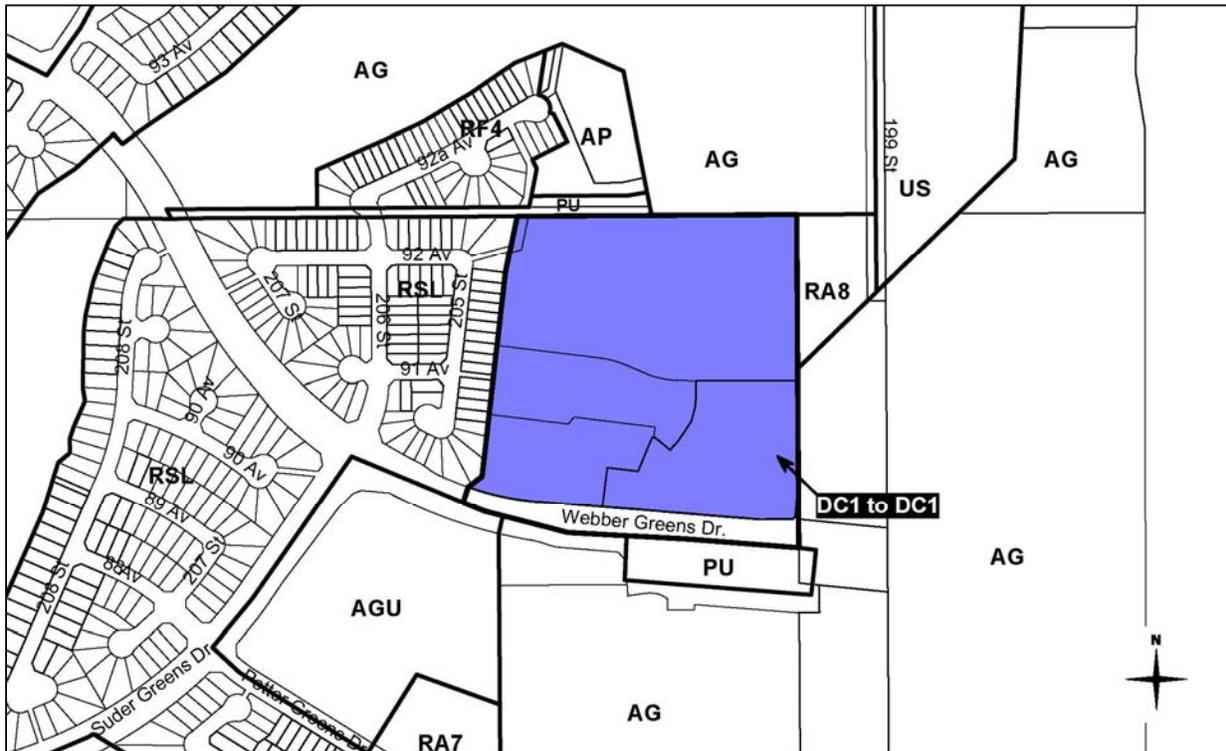




REZONING SUDER GREENS

804, 1030, 1060 and 10807 Webber Greens Drive NW

To add compatible residential and commercial uses to an existing (DC1) Direct Development Control Provision.



RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because it:

- adds to the diversity of land uses supporting transit oriented development in this area;
- increases residential and commercial options that complement existing and planned development; and
- provides additional employment opportunities for area residents.

THE APPLICATION

BYLAW 18049 amends the Zoning Bylaw from (DC1) Direct Development Control Provision to (DC1) Direct Development Control Provision.

This proposed rezoning revises the text of an existing DC1 Provision by adding several uses and adjusting relevant development regulations, accordingly. Specifically, sections 3.2, 3.3, 3.4 and 4.5 are proposed to be amended. These changes accommodate land uses that were not anticipated when the DC1 was initially approved in 2011 (Bylaw 15919).

The approved DC1 conceives the subject site as five areas which accommodate a combination of residential, commercial, office, and private natural area uses. This rezoning proposes to modify text in three of the areas, as follows:

	Additional Uses	Revised Development Regulations
Area B – Commercial Office	<ul style="list-style-type: none"> ▪ Media Studios replaces Broadcasting and Motion Picture Studios, reflecting current Zoning Bylaw terminology ▪ Veterinary Services 	<ul style="list-style-type: none"> ▪ no revisions proposed
Area C – Pedestrian Friendly Mixed Use Node	<ul style="list-style-type: none"> ▪ Apartment Hotels ▪ Government Services ▪ Group Home ▪ Hotels ▪ Lodging Houses ▪ Media Studios 	<ul style="list-style-type: none"> ▪ Apartment Housing regulations now apply to Apartment Hotels as well ▪ Bars and Neighbourhood Pubs now permitted within mixed use buildings ▪ Maximum Floor Area revised for individual businesses
Area D – High-rise Residential	<ul style="list-style-type: none"> ▪ Apartment Hotels ▪ Bars and Neighbourhood Pubs, for less than 100 occupants and 120 m² of public space ▪ Group Home ▪ Lodging Houses 	<ul style="list-style-type: none"> ▪ Apartment Housing regulations now apply to Apartment Hotels as well



APPROXIMATE LOCATION OF THE FIVE APPROVED DC1 AREAS

The proposed uses provide additional commercial services and employment opportunities for the site. The inclusion of Apartment Hotels, Group Home, and Lodging Houses expands the current mix of uses to accommodate seniors. Bars and Neighbourhood Pubs (with limited occupancy and space) incorporates a low impact commercial use into a predominantly residential area.

Additionally, development regulations within the Pedestrian Friendly Mixed Use Node (Area C) are proposed for revision. Apartment Hotels can be developed in freestanding structures, with or without ground floor commercial uses. Bars and Neighbourhood Pubs can occur in mixed use buildings, limited to a maximum of 100 occupants. Their inclusion with mixed development provides an additional option to generate pedestrian activity and vibrancy at street-level. Lastly, the maximum floor area for individual businesses, with the exception of hotels, is proposed to increase from 465 to 604 square metres. Existing regulations retain active frontages for development in this pedestrian friendly area, including interrupted facades and entrances placed at regular intervals.

SITE AND SURROUNDING AREA

The application pertains to land in southeast Suder Greens. The site's north portion is vacant and the south portion contains the West Henday Promenade shopping centre. A number of businesses are currently in operation, including retail stores, restaurants, liquor sales, gas stations, financial institutions, medical offices, child care services, and a public library.

Land east of the site is undeveloped and, to the west and northwest, low density residential development is established. The Lewis Estates Golf Course and a utility corridor are north of the site, within the Webber Greens neighbourhood. Immediately south of the site is Webber Greens Drive NW. The Lewis Farms Transit Centre and undeveloped land are along the south side of this roadway, within the Potter Greens neighbourhood. A future Light Rail Transit (LRT) station is planned at the Transit Centre.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC1) Direct Development Control Provision 	<ul style="list-style-type: none"> • Partially developed with commercial uses
CONTEXT		
North	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (PU) Public Utility Zone 	<ul style="list-style-type: none"> • Golf course • Utility right-of-way
East	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> • Undeveloped land
South	<ul style="list-style-type: none"> • (AG) Agricultural Zone • (AGU) Urban Reserve Zone • (PU) Public Utility Zone 	<ul style="list-style-type: none"> • Undeveloped land • Lewis Farms Transit Centre (future LRT station planned for this location)
West	<ul style="list-style-type: none"> • (RSL) Residential Small Lot Zone 	<ul style="list-style-type: none"> • Single detached housing

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The proposed rezoning facilitates the development of diverse land uses at an important node in the community. The Suder Greens Neighbourhood Structure Plan (NSP) conceptualizes this Mixed Use site as an evolving area that offers transit oriented design and a pedestrian friendly environment. It provides a range of residential, commercial, and employment opportunities in close proximity to the Lewis Farms Transit Centre. The application maintains a mix of uses that are compatible within the site and with existing and planned development adjacent to the site.

SUDER GREENS NEIGHBOURHOOD STRUCTURE PLAN (NSP)

This application achieves development objectives and principles of the NSP, including:

- Provide areas of intensification with good access to vehicular and transit routes;
- Locate apartment housing close to activity centers;
- Create potential for a small commercial area that will provide opportunities for employment close to residential uses; and
- Residential development can provide surveillance for commercial activity areas.

TRANSIT ORIENTED DEVELOPMENT (TOD) GUIDELINES

The subject site is located immediately north of the Lewis Farms Transit Centre, where a future LRT station is planned. The LRT site is designated as a New Neighbourhood Station Area, identified for proximity to a variety of residential development, neighbourhood-serving commercial uses, and employment opportunities. The subject site's size, mix of uses, and its convenient access to transit and transportation routes appropriately support TOD density and intensification.

TECHNICAL REVIEW

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

PUBLIC ENGAGEMENT

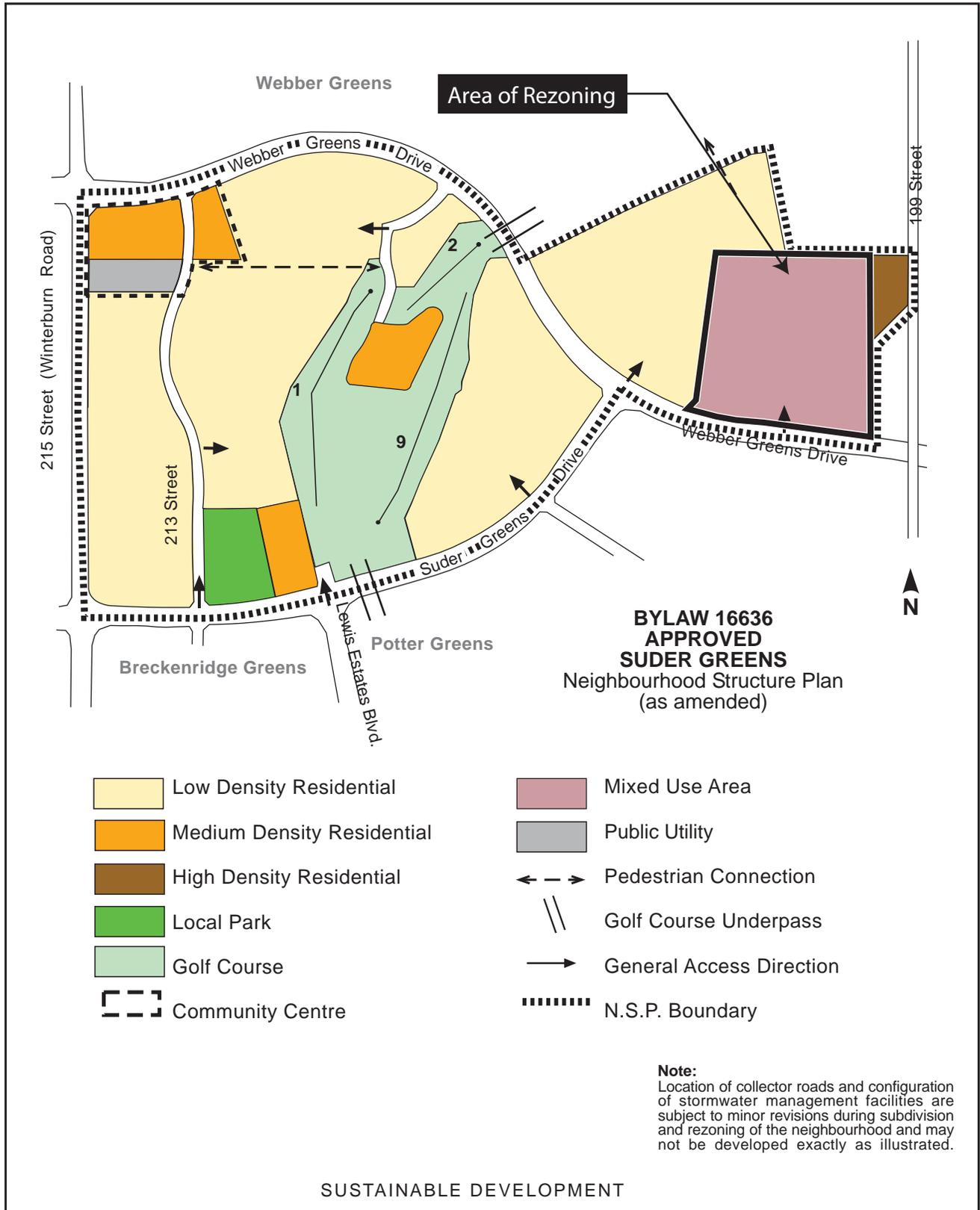
ADVANCE NOTICE November 22, 2016	<ul style="list-style-type: none">● Number of recipients: 51● One response was received and the proposed DC1 Provision uses were clarified, existing Transportation-related development regulations were explained, and information was provided about the rezoning process.
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CONCLUSION

Sustainable Development recommends that City Council APPROVE this application.

APPENDICES

- 1 Context Plan Map
- 2 Mark-up of Proposed Text Amendments
- 3 Application Summary



MARK-UP OF PROPOSED TEXT AMENDMENTS (DC1 TO DC1)

Portions of sections 3.2, 3.3, 3.4 and 4.5 are proposed to be amended:

~~Strikethrough:~~ Proposed deletion
Underline: Proposed addition

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION

1. General Purpose

The purpose of this DC1 Direct Development Control Provision is to facilitate the development of a pedestrian-friendly and transit-supportive mixed use area that may accommodate a range of commercial, residential, office, entertainment, cultural and institutional uses such that development is appropriate in appearance and function to a Site adjacent to an arterial roadway, transit centre and low-density residential development, and containing a private Natural Area. The Provision is intended to accommodate Site development that will build out over time, intensifying gradually in response to the continuing development of surrounding neighbourhoods and anticipated LRT service, ensuring that each phase of development does not preclude the long-term achievement of the Site objectives.

2. Area of Application

This Provision shall apply to Lots 5-6, Block 60, Plan 1222426 and Lots 7-8, Block 60, Plan 1324788 containing approximately 10.7 ha of land, as shown on Schedule "A" of the Bylaw, adopting this Provision.

3. Uses

3.1 Area A - Mixed Use

Commercial and Commercial Related Uses

- a. Automotive and Equipment Repair Shops
- b. Bars and Neighbourhood Pubs
- c. Business Support Services
- d. Child Care Services
- e. Commercial Schools
- f. Convenience Retail Stores
- g. Drive-in Food Services

- h. Gas Bars
- i. General Retail Stores
- j. Government Services
- k. Health Services
- l. Hotels
- m. Indoor Participant Recreation Services
- n. Major Alcohol Sales
- o. Media Studios
- p. Minor Alcohol Sales
- q. Major Amusement Establishments
- r. Minor Amusement Establishments
- s. Minor Service Stations
- t. Personal Service Shops
- u. Private Clubs
- v. Private Education Services
- w. Professional, Financial and Office Support Services
- x. Public Libraries and Cultural Exhibits
- y. Rapid Drive-through Vehicle Services
- z. Residential Sales Centre
- aa. Restaurant
- bb. Specialty Food Services
- cc. Spectator Entertainment Establishments
- dd. Flea Markets, limited to farmers market involving the sale of items such as local produce and handicrafts
- ee. Veterinary Services
- ff. Fascia On-premises Signs
- gg. Freestanding On-premises Signs

- hh. Minor Digital Off-premises Signs
- ii. Minor Digital On-premises Signs
- jj. Minor Digital On-premises Off-premises Signs
- kk. Projecting On-premises Signs
- ll. Roof On-premises Signs
- mm. Temporary On-premises Signs

Residential and Residential-related Uses

- a. Apartment Housing
- b. Minor Home Based Business

3.2 Area B - Commercial Office

Commercial and Commercial-related Uses

- a. Bars and Neighbourhood Pubs
- ~~b. Broadcasting and Motion Picture Studios~~
- ~~e.b.~~ Business Support Services
- ~~d.c.~~ Child Care Services
- ~~e.d.~~ Commercial Schools
- ~~f.e.~~ Convenience Retail Stores
- ~~g.f.~~ General Retail Stores
- ~~h.g.~~ Government Services
- ~~i.h.~~ Health Services
- ~~j.i.~~ Hotels
- j. Indoor Participant Recreation Services
- k. Media Studios
- l. Minor Alcohol Sales
- m. Minor Amusement Establishments
- n. Personal Service Shops
- o. Private Clubs

- p. Private Education Services
- q. Professional, Financial and Office Support Services
- r. Public Libraries and Cultural Exhibits
- s. Restaurants
- t. Specialty Food Services
- [u. Veterinary Services](#)
- ~~u~~.v. Fascia On-premises Signs
- ~~v~~.w. Freestanding On-premises Signs
- ~~w~~.x. Minor Digital Off-premises Signs
- ~~x~~.y. Minor Digital On-premises Signs
- ~~y~~.z. Minor Digital On-premises Off-premises Signs
- ~~z~~.aa. Projecting On-premises Signs
- ~~aa~~.bb. Temporary On-premises Signs

3.3 Area C - Pedestrian Friendly Mixed Use Node

Commercial and Commercial-related Uses

- a. Bars and Neighbourhood Pubs
- b. Child Care Services
- c. Commercial Schools
- d. Convenience Retail Stores
- e. General Retail Stores
- [f. Government Services](#)
- ~~f~~.g. Health Services
- [h. Hotels](#)
- ~~g~~.i. Indoor Participant Recreation Services
- [j. Media Studios](#)
- ~~h~~.k. Minor Amusement Establishments
- ~~i~~.l. Personal Service Shops

~~j~~.m. Professional, Financial and Office Support Services

~~k~~.n. Public Libraries and Cultural Exhibits

~~l~~.o. Residential Sales Centre

~~m~~.p. Restaurants

~~n~~.q. Specialty Food Services, for less than 200 occupants and 275 m² of Public Space

~~o~~.r. Flea Markets, limited to farmers market involving the sale of items such as local produce and handicrafts

~~p~~.s. Veterinary Services

~~q~~.t. Fascia On-premises Signs

~~r~~.u. Freestanding On-premises Signs

~~s~~.v. Projecting On-premises Signs

~~t~~.w. Temporary On-premises Signs

Residential and Residential-related Uses

[a. Apartment Hotels](#)

~~a~~.b. Apartment Housing

[c. Group Home](#)

~~b~~.d. Live Work Unit

[e. Lodging Houses](#)

~~e~~.f. Minor Home Based Business

~~d~~.g. Row Housing

~~e~~.h. Stacked Row Housing

3.4 Area D - High-rise Residential

Commercial and Commercial-related Uses

[a. Bars and Neighbourhood Pubs, for less than 100 occupants and 120 m² of Public Space](#)

~~a~~.b. Child Care Services

~~b~~.c. Convenience Retail Stores

~~e~~.d. Health Services

~~d~~.e. Hotel

e.f. Personal Service Shops

~~f~~.g. Private Clubs

~~g~~.h. Professional, Financial and Office Support Services

~~h~~.i. Residential Sales Centre

~~i~~.j. Restaurants, for less than 200 occupants and 275 m² of Public Space

~~j~~.k. Specialty Food Services, for less than 200 occupants and 275 m² of Public Space

~~k~~.l. Fascia On-premises Signs

~~l~~.m. Freestanding On-premises Signs

~~m~~.n. Projecting On-premises Signs

~~n~~.o. Temporary On-premises Signs

Residential and Residential-related Uses

a. [Apartment Hotels](#)

~~a~~.b. Apartment Housing

c. [Group Home](#)

~~b~~.d. Live Work Unit

e. [Lodging Houses](#)

~~e~~.f. Minor Home Based Business

~~d~~.g. Row Housing

~~e~~.h. Stacked Row Housing

3.5 Area E - Natural Area

a. Natural Areas

b. Freestanding On-premises Signs

4. Development Objectives and Regulations

4.1 Site Planning and Building Design Objectives

a. On-site development shall:

i. become a destination for the surrounding area;

- ii. function as a walkable commercial centre with a pedestrian-friendly commercial node, creating a sense of place for users;
 - iii. relate appropriately to adjacent built forms, roadways, uses, functions and activities, with particular attention to adjacent public transit facilities;
 - iv. create an attractive and cohesive visual identity;
 - v. include outdoor spaces of interest; and
 - vi. be phased appropriately to accommodate opportunities for future intensification as market conditions change and as LRT service is provided to the Site.
- b. Buildings shall be developed:
 - i. to set the framework for a comfortable and attractive pedestrian realm;
 - ii. with a harmonious and visually attractive architectural theme; and
 - iii. with high-quality and durable building materials and finishes.
- c. Interior access roads and walkways shall promote contiguous and logical patterns of safe pedestrian and vehicular movement throughout the Site and between the site and surrounding development and uses.
- d. Parking areas shall:
 - i. facilitate safe and convenient pedestrian movements;
 - ii. be appropriately landscaped to soften their appearance and add visual interest; and
 - iii. be dispersed and segmented.

4.2 General Development Regulations

- a. Development shall be in general accordance with the objectives and the attached appendices.
- b. The maximum Floor Area Ratio for commercial and commercial-related uses shall be 0.5 based on the total site area. At such time as the Site is served within 500 m by Light Rail Transit, the maximum Floor Area Ratio for commercial and commercial-related uses shall be increased to 1.0 based on the total Site Area.
- c. At the Development Permit stage a generalized concept plan shall be submitted for all new building development or substantial redevelopment to illustrate how the proposed development will integrate with existing and future surrounding and on-site development. The concept plans shall show the location of existing and future buildings, parking areas, vehicular and pedestrian routes and amenity areas.

- d. A minimum 3.0 m landscaped Yard shall be provided on the northern, eastern and southern site boundaries.
- e. A minimum 37.5 m building Setback shall be provided from the western site boundary.
- f. Buildings over 28.0 m in height shall adhere to a 35 degree angular plane principle. Tall buildings shall be set back from the western site boundary such that a maximum 35 degree angle is achieved between low density residential property lines and the tops of tall buildings on the site, to minimize potential issues of overlook and shadowing on adjacent residential properties, as illustrated in Appendix III.
- g. A minimum Amenity Area of 7.5 m² per Dwelling shall be provided, and may consist of a combination of any or all of the following:
 - i. Outdoor amenity areas for common use by residents (patios, landscaped yards, rooftop patios or gardens, etc.);
 - ii. indoor amenity areas for common use by residents (activity rooms, exercise facilities, etc.); and/or
 - iii. Amenity areas for private use by residents (balconies, private patios, private yards).
- h. Publicly-accessible Amenity Areas shall be provided, at a minimum, in the locations identified in Appendix I, and shall be developed to achieve the applicable intent identified in clause 4.11 (e).
- i. A CPTED Assessment shall be completed to guide the design of public and private spaces and facilities, focusing on natural surveillance and access control.
- j. The owner shall provide additional transportation analysis at the request of Transportation Services when the development approaches 350 residential units and/or 365,000 ft² of commercial/office development without LRT within 500 m or with any significant development application associated with the post-LRT scenario. Any required improvements identified in an updated transportation analysis will be conditions of development approvals.
- k. The owners shall enter into an Agreement (or Agreements) with the City of Edmonton for off-site improvements necessary to serve the development. The Agreement process include and engineering drawing review and approval process. Improvements to the addressed in the Agreement(s) include but are not limited to the following:
 - i. Construction of a westbound auxiliary lane on Webber Greens Drive, including sidewalk reconstruction and bus stop relocation.
 - ii. Construction of a right-in/right-out curb return access to Webber Greens Drive including sidewalk and curb ramp reconstruction.

- iii. Construction of an all-directional access to Webber Greens Drive, including any associated roadway modifications on Webber Greens Drive to accommodate vehicle and pedestrian movements. This construction will be required in conjunction with the first development at the site.
- iv. Construction of the realigned 199 Street, between Webber Greens Drive and the site's all-directional access, including any associated upgrades to Webber Greens Drive and the transition back to the existing 199 Street. This construction will be required in conjunction with the first development located in Areas B, C or D.
- v. Installation of a traffic signal at the Webber Greens Drive and realigned 199 Street intersection. The signal installation will be required in conjunction with the construction of the realigned 199 Street and at the direction of Transportation Services.
- vi. Upgrade of the existing Webber Greens Drive/Lewis Farms Transit Centre traffic signal to accommodate all-directional traffic movements at this intersection. This upgrade will be required in conjunction with the first development at the site.
- vii. Payment of the proportionate share of the Arterial Roadway Assessment for the construction of arterial roadways in the catchment area.
- viii. Repair of any damage to the abutting roadways, sidewalks and/or boulevards resulting from the construction of the development, to the satisfaction of Transportation Services. The site must be inspected by Transportation Services prior to the start of construction and once again when construction is complete.
- ix. The owner shall register a road plan to provide additional road right-of-way at no cost to the City to accommodate the Webber Greens Drive auxiliary lane and the realigned 199 Street, including boulevard sidewalks. The property dedication must conform to an approved concept plan or to the sole discretion of Transportation Services.

4.3 Specific Development Regulations for Area A - Mixed Use

- a. If the Site is not served within 500 m by Light Rail Transit, no residential development shall be allowed within Area A. At such time as the Site is served within 500 m by Light Rail Transit, the maximum density shall be 325 dwellings/ha.
- b. If the Site is not served within 500 m by Light Rail Transit, no residential development shall be allowed within Area A. At such time as the Site is served within 500 m by Light Rail Transit, the maximum Floor Area Ratio for residential and residential-related uses shall be 3.0.
- c. The maximum building height shall be 60.0 m, not to exceed 16 storeys, subject to the application of the 35 degree angular plane principle, as illustrated in Appendix III.

- d. The following regulations shall apply to Automotive and Equipment Repair Shops developments:
- i. Service Bays for Automotive and Equipment Repair Shops shall not front onto "A" Streets as identified in Appendix II.
 - ii. All activities and mechanical equipment associated with Automotive and Equipment Repair Shops shall be located within an enclosed building and be limited to vehicles with a maximum weight of 2,500 kg (5,510 lbs.).
 - iii. Where feasible, Automotive and Equipment Repair Shops should be designed as integral components of buildings accommodating other uses, rather than as standalone structures.
 - iv. Where queuing lanes are located adjacent to Webber Greens Drive or "A" Streets, landscaping and decorative design elements shall be utilized to limit the visual effect of the lanes on the pedestrian environment (see example, Figure 1).
 - v. Where the building fronts onto an "A" Street, an entrance for pedestrian access should be provided from the street.

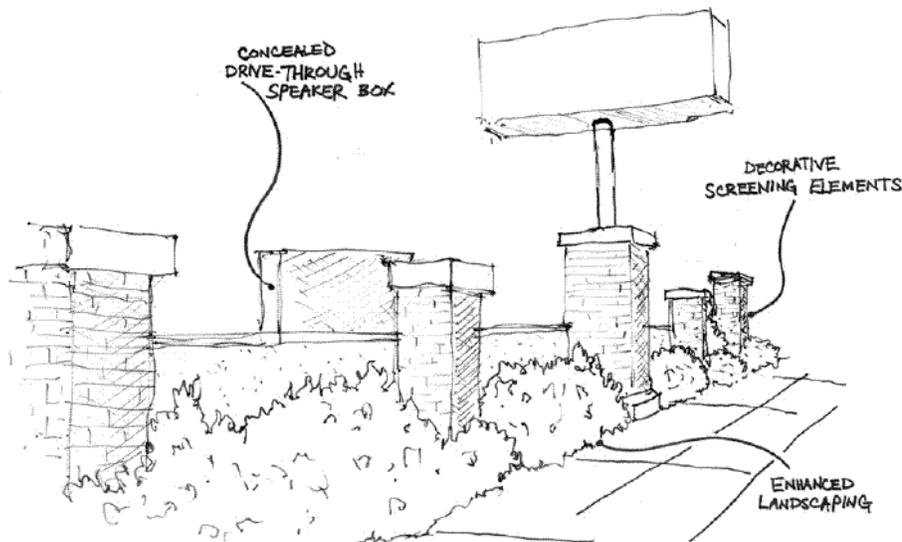


Figure 1: Example of Landscaping and Decorative Design Treatments to Mask Drive-Through Queuing Lanes

- e. The following regulations shall apply to Drive-in Food Services and Rapid Drive-through Vehicle Services developments:
- i. Where drive-through queuing lanes are located adjacent to Webber Greens Drive or "A" Streets, landscaping and decorative design elements shall be utilized to limit the visual effect of the lanes on the pedestrian environment (see example, Figure 1).

- ii. Where the building fronts onto an "A" Street, an entrance for pedestrian access should be provided from the street.
- f. The following regulations shall apply to Gas Bar developments:
 - i. Gas Bars shall not be located on "A" Streets.
 - ii. Where Gas Bars are located adjacent to Webber Greens Drive, decorative landscaping shall be utilized to screen the development from the pedestrian environment.
- g. The following regulations shall apply to Apartment Housing developments:
 - i. Apartment Housing shall be permitted only in buildings where the first Storey is used for commercial purposes.
 - ii. The housing component shall have access at grade, which is separate from the access for the commercial premises.
- h. Signs shall comply with the regulations in Schedule 59 E.

4.4 Specific Development Regulations for Area B - Commercial Office

- a. The maximum building height shall be 60.0 m, not to exceed 16 storeys, subject to the application of the 35 degree angular plane principle, as illustrated in Appendix III.
- b. Signs shall comply with the regulations in Schedule 59 F.

4.5 Specific Development Regulations for Area C - Pedestrian Friendly Mixed Use Node

- a. The Pedestrian Friendly Commercial Node (Area C), shown in Appendix I, shall be designed in the following manner:
 - i. Clustering of Commercial Retail Units (CRUs) on both sides of the private internal roadway;
 - ii. At least 50% of the ground floor fronting the Pedestrian "A" Street, shown in Appendix II, shall be glazed to the exterior;
 - iii. Horizontal breaks of uninterrupted façade shall not exceed 12.0 m in length;
 - iv. At least 25% of the ground floor commercial premises shall consist of individual shops of not more than 12.0 m frontage;
 - v. Entrances shall be provided at maximum intervals of 24.0 m on the façade facing the Pedestrian "A" Street; and
 - vi. Decorative paving, stamping or patterned concrete/brick shall be utilized to identify pedestrian crossings (see example, Figure 2).

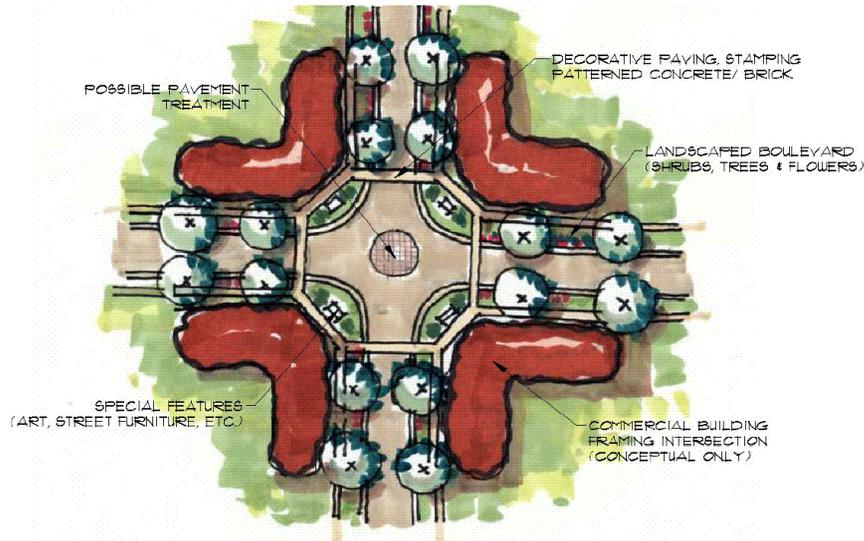


Figure 2: Example of Pedestrian Friendly Commercial Node

- b. Apartment Housing shall be developed in accordance with Section 210 - (RA7) Low Rise Apartment Zone.
- c. Notwithstanding section 210, the following regulations shall apply:
 - i. The maximum Density shall be 125 Dwellings/ha;
 - ii. The maximum building height shall be 20.0 m, not to exceed 5 storeys; and
 - iii. The maximum floor area ratio for residential development shall be 1.4.
- d. Apartment Hotels and Apartment Housing may be accommodated:
 - i. in free standing residential buildings with or without ground floor commercial uses and which may have Row or Stacked Row Housing at the base; or
 - ii. as part of a comprehensively developed project where buildings are attached and can vary from predominantly residential to mixed use.
- e. In mixed use buildings, the residential component shall have access at grade, which is separate from the access for the commercial premises. Residential access may take the form of a common lobby, individual unit accesses at grade, or a combination thereof.
- f. Bars and Neighbourhood Pubs shall ~~not be permitted~~ be limited to less than 100 occupants and 120 m² of Public Space when developed within mixed use buildings.

- g. The maximum Floor Area on the ground floor of any individual business premises shall not exceed ~~465-604~~ m², [excepting Hotels, for which no maximum shall apply](#).
- h. Buildings shall have active frontages along the Pedestrian "A" Street in accordance with section 4.10 of this DC1, and Appendix II, and shall be built to the sidewalk edge. Buildings shall also have active frontages along facades facing Area D - High-density Residential.
- i. ~~Notwithstanding 4.5 (g), if~~ [If](#) required to accommodate opportunities for sidewalk cafes, patios, decorative landscaping, etc., then a setback from the Pedestrian "A" Street may be provided. This setback shall not exceed 4.5 m. Adjacent to Amenity Area 2, as identified in Appendix I and described in section 4.11(e) of this DC1, buildings shall be set back from the private roadway 4.5 m to ensure adequate space for outdoor amenity.
- j. Signs for commercial and commercial-related development shall comply with the regulations in Schedule 59 D.
- k. Signs for residential and residential-related development shall comply with the regulations in Schedule 59 B.

4.6 Specific Development Regulations for Area D - High-density Residential

- a. The maximum density shall be 225 dwellings/ha. At such time as the site is served within 500 m by Light Rail Transit, the maximum density shall be increased to 325 dwellings/ha. If the density is increased to 325 dwellings/ha prior to the commencement of Light Rail Transit service, an updated Traffic Impact Assessment shall be required for any development, and must be supported by Transportation Services. Any improvements identified in the analysis will be conditions of development approvals.
- b. The maximum Floor Area Ratio shall be 3.0 for residential and residential-related uses.
- c. The maximum building height shall be 60.0 m, not to exceed 16 storeys.
- d. Fencing shall be limited to a maximum Height of 1.2 m.
- e. [Apartment Hotels and](#) Apartment Housing may be accommodated as per section 4.5(d) of this DC1.
- f. Signs shall comply with the regulations in Schedule 59 B.

4.7 Specific Development Regulations for Area E - Natural Area

- a. The Natural Area shall be a minimum width of 30.0 m, as measured from the western site boundary and as illustrated in Appendix I.
- b. A Natural Area Management Plan shall not be required.

- c. Accessory Buildings are permitted and may be approved by the Development Officer, where deemed appropriate, for the specific purpose of servicing the Natural Area in accordance with the provisions in Section 50.4.
- d. Signs shall comply with the regulations in Schedule 59 K.

4.8 Site Design Regulations

- a. Buildings shall generally, to the satisfaction of the Development Officer, be oriented to:
 - i. frame (or be located at) the corners of intersections of private internal roadways;
 - ii. frame the Pedestrian Friendly Commercial Node and Amenity Areas 2 and 3 as illustrated in Appendix I.
 - iii. frame major vehicular and pedestrian entry/exit points to and from the site without impeding vehicular and pedestrian movement sight lines; and
 - iv. permit views into the site along the axis of roadways and walkways intersecting Webber Greens Drive.
- b. Along the private internal roadways, the spaces between freestanding structures shall be improved to include:
 - i. landscaped pedestrian connections;
 - ii. small pockets of landscaped parking areas;
 - iii. public seating areas; and
 - iv. landscaped open spaces.
- c. Not including Site access points, a maximum of 50% of the frontages abutting the landscaped Yard along Webber Greens Drive may be developed with surface parking and/or drive-through queuing lanes.
- d. Drive-through queuing lanes shall occupy a maximum of 30% of the frontage along Webber Greens Drive and "A" Streets.
- e. Site stormwater management should utilize Low Impact Development, or similar techniques to filter and direct runoff towards the Natural Area. The design shall attempt to maintain pre-development rates and volumes of runoff, while also improving water quality, in order to support the long-term sustainability of the Natural Area. Examples of suitable Low Impact Development features include, but are not limited to:
 - i. bioswales;
 - ii. rain gardens; or

- iii. permeable pavement.

4.9 Building Design Regulations

- a. Buildings 6 storeys or taller shall be stepped back a minimum of 3.0 m above the fourth storey.
- b. The top portion of buildings over 6 storeys tall shall be articulated differently than lower storeys through the use of distinct materials, setbacks, canopies, trusses or other architectural features.
- c. Buildings over 13 storeys tall shall be comprised of three distinct vertical zones: tower base, tower mid, and tower top zones. The distinct nature of the three vertical zones shall be integrated both through stepbacks in the building mass, and/or through the architectural treatment of the façades, as follows:
 - i. Tower Base Zone - The tower base zone shall be a maximum of 4 storeys in height.
 - ii. Tower Mid Zone - The tower mid zone shall be differentiated from the tower base zone, but should reinforce some of the design details, materials, and architectural expression from the architecture below. While there should be similarity in materials to create a cohesive building, a variety in architectural styles should be encouraged among the buildings on the site.
 - iii. Tower Top Zone - The tower top zone shall be 2 to 4 storeys in height and shall be stepped back on at least two facades. In addition, the area of a typical floor plate in the tower top zone shall be at least 10% smaller than the area of the typical floor plate below. Special architectural detailing and use of transparent materials shall be required to create an interesting skyline.
- d. The minimum separation distance between buildings 6 storeys or taller shall be 25 m.
- e. Buildings shall use a variety of architectural elements and treatments, materials and colours to break up the massing and provide human-scale development and no walls that face a public street, private internal roadways or connecting pedestrian walkway shall have a blank uninterrupted horizontal length exceeding 12.0 m. The massing of building walls may be reduced through the use of architectural elements such as columns, ribs, pilasters or piers, changes in plane, changes in building finishes, materials and textures, or other features that create an identifiable pattern and sense of human scale, such as shown in Figure 3.

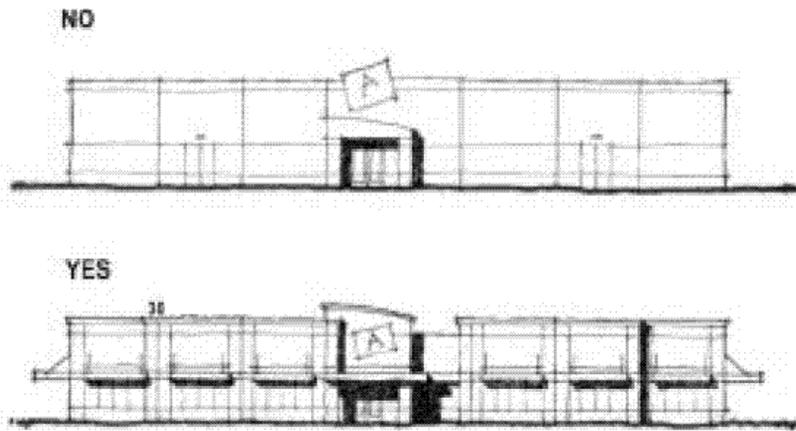


Figure 3 - Example of Building Elevation

- f. Ground-floor facades of buildings adjacent to Webber Greens Drive or "A" Streets, as shown in Appendix II, shall adhere to the following regulations:
- i. At least 30% of the façade shall be glazed to the exterior.
 - ii. Horizontal stretches of blank uninterrupted façade shall not exceed 12.0 m in length.
 - iii. In locations where a facade provides a public building entrance from Webber Greens Drive or "A" Streets, hard surface landscaping shall be permitted.
 - iv. In locations where a façade does not provide a public building entrance from Webber Greens Drive or "A" Streets, enhanced landscaping shall be required along the building façade. This landscaping treatment shall consist of a mixture of coniferous and deciduous trees and evergreen shrubs grouped in clusters for every 6 m of horizontal facade, to enhance the development and/or act as a visual screen. Deciduous trees shall have a minimum caliper of 8 cm and coniferous trees a minimum height of 3 m.
- g. The façade of a building facing a public plaza or public amenity area shall be designed and finished to create an active streetscape, visual interest and human scale by use of architectural features such as entryways, windows, arcades, arbours, awnings, and trellises.
- h. Buildings shall be finished with durable materials of a quality that will retain their appearance over time, including, but not limited to, natural and synthetic stone, brick, acrylic stucco, metal and glazing.
- i. All buildings shall be designed and finished to generally conform to a consistent architectural theme using similar architectural design elements, materials and colours. "Chain architecture" shall generally be limited to corporate logos and signage.

- j. Buildings should provide active frontages wherever possible, and shall be designed to include a clearly identifiable primary entrance through the use of recesses, projections, canopies, porticos, overhangs, arcades, peaked roof forms, arches, outdoor patios, display windows, planters, walls, or other similar design elements (see example, Figure 4).

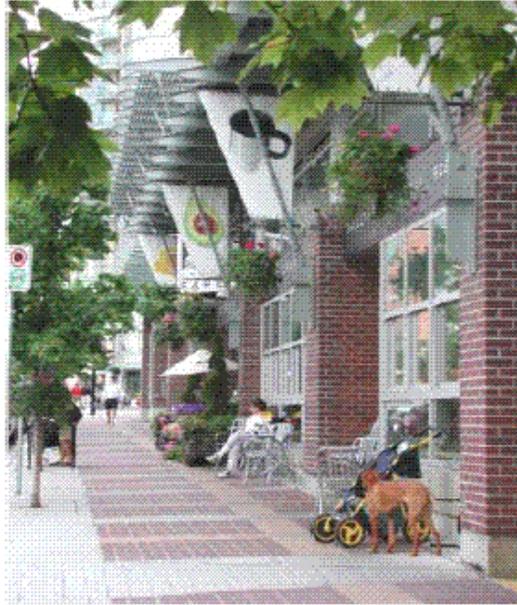


Figure 4 - Example of Commercial Retail Unit Active Frontage

- k. Building rooftop mechanical equipment shall be concealed from the public in a manner that is consistent with the character of the building.

4.10 Access, Circulation and Parking

- a. Private internal roadways shall be established to accommodate the peak traffic volumes for the site to the satisfaction of Transportation Services.
- b. Pedestrian connections shall be established through the utilization of clearly demarcated walkways, lighting and signage systems to reduce pedestrian conflict and create a pedestrian-friendly design.
- c. Street types and pedestrian connections shall consist of the following types as shown in Appendix II and as described in clause 4.10(d):
 - i. Pedestrian "A" Street
 - ii. "A" Street
 - iii. "B" Street
 - iv. "C" Street

- v. Pedestrian Connection
 - vi. Shared-Use Path
 - vii. Pedestrian Priority Intersection
- d. Street types and pedestrian connections shall be developed generally as shown in Appendix II in the following ways:
- i. Pedestrian "A" Street - The carriageway is generally shared between pedestrians, bicycles, and vehicles and may feature on-street parking. Hard-surfaced pedestrian paths shall be provided on both sides of the carriageway and shall be a minimum 3.0 m in width. High quality, urban street furniture should be provided, including but not limited to: benches, pedestrian-level lighting, banners, waste receptacles, bicycle racks, bollards, and wayfinding signage. Surface treatment such as paving blocks or coloured or textured concrete should be used to distinguish the Pedestrian "A" Street from other streets within the development. Vehicle speeds shall be reduced by narrow travel lanes, landscaping and tree planting, street furniture and other traffic calming measures.
 - ii. "A" Street - This type of street shall include landscaping, pedestrian-level lighting, and a minimum 2.0 m hard-surfaced pedestrian path developed on both sides of the private internal roadway with boulevard landscaping;
 - iii. "B" Street - This type of street shall include landscaping, pedestrian-level lighting and a minimum 1.5 m hard-surfaced pedestrian path developed on both sides of the private internal roadway.
 - iv. "C" Street - This type of street shall include landscaping, pedestrian-level lighting and a minimum 3.0 m hard-surfaced pedestrian path developed on the western side of the private internal roadway, and a minimum 1.5 m hard-surfaced path developed on the eastern side of the private internal roadway.
 - v. Pedestrian Connection - This type of pedestrian corridor shall be designed to connect major pedestrian routes in specific locations as identified in Appendix II, and elsewhere as appropriate and to the satisfaction of the Development Officer in order to connect parking areas with buildings and private internal roadways. Where developed in the locations identified in Appendix II, Pedestrian Connections shall include landscaping, pedestrian-level lighting and a minimum 2.0 m hard-surfaced pedestrian path. Where vehicular access is also provided in these locations, the Pedestrian Connection shall only be required on one side of the private roadway. Where developed through surface parking areas, Pedestrian Connections shall be designed as enhanced parking islands with walkways and shall include landscaped islands with raised curbs and a 1.5 m hard-surfaced pedestrian path (see example, Figure 5). Remedial treatment such as raised pedestrian crossings, landscaping, forecourts and landings, special paving, light and bollards shall be provided at significant points of pedestrian and vehicular interaction.



Figure 5 - Example of Enhanced Parking Island with Walkway

- vi. Shared-Use Path - This type of pedestrian corridor, to be provided along the northern edge of the site to connect existing low-density residential areas with the development and the golf course and associated amenities, and also through the Natural Area to 205 Street, shall be developed with a 3.0 m hard-surfaced path and pedestrian-level lighting. Street furniture such as benches and garbage receptacles should be provided at regular intervals.
- vii. Pedestrian Priority Intersection - This type of intersection shall provide convenient and safe pedestrian crossings in all four crossing directions.
- e. Sidewalks shall be provided in the front of large format buildings at a minimum of 3.0 m in width, the fronts of freestanding buildings at a minimum of 2.0 m in width and the fronts of buildings immediately adjacent to Amenity Areas at a minimum of 3.0 m in width.
- f. Vehicular and bicycle parking shall be provided in accordance with Section 54 and located to the satisfaction of the Development Officer and Transportation Services.
- g. At such time as a Shared Use Parking Impact Assessment is submitted, the applicant for a development permit may apply for a reduction to the minimum number of parking spaces. The applicant must demonstrate through a Shared Use Parking Impact Assessment that by virtue of the use, character, or location of the proposed development, and its relationship to public transit facilities and any other available parking facilities, the parking required for the proposed development may be less than any minimum set out in Schedule 1 of Section 54 of the Zoning Bylaw.
- h. Large parking areas shall be "broken up" by means of on-site private roads, drive aisles, pedestrian corridors and/or landscaped islands.

- i. Surface parking should be located to the interior of blocks wherever possible and shall be screened from view from the public roadway by buildings or landscaping.
- j. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a required Yard. Loading, storage and trash collection areas shall be located to the rear or sides of buildings and shall be screened from view from any adjacent Sites, public roadways or Light Rail Transit lines, and designed to ensure vehicles do not encroach or back onto public or private road right-of-way, in accordance with the provisions of subsection 55.4.
- k. Any on-street parking on the private roadways will be located and designed such that it does not interfere with the operations of the private roadway intersections with Webber Greens Drive and/or 199 Street.
- l. "Possible Internal Accesses to Street Network" as illustrated on Appendix I will be located and designed such that they do not interfere with intersection operations of the private roadway intersections with Webber Greens Drive and/or 199 Street. Any proposed internal access points located within 50 m of an intersection with Webber Greens Drive or 199 Street will be submitted to Transportation Services for review and approval.
- m. The shared-use path through the Natural Area (Area "E") shall be located within a public access easement to allow for public use of the shared-use path. The shared-use path will be required to be constructed in conjunction with development in Area "A".
- n. The shared-use path on the north side of the property shall be located within Areas B, D and E within a public access easement to allow for public use of the shared-use path. The shared-use path will be required to be constructed in conjunction with development in Area B or Area D, whichever comes first.

4.11 Landscaping and Amenities

- a. A detailed landscaping plan for each phase of development shall be submitted in accordance with section 55 prior to the approval of any development permit. This plan shall illustrate landscaping internal to the site, amenity areas and pedestrian connections. Outdoor amenity spaces shall be landscaped for the purposes of achieving pedestrian connectivity, opportunities for play and social interaction.
- b. Landscaping at Site entrances shall include the use of ornamental plant material, shrubs and planting beds and surface treatments to further enhance the appearance of the entrance.
- c. A landscaped berm shall be provided along the northwestern edge of the site within Area B - Commercial Office and Area E - Natural Area, in general accordance with the location identified on Appendix I. The berm shall rise a minimum of 4.5 m above grade and shall include landscaping suitable for year-round screening of the site from adjacent residential areas. Notwithstanding section 55, screen planting shall be provided in accordance with the following:

4.12 Environmental Site Assessment and Risk Assessment

- a. A Phase III Environmental Site Assessment update shall be submitted and approved subsequent to an approved development permit, to the satisfaction of the Development Officer in consultation with the Urban Planning and Environment Section, and prior to the issuance of any Building Permit, excepting any parkade excavation Building Permit. The Development Officer shall not physically release the Development Permit for the purposes of a Building Permit until this condition has been adequately satisfied.
- b. A Risk Assessment for any Well Sites situated on Site shall be submitted, reviewed and accepted to the satisfaction of the appropriate City of Edmonton Departments, prior to the issuance of any Development Permit.

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Bylaw:	18049
Location:	North of Webber Greens Drive NW and west of 199 Street NW
Addresses:	804, 1030, 1060 and 1080 Webber Greens Drive NW
Legal Descriptions:	Lots 5-6, Block 60, Plan 1222426 and Lots 7-8, Block 60, Plan 1324788
Site Area:	Approximately 10.7 hectares
Neighbourhood:	Suder Greens
Ward - Councillor:	1 – Andrew Knack
Notified Community Organization(s):	Lewis Estates Community League and West Edmonton Communities Area Council
Applicant:	Stantec Consulting Ltd.

PLANNING FRAMEWORK

Current Zone:	(DC1) Direct Development Control Provision
Proposed Zone:	(DC1) Direct Development Control Provision
Plans in Effect:	Suder Greens Neighbourhood Structure Plan and Lewis Farms Area Structure Plan
Historic Status:	None

Written By:	Kristen Rutherford
Approved By:	Tim Ford
Department:	Sustainable Development
Section:	Planning Coordination