and height of the building.

Landscaping

 Landscaping is required in accordance with the Zoning Bylaw and screen planting must be provided along the northern property line in Area C and along the west property line of the entire site.

PLANS IN EFFECT

The proposed plan amendment and rezoning conform with the intent of the Edmonton North Area Structure Plan which supports the development of a major commercial node along 97 Street and residential uses south of the Eaux Claires Transit Centre.

The proposed plan amendment and rezoning conform with the following goals outlined in the Eaux Claires Neighbourhood Structure Plan:

- To provide a wide range of residential land uses catering to a broad socioeconomic cross section of people;
- To retain a degree of flexibility to accommodate the demands of the housing market and to encourage innovative and cost-effective housing;
- To ensure sensitive integration of different housing forms and non-residential land uses.
- To concentrate multi-family and high density development along or close to collector roads or adjacent to neighbourhood amenities; and
- To accommodate appropriate highway commercial uses and neighbourhood convenience commercial uses along 97 Street.

PUBLIC CONTRIBUTIONS AND STREETSCAPE IMPROVEMENTS

The DC2 Provision proposes to provide the following public contributions and streetscape improvements:

- 1. Affordable Housing
 - a. Developer Sponsored Affordable Housing contribution in accordance with City Policy C582;
- 2. Streetscape Improvements
 - Upgrading of 95 Street from 153 Avenue to the site access including reconstruction of the roadway to accommodate one travel lane in each direction, sidewalk and boulevard on the west side of the roadway, curbs, gutters, curb ramps and street lighting;
 - b. Construction of a sidewalk along the south side of 157 Avenue along the length of the site;
 - c. Construction of a marked crosswalk on 157 Avenue NW to connect the development to the transit centre; and
 - d. Construction of any improvements deemed necessary as a result of the Traffic Safety Assessment completed for the intersection of 95 Street and 153 Avenue.

COORDINATION WITH SURROUNDING LANDOWNERS

A portion of remnant land east of the site and west of the future 95 Street remains designated for single detached housing. The City prefers that the plan amendment and rezoning incorporate this remnant and that the two landowners work together to develop the ultimate servicing for the area. However, after several meetings, the two landowners were not able to come to an agreement. As provision of servicing through this land will be a condition of the development permit, future negotiations are anticipated. It will be possible to amend the plan to re-designate this parcel at a later date if necessary.

TECHNICAL REVIEW

DRAINAGE

The applicant submitted a servicing report which indicated two options for achieving stormwater servicing to the site. The first option proposed a temporary storm water service solution. The City will not support additional temporary storm services in the basin. There are already two temporary stormwater management facilities in the immediate area and allowing any more additional temporary infrastructure would jeopardize the ultimate servicing of the neighbourhood as envisioned in the Eaux Claires Neighbourhood Structure Plan.

The second storm servicing option involved utilizing the adjacent temporary storm water management facility that is privately owned. The City will support this option, however, it is dependent upon permission from the adjacent landowner to the east.

The applicant's servicing report also indicated that sanitary servicing to the site can be achieved by routing the sanitary flows north. As per the approved Eaux Claires NSP, the applicant's site is to receive sanitary servicing from the east. The City's preferred option is to extend sanitary servicing from the east, in accordance with the ultimate servicing plan for the neighbourhood. Again, this option is dependent upon permission from the adjacent landowner to the east.

At the time this report was written, the adjacent landowner was not open to the applicant tying into their storm facility or tying into the sanitary sewer system through their lands.

The technical review has determined that the site is serviceable from a sanitary and storm sewer perspective as detailed above. The applicant will be required to tie into the existing temporary storm water management facilities and the existing permanent sanitary sewer system as a condition of the Development Permit.

WATER

EPCOR Water requires extensive offsite water servicing to allow for adequate fire protection. This servicing must extend through the future 95 Street NW road right-of-way as indicated on Appendix C of the proposed DC2 Zone. This requirement is dependent upon permission from the adjacent landowner to the east. This offsite servicing will be a condition of the Development Permit.

TRANSPORTATION

A Traffic Impact Assessment (TIA) was submitted in support of the proposed rezoning. The TIA was completed for a development which included more than 500 residential units and 15,000 sq. ft. of non-residential uses (including commercial, retail, specialty food, and child care services).

The analysis indicates that the traffic generated by the proposed development can be accommodated on the adjacent roadway network within acceptable limits with the exception of the 97 Street and 153 Avenue intersection, where there are existing congestion issues during

the PM peak period. The intersection requires modifications to address the existing and anticipated future demand. The construction of interim upgrades to the 97 Street and 153 Avenue intersection are currently planned to be completed in 2019 including eastbound and westbound right turn bays. Further upgrades will be required in the future to provide a dual southbound left turn bay.

95 Street shall be designed as a complete street to a collector road standard ultimately connecting 153 Avenue to 156 Avenue with the development of the adjacent land. The ultimate cross-section of 95 Street shall include one travel lane in each direction, a parking lane on the east side, sidewalks on both sides, and street-lighting.

In the interim, with the development of Area A, 95 Street shall be reconstructed from 153 Avenue to the access to Area A to include one travel lane in each direction, a 1.5 m sidewalk and boulevard on the west side and street-lighting.

Should it be determined that additional road right-of-way is required from the adjacent land owner through the drawing review process, a letter of consent shall be required from the adjacent landowner or an easement shall be registered on the property prior to the subdivision or development application associated with Area A.

ENVIRONMENTAL

An environmental review was conducted as part of this rezoning application. The review concluded that the site is suitable for the intended uses.

PUBLIC ENGAGEMENT

ADVANCE NOTICE August 18, 2015	 Number of recipients: 1,282 Number of responses with concerns: 8 Number of responses looking for more information: 1
August 4, 2017 The applicant revised their application from a DC1 Zone to a DC2 Zone in July 2017 on the advice of administration. The purpose of the DC2 Zone aligns better with the intended development. Applicants are required to notify landowners within 60 meters of their property of their proposed development and solicit feedback for all DC2 rezoning applications.	 Number of recipients: 51 Number of responses with concerns: 1 Number of responses in support: 9 Common comments included: Safer to develop the area than leave it vacant; Excited for new amenities, services and housing options; Allows for aging in place; Concerns about height and hotel; Neighbourhood needs more families and this project will allow for that; Interested in purchasing units in the development for themselves and their parents; Good place for a seniors facility – there is a need for that in this community.

PUBLIC MEETING

November 16, 2017

Administration delayed hosting a public open house for this file until the technical issues regarding site servicing were resolved. The file was put on hold from October 2015 – September 2017 and was resumed when all required technical reports were received.

- Number of attendees: Approximately 60 (42 people signed-in)
- Number of comment sheets in support: 24
- Number of comment sheets with concerns:9
- Number of comment sheets with a mix of support and concerns: 6

WEB PAGE

• Posted on October 26, 2017

Common comments expressed from the advance notice and at the open house and the responses from City Planning included:

Building Height, Design and Community Impacts

- The height is inappropriate and out of character with the rest of the neighbourhood.
 This type of height is appropriate downtown but not in Eaux Claires. The development should be no higher than 4-5 stories. Medium rise apartments would provide a better transition to existing development.
- There needs to be a reasonable approach to placing higher residential density near transit.
- Concerned about the potential shadow impacts on surrounding properties from the development.
- Concerned about the impact on the religious assembly.
- Senior's housing should be placed closer to low density residential.
- Apartments do not support the family atmosphere that attracted us to this neighborhood.
- Please ensure the buildings have architectural merit. No boring architecture.
- Disappointed as a whole as to how this area and the adjacent lands are being developed. Would have liked to have seen a more creative or unique use of the land.
- Wouldn't have bought in this community 2 years ago if we knew this development was going to happen.

The application is proposing building heights that do not currently exist in the Eaux Claires neighbourhood, however, this does not mean that the proposal is inappropriate. The site is far enough removed from existing low density residential uses that shadowing and privacy impacts are minimal with shadow impacts limited to a few hours in the afternoon during the winter months. Taller buildings are oriented away from existing homes and a generous building setback is provided along 157 Avenue NW. Row housing is located closest to the existing homes to provide an appropriate height transition. For pedestrians along 157 Avenue, perceived building height and massing will be lessened by the provision of a stepback above the third storey of the hotel.

Community Involvement

The community should have a say in plan amendments.

A number of opportunities were made available for residents to provide feedback, including:

- Letters sent by the City to property owners in the Eaux Claires neighbourhood to notifying them of the proposed application and request feedback;
- Notices sent by the applicant in August 2017 to property owners within 60 m of the site soliciting feedback on the proposed development;
- A website containing details about the proposed rezoning and plan amendment and contact information for feedback or questions; and
- A public open house in November 2017 to give residents an opportunity to learn more about the application and provide comments.

Feedback received during these events were relayed to the applicant for consideration and are summarized in this report.

Traffic and Parking Impacts

- This development will increase traffic in the neighbourhood and there are already traffic problems.
 - A Traffic Impact Assessment was prepared and reviewed for this application. The analysis indicates that the traffic generated by the proposed development can be accommodated on the adjacent roadway network.
- Concern that traffic from the development will enter the existing residential area where there are still many unfinished roads creating higher traffic volumes along local streets.
- 160 Avenue is really congested due to the adjacent high density residential development. Concern that traffic from 95 Street and the proposed development will make the situation worse.
 - Vehicular access to the northern portion of the site (Areas B, C and D) will be provided exclusively from 157 Avenue NW and access to the southern portion of the site (Area A) will be provided exclusively from an upgraded 95 Street NW.

Vehicular traffic will not be able to enter the existing residential area from 157 Avenue because it turns into a bus-only lane east of the site. Vehicular traffic from Area A will not enter the existing residential area until 95 Street is completed up to 156 Avenue. Timing of the completion of 95 Street up to 156 Avenue is unknown and will be required when the property to the east is developed.

In the future, traffic from Area A will have indirect access to 160 Avenue when 95 Street and 156 Avenue are completed. The traffic impact of the proposed development on 160 Avenue is anticipated to be minimal.

- When will the 157 Avenue connection to 95 Street open?
 The connection between 157 Avenue and 95 Street is a bus-only lane that is currently closed. There is no timeline for the opening of this bus-only connection.
- The transit centre is already congested at peak times. The proposed development will only make this congestion worse.

The Traffic Impact Assessment has analysed the current and projected future traffic in the area associated with the transit centre and the proposed development. The analysis determined that the projected total traffic for the built-out scenario of the proposed development can be accommodated on the adjacent roadway network.

- How will pedestrians access the transit centre safely? Crossing lights should be provided for pedestrians crossing 157 Avenue.
 The owner will be required to provide a sidewalk along the southern edge of 157 Avenue and a marked crosswalk across 157 Avenue east of the site access.
- 95 Street and 153 Avenue is a dangerous intersection. Traffic lights should be provided.
- Will the development impact the intersection of 153 Avenue and 94A Street entering and exiting the Evansdale neighbourhood?

The Traffic Impact Assessment included an assessment of the 153 Avenue intersection with 95 Street. The intersection was found to operate within acceptable limits currently and with the addition of the proposed development. Prior to receiving a Development Permit for Area A, the owner will be required to have a Traffic Safety Assessment completed by a professional engineering consultant for the intersection of 153 Avenue and 95 Street. The owner will be required to complete any intersection improvements required by the assessment. The owner will also be required to upgrade 95 Street from 153 Avenue to the southern access of the site by providing one travel lane in each direction, a sidewalk, an on-street parking lane and street lighting.

An assessment of the intersection of 153 Avenue with 94A Street into Evansdale was not included as part of the original Traffic Impact Assessment. After hearing the concerns at the Open House for the application, the review of this intersection is currently underway and the results will be known in the early 2018.

- Concern about the proposed development's impact on the intersection of 97 Street and 153 Avenue. The intersection has poor sightlines for traffic making a right turn in the west-bound lane.
 - The construction of interim upgrades at the 97 Street and 153 Avenue intersection are currently funded and planned to be completed in 2019, which includes the improvements to the eastbound and westbound right turn bays to address the sightline issues.
- Concern that visitors to the proposed development will park along 157 Avenue and cause congestion.
 - There are currently no parking restrictions along 157 Avenue east of 97 Street. Should there be a need in the future, City administration may review parking and implement restrictions as required.
- Two vehicle parking spaces should be provided per unit with only 24 hr parking provided on the surface.
 - The development shall provide parking in accordance with the Zoning Bylaw for sites located within 600 m of a transit centre. The proposed DC2 Zone requires that parking be provided underground with the exception of 20 surface visitor parking stalls.

The Hotel

• There is no need for another hotel in this area. The hotel is not compatible with existing uses or proposed uses and would be better suited in a more commercial area like Northgate Mall. Where will travellers go for entertainment? Who would want to stay there?

The hotel is located south of the transit centre, adjacent to the existing commercial uses along 97 Street and is setback an appropriate distance from existing low density residential uses. The proximity of the hotel to adjacent commercial uses and the transit centre will benefit future visitors and employees. Market viability of the hotel is not for the City to determine and is not part of the planning review process. The DC2 Zone is written in such a way that will allow the site to develop with apartments if the market conditions are unfavorable for a hotel.

Residential Density

- The neighbourhood has enough medium density and high density development. If the proposal is approved, there will be overcrowding and other associated problems.
- Feel like the site is too small for what is being proposed.

 The proposal meets the minimum residential density outlined in the City's Transit

 Oriented Development Guidelines. The site is located along major roads, near a transit

 centre, near shopping opportunities, and near a future park and stormwater

 management pond. Placing additional people in these types of locations supports

 demand for alternative forms of transportation, contributes to the viability of nearby

 businesses, and allows more people easy access to neighbourhood amenities.

Affordable Housing and Senior's Housing

- Will this development allow for senior's housing?

 The proposed DC2 Zone does not and cannot require that senior's housing be constructed, however, the proposed zone does allow the opportunity for seniors housing. The owner intends to develop a "campus of care" facility that will allow for apartments, lodging facilities and long-term care in one building.
- Concerns that the proposed senior's housing will be for profit and unaffordable.
 The proposed DC2 Zone does not control the cost of housing. The City may purchase 5% of the units for affordable housing or the developer may provide the equivalent value as cash-in-lieu to the City.

Property Values

- The proposed development will decrease our property values.
- The proposed development will cause our property taxes to go up.

 Property values are impacted by multiple factors and are not considered in the planning review process.

Greenspace

• If the rezoning is approved, the area will lose a major green space which new families look for in communities.

The Eaux Claires Neighbourhood Structure Plan designates this site for residential uses. The site is not planned for a park. The proposed development will provide landscaping and publicly accessible walkways.

Positive Feedback

- Senior's housing is needed in north Edmonton and this is a good location for it because it is close to transit, commercial, and places of worship.
- My family is interested in living in this development.
- Pleased about the potential commercial such as medical, restaurants, day care.
- The proposed development is an improvement to the vacant land which is an eyesore and dumping ground.
- Apartment housing is beneficial to those who can't afford a house.
- A range of housing is offered. There is something for everyone.
- The development will expand the economy of the area.
- Hotel allows families to stay close by when visiting the senior's facility.

CONCLUSION

City Planning recommends that City Council APPROVE this application.

APPENDICES

- 1 Approved NSP Land Use and Population Statistics Bylaw 17793
- 2 Proposed NSP Land Use and Population Statistics Bylaw 18225
- 3 Approved NSP Bylaw 17793
- 4 Proposed NSP Bylaw 18225
- 5 Application Summary

EAUX CLAIRES NEIGHBOURHOOD STRUCTURE PLAN APPROVED LAND USE AND POPULATION STATISTICS – BYLAW 17793

	Area (ha)	% of GDA
Gross Area	119.5	
Power Substation	4.51	
Landscaped Buffer	1.44	
Arterial Roads	6.49	
Gross Developable Area	107.06	100%
Viewpoint Park (South Lake)	0.50	. 0.5
Park and School Sites	6.10	5.7
Institutional (DC2)	1.43	1.3
Highway Commercial	1.04	1.0
Community Commercial	23.91	22.3
Community Commercial (DC2)	0.44	0.4
Institutional/Religious	2.47	2.3
Stormwater Management Facilities	4.58	4.3
Circulation	17.31	16.0
Transit Centre and Park & Ride Facility	3.17	3.0
Total Non-Residential	60.75	56.7

Residential Land Use, Dwelling Unit Count and Population

Land Use	Area (ha)	U/ha	Units	% of Units	P/U	Population
Single / Semi-detached	34.75	25	869	43%	2.8	2,433
Row Housing	2.18	45	98	5%	2.8	275
Now Housing	2.10	43	76	370	2.0	213
Low-rise / Medium Density Housing	7.28	90	655	30%	1.8	1,179
High-Rise Housing	2.10	225	473	23%	1.5	709
Total	46.31		2,095	100%		4,596

Sustainability Measures

Gross Population Density (persons per gross developable hectare)	42.93
Net Population Density (persons per net residential hectare)	99.24
Unit Density (units per net residential hectare)	45.24
[Low Density Residential]/[Medium Density Residential] Unit Ratio	41% / 59 %

^{*}Includes land potentially releasable from the R.D.A

EAUX CLAIRES NEIGHBOURHOOD STRUCTURE PLAN PROPOSED LAND USE AND POPULATION STATISTICS BYLAW 18225

	Area (ha)	% of GDA
Gross Area	119.50	
Power Substation	4.51	
Landscaped Buffer	1.44	
Arterial Roads	6.49	
Gross Developable Area	107.06	100%
Viewpoint Park (South Lake)	0.50	. 0.5
Park and School Sites	6.10	5.7
Institutional (DC2)	1.43	1.3
Highway Commercial	1.04	1.0
Community Commercial	23.91	22.3
Community Commercial (DC2)	0.44	0.4
Institutional/Religious	2.47	2.3
Stormwater Management Facilities	4.58	4.3
Circulation	17.31	16.0
Transit Centre and Park & Ride Facility	3.17	3.0
Total Non-Residential	60.75	56.7

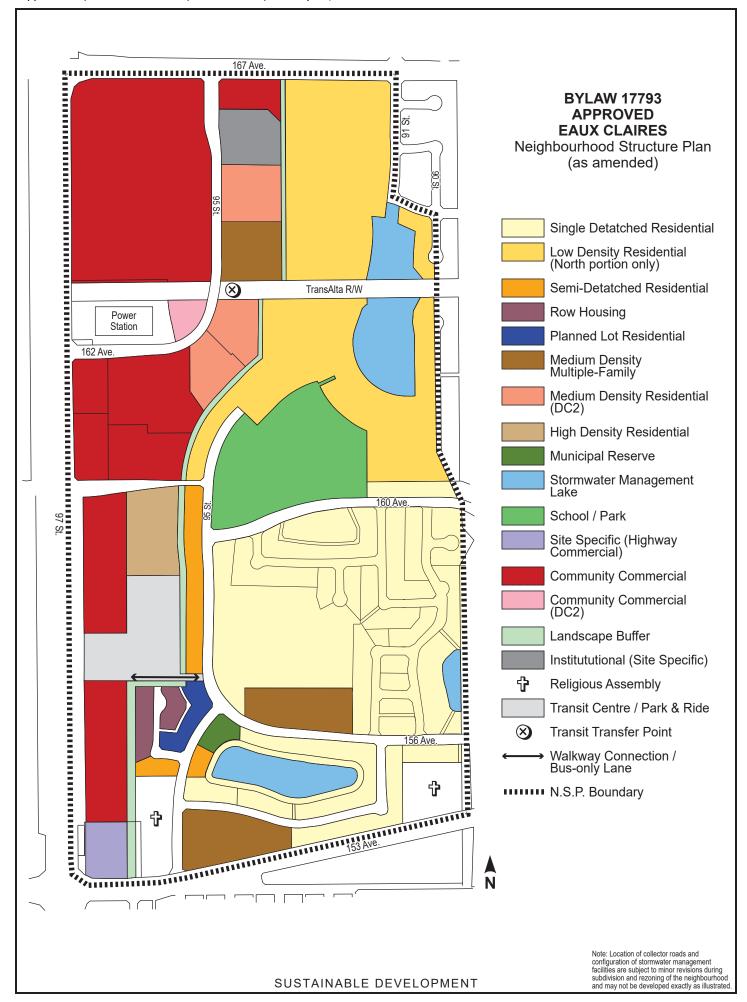
Residential Land Use, Dwelling Unit Count and Population

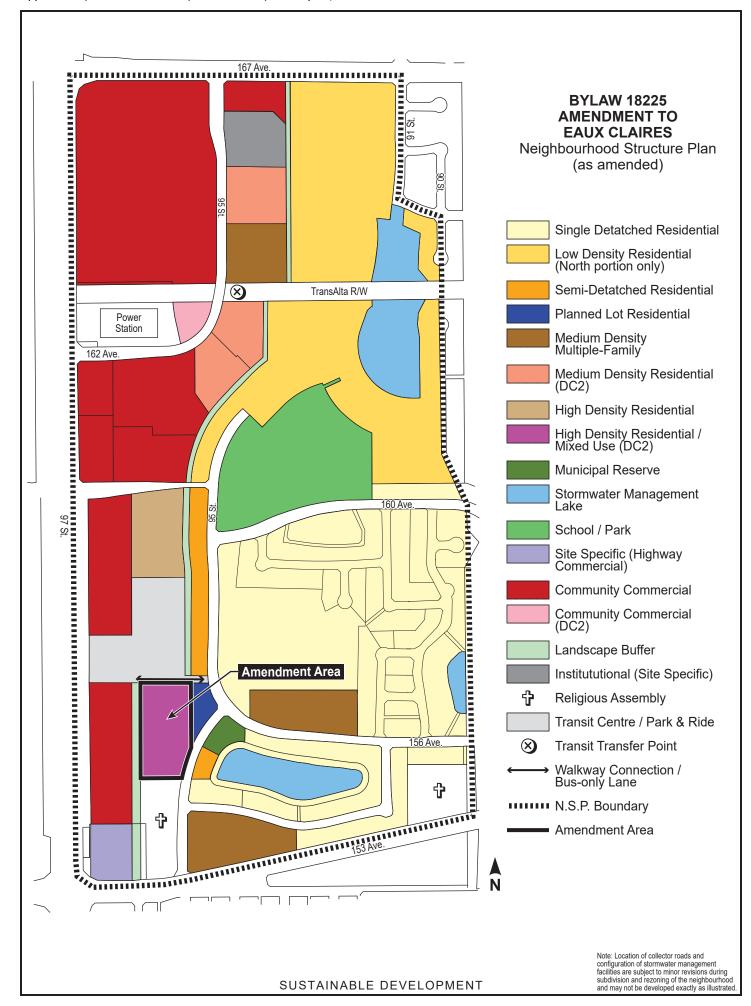
Land Use	Area (ha)	U/ha	Units	% of	P/U	Population
Land Osc	mea (na)	Oma	Onits	Units	170	1 opulation
Single / Semi-detached	34.99	25	875	36%	2.8	2,450
Low-rise / Medium Density	7.28	90	655	27%	1.8	1,179
Housing						
High-Rise Housing	4.04	225	909	37%	1.5	1,364
Total	46.31		2,439	100%		4,993

Sustainability Measures

Gross Population Density (persons per gross developable hectare)	46.64
Net Population Density (persons per net residential hectare)	107.82
Unit Density (units per net residential hectare)	52.67
[Single/Semi-Detached] / [Low-rise/Medium Density Housing; High-rise] Unit Ratio	36% / 64%

^{*}Includes land potentially releasable from the R.D.A





APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning and Neighbourhood Structure Plan Amendment
Bylaw:	18225 and 18226
Location:	South of 157 Avenue NW and west of 95 Street NW
Address:	9503 – 157 Avenue NW
Legal Descriptions:	Lot 4, Block 1, Plan 6215V
Site Area:	2 ha
Neighbourhood:	Eaux Claires
Ward - Councillor:	3 – Jon Dziadyk
Notified Community Organization:	Evansdale Community League, Lago Lindo Community League, Lorelei Beaumaris Community League, Area Council No. 17 Area Council, Castle Downs Recreation Society Area Council
Applicant:	Sadru Nazarali

PLANNING FRAMEWORK

Current Zones:	(AG) Agricultural Zone
Proposed Zones:	(DC2) Site Specific Development Control Provision
Plans in Effect:	Eaux Claires Neighbourhood Structure Plan
Historic Status:	None

Written By: Michelle Neilson

Approved By: Tim Ford Branch: City Planning

Section: Planning Coordination