

Administration is in **SUPPORT** of these applications because it will:

- Facilitate development of under utilized land (road closure area).
- Support opportunities for local economic growth.
- Be compatible with surrounding existing and planned land uses.
- Facilitate the completion of the Ebbers Neighbourhood.

Application Summary

BYLAW 20480 will close surplus, remnant portions of Fort Road NW and 153 Avenue NW road right-of-way, for the purpose of incorporating the road closure area into the surrounding commercial development.

BYLAW 20481 will amend the Ebbers Neighbourhood Area Structure Plan (NASP) to include the road closure areas proposed under Bylaw 20480, and land in the north east, and redesignate these lands as “Commercial” to align with the surrounding land use to the west.

CHARTER BYLAW 20482 will amend the Zoning Bylaw, as it applies to the subject site, from (AG) Agricultural Zone and (DC2.1101) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision. The Proposed DC2 Provision will expand the DC2 boundary, carry forward regulations from DC2.1101, with modification and/or deletion of some regulations, including separation requirements from the abutting rail line and pipeline.

The road closure application (LDA18-0143) was accepted on March 12, 2018 and the plan amendment and rezoning application (LDA18-0626) was accepted on November 1, 2018 from Invistec Consulting Ltd. on behalf of RVW Holdings and Clareview Estates Inc. At that time there were other multiple property owners. Since then, ownership has changed to 2219027 Alberta Ltd.

This proposal is in alignment with the goals and policies of The City Plan to support opportunities for local economic growth along a secondary corridor.

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 there were only three responses, with no objections reported by the applicant, to the required DC2 pre-notification consultation. There was no response to the Advance Notice, and the application represents minor modifications to an existing DC2 Provision.

The Basic Approach included the following techniques:

Advance Notice, November 22, 2018

- Number of recipients: 496
- Number of responses with concerns: 0

Webpage, December 14, 2022

- edmonton.ca/ebbersplanningapplications

Sign, December 3, 2018, updated June 14, 2021 (rezoning change) and March 17, 2023 (address change)

- A sign was erected along 153 Avenue, in proximity to the 34 Street intersection and was updated March 17, 2023 to reflect the current application.

No formal feedback or position was received from the Hairsine, Horse Hill, and the McLeod Community Leagues, the Area Council No. 17 or the Clareview and District Area Council at the time this report was written.

Site and Surrounding Area

The eleven hectare site is located in the north central portion of the Ebbers neighbourhood, south of 153 Avenue NW (an arterial road), east of Ebbers Boulevard (a collector road), and west of 34 Street NW. There is an active rail line running diagonally along the south east portion of the site. The surrounding area is developed to the north, across 153 Avenue, with a significant amount of commercial uses (Manning Town Centre), has office/commercial land developing east of 34 Street NW, and undeveloped commercial land west of Ebbers Boulevard. Land south of the site, across a lane, is developed as residential. Land east of the site, across the rail line in the Kirkness neighbourhood, is developed as residential.



Aerial view of application area

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	(DC2) Site Specific Development Control Provision	Undeveloped commercial
	(AG) Agricultural Zone	Undeveloped and remnant road right-of-way
CONTEXT		
North	(DC1) Direct Development Control Provision	Manning Town Centre
East	(DC2) Site Specific Development Control Provision, across 34 Street NW	Developing office/commercial

	(AGU) Urban Reserve Zone	Undeveloped, planned office/commercial
South	(RF1) Single Detached Residential Zone (RF6) Medium Density Multiple Family Zone (DC2 941) Site Specific Development Control Provision	Single Detached Housing, across rail line in Kirkness Row Housing in Ebbers Row Housing in Ebbers
West	(CSC) Shopping Centre Zone	Undeveloped, planned commercial

Planning Analysis

The City Plan

The proposed rezoning area aligns with The City Plan goals and policies by:

- Supporting opportunities for local growth.
- Contributing to growth along 153 Avenue, a secondary corridor.
- Contributing to achieving 50% of all employment along corridors.

Ebbers Neighbourhood Area Structure Plan (NASP)

The Ebbers NASP guides the land use in the area and designates the majority of the subject site as Commercial with the exception of a small portion designated for Office/Commercial uses. The proposed rezoning and road closure conforms to the intent of the proposed NASP by providing for a district level shopping area serving the Ebbers neighbourhood and surrounding communities. Furthermore, the proposed DC2 Provision aligns with the NASP policy by providing appropriate setbacks, a berm, and fencing regulations that reflect the NASP policy regarding development adjacent to the rail line.

Land Use Compatibility

Changes to the DC2 Provision are identified in Appendix 5, DC2 Track Changes. The proposed changes to the DC2 expand the boundary, and provide clarity in some of the DC2 regulations.

The proposed rezoning will contribute to the development of a cohesive and comprehensive development allowing for a range of commercial uses that fits within the context of this neighbourhood and are compatible with adjacent and surrounding land uses. Furthermore, regulations provide for a pedestrian environment that is accessible, convenient, safe and visually attractive within the site and between the surrounding area, and provides a 6 m setback from abutting land zoned for residential uses.

Application History

In 2016, the majority of lands were initially rezoned to DC2.937 under Bylaw 17811; however, the DC2 area did not include 15304 Fort Road or the proposed road closure area. In 2018, to advance the opportunity for the majority of the lands to be subdivided prior to finalizing the proposed road closure, a new application was made (DC2.1101, Charter Bylaw 19101) to rezone a lesser area to DC2 and rezone a portion of the land surrounding 15303 Fort Road and the proposed road closure area back to the AG Zone. The road closure sales agreement was signed in March 2023 and the application can now proceed to a Public Hearing.

Technical Review

Transportation

No additional improvements are required to support the proposed changes to the DC2.

Transit

ETS currently operates local bus service west of the rezoning site on 153 Avenue NW and Ebbers Boulevard NW. The site is located adjacent to three (3) active bus stops along Ebbers Boulevard NW. Future bus service near the rezoning could include 153 Avenue NW (east of 34 Street NW) and 34 Street NW (north of 153 Avenue NW). Ultimately, future ETS service in Ebbbers may change as the neighbourhood builds out, depending on demand, neighbourhood build-out and available funding for transit.

Drainage

The proposed rezoning changes do not significantly impact the existing accepted servicing schemes for the area (August 16, 2017, Neighbourhood Design Report Amendment). Sanitary and stormwater sewer systems currently exist within the subject area, and can be utilized to service the proposed development.

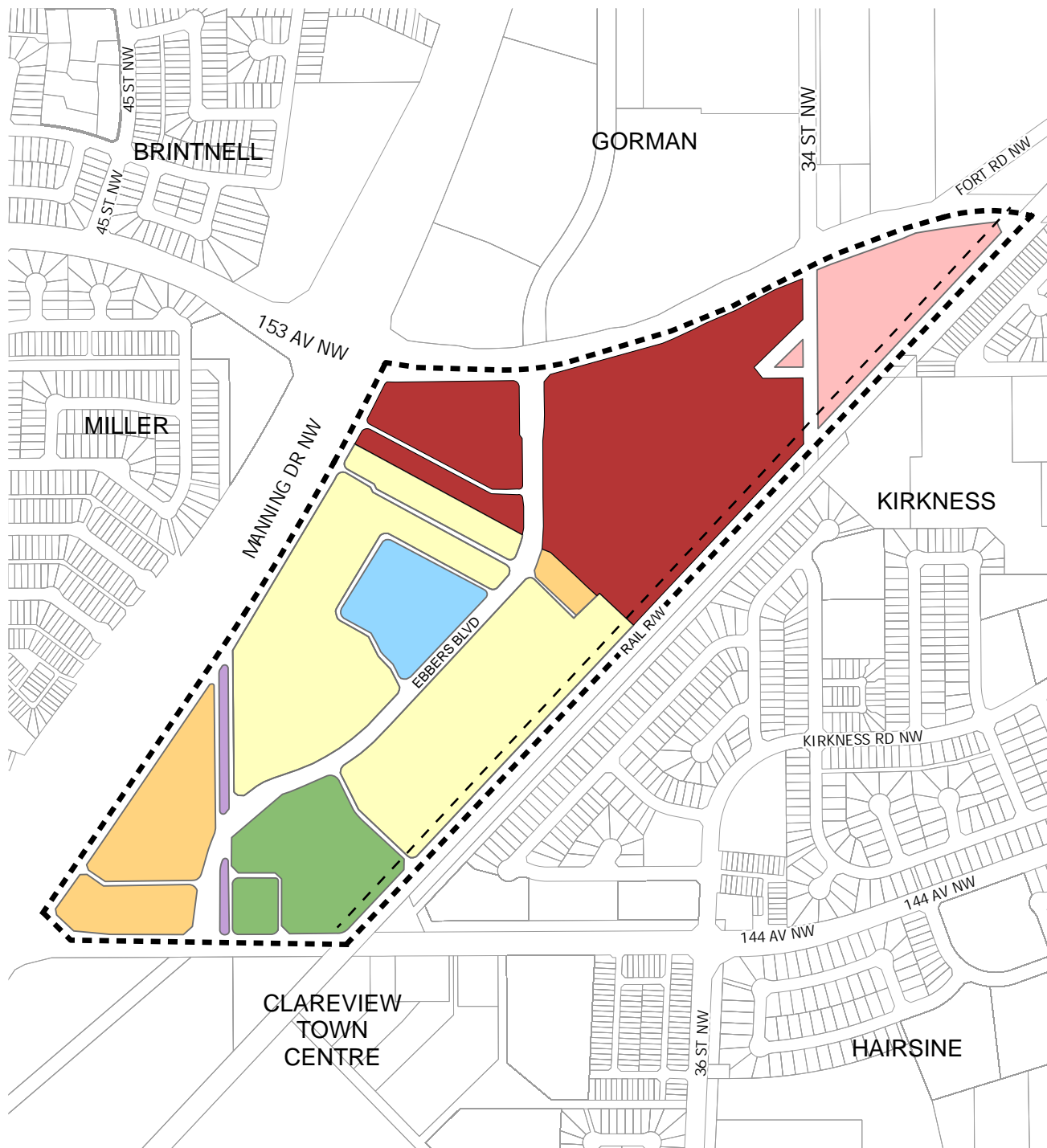
EPCOR Water

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. Fire hydrants are required in 153 Avenue and in 34 Street. They also advise that due to the size and configuration of the lots, on-street fire protection is limited to portions of this site directly fronting Ebbers Boulevard and the Right-of-way south of 153 Avenue. Additional/alternate methods of supplementing or meeting on-site fire protection requirements must be addressed at the Development Permit stage.

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








Appendices

- 1 Approved NASP – Bylaw 20303
- 2 Proposed NASP – Bylaw 20481
- 3 Approved NASP Land Use & Population Statistics - Bylaw 17810
- 4 Proposed NASP Land Use & Population Statistics - Bylaw 20481
- 5 DC2 Track Changes
- 6 Application Summary

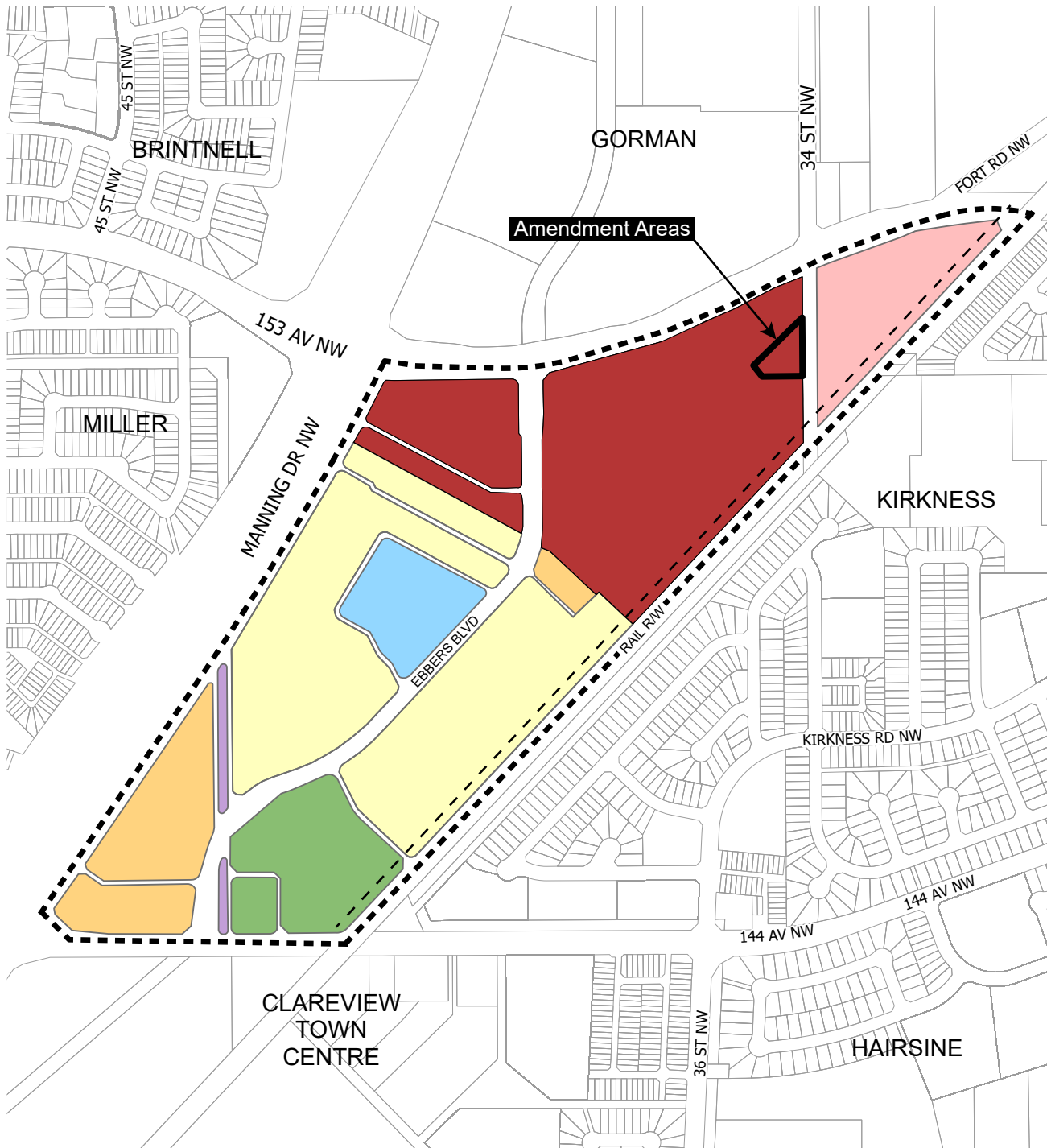


BYLAW 20303
EBBERS
 Neighbourhood Area
 Structure Plan
 (as amended)











- | | |
|--|--|
|  Commercial |  Stormwater Management Facility |
|  Low Density Residential |  Utility Right-of-Way |
|  Medium Density Residential | - - - Railway Buffer |
|  Office / Commercial | - - - N.A.S.P. Boundary |
|  Park | |

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.



**BYLAW 20481
AMENDMENT TO
EBBERS**
Neighbourhood Area
Structure Plan
(as amended)



- | | |
|--|--|
|  Commercial |  Stormwater Management Facility |
|  Low Density Residential |  Utility Right-of-Way |
|  Medium Density Residential | - - - Railway Buffer |
|  Office / Commercial | - - - N.A.S.P. Boundary |
|  Park |  Amendment Area |

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.

**EBBERS NEIGHBOURHOOD AREA STRUCTURE PLAN
APPROVED LAND USE AND POPULATION STATISTICS
BYLAW 17810**

LAND USE	Area (ha)	% of GDA
Gross Area	48.20	
Gas ROW	0.50	
Arterial Roadway	1.38	
Gross Developable Area	46.32	100%
Municipal Reserve*	3.80	8.0%
Office Commercial	3.27	7.1%
Commercial	14.12	30.5%
Stormwater Management	2.40	5.2%
Circulation	6.13	13.2%
Total Non-Residential	29.70	64%
Net Residential Area (NRA)	16.60	48.79%

RESIDENTIAL LAND USE, UNIT COUNT AND POPULATION

Land Use	Area (ha)	Units / ha	Units	% of NRA	People / Unit	Population
Low Density Residential	12.14	25	304	73.1%	2.80	850
Medium Density Residential	4.46	90	401	26.9%	1.90	723
Total Residential	16.60		705	100.0%		1,572

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (p/nrha)	94.7
Dwelling Units Per Net Residential Hectare (du/nrha)	42
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Units	43 % / 57%
Population (%) within 500m of Parkland	100%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	100%

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	81	84
Junior High	46	42
Senior High	46	42
TOTAL	173	168

*Areas dedicated to Municipal Reserve to be confirmed by legal survey

EBBERS NEIGHBOURHOOD AREA STRUCTURE PLAN PROPOSED LAND USE AND POPULATION STATISTICS BYLAW 20481

LAND USE	Area (ha)	% of GDA
Gross Area	48.20	
Gas ROW	0.50	
Arterial Roadway	1.38	
Gross Developable Area	46.32	100%
Municipal Reserve*	3.80	8.2%
Office Commercial	3.19	6.9%
Commercial	14.43	31.2%
Stormwater Management	2.40	5.2%
Circulation	5.90	12.7%
Total Non-Residential	29.72	64.16%
Net Residential Area (NRA)	16.60	35.84%

RESIDENTIAL LAND USE, UNIT COUNT AND POPULATION

Land Use	Area(ha)	Units/ha	Units	% of NRA	People/Unit	Population
Low Density Residential	12.14	25	304	73.1%	2.80	850
Medium Density Residential	4.46	90	401	26.9%	1.90	762
Total Residential	16.60		705	100.0%		1,612

SUSTAINABILITY MEASURES

Population Per Net Residential Hectare (p/nrha)	97.1
Dwelling Units Per Net Residential Hectare (du/nrha)	42
[Single/Semi-detached] / [Row Housing; Low-rise/Medium Density; Medium to High Rise] Units	43 % / 57%
Population (%) within 500m of Parkland	100%
Population (%) within 400m of Transit Service	100%
Population (%) within 600m of Commercial Service	100%

STUDENT GENERATION STATISTICS

Level	Public	Separate
Elementary	66	33
Junior High	33	16
Senior High	33	16
TOTAL	132	75

*Areas dedicated to Municipal Reserve to be confirmed by legal survey

Track Changes of Proposed DC2 Against Current DC2.1101

Black Font Existing Text in DC2.1101
~~Strikethrough:~~ Proposed deletion from DC2
Underline: Proposed addition to DC2

1. General Purpose

1. To allow for the development of a commercial shopping centre with opportunities for indoor self-storage, office, entertainment and cultural activities to serve the local and regional trade area and to ensure development is compatible with the adjacent rail line ~~and pipeline~~.

2. Area of Application

1. This Provision shall apply to ~~Lot 1, Block 105, Descriptive Plan 2122527, SE-36-53-24-W4, and the area of road right-of-way closed by Bylaw 20480 NE 25-53-24-W4, SE 36-53-24-W4, Lot A, Plan 4073NY, and Block A, Plan 1523797~~ located east of Ebbers Boulevard NW, west of 34 Street NW and south of 153 Avenue NW as shown on Schedule "A" of the Charter Bylaw adopting this Provision, Ebbers.

3. Uses

1. Animal Hospitals and Shelters
2. Automotive and Equipment Repair Shops
3. Automotive and Minor Recreation Vehicle Sales / Rentals
4. Bars and Neighbourhood Pubs
5. Breweries, Wineries and Distilleries
6. Business Support Services
7. Cannabis Retail Sales
8. Carnivals
9. Child Care Services
10. Commercial Schools
11. Convenience Retail Stores

Rationale

Risk setbacks regarding the pipeline are no longer required as per Bylaw 20303

Titles have been consolidated since current DC2 approval. DC2 boundary has expanded to include current AG land (15303 Fort Road NW) and road right-of-way closure area.

12. Convenience Vehicle Rentals
13. Creation and Production Establishments
14. Drive-in Food Services
15. Equipment Rentals
16. Gas Bars
17. General Industrial Uses
18. General Retail Stores
19. Government Services
20. Greenhouses, Plant Nurseries and Garden Centres
21. Health Services
22. Hotels
23. Indoor Participant Recreation Services
24. Liquor Stores
25. Major Amusement Establishments
26. Market
27. Media Studios
28. Minor Amusement Establishments
29. Minor Service Stations
30. Mobile Catering Food Services
31. Nightclubs
32. Outdoor Amusement Establishments
33. Personal Service Shops
34. Private Clubs
35. Professional, Financial and Office Support Services
36. Public Libraries and Cultural Exhibits
37. Rapid Drive-through Vehicle Services
38. Recycling Depots
39. Religious Assembly
40. Residential Sales Centre
41. Restaurants
42. Secondhand Stores
43. Special Event
44. Specialty Food Services
45. Spectator Entertainment Establishments

- 46. Urban Indoor Farms
- 47. Urban Outdoor Farms
- 48. Veterinary Services
- 49. Warehouse Sales
- 50. Fascia On-premises Signs
- 51. Freestanding On-premises Signs
- 52. Major Digital Signs
- 53. Minor Digital On-premises Signs
- 54. Projecting On-premises Signs
- 55. Temporary On-premises Signs

4. Development Regulations

1. Development shall be in general compliance with Appendix 1, Site Considerations. A generalized, non-binding, concept plan shall be submitted for all new development permits or substantial redevelopment to illustrate how the proposed development will integrate with existing and future surrounding and on-site development. The concept plan for the entire DC2 boundary area shall show the location of existing and future buildings, parking areas, and vehicular and pedestrian routes.
2. A minimum Setback of 15.0 m shall be provided Abutting the railway property line and a berm ~~and fence~~ shall be provided within the Setback for the purpose of safety ~~and noise attenuation~~. The berm shall be a minimum of 2.0 m in Height ~~and shall include a noise attenuation fence constructed at its apex to provide a minimum 4.5 m differential between the top of the berm and fence and from~~ the top of the railway tracks. ~~The noise attenuation fence shall be gated to provide secure access to the backside of the berm for maintenance purposes.~~ This facility shall be provided to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination, as generally shown on Appendix 1, Site Considerations.
3. Surface parking may be located within the 15.0 m Setback, up to a maximum of 5.5 m if the berm required under Provision 4.2 can be accommodated within 9.5 m of the railway line, to the satisfaction of the Development Officer and Subdivision and Development Coordination (Transportation & Drainage).
4. Subject to 4.3 no parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a required Setback. Loading, storage and trash collection areas shall be

Revised to align with Bylaw 20303.

4.3 added to allow parking within the rail setback.

Regulation moved, previously 4.10, and the notwithstanding

screened from view from any adjacent Sites, public roadways or Light Rail Transit lines. If the rear or sides of a Site are used for parking, an outdoor service or display area, or both, and Abut a Residential Zone or a Lane serving a Residential Zone, such areas shall be screened.

5. A 1.83 m chain link security fence, located on private property abutting the railway property line shall be provided to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination, as generally shown on Appendix 1, Site Considerations.
6. The maximum Floor Area Ratio shall be 0.25.
7. The maximum building Height shall be 16.0 m.
8. Notwithstanding 4.7, the maximum building Height for Hotels shall be 30.0 m.
9. A minimum Setback of 6.0 m shall be required Abutting all public roadways, except where a public access easement in a form satisfactory to the City for road right-of-way is accepted by Transportation, in which case the 6.0 m shall be increased by the corresponding width of the easement.
10. A minimum Setback of 6.0 m shall be required Abutting any residential Zone.
- ~~11. No building shall be allowed within the Risk Area as measured 48 m and 35 m from the centerline of the pipeline right of way as identified on Appendix 1, Site Considerations.~~
- ~~12. Each Development Permit application abutting 34 Street NW shall identify on the Site Plan the Risk Area as per Appendix 1, Site Considerations, measured 48 m and 35 m from the centre line of the adjacent pipeline corridor.~~
13. Signs shall comply with Schedule 59F, as amended, including regulations for Discretionary Signs that are authorized in this provision, except that:
 - a. The total maximum number of Freestanding On-premises Signs, Major Digital Signs and Minor Digital On-premises Signs, allowed within the DC2 boundary shall be seven; and
 - b. Signs containing Digital Copy shall not be located south of the "Emergency Access Easement" identified on Appendix 1, Site Considerations; ~~and~~
 - c. ~~A Comprehensive Sign Design Plan shall be submitted for all Signs within the DC2 boundary, and shall be amended to include each development for a new building.~~

portion was added in light of the addition of 4.3.

Renumbered from 4.3

4.8 Added to accommodate additional Height for a Hotel Use.

4.9 modified to ensure a 6 m Setback is provided if an easement instead of dedication is accepted.

Risk setbacks (previously 4.8 and 4.9) regarding a high pressure pipeline are no longer required as per Bylaw 20303

Increases the number of signs by one as per original DC2 Site site boundary (DC2.937) that previously included the current AG site.

Not required as per Sign Development Officer.

Modification shall be as per DC2 Guidebook (Andrew). But will

14. Site and building layouts shall include design elements that take the principles of Crime Prevention Through Environmental Design (CPTED) into consideration. These elements may include, but are not limited to, elements that allow for natural surveillance, increase sightlines and use; and high quality interior and exterior lighting. The physical layout and landscaping shall reduce the vulnerability of pedestrians by avoiding areas of concealment or entrapment such as: long public corridor spaces, stairwells, or other movement predictors; avoiding landscaping hazards such as: unpruned trees, rocks that can be thrown, or blind corners; and by locating parking areas close to building access points and using wayfinding mechanisms. The Development Officer may require a Crime Prevention Through Environmental Design assessment prepared by a qualified security consultant, project architect or similar consultant and shall apply any conditions necessary to the approval of the Development Permit based on the recommendations of the CPTED assessment to promote a safe physical environment.~~The Development Officer shall require a Crime Prevention Through Environmental Design (CPTED) assessment prepared by a qualified security consultant, and in accordance with the Zoning Bylaw with each application for a development permit for a commercial building. The assessment shall include discussion on how the proposed development relates to surrounding development within and around the DC2 Provision.~~

also include project architect or similar consultant as per the ZB.

Added to ensure pedestrian consideration in site design.

5. Site Planning

1. No part of the Site shall be developed as an enclosed shopping mall. The primary means of pedestrian circulation shall be outdoor Walkways that are designed to be connected, accessible, convenient and safe for pedestrians.

6. Building Design and Architecture

1. Buildings shall have consistent materials, colours, and architectural design elements.
2. Building entries shall be readily identifiable and shall be articulated through the use of recesses, projections, columns and distinctive material and colors.
3. The following regulations shall apply to Building Facades: shall incorporate pedestrian scaled architecture and the massing of all building walls greater than 15.0 m in length shall be reduced through architectural elements such as, but not limited to columns, ribs, pilasters or piers, recesses and projections, changes in building finishes, materials and textures, or features that create an identifiable pattern.~~Facade diversity applies to all building elevations that are publicly visible. Facades shall be designed to include vertical and horizontal detailing, material variation, and other~~

Modified to provide guidance to building design while allowing some flexibility for large format buildings.

~~architectural elements, and shall be designed to create a diverse condition, and avoid excessive building mass.~~

- a. Exposed building Facades facing a public or private roadway shall be designed to break the appearance into 15.0 m sections or less to the satisfaction of the Development Officer;
 - b. All exposed building Façades shall have complementary exterior finishing materials. The Façade treatment shall wrap around the side of the building to provide a consistent profile facing public and private roadways; and
 - c. Each Facade with a public entrance shall have a minimum of 70% clear, non-reflective glazing on the exterior of the ground floor to promote pedestrian interaction and safety, except for large format buildings occupying the same Use, a minimum of 15% clear, non-reflective glazing on the exterior of the ground floor to promote pedestrian interaction and safety shall be provided.
4. The design of development adjacent to Ebbers Boulevard NW and 153 Avenue NW shall be enhanced through the use of methods such as, but not limited to landscaping, architectural elements, projections, windows, color, and materials.
 5. All flat roofs shall be concealed by parapets. Parapet walls longer than 15.0 m in length shall be articulated to reduce any perceived mass and linearity of large buildings and add architectural interest.
 6. Buildings shall incorporate exterior and decorative lighting to enhance building architecture, and landscaping elements.
 7. Transformers shall be located and screened in accordance with EPCOR's general standards, and be oriented to minimize negative impacts on Amenity Areas and public roadways other than Lanes where possible, to the satisfaction of the Development Officer.
 8. All mechanical equipment, including surface level venting systems and roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building. Ground level vents shall be located to minimize negative impacts with adjacent Sites, on-site amenity and pedestrian circulation areas.

Transformer regulation requested.

Venting regulation requested.

7. Landscaping and Site Amenities

1. 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 issuance of a Development Permit for all new building development or substantial redevelopment.
2. Fences shall be consistent in design, materials, finishes, and colours.
3. Coordinated streetscape enhancements such as, but not limited to street trees, fencing, pedestrian scaled lighting, and street furniture shall be applied throughout the Site.
4. Landscaping shall be used to highlight major circulation patterns, sidewalks and the overall development.

8. Access, Circulation and Parking

1. Access to developments from public roadways and interior roads shall provide safe, convenient vehicular and pedestrian access and circulation patterns between parking, shopping and amenity areas.
2. Pedestrian linkages within the Site as well as between the Site and the surrounding community shall be provided to accommodate and encourage pedestrian movement between building clusters, parking areas, Site amenities, on interior roads, public perimeter sidewalks and bus stops.
3. The Site shall provide an internal vehicular circulation system by means of interior roads complete with appropriate streetscaping, including improvements such as, but not limited to boulevard planting and street furniture.
4. An emergency access easement from 34 Street NW to Ebbers Boulevard NW shall be provided to the satisfaction of Fire Rescue Services and Subdivision and Development Coordination, to provide secondary emergency access to the southern end of 34 Street NW, as generally illustrated on Appendix I, Site Considerations.
5. ~~Sidewalks along the front or main entrances of large format buildings with a linear frontage greater than 30 m shall be developed to a minimum width of 3.0 m.~~

Moved to 9.2

6. Parking areas shall be designed for a safe and orderly flow of traffic as well as pedestrians of all ages and abilities to avoid pedestrian/vehicular conflict and to include appropriate Landscaping to reduce the visual impact from public roadways, and pedestrians.

9. Pedestrian Environment

1. Development shall ensure that the design of the pedestrian environment is an accessible, convenient and a safe pedestrian environment, and visually attractive through the provision of:
 - a. A diversity of Site amenities for pedestrian traffic such as, but not limited to seating areas, street furniture, and landscaping to create an inviting image for the development.
 - b. Building Facade features such as, but not limited to transparency, decorative windows, wall niches, seating areas and entrances to complement an interesting pedestrian building frontage.
 - c. Pedestrian pathways to building entrances, amenities, surrounding roadway network and transit shall be accessible, convenient, safe and well lit, with special paving or landscaping to define the connections where practical.
2. Sidewalks along the front or main entrances of large format buildings with a linear frontage greater than 30 m shall be developed to a minimum width of 3.0 m.

10. Additional Development Criteria for Specific Uses

1. Where Special Land Use Provisions refer to an Abutting Residential Zone, this shall apply to any Site zoned residential or any Site developed with Residential Uses, for the purposes of this Provision.
2. The following Uses shall be located within an enclosed building:
 - a. Animal Hospitals and Shelters;
 - b. Automotive and Equipment Repair Shops;
 - c. Minor Service Stations;
 - d. Recycling Depots; and
 - e. Veterinary Services.

Added to illustrate the expected outcome of the regulation.

Connections to surrounding road network are also required.

Moved from 8.5

3. The following regulations shall apply to Child Care Services, Commercial Schools and Hotels:
 - a. Notwithstanding Setback regulations in Section 4, these Uses shall be Setback a minimum of 30 m from the railway property line.
 - b. A Development Permit application for these Uses shall require a Noise Study prepared by an approved Noise Consultant and will require implementation of the recommendations from the report, to the satisfaction of the Development Officer, in consultation with Subdivision and Development Coordination (Transportation).
4. The following regulations shall apply to Automotive and Minor Recreational Vehicle Sales/Rentals and Convenience Vehicle Rentals developments:
 - a. Shall only be located along 153 Avenue NW and Ebbers Boulevard NW, to the satisfaction of Subdivision and Development Coordination;
 - b. All storage, display and parking areas shall be Hardsurfaced;
 - c. All display areas that Abut a Residential Zone or residential development or a Lane Abutting a Residential Zone or residential development shall be screened in accordance with the provisions of subsection 55.4(4) of ~~this~~ the Zoning Bylaw; and
 - d. Lighting for the display areas shall be mounted on lamp standards and no exposed bulbs or strings of lights shall be used.
5. Outdoor Amusement Establishments and Outdoor Participant Recreation Services may be allowed at the discretion of the Development Officer, having regard to minimizing impacts on adjacent residential land Uses and ensuring a high standard of appearance on the Site. Any building associated with these Uses shall be a minimum of 30.0 m from any public roadway and be of an architectural style similar to the other buildings within this provision district, to the satisfaction of the Development Officer.
6. Cannabis Retail Sales shall comply with the Special Land Use Provisions of the Zoning Bylaw, as amended, except that a Cannabis Retail Sales Use shall not be required to be 100 m from the AP zoned Site to the east.
7. The following regulations shall apply to General Industrial Uses:
 - a. Shall be limited to indoor self-storage;

Added to address the removal of requirement for a fence on the berm (Bylaw 20303) that CN requires for sensitive uses. The fence would have provided some noise attenuation. Other mitigation measures may be required that will be determined through submission of a Noise Study with an application for a sensitive use.

Added for clarity: "this Bylaw" would mean the DC2 Provision.

- b. Shall be located along the southeast boundary of the Site, adjacent to the rail line, or along 153 Avenue NW, and shall not be located adjacent to Ebbers Boulevard NW or along the southwest property line of the DC2 boundary;
- c. Shall not exceed a maximum of 30% of land within the boundary of the DC2 Provision-the Site; and
- d. Shall provide a 6 m Landscaped Setback if Abutting a residential Lot.

Added for clarity.

11. Off-Site Improvements

1. As a condition of any Development Permit, the owner shall enter into an agreement(s) 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 to be addressed in the agreement(s) to the satisfaction of Subdivision and Development Coordination include, but are not limited to:
 - a. Construction of curb extensions at the mid-block pedestrian crossing on Ebbers Boulevard north of Ebbers Court in conjunction with the first Development Permit.
 - b. Construction of curb extensions along Ebbers Boulevard at a second location should traffic volumes within the residential section of Ebbers Boulevard exceed 5000 vehicles per day (AAWDT) at the time of any subsequent Development Permit for a building or buildings adding over 500 sq. m of development. The curb extension requirement evaluation and installation location is to the satisfaction of Subdivision and Development Coordination.
 - c. Construction of improvements to the 153 Avenue NW and 34 Street NW intersection. The requirement for improvements are to be evaluated through the completion of an intersection analysis completed by a Professional Engineer and submitted with the first Development Permit that cumulatively takes the development of the land within this Provision over 50% of the total potential Gross Floor Area. The intersection analysis is to include the completion of intersection turning movements counts and analysis of the intersection of 153 Avenue NW and 34 Street NW as well as the intersection of 153 Avenue NW and Ebbers Boulevard NW. The intersection analysis is to review two development scenarios: the existing traffic scenario with the proposed Development Permit traffic added and the full site build-out scenario. The intersection analysis must be to the satisfaction of Subdivision and Development Coordination.

- d. Construction of 34 Street NW adjacent to the site to an urban collector standard, including sidewalks, curbs and gutters, street lighting, landscaping and any required underground utilities. This will require construction of a turnaround at the southern terminus of 34 Street NW.



Application Summary

Information

Application Type:	Road Closure, Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	20480, 20481, 20482
Location:	South of 153 Avenue NW and west of 34 Street NW
Addresses:	285 Ebbers Boulevard NW 15304 - Fort Road NW
Legal Descriptions:	Lot 1, Block 105, Plan 2122527 SE-36-53-24-4
Site Area:	11 ha (10.7 ha + 0.08 ha + 0.23 ha)
Neighbourhood:	Ebbers
Ward:	Dene
Notified Community Organizations:	Hairsine Community League Horse Hill Community League (1995) Association McLeod Community League, Area Council No. 17 Clareview and District Area Council
Applicant:	Invistec Consulting Ltd.

Planning Framework

Current Zones :	(DC2.1101) Site Specific Development Control Provision (AG) Agricultural Zone
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Ebbers Neighbourhood Area Structure Plan
Historic Status:	None

Written By:	Cyndie Prpich
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination