

8110 - 82 AVENUE NW

To allow for low intensity commercial, office and service uses.



Recommendation: That Charter Bylaw 20162 to amend the Zoning Bylaw from (CNC) Neighbourhood Convenience Commercial Zone to (CB1) Low Intensity Business Zone be **APPROVED**.

Administration **SUPPORTS** this application because:

- The proposed uses are compatible with the surrounding area.
- The site complies with the locational criteria of the CB1 Zone as the site is along an arterial road bordering a residential area.

Application Summary

CHARTER BYLAW 20162 will amend the Zoning Bylaw, as it applies to the subject site, from (CNC) Neighbourhood Convenience Commercial Zone to (CB1) Low Intensity Business Zone for the purpose of accommodating a greater range of uses within an existing commercial building.

This application was accepted on March 10, 2022, from Harmandeep Singh on behalf of Smoke & Vape 82.

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 is a rezoning to a standard zone and only one response was received.

The Basic Approach included the following techniques:

Advance Notice, April 25, 2022

- Number of recipients: 129
- Number of responses with concerns: 1

Comments and concerns raised:

- Possible cannabis retail sales will increase crime.

Webpage

- edmonton.ca/idylwyldeplanningapplications

No formal feedback or position was received from the Idylwylde Community League at the time this report was written.

Site and Surrounding Area

The subject site is approximately 4224 square meters in area, located on the southwest edge of the Idylwylde neighbourhood abutting an arterial road. Vehicular access is through the rear lane north of the site as well directly off 82 Avenue. The property abuts 82 Avenue, an arterial road and transit corridor

bordering the neighborhood. Additional transit access is available along 83 Street approximately 55 meters to the west where additional bus services and the Valley Line Southeast LRT are located. The surrounding area is developed with a mix of commercial, low rise residential and low density residential buildings. The Bonnie Doon Shopping Centre is located 80 metres to the west.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(CNC) Neighbourhood Convenience Commercial Zone	Commercial building
CONTEXT		
North	(RF3) Small Scale Infill Development Zone (RA7) Low Rise Apartment Zone	Single Detached House 4-storey Apartment
East	(CNC) Neighbourhood Convenience Commercial Zone	Commercial building
South	(RF3) Small Scale Infill Development Zone	Single Detached and Semi-detached Homes
West	(CNC) Neighbourhood Convenience Commercial Zone	Commercial building



View of the site looking northwest from 82 Avenue NW

Planning Analysis

The main difference between the CNC and CB1 Zones for this site is the expanded list of potential uses that could occur within the CB1 Zone that are either less likely or not allowed within the current CNC Zone. This allows for the existing building on the site to be used for additional business opportunities offered by the CB1 Zone to ensure the building remains viable and fully occupied. Administration supports the expanded opportunities offered by the CB1 Zone at this location as the surrounding area includes Bonnie Doon Shopping Centre, a future high density residential area that could benefit from access to more commercial amenities.

Land Use Compatibility

The expanded uses in the CB1 zone are compatible with the surrounding development . For example, it would become easier in the CB1 Zone to develop uses such as Bars and Neighbourhood Pubs, Commercial Schools, General Retail Stores and Restaurants and the maximum size for Bars and Neighbourhood Pubs and Restaurants would increase from 120 m2 to 240 m2. As well, the CB1 Zone would introduce Cannabis Retail Sales, Business Support Services, Equipment Rentals, Household Repair Services and Supportive Housing which are currently not allowed at all in the CNC Zone.

The General Purpose of the proposed CB1 Zone is to provide for low intensity commercial, office and service uses, and limited Residential-related Uses located along arterial roadways that border residential areas. This site is along an arterial roadway at the edge of a residential neighbourhood so fits well with this description and is therefore an ideal location for this zone. As such, Administration supports the expanded opportunities offered by the CB1 Zone at this location as the surrounding area is a future high density residential area that could benefit from access to more commercial amenities.

CNC & CB1 Comparison Summary if Site is Redeveloped

	CNC + MSO Current	CB1 + MSO Proposed
Maximum Floor Area Ratio	3.5	3.5
Maximum Height	14.5 m - 16.0 m	14.5 m - 16.0 m
Front Setback Range (82 Ave)	1.0 m	1.0 m
Minimum Interior Side Setback	3.0 m	3.0 m
Minimum Rear Setback (Lane)	0.0 m	0.0 m

Transit Oriented Guidelines

This site is located within 100 metres of the Valley Line Southeast Bonnie Doon LRT stop. This stop, as identified by the TOD Guidelines, is a Centre Station which allows a blend of appropriate station and residential supportive uses including office, commercial, higher density residential and predominantly retail. CB1 zoning is appropriate for this site as it allows more retail uses than the existing CNC zone.

Plans in Effect

THE CITY PLAN

The site is within the Whyte Avenue/75 Street Secondary Corridor. A secondary corridor is a residential and commercial street that serves as a local destination for surrounding communities. The desired density is 75 people and/or jobs per hectare and higher at intersections or connections with nodes. As this site is adjacent to the Bonnie Doon District Node and a major intersection, the proposed CB1 zoning will help to generate more jobs in this space by expanding the number of commercial uses.

Technical Review

Transportation

The site has excellent access to a variety of travel modes, including the Valley Line LRT and adjacent arterial roadways. 82 Avenue and 79 Street are future and existing District Collectors, respectively, in Bike Plan, while 83 Street is a future neighbourhood route. The B2 rapid enhanced bus route is identified to connect between the Bonnie Doon LRT Stop and the University area per the Mass Transit for 1.25 Million People planning.

The site currently has vehicular access from both 82 Avenue NW and a rear lane. With redevelopment of the site and application of the Main Streets Overlay, access to 82 Avenue NW would be removed and would be via the rear lane only. Public realm improvements along 82 Avenue would also be required.

Drainage

The proposed zoning change with the intent of allowing proposed uses within the existing structure will not significantly impact the sewer system. In the case of redevelopment, sewer requirements may need to be reassessed. Permanent sanitary servicing to the subject rezoning area is available from the existing 375 mm combined sewer main within the lane north of 82 Avenue NW. Permanent storm servicing for the subject rezoning area is available from the existing 300 mm storm sewer main within 82 Avenue NW.

EPCOR Water

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 Application Summary

Application Summary

Information

Application Type:	Rezoning
Charter Bylaw:	20162
Location:	North of 82 Avenue NW and east of 83 Street NW
Address(es):	8110 - 82 Avenue NW
Legal Description:	Lot 2A, Block 34, Plan 3515NY
Site Area:	4,224 m2
Neighbourhood:	Idylwylde
Ward:	Metis
Notified Community Organization:	Idylwylde Community League
Applicant:	Harmandeep Singh

Planning Framework

Current Zone and Overlay:	(CNC) Neighbourhood Convenience Commercial Zone (MSO) Main Streets Overlay
Proposed Zone and Overlay:	(CB1) Low Intensity Business Zone (MSO) Main Streets Overlay
Plan in Effect:	None
Historic Status:	None

Written By:
Approved By:
Branch:
Section:

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