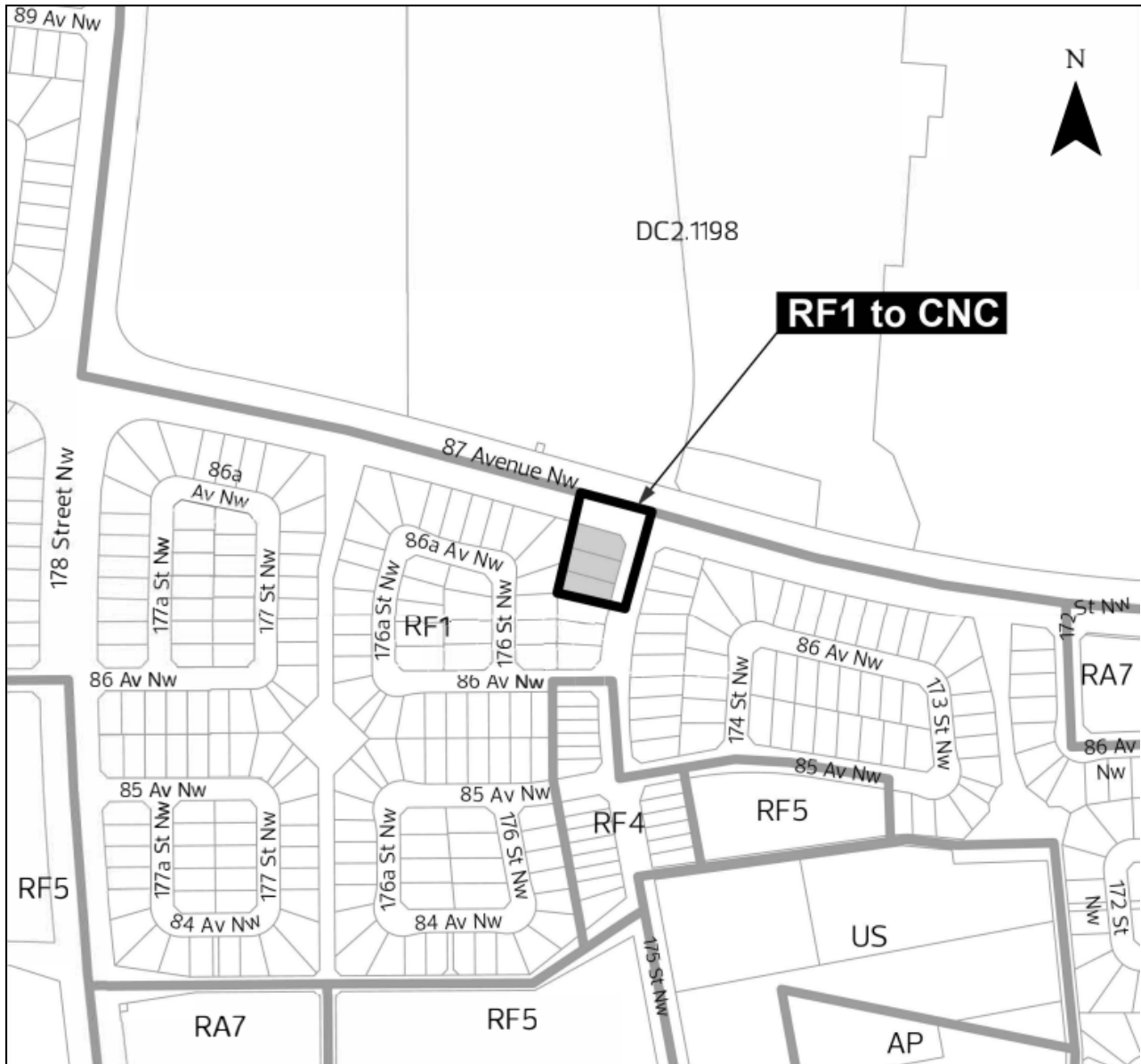


8616, 8620 and 8624 - 175 Street NW

To allow for convenience commercial and personal service uses.



Recommendation: That Charter Bylaw 20362 to amend the Zoning Bylaw from (RF1) Single Detached Residential Zone to (CNC) Neighbourhood Convenience Commercial Zone be **APPROVED**.

Administration **SUPPORTS** this application because it:

- Provides for commercial and limited residential opportunities on an arterial road which is also a secondary corridor.
- Is sensitive to the adjacent single detached residential.
- Is in close proximity to transit service.

Application Summary

CHARTER BYLAW 20362 will amend the Zoning Bylaw, as it applies to the subject site, from (RF1) Single Detached Residential Zone to (CNC) Neighbourhood Convenience Commercial Zone for the purpose of accommodating convenient commercial and personal services uses. The Main Streets Overlay will apply to the site if rezoned to the CNC Zone. The proposed amendment aligns with The City Plan.

This application was submitted on October 27, 2022, from Ranon Soans with Clarity Development Advisory on behalf of Alldritt Land Corporation.

This proposal is in alignment with the applicable policies of The City Plan by providing the opportunity for walkable and attractive mixed use development along secondary corridors in a manner that is integrated with accessible mass transit.

Community Insights

The Basic Approach included the following techniques:

- Information on the application was added to the City of Edmonton's website; and
- An Advance Notice postcard was sent to the affected Community Leagues and surrounding property owners within a 120 meter radius. Further details of the Advance Notice and website are below.

Advance Notice, October 27, 2022

- Number of recipients: 67
- Number of responses with concerns: 3

Webpage

- edmonton.ca/thorncliffplanningapplications

Common comments heard throughout the various methods include:

- Not suitable location for commercial; and
- Not compatible with the surrounding residential area.

No formal feedback or position was received from the Summerlea and Thorncliff Community Leagues Community League at the time this report was written.

Site and Surrounding Area

The subject site is undeveloped, approximately 1.0 ha in size, and is located in the Thornclyff. The neighbourhood is primarily a residential neighbourhood and across 87 Avenue NW is West Edmonton Mall. Vehicle access to the site is from 175 Street NW. Current transit service is provided along 87 Avenue NW at the West Edmonton Mall Transit Centre and additional transit services will be available along 87 Avenue NW with the construction and completion of the Valley Line - West LRT with an anticipated completion in 2026/27.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(RF1) Single Detached Residential Zone	Vacant
CONTEXT		
North	(DC2 1198) Site Specific Development Control Provision	Commercial Buildings

East	(RF1) Single Detached Residential Zone	Single Detached House
South	(RF1) Single Detached Residential Zone	Single Detached House
West	(RF1) Single Detached Residential Zone	Single Detached House



View of the site looking west from 175 Street NW



View of the site looking south from 87 Avenue NW



Proposed Valley Line - West LRT Station

Planning Analysis

The General Purpose of the proposed CNC Zone is to provide for convenience commercial and personal service uses, which are intended to serve the day-to-day needs of residents within residential neighbourhoods. The Zone also includes the opportunity for Multi-unit housing in buildings where the first Storey is used for commercial purposes. The subject site is across the street from West Edmonton Mall, a Major Node, along a secondary corridor and future Valley Line - West LRT, with the future West Edmonton Mall Station adjacent to the subject site on the north side of 87 Street NW. The proposed rezoning aligns

with The City Plan by allowing for commercial uses along a Secondary Corridor for people to complete their daily needs within their district by walking, biking, or transit.

As the Valley Line LRT arrives, the site could also be redeveloped for more residential density under the same zoning. Furthermore, the proposed rezoning to CNC Zone will work towards an incremental step toward the 2 million Nodes and Corridors.

Land Use Compatibility

The CNC Zone, in conjunction with the Main Streets Overlay (MSO) would ensure that the site character fits within the context of this neighbourhood and carefully control the type of structure which could be developed. The MSO allows for greater height and provides for 3 - 6 m setbacks adjacent to residential uses depending on the height of the building. The MSO also provides for setbacks and stepbacks to mitigate land use impacts upon the neighbouring residential lands.

RF1 & CNC + MSO Comparison Summary

	RF1 Current	CNC + MSO Proposed
Principal Building	Single Detached Housing Duplex Housing Semi-detached Housing	Commercial Uses first storey Multi-Unit Housing above commercial
Maximum Height	10.0 m	14.5 m - 16.0 m
Minimum Setbacks	4.5 m Front (175 Street NW) 1.2 m Side (internal site) max 4.5 m (87 Avenue) 4.5 m Rear (corner site with attached garage flanking road) 7.5 m Rear (internal site)	1.0 m (87 Avenue and 175 Street) Adjacent to residential: 3 m if Height is < 12m 6 m if Height is > 12 m
Stepbacks	N/A	2.5 m stepback above 8.9 m in height (adjacent to residential Zones)
Maximum Site Coverage	40% - 42% ¹	N/A
Floor Area Ratio	N/A	3.5 (commercial only)

¹ Site Coverage is applicable to each subdivided lot. An additional 2% bonus is allowed with Front Porches.
Attachment 2 | File: LDA22-0500 | Thornclyff

Maximum Number of Principal Dwellings	Two (2) per lot ²	No min. No max.
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Transit Oriented Guidelines

The site is located across the street from the West Edmonton Transit Center and future West Edmonton Mall LRT Station and along the future Valley Line - West LRT line. Ground floor retail is considered appropriate on sites with direct access to an arterial or collector road. The CNC Zone is appropriate for this site as it allows for residential, retail or office uses can be accommodated on upper floors if the site is developed in the future. The proposed rezoning aligns with the TOD Guidelines.

The City Plan

The subject site is located along a Secondary Corridor (87 Avenue NW) and the future Valley Line - West LRT and is across the street from a Major node and the future West Edmonton Mall LRT Station. Typical building types within Secondary Corridors and Local Nodes include low-rise and mid-rise built forms.

This proposal aligns with the goals and policies of The City Plan by:

- providing local amenities within walking distance of surrounding residential areas, working towards the development of 15-minute districts; and
- promoting continuous improvement and providing Commercial development along major intersections and roadways with good access and accessibility to major arterial roads.

Technical Review

Transportation

The site is well located to take advantage of the area transportation network including 87 Avenue arterial and West Edmonton Mall transit centre. The future West Edmonton Mall LRT station and shared use path along 87 Avenue will provide the visitors, employees and residents additional opportunity to use alternative transportation modes. Vehicular access to the site will be from 175 Street and will be reviewed at the development permit stage.

Transit

ETS currently operates local bus service adjacent to the site on 87 Avenue and 175 Street. Numerous other bus routes (including frequent bus service) operate nearby on 178 Street.

The current West Edmonton Mall Transit Centre has been temporarily relocated to 90 Avenue and 175 Street to accommodate West LRT construction and will remain in this location until the West LRT project is complete,

² Additional lots under the RF1 Zone could be created through subdivision. Each Duplex, Single Detached or Semi-Detached dwelling could have a Secondary Suite and/or Garden Suite.

anticipated in 2026/27. A bus stop directly adjacent to the site on 175 Street will also be rebuilt as part of the project.

Rapid and frequent bus routes are anticipated to operate nearby on 87 Avenue and 178 Street in the future as part of the mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan. The exact details of these routes and associated infrastructure are still being determined.

Drainage

The site is currently serviced via sanitary and storm sewer mains located within 175 Street. A Drainage Servicing Report was submitted and accepted as part of the application, where it was determined that the existing infrastructure in the area has sufficient capacity to accommodate development under the proposed CNC zone.

The applicant/owner will be responsible for all costs associated with servicing the proposed development, including the construction of new service connections, removal of existing service connections, and providing on-site stormwater storage.

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 Concept Map
- 2 Application Summary



Application Summary

Information

Application Type:	Rezoning
Charter Bylaw:	20362
Location:	South of 87 Avenue NW and west of 175 Street NW
Addresses:	8624 - 175 Street NW 8620 - 175 Street NW 8616 - 175 Street NW
Legal Descriptions:	Lots 1A - 3A, Block 9, Plan 5951RS 3A
Site Area:	1 ha
Neighbourhood:	Thorncliff
Ward:	sipiwiyiniwak
Notified Community Organizations:	Summerlea Community League Thorncliff Community League
Applicant:	Ranon Soans, Clarity Development Advisory

Planning Framework

Current Zone and Overlay:	(RF1) Single Detached Residential Zone Main Streets Overlay
Proposed Zone:	(CNC) Neighbourhood Convenience Commercial Zone
Plan(s) in Effect:	None
Historic Status:	None

Written By:

Approved By:

Branch:

Section:

Vivian Gamache

Tim Ford

Development Services

Planning Coordination