



PLAN AMENDMENT AND REZONING CENTRAL McDOUGALL

Lands east and west of 102 Avenue NW, north of 105 Avenue NW

To amend the Queen Mary Park/Central McDougall Area Redevelopment Plan (ARP) and (DC1) Direct Control Development Provisions to allow for temporary surface Non-Accessory Parking north of Rogers Place Arena/105 Avenue NW.



RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because the application

- Provides for public amenity contribution and upgrades for patrons to a long-standing derelict site.
- Maintains opportunity for future redevelopment of the site through time limitations of three (3) years to six (6) years with urban redevelopment.
- Restricts the location to mitigate the negative impacts associated with surface parking.

THE APPLICATION

1. BYLAW 17849 to amend the Queen Mary Park/Central McDougall Area Redevelopment Plan (ARP)
2. BYLAW 17850 to amend the Zoning Bylaw from (DC1) Direct Control Development Provision to (DC1) Direct Control Development Provision (Areas 1 & 5 – Precinct C)

The application consists of two components. The first component is a proposed rezoning for the subject site from (DC1) Direct Control Development Provision to (DC1) Direct Control Development Provision for Areas 1 and 5 – Precinct C, as shown in Figure 1. The purpose of the application is to amend the zoning to allow for temporary surface Non-Accessory Parking limited to the subject site. The Use will be permitted for a period of up to three (3) years, with the possibility of renewal for an additional three (3) years pending the commencement of construction of a tower at least 23.0 m.

The following are the proposed amendments to the DC1 Provisions (Areas 1 and 5 – Precinct C).

- Adding Non-Accessory Parking to the list of allowable Uses
- Exempting the subject properties from the regulation prohibiting surface vehicular parking to allow for the Use on an interim basis
- Allowing the Use for a three (3) year period, with the possibility of an additional three (3) years if development of a building has commenced
- Providing for directional and information signage
- Adding in development regulations for a 3.0 m landscaped Setback around the perimeter, as well as lighting for the site
- Requiring wheel stops, hardsurfacing of accesses up to a minimum depth of 10.0 m and barrier-free stalls
- Including regulations for passenger drop-off spaces for patrons of the community rink
- Requiring that the developer enter into an agreement with the City prior to the issuance of a development permit to provide a public amenity contribution of \$150,000 to the Central McDougall Community League

The exact wording for the proposed zoning is found in Appendix 3: Text Added to Proposed DC1 Provisions (Area 1 & 5 – Precinct C).

The second component is an associated amendment to the Queen Mary Park/Central McDougall Area Redevelopment Plan (ARP) to reflect the proposed changes to the zoning.

SITE AND SURROUNDING AREA

The subject site for the temporary parking area is approximately 2.4 ha and located in the south-central portion of the Central McDougall neighbourhood and part of the Downtown North Edge, as shown in Figure 2.

The current DC1 Provision for the subject site is intended to facilitate the development of a large-scale transit-oriented mixed use urban village. The land was zoned for this use in 2005, however has not been exercised.

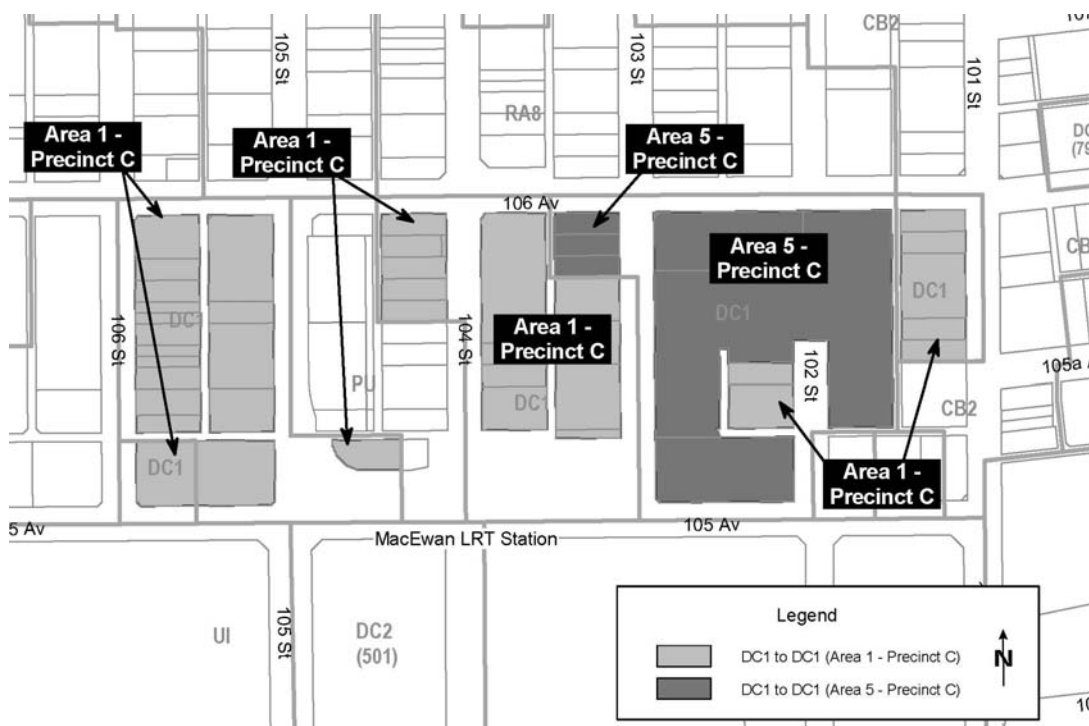


FIGURE 1: REZONING AREA & SURROUNDING ZONING

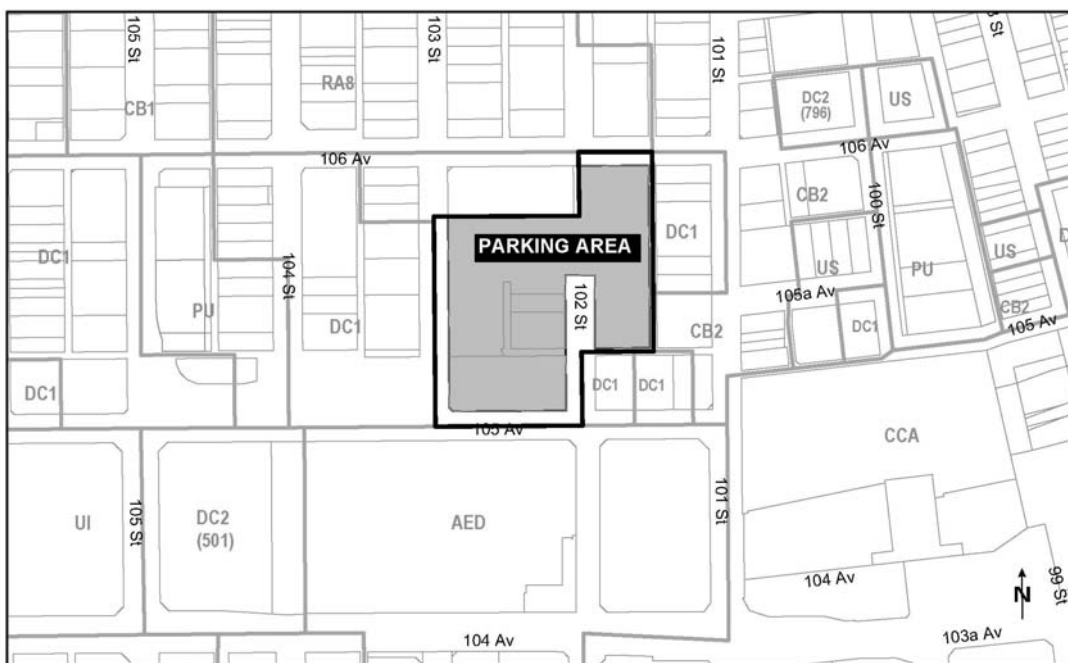


FIGURE 2: BOUNDARY OF PROPOSED PARKING AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> (DC1) Direct Control Development Provision (Areas 1 & 5 – Precinct C) 	<ul style="list-style-type: none"> Vacant land (illegal non-accessory surface parking lot) Storage area for Rogers Place construction materials
CONTEXT		
North	<ul style="list-style-type: none"> (DC1) Direct Control Development Provision (RA8) Medium Rise Apartment Zone 	<ul style="list-style-type: none"> Vacant land Predominantly 4 and 6 storey Apartment Housing Single Detached Housing
East	<ul style="list-style-type: none"> (DC1) Direct Control Development Provision (CB2) General Business Zone 	<ul style="list-style-type: none"> Variety of commercial uses Vacant land
South	<ul style="list-style-type: none"> (AED) Arena & Entertainment District Zone (DC1) Direct Control Development Provision 	<ul style="list-style-type: none"> MacDonald Historical Building Boyle Street/McCauley Drop-In Centre Rogers Place Arena MacEwan LRT Station Former Bacarat Casino and accessory parking lot
West	<ul style="list-style-type: none"> (DC1) Direct Control Development Provision 	<ul style="list-style-type: none"> Vacant lands (used for surface parking and storage) EPCOR substation Glory of God Christian Assembly



Rogers Place and Apartment Housing to the South of Site.



Apartment Housing (4 storeys) and single home to north.



Mixture of uses along 101 Street NW to the east of Site.



Newer Apartment Housing (6 storeys) to the north.

PLANNING ANALYSIS

LAND USE COMPATIBILITY

The original application submitted contained the following:

	DC1 Provision Proposed Amendments
Time Period	<ul style="list-style-type: none"> • Maximum of ten (10) years
Geometry	<ul style="list-style-type: none"> • Based on land ownership; sprawled area
Public Amenity	<ul style="list-style-type: none"> • None
Site Improvements	<ul style="list-style-type: none"> • Buffer along 106 Ave only • Landscaping abutting roadway • Perimeter lighting • No paved accesses

The following revisions to the application were made in order to improve land use compatibility:

Time Period

A Sunset Clause was added to the proposed DC1 Provisions to limit the length of time for which the Use can operate. If approved, it will be permitted for three (3) years, with the possibility of renewal for an additional three (3) years, in one (1) year increments, conditional upon the owner/developer obtaining a valid Development Permit for a tower of at least 23.0 m in height. The intent of this Sunset Clause is to encourage the commencement of redevelopment on the site.

Geometry

The geometry of the proposed parking lot was reduced to the two blocks east and west of 102 Avenue NW. This contains the use to a smaller area in order to mitigate the negative impacts of surface parking lots to improve land use compatibility.

Public Amenity Contribution

A public amenity contribution was added to the proposed DC1 Provisions to contribute funds to the Central McDougall Community League for the creation of a public amenity such as a park site within the neighbourhood. The specific details are to be determined at the Development Permit stage between the Owner and City Administration in consultation with the Central McDougall Community League, however these funds shall be provided prior to the issuance of a Development Permit in the amount of \$150,000.

Site Improvements

In recognition of the fact the proposed parking lot will operate on a temporary basis and that current conditions require improvement, the following changes were made to the application.

- The entire site shall contain lighting to provide a safe pedestrian environment

- Perimeter landscaping will be provided
- Accesses will be paved up to a depth of 10 m
- Barrier-free provisions were incorporated

PLANS IN EFFECT

Central McDougall/Queen Mary Park Area Redevelopment (ARP)

The Central McDougall/Queen Mary Park ARP was approved in 1998 and contains policy to reduce the impact of surface parking lots by discouraging this Use in order to revitalize the area with a new stock of mixed-used medium and high density residential development, and potentially pocket parks or a community garden (p. 46 of ARP). The Concept Plan for Central McDougall identifies the site for high density and medium rise apartments and business uses.

In 2004, 105 Avenue NW (generally between 101 Street NW and 117 Street NW) was part of a comprehensive study, the Downtown North Edge Development Study, that was intended to address several of issues related to redevelopment, including land use, traffic, infrastructure, open space, and urban design. Though the Study was not adopted by Council, it resulted in the identification of a Multi-Use Trail Corridor along the north side of 105 Avenue NW. The North High Speed Transit Study followed thereafter and resulted in the construction of the MacEwan LRT Station

A plaza with wide pedestrian sidewalks was recently built along 102 Street NW and 105 Avenue NW and serves as an entrance to the Community Rink to the MacEwan LRT Station and westward.

TECHNICAL REVIEW

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

As part of the technical requirements for the application a Technical Memorandum - *Arena North Lands Redistricting Transportation Considerations* was reviewed and approved by Transportation Services in August 2016.

Rogers Place Parking

The original Transportation Impact Assessment (TIA) prepared in 2014/2015 for the approval of Rogers Place revealed an inventory of 11,800 existing parking stalls within 800 m of Rogers Place. It was determined that these existing stalls and the dispersed parking approach would meet the demand for vehicle parking during events without the need to create any additional stalls, inclusive of those currently under construction south of the arena.

PUBLIC ENGAGEMENT

ADVANCE NOTICE May 20, 2016	<ul style="list-style-type: none"> • Number of recipients: 257 • Sent to: President of the Central McDougall, Downtown Edmonton, McCauley Community Leagues, Chinatown and Area & Downtown Business Revitalization Zones • Number of responses received: 1 • Number of responses in support: 0 • Common comments included: the respondent stated a gravel parking lot will not improve the conditions of the site
PUBLIC MEETING June 20, 2016	<ul style="list-style-type: none"> • An Open House was held at the Chinese Baptist Church • Number of invites were sent: 193 • Number of attendees: 41 • Number of feedback forms received: 15 • Number of feedback forms not in support: 10 • Number of feedback forms with concerns: 1 • Common comments included: gravel surface parking lots are not supportive of community revitalization; the ARP policies and vision are being ignored; the City should require the developer to make a community contribution; the land could be put to better use; concern that the neighbourhood will become the back alley of Rogers Place and is a cash-grab; the parking lot will increase crime, car emissions, dust and noise; there is sufficient parking in the downtown already; parking for the Arena should have been planned well in advance; concern was expressed that the parking lot would not be temporary and a two (2) year limit should be imposed; existing parking lots should be used rather than approving new ones; and the notification area should have been larger
APPLICANT-INITIATED CONSULTATION January, March, June, July & November 2016	<ul style="list-style-type: none"> • Applicant met with Central McDougall Community League Working Group several times • One meeting with the North Edge BRZ was held

In response to concerns that a time period of ten (10) years was too lengthy and it would not contribute to neighbourhood revitalization, and the application contravened the intent of the ARP, the application was revised as outlined previously.

CONCLUSION

Sustainable Development recommends that City Council APPROVE this application.

APPENDICES

- 1 "What We Heard" Public Engagement Report
- 2 Text Added to DC1 Provisions (Areas 1 & 5 – Precinct C)
- 3 Application Summary

WHAT WE HEARD REPORT

Amendment to the Zoning & Area Redevelopment Plan for a Temporary Surface Parking Lot in the Queen Mary Park Neighbourhood (LDA 16-0172)

PROJECT ADDRESS: 10524,10530,10550 - 102 Street NW; 10546, 10572, 10578, 10584 - 103 Street NW; 10525 - 104 Street NW; and 10230 - 105 Avenue NWChange

PROJECT DESCRIPTION:

- Proposed addition to the current (DC1) Development Control Provision to allow for a Temporary Non-Accessory Parking Lot (up to 10 years)
- Proposed amendment to the Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP)

EVENT TYPE: Open house

DATE: Monday June 20, 2016

NUMBER OF ATTENDEES: 41

ABOUT THIS REPORT

The information in this report includes feedback gathered during the June 20th Open House. This report is shared with all attendees who provided their email address during the event. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed plan amendment and rezoning advances to a Public Hearing these comments will be summarized in the Report to Council.

OPEN HOUSE

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City staff and the applicant. Participants were invited to share their feedback on “Graffiti walls” by answering three questions;

- What brought you to the conversation tonight?

- What do you see as the key issues, concerns, potential opportunities, and challenges associated with this application?
- What do you want City Council to know when they consider this application?

Attendees were also invited to share their feedback on the City's notification process for meetings on feedback forms. Below is a summary of the feedback gathered at the meeting organized around the main themes that emerged.

Community:

- What benefit is this development to the City & the community?
- Gravel surface parking lots are not supportive of community revitalization.
- Concern was expressed about the added impact of the proposed parking on the vitality of the neighbourhood.
- The community wants to establish a stable neighbourhood that is not transient. How does this development support that?
- The City should require the developer to make community contributions for improvements to roads, sidewalks, and lighting.
- Concerned about lack of community involvement in the review process.
- The proposed parking lot could destabilize an already struggling neighbourhood.
- The land could be put to better use for the community.
- The parking lot could increase car emissions and crime; and cause wear and tear on local roadways; and add noise pollution.
- The parking lot could impact the safety of cyclists and pedestrians in the neighbourhood.
- Worried that the neighbourhood will become the "back-alley" of Rogers Place.

Parking and Traffic:

- A massive surface parking lot contradicts the goals of the Arena as a Transit Oriented Development (TOD).
- Downtown is not equipped for that many vehicles; gridlock will be inevitable.
- The City is investing a lot of money into public transit; another downtown parking lot would show mixed priorities and does not encourage sustainable growth.
- This is already a difficult site to access given the lack of north-south connections; it is not an ideal place to encourage vehicle use.
- Concerned that a gravel parking lot will generate dust and mud.
- Is there not sufficient non-accessory parking available downtown?
- Plan a downtown for people, not cars.
- Surrounding business owners may be concerned about people using their parking spaces during games and events.
- People should be encouraged to use nearby Park & Ride Facilities like Northlands as an alternative to a new parking lot.

Land Use, Design, & Approval Process:

- Concern was expressed that the parking lot is being proposed as a “cash grab” for the developer.
- The parking for the arena should have been planned well in advance.
- Concern was expressed that if the application is approved it will set a precedent to approve subsequent surface parking lots in the downtown.
- City Council should ensure that their decision has the most positive impact for the most people.
- City Council should consider the long term impacts of the development.
- City Council should consider the impact of the development for the residents not the people who come and go for events (at Rogers Place).
- Concern was expressed that the parking lot will not be temporary.
- Concern was expressed about the lack of opportunity for community input in the approval process.
- The parking lot should be designed to have landscaping, pavement, garbage cans, benches, and trees to be safe, secure, and well lit.
- Concern was expressed that the ARP Is being ignored.
- Proposal for a 2 year maximum for a surface parking lot as opposed to 10 a year maximum would allow time for construction of underground parking lot.
- Concern was expressed that a parking lot will be a passive use; doesn’t solve issue of empty space.
- The land needs to be zoned for residential housing to revitalize the Central McDougall community.
- Proposals to use existing parking lots in the area as opposed to approval a new ones.
- Central McDougall needs a long term strategic plan for this area.
- Approval process need to be open, honest, and transparent.
- The community would like developer to work with them for approval of the parking lot.

Notification:

- Notification for this application should have been expanded beyond Central McDougall; it will have an impact on Oliver and other areas.
- Concerned that residents in Central McDougall were not adequately notified of the meeting.
- Notification to Community Boards to add greater notification to concerned citizens.
- Better use of social media to notify residents of applications and meetings.
- Concerned that renters are not notified and only owners; renters are also part of the community.

If you have questions about this application please contact:

Carla Semeniuk, Planner

Phone: 780-496-1582

Email: carla.semeniuk@edmonton.ca

Text Added to DC1 Provisions (Areas 1 & 5 – Precinct C)

Current Regulations	Proposed Regulations
<p>1. Area of application: deleting and replacing in its entirety.</p>	<p>Area 1:</p> <p><i>Lands located between 105 Avenue and 106 Avenue, and between 101 street and 106 Street, Lots 1-2, Block 5, Plan 9921814, Lots 199-208, Block 5, Plan B3, Lot 229, Block 5, Plan B3, Lots 233-239, Block 5, Plan B3, Lots 195-197, Block 4, Plan B3, Lots 229-233, Block 4, Plan B3, Lots 225-228, Block 3, Plan B3, Lot 265, Block 3, Plan 0426394, Lot 259A, Block 3, Plan B3, Lots 260-264, Block 3, Plan B3, Block OT, Plan B3, Lots 268-270, Block 2, Plan B3, Lots 263-267, Block 1, Plan B3, Plan 9422217, Units 1-2.</i></p> <p>Area 5:</p> <p><i>Lots 255-257, Block 3, Plan B3, Lots 225-230, Block 2, Plan B3, Lot 271, Block 2, Plan 0729263, Lot 272, Block 2, Plan 0740621, generally located between 105 Avenue and 106 Avenue and between 101 Street and 104 street, designated as Precinct C-Special Sub Area on Map 8.</i></p>
<p>3. List of Allowable Uses</p>	<p><i>g. Non-Accessory Parking</i></p>
<p>4. Development Regulations</p> <p>4.(m) No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.”</p>	<p>Area 1:</p> <p><i>No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane. Notwithstanding the proceeding clause, surface vehicular parking shall be permitted on an interim basis only on Lot 271, Block 2, Plan 0729263; and Lot 268, 269, 270, Block 2, Plan B, as further detailed in section 1(x).</i></p> <p>Area 5:</p> <p><i>No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane. Notwithstanding the preceding clause, surface vehicular parking shall be permitted on an interim basis only on Lots 225-230, Block 2, Plan B3, as further detailed in section 1(z) of this Provision.</i></p>

<p>Added after 4.(w), new section, “x” (Area 1)</p> <p>Added after 4.(y), new section, “z” (Area 5)</p>	<p>(Area 1)</p> <p><i>Surface Non-accessory Parking shall be permitted on the following parcels: Lot 268, 269, 270, Block 2, Plan B3.</i></p> <p>(Area 5)</p> <p><i>Surface Non-accessory Parking shall be permitted on the following parcels: Lot 225-230, Block 2, Plan B3 and Lot 271, Block 2, Plan 072 9263.</i></p>
<p>The following regulations were added to both Areas 1 & 5:</p>	<p><i>Any Development Permit approved for surface Non-accessory Parking shall be temporary in nature and limited to a maximum of three (3) years commencing on December 12, 2016.</i></p> <p><i>Notwithstanding the other Development Regulations and the Appendices of this Zone, after the three year period, renewal of the surface Non Accessory Parking Use may be considered in one (1) year increments up to a maximum of an additional three (3) years at the discretion of the Development Officer provided that the owner/developer has obtained a Building Permit and commenced construction of at least one mixed-use Tower of at least 23.0 m in Height.</i></p> <p><i>Directional and information signage consistent in design, colour, symbols and graphics shall be provided to:</i></p> <ol style="list-style-type: none"> <i>1. Direct patrons to pedestrian exits;</i> <i>2. Direct patrons to vehicular exits;</i> <i>3. Identify areas for patrons to locate their vehicles;</i> <i>4. Advise patrons to lock their vehicles and remove all valuables;</i> <i>5. Advise patrons of the presence of security patrols; and</i> <i>6. Advise patrons of the presence of security cameras.</i>

	<p><i>Lighting for the Site shall be a minimum of 6 lux or 1 foot-candle to provide a safe and secure pedestrian environment.</i></p> <ol style="list-style-type: none"> <i>1. Lighting shall be arranged, installed and maintained so as to reduce visual and light impacts on adjacent off-site residential units as well as provide a safely lit pedestrian environment.</i> <p><i>A minimum 3.0 m landscaped Setback shall be provided along the perimeter of the Site. The buffer should visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.</i></p> <p><i>The following shall be provided within the 3.0 m Setback Area:</i></p> <ol style="list-style-type: none"> <i>1. One (1) tree for each 15 m around the perimeter of the site. For tree requirements, only deciduous species shall be allowed.</i> <i>2. Dense shrubs greater than 12" in height, grassed areas and solid fences shall not be permitted.</i> <i>2. Every access must be hardsurfaced from the curbface to 10 .0 m into the site.</i> <i>3. Concrete wheel stops shall be provided.</i> <i>4. All parking facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities;</i> <i>5. The storage of materials inclusive of accumulated snow on Non-Accessory Parking surface lots shall be in a location away from the public roadway to improve safety and visibility.</i> <p><i>Prior to the issuance of the Development Permit, the developer shall enter into an agreement to contribute funds to the Central McDougall Community League for the creation of a public amenity, with specific details to be determined at the Development Permit stage between the Owner and City Administration in consultation with the Central McDougall Community League. These funds will be submitted to the City of Edmonton and disbursed accordingly to the Central McDougall Community League. A minimum amount of \$150,000 shall be provided prior to the issuance of a Development Permit.</i></p>
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	<p><i>At the time of development permit application, provisions must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for barrier-free parking stalls.</i></p> <p><i>Passenger Drop-off</i></p> <ul style="list-style-type: none"><i>i. Passenger Drop-off Spaces located on-site shall be located so as to provide for safe and efficient movement of vehicles onto and from the site and within the site.</i><i>ii. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width when oriented parallel to the flow of traffic and shall be a minimum of 5.5 m deep and a minimum of 2.6 m in width when oriented perpendicular to the flow of traffic. Where the flow of traffic is perpendicular to the flow of traffic, circulation drive aisles shall be a minimum of 7.0 m wide.</i><i>iii. At the time of development permit application, provisions must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for pedestrians that are being dropped off or picked up to safely enter and exit the site.</i>
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APPLICATION SUMMARY

INFORMATION

Application Type:	Plan amendment & rezoning
Bylaw(s):	17849 & 17850
Location:	Central McDougall
Address(es):	10550, 10530, 10524 – 102 Street NW & 10230 – 105 Avenue NW
Legal Description(s):	Lot 271, Block 2, Plan 0729263; and Lot 268, 269, 270, Block 2, Plan B3
Site Area:	2.4 hectares (6 acres)
Neighbourhood:	Central McDougall
Ward - Councillor:	6 – Scott McKeen
Notified Community Organization(s):	Central McDougall
Applicant:	Stantec Consulting Ltd.

Written By:	Carla Semeniuk
Approved By:	Tim Ford
Department:	Sustainable Development
Section:	Planning Coordination