

102 - EDMONTON ROAD NW

To allow for mixed-use development, Edgemont.



Recommendation: That Charter Bylaw 20197 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision Zone be **APPROVED**.

Administration **SUPPORTS** this application because it will:

- provide the opportunity for mixed use development at the intersection of two major arterial roads;
- increase housing diversity in the Edgemont neighbourhood in an appropriate location; and
- align with intensification objectives of the City Plan by locating density near the secondary corridor of 199 Street NW.

Application Summary

CHARTER BYLAW 20197 proposes to amend the Zoning Bylaw, as it applies to the subject site, from (DC2.1080) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision.

The proposed DC2 Provision will maintain the existing uses and development regulations of the current DC2.1080 but will reconfigure the areas of application by decreasing the size of Area A (commercial/mixed uses) and increasing the size Area B (residential/mixed uses). Updates to regulations, uses and terminology are also proposed to align with the current standards of the Edmonton Zoning Bylaw. A proposed plan of subdivision has been conditionally approved to create separate parcels for Area A and Area B. This proposal conforms to the Edgemont Neighbourhood Area Structure Plan (NASP).

This application was accepted on April 26, 2022, from Stantec Consulting Ltd. on behalf of CIC Edgemont JV Inc..

The proposed rezoning area is in the Whitemud District Planning Area. The proposed rezoning aligns with City Plan by accommodating future growth to a population threshold of 1.25 million within Edmonton's existing boundaries.

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 the proposed land uses are compatible with the surrounding area and the Edgemont NASP.

The Basic approach included the following techniques:

Pre-application Consultation

- Number of recipients: 119
- Number of responses with concerns: 4

Advance Notice, June 8, 2022

- Number of recipients: 196
- Number of responses with concerns: 1

Webpage

- edmonton.ca/edgemontplanningapplications

Common comments heard throughout the various methods include:

- Additional cannabis or liquor stores are not needed in the area and will create competition.
- High density residential will increase on-street parking demand and increased vehicular traffic.

The proposal initially included development regulations that proposed to reduce separation distances for cannabis and liquor stores. These regulations were removed from the proposed DC2 Provision, following the Pre-Application Consultation. Intersection operations will be monitored and additional intersection improvements will be completed as the area develops and traffic volume increases.

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

Site and Surrounding Area

The subject site is approximately 2.36 hectares in area, comprising one parcel at the southeast corner of 199 Street NW and Lessard Road NW. Low density residential is located to the north and south of the site. The area to the east is partially developed with low density residential and the area to the west is partially developed with commercial uses. There is currently no conventional bus service in Edgemont, however; on-demand transit is available.

A plan of subdivision, under LDA15-0454 for the site has been conditionally approved to create two parcels that will accommodate the commercial/mixed use and residential/mixed use contemplated in the proposed DC2 Provision.



Aerial view of application area

| | EXISTING ZONING | CURRENT USE |
|---------------------|--|-------------------------|
| SUBJECT SITE | (DC2.1080) Site Specific Development Control Provision | Undeveloped |
| CONTEXT | | |
| North | (RF4) Semi-detached Residential Zone | Duplex Housing |
| East | (RF4) Semi-detached Residential Zone | Duplex Housing |
| South | (DC1.18497) Direct Development Control Provision (RSL) Residential Small Lot Zone | Single Detached Housing |
| West | (CSC) Shopping Centre Zone | General Retail Stores |

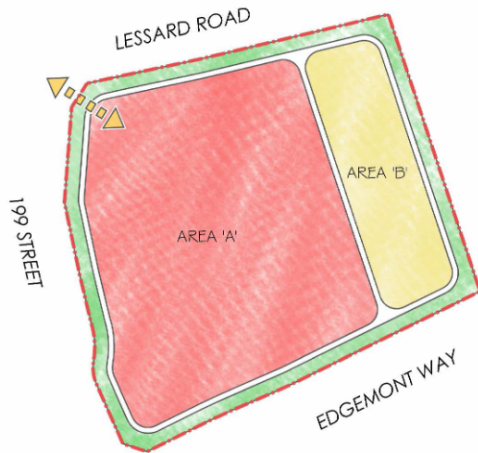
Planning Analysis

Land Use Compatibility

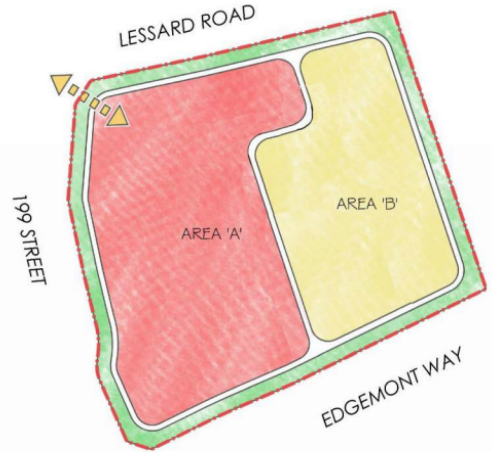
The site is currently zoned DC2 Provision to allow for a mixed-use site consisting of residential multi-unit housing, main floor commercial, and stand-alone commercial uses. The west portion of the site facing existing commercial development across 199 Street NW is intended to support primarily commercial uses with no freestanding residential structures. The west portion of the site is intended to support primarily residential uses with no freestanding commercial structures, and allows for commercial uses in mixed-use buildings on the first and second stories only.

This application proposes to reconfigure the areas of application by decreasing the size of Area A (commercial/mixed uses) and increasing the size Area B (residential/mixed uses). Area B allows for higher residential density and commercial uses at ground level, so this results in more opportunities for pedestrian-oriented commercial uses, with no reduction in the total amount of commercial development the site can support.

DC2.1080 Site Plan



Proposed DC2 Site Plan



Site plan for the current DC2.1080 (left) and the proposed DC2 Provision (right) showing the proposed changes to the areas of Area A (commercial/mixed uses) and Area B (residential/mixed uses)

Administrative changes are also proposed to the regulations of the DC2 Provision including a simplified General Purpose statement, updated uses and definitions to current Zoning Bylaw terminology, and removal of an Access, Circulation, and Parking regulation that does not align with the City's Open Option Parking amendment which removed on-site parking minimums.

Overall, regulations within the DC2 Provision guide development to be sensitive and in scale with the low density residential immediately to the east with 7.5 m - 10.0 m setbacks, depending on the height of development. This provides for an appropriate transition to the abutting site, while 6.0 m setbacks are required abutting 199 Street, Lessard Road, and Edgemont Road.

DC2.10180 & Proposed DC2 Comparison Summary

| | DC2.1080 Current | DC2 Proposed |
|---------------------------|------------------------------|------------------------------|
| Principal Building Area A | Commercial uses (1.80 ha) | Commercial uses (1.41 ha) |
| Principal Building Area B | Multi-unit Housing (0.56 ha) | Multi-unit Housing (0.95 ha) |
| Maximum Height | 23.0 m | 23.0 m |

| | | |
|--|--|--|
| Setback abutting public roadways (199 Street, Lessard Road, Edgemont Road) | 6.0 m | 6.0 m |
| Setback range abutting east property line (duplex housing) | 7.5 - 10 m | 7.5 - 10 m |
| Maximum Floor Area Ratio | 2.5 | 2.5 |
| Maximum Dwelling Unit Density | 90 Dwellings/ha (Area A) 224 Dwelling/ha (Area B) | 90 Dwellings/ha (Area A) 224 Dwelling/ha (Area B) |

Plans in Effect

City Plan

The proposed rezoning area is in alignment with the policies of The City Plan (MDP) goals and policies to accommodate all future growth for an additional 1.25 million population within Edmonton's existing boundaries.

Edgemont NASP

The Edgemont NASP designates the land use of the subject site as mixed use. As such, the rezoning application conforms with the NASP.

Technical Review

Transportation

Intersection improvements at the 199 Street/Lessard Road intersection were completed in 2021, including the construction of double right turn lanes for northbound traffic from 199 Street to Lessard Road and channelized right turn for westbound traffic from Lessard Road to 199 Street. Intersection operations will be monitored, and additional intersection improvements will be completed as the area develops and traffic volume increases.

Transit

On-demand transit is available in Edgemont; however, no conventional bus service is currently available. ETS intends to provide bus service to the neighbourhood in the future, but implementation is dependent

on demand, neighbourhood build-out and available funding for transit. A bus stop adjacent to the rezoning site on Lessard Road is being relocated roughly 80m east of its current location to accommodate site access.

Drainage

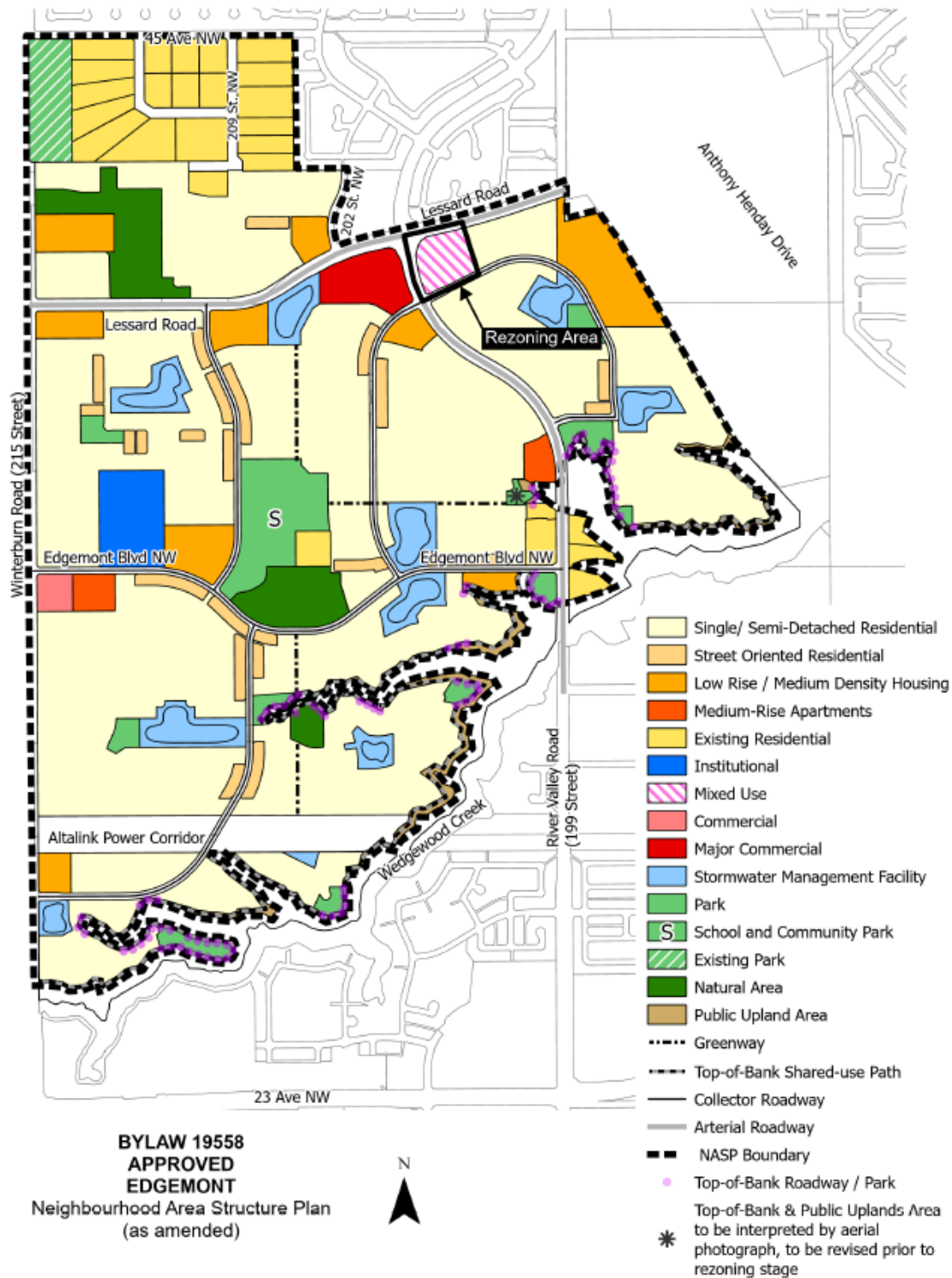
Sanitary and stormwater service connections currently exist to the development site via the public sewer mains within Edgemont Road NW. These existing connections can continue to be used, as development under the proposed zone would not significantly impact drainage infrastructure or the planned sewer systems in the neighbourhood.

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

Appendices

- 1 Approved Edgemont Context Plan Map - Bylaw 19558
- 2 DC2 Track changes
- 3 Application Summary

Approved NASP Context Plan Map



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

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

Mark-up of Proposed Changes to DC2.1080

| | |
|---------------------------|----------------------------------|
| Black Font: | Existing Regulations in DC2.1080 |
| Strikethrough: | Proposed deletion from DC2.1080 |
| <u>Underline:</u> | Proposed addition to DC2.1080 |

1. General Purpose

To create a mixed-use Site including residential ~~row housing, stacked row housing, low or medium rise apartments~~ Multi-unit Housing with opportunity for main floor commercial, and stand-alone commercial uses in the Edgemont Neighbourhood.

2. Area of Application

Lots A and B, Block 3, Plan 1521821, and a portion of NE-7-52-25-4, located south of Lessard Road and east of 199 Street, as shown in Schedule “A” of the Bylaw adopting this provision, Edgemont.

3. Uses

- a. Apartment Hotels
- b. Bars and Neighbourhood Pubs
- c. Breweries, Wineries and Distilleries
- d. Business Support Services
- e. Cannabis Retail Sales
- f. Child Care Services
- g. Commercial Schools
- h. Convenience Retail Stores
- i. Creation and Production Establishments
- j. Drive-in Food Services
- k. Gas Bars
- l. General Retail Stores
- m. Government Services
- n. ~~Group Home~~ Supportive Housing
- o. Health Services
- p. Hotels
- q. Indoor Participant Recreation Services

~~r. Limited Group Home~~

- s. Liquor Stores
- t. Live Work Unit
- u. Lodging Houses
- v. Major Amusement Establishments
- w. Major Home Based Business
- x. Market
- y. Media Studios Minor Amusement Establishments
- z. Minor Home Based Business
- aa. Minor Service Stations
- bb. Mobile Catering Food Services
- cc. Multi-unit Housing
- dd. Personal Service Shops
- ee. Private Clubs
- ff. Private Education Services
- gg. Professional, Financial and Office Support Services
- hh. Public Libraries and Cultural Exhibits
- ii. Rapid Drive-through Vehicle Services
- jj. Recycled Materials Drop-off Centre
- kk. Religious Assembly
- ll. Residential Sales Centre
- mm. Restaurants

~~nn. Row Housing~~

- oo. Secondhand Stores
- pp. Special Event
- qq. Specialty Food Services
- rr. Urban Gardens
- ss. Urban Outdoor Farms
- tt. Veterinary Services
- uu. Fascia Off-premises Signs
- vv. Fascia On-premises Signs
- ww. Freestanding Off-premises Signs

- xx. Freestanding On-premises Signs
- yy. Major Digital Signs
- zz. Minor Digital Off-premises Signs
- aaa. Minor Digital On-premises Off-premises Signs
- bbb. Projecting On-premises Signs
- ccc. Roof On-premises Signs
- ddd. Temporary Off-premises Signs
- eee. Temporary On-premises Signs

4. Development Regulations – General

- a. Development shall be in general accordance with Appendix 1, Site Plan.
- b. Signs shall comply with the regulations of Schedule 59F.
- c. Religious Assembly shall not exceed 240 m² of Floor Area.
- d. Drive-In food Services, Gas Bars, Minor Service Stations, and Rapid Drive-Through Vehicle Service Uses shall not be permitted as part of a mixed-use building containing Residential Uses.
- e. Childcare Services shall comply with the regulations of the Zoning Bylaw, except that:
 - i. No portion of a Child Care Services Use, including the building bay and on-Site outdoor play space, where provided, shall be located adjacent to a building bay with an approved development permit for Rapid Drive-through Vehicle Services.
 - ii. No portion of a Child Care Services Use, including the building, building bay and on-Site outdoor play space, where provided, shall be located within 50 m of a Minor Service Station or a Gas Bar. This distance shall be measured from the closest pump island, fill pipes, vent pipes, or service station, to the Child Care Services Use.
 - iii. Where Site conditions exist which may negatively impact the Child Care Services Use, including but not limited to trash collection areas, large parking lots, loading docks, or arterial public roadways, the applicant shall design the building, entrances, playspaces, landscaping, and Fencing, or similar, to mitigate these conditions to the satisfaction of the Development Officer.

5. Development Regulations – Area ‘A’

- a. Residential or Residential-related Uses shall not be permitted in any freestanding structure separate from a structure containing Commercial Uses.
- b. The maximum Density in Area A shall be 90 Dwellings/ha.

- c. The maximum Floor Area Ratio shall be 2.5.
- d. The maximum Height for Commercial Uses shall not exceed 14.5 m, except that:
 - i. The maximum Height shall be increased to 23.0 m if the additional Height above 14.5 m accommodates Multi-Unit Housing.
- e. A minimum Setback of 6.0 m shall be required where the Site Abuts a public roadway, other than a Lane.

6. Development Regulations – Area ‘B’

- a. Commercial Uses shall not be permitted in any freestanding structure separate from a structure containing Residential Uses, and
 - i. Commercial Uses shall only be permitted on the first and second Storeys.
- b. The maximum Density in Area B shall be 224 Dwellings/ha.
- c. Bars and Neighbourhood Pubs, Restaurants, and Private Clubs uses shall not exceed 200 occupants and 240 m² of Public Space.
- d. The maximum Floor Area Ratio shall be 2.5.
- e. The maximum Height shall not exceed 23.0 m.
- f. A minimum Setback of 6.0 m shall be required where the Site Abuts a public roadway, other than a Lane.
- g. Where the building abuts the east property line, the following shall apply along said property line:
 - i. A minimum Setback of 7.5 m shall be required.
 - ii. Where a building exceeds 10.0 m in Height, the portion of the building exceeding said Height shall have a minimum 10.0m Setback from the property line, except that the Development Officer may reduce the minimum Setback to a minimum of 7.5m where:
 - 1. a sun shadow study, prepared by a qualified, registered Professional Engineer or Architect, demonstrates the shadow impact is minimal, using March 21 and September 21 as the benchmark; or
 - 2. variations in Yards and Stepbacks, recessed balconies, or other design techniques minimize building massing and/or shadow impacts, and provide architectural interest, complimentary to the surrounding development;
 - iii. no outdoor parking, garbage collection, common amenity areas, or outdoor storage areas shall be developed within 3.0 m of the Site boundary;
 - iv. a solid screen Fence, 1.83 m in Height, shall be installed;

- v. design techniques including, but not limited to, the use of sloped roofs, variations in building setbacks 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;
- vi. building finishes shall be compatible with the exterior finishing materials and colours typical of adjacent development; and
- vii. the Development Officer may require information regarding the location of windows and Amenity Areas on adjacent properties to ensure the windows or Amenity Areas of the proposed development are placed to minimize overlook into adjacent properties.

7. Development Regulations – Vehicular-oriented Uses

- a. Drive-in Food Services, Gas Bars, Minor Service Stations and Rapid Drive-through Vehicle Services shall comply with the regulations of the Zoning Bylaw, except that:
 - i. Gas Bars, Minor Service Stations shall be located not less than 15.0 m from any portion of a building containing a Residential or Residential-related Use. This distance shall be measured from the closest pump island, fill pipes, vent pipes, drive-through vehicle service or service station to the Residential or Residential-related Use. This Setback distance may be reduced at the discretion of the Development Officer if the Development Officer is satisfied that impacts on the Residential or Residential-related Use shall be minimal due to structural and design measures incorporated into the proposed development.
 - ii. Rapid Drive-through Vehicle Services, Drive-in Food Services and associated access aisles and queuing spaces shall be located not less than 20 m from any portion of a building containing a Residential or Residential-related Use. This Setback distance may be reduced if the Development Officer is satisfied that impacts on the Residential or Residential-related Use shall be minimal due to structural and design measures incorporated into the proposed development.
 - iii. where Rapid Drive-through Vehicle Services and Drive-in Food Services and associated access aisles and queuing spaces are located within 30 m of a building containing a Residential or Residential-related Use, the following Fencing and Landscaping requirements shall apply:
 - 1. solid, screen Fencing constructed of wood or suitable wood-like synthetic substitute, 1.83 m in Height separating the Vehicle-oriented Use and the Residential or Residential-related Use; and
 - 2. required Fencing shall be augmented with tree and shrub planting designed to soften the visual effect of the required Fencing, and shall be provided in accordance with the standards identified in Section 55.

- b. The location, orientation and setback of drive-through service windows shall be to the satisfaction of the Development Officer in consultation with Transportation Services, having regard to the minimization of on-site and off-site traffic impacts.

8. Site Planning and Design

- a. Loading and storage areas shall be located at the rear or sides of the principal building and shall be screened from view from any adjacent Sites or public roadways. If the rear or sides of a Site are used for parking, an outdoor service or display area, or both, and the Site Abuts a Residential Zone or a Lane serving a Residential Zone, such areas shall be screened.
- b. All mechanical equipment, including roof mechanical units, shall be concealed from street level view by screening in a manner compatible with the architectural character of the building or by incorporating it within the building.
- c. A Landscape Plan prepared by a registered Landscape Architect with the Alberta Association of Landscape Architects, shall be submitted for review and approval by the Development Officer prior to the approval of any Development Permit.
- d. Entrances for Residential and Residential-related Uses shall be separate from those of Commercial Uses.
- e. Digital Signs shall be designed, located or screened so as to reduce visual and light impacts on Residential Uses.

9. Access, Circulation, and Parking

- ~~a. Parking regulations may be relaxed at Development Permit stage if supported by a Parking Impact Assessment at the discretion of the Development Officer in consultation with Subdivision and Development Coordination.~~
- b. Parking, outdoor service or display areas, or both, that Abut the existing Residential Zone to the east, shall be screened through use of landscape treatment and fencing to the satisfaction of the Development Officer.
- c. On-Site pedestrian circulation shall be provided by ensuring that sidewalks, Walkways, Amenity Areas and parking areas are connected, and are connected to public sidewalks and walkways.
- d. Accesses to arterials^s roadways shall conform to current approved engineering plans.
- e. Accesses onto Edgemont Way shall meet Access Management Guidelines and be to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination.

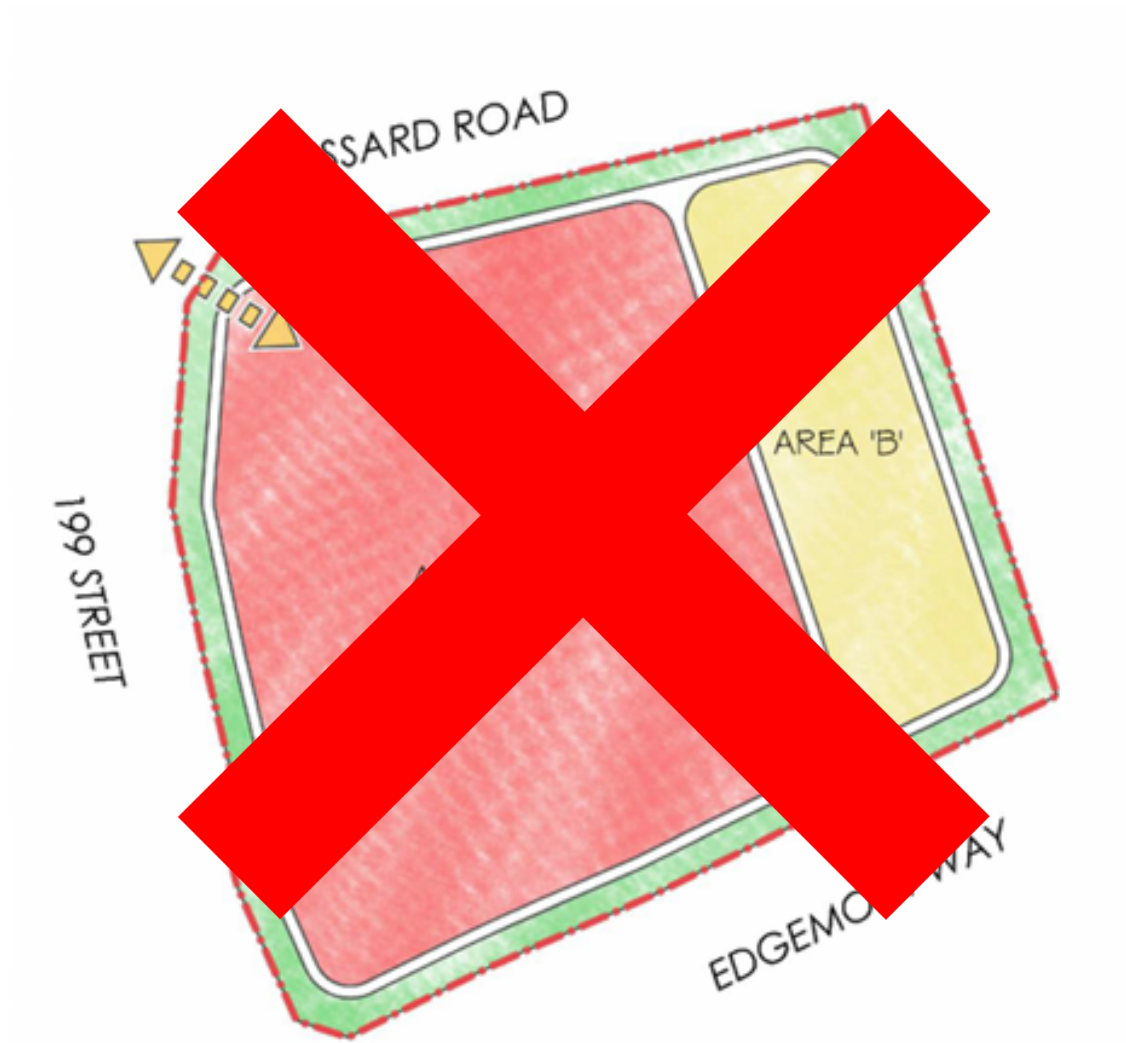
10. Off-site Improvements

- a. The owner shall enter into an agreement with the City of Edmonton for off-site improvements necessary to serve the development. The agreement process includes an engineering drawing

review and approval process. Improvements shall be implemented at the Development Permit stage and include, but are not limited to:

- i. Construction of access(es) to Edgemont Way

Appendix I - Site Plan



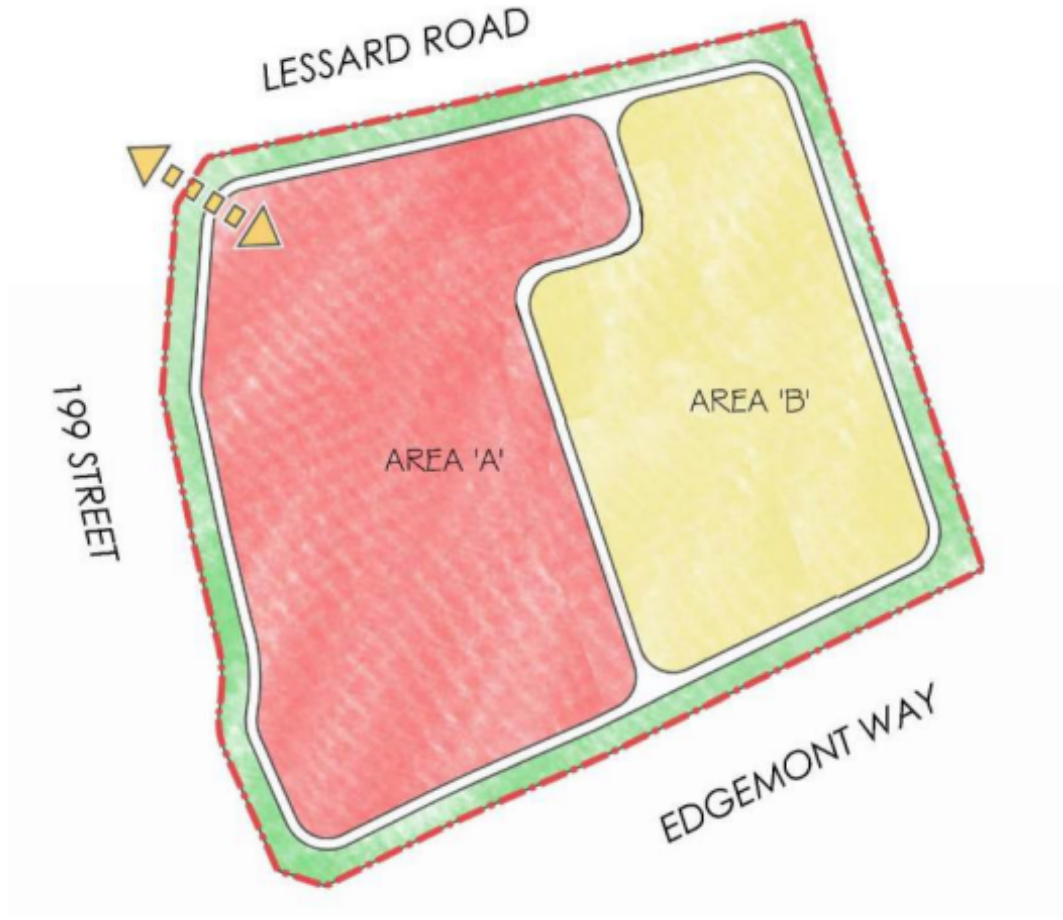
LEGEND

- AREA 'A' - Commercial / Mixed Use
- AREA 'B' - Residential / Mixed Use
- Landscape Setback
- Pedestrian Connection

Note: Site accesses from arterial roads must conform to current approved engineering plans.

Access to collector road must meet Access Management Guidelines

Appendix I - Site Plan



LEGEND

- AREA 'A' - Commercial / Mixed Use
- AREA 'B' - Residential / Mixed Use
- Landscape Setback
- Pedestrian Connection

Note: Site accesses from arterial roads must conform to current approved engineering plans.
Access to collector road must meet Access Management Guidelines

Application Summary

Information

| | |
|--|---|
| Application Type: | Rezoning |
| Charter Bylaws: | 20197 |
| Location: | South of Lessard Road NW and east of 199 Street NW |
| Address: | 102 - Edgemont Road NW |
| Legal Description(s): | Lot 57, Block 1, Plan 2220679 |
| Site Area: | 2.36 ha |
| Neighbourhood: | Edgemont |
| Ward: | sipiwiniwak |
| Notified Community Organizations: | Edgemont Community League Hamptons Community League Wedgewood Ravine Community League |
| Applicant: | Stantec Consulting Ltd. |

Planning Framework

| | |
|-------------------------|--|
| Current Zone: | (DC2.1080) Site Specific Development Control Provision |
| Proposed Zone: | (DC2) Site Specific Development Control Provision |
| Plan in Effect: | Edgemont Neighbourhood Area Structure Plan |
| Historic Status: | None |

| | |
|--------------|-----------------------|
| Written By: | Thomas Lippiatt |
| Approved By: | Tim Ford |
| Branch: | Development Services |
| Section: | Planning Coordination |