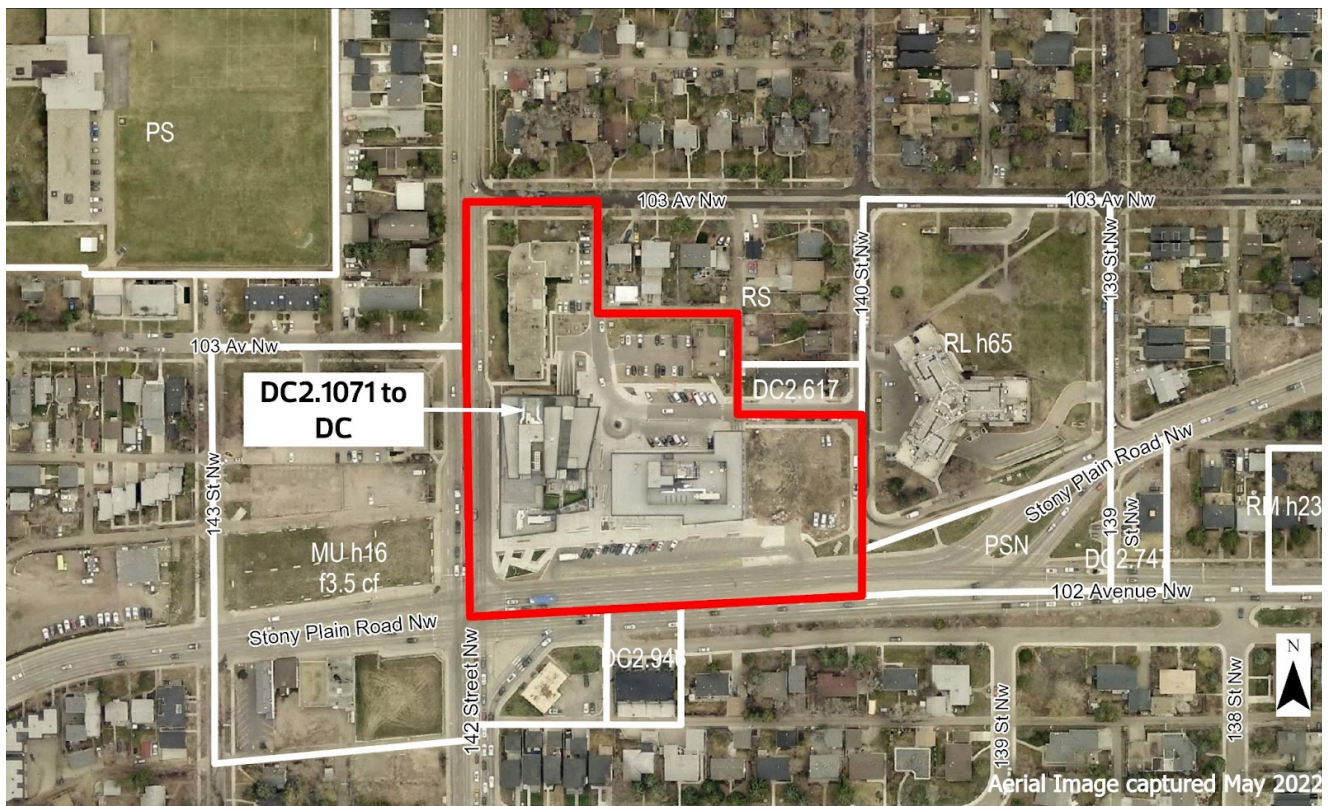


Northeast corner of 142 Street NW and Stony Plain Road NW (multiple addresses)

Position of Administration: Support



Summary

Charter Bylaw 20753 proposes a rezoning from the (DC2.1071) Direct Control Zone to a new (DC) Direct Control Zone to adjust building heights and add more commercial opportunities at the West Block development.

Public engagement for this application included a pre-application notice (from the applicant), a mailed notice, site signage and information on the City's webpage. Approximately 6 people were heard from, all with concerns. Most concerns were related to the impacts of a taller building in area 4 (shadow, privacy, etc.) and not wanting cannabis retail stores.

Administration supports this application because:

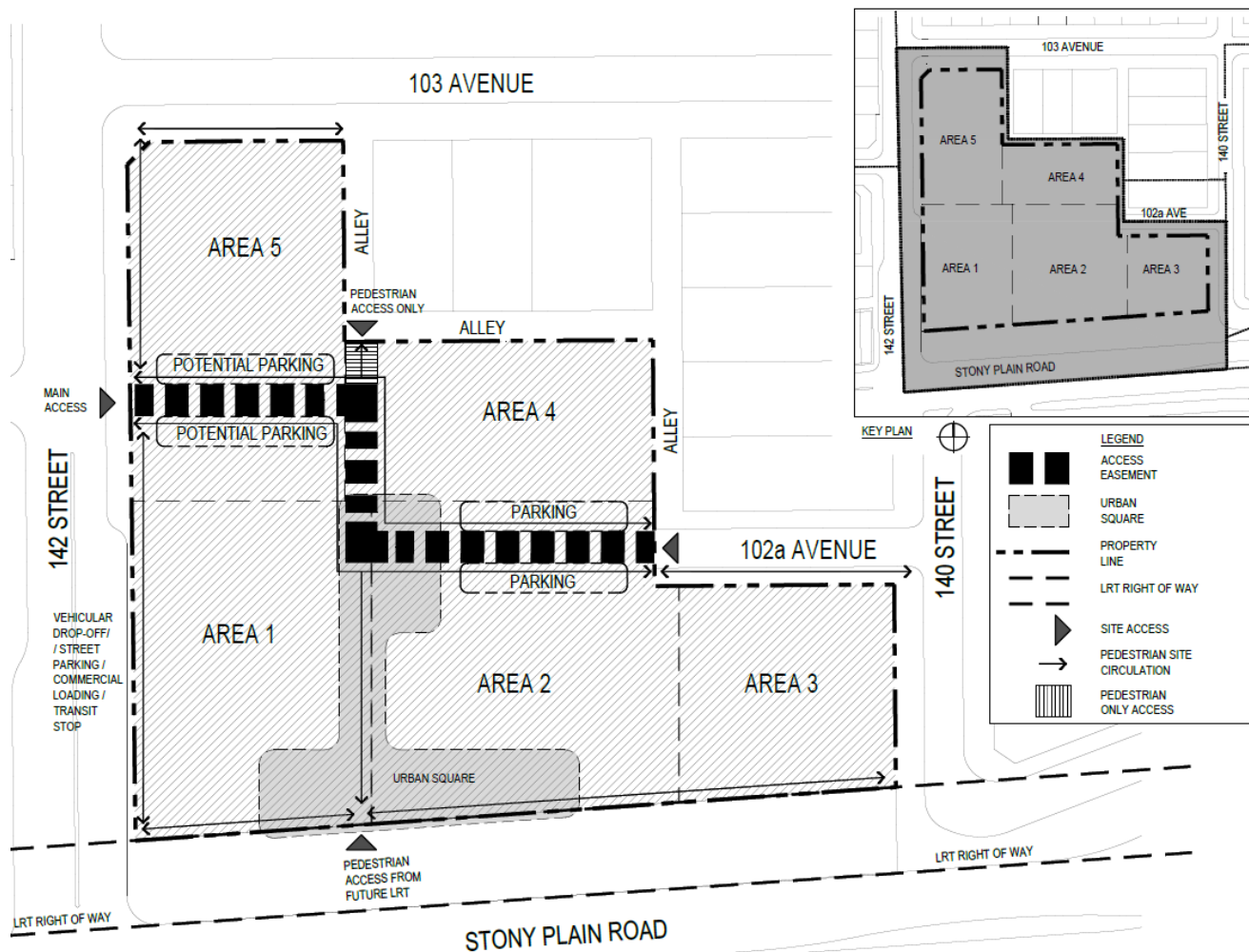
- The additional uses are appropriate for this location and appropriately restricted given the surrounding context.
- The built form changes are minimal and still result in buildings that are compatible with the neighbourhood.
- It facilitates mixed-use development in a Primary Corridor directly connected to a future LRT stop in alignment with The City Plan.

Application Details

This application was submitted by Stantec Consulting Ltd. on behalf of Cantiro.

The proposed (DC) Direct Control Zone would revise the West Block zoning in the following ways (see site plan below list for references to the different areas of the zone):

- Decreasing the height of the building in Area 5 from 45 metres to 23 metres while increasing the height of the building in Area 4 from 15 metres to 23 metres. The total amount of floor area of the development would remain the same.
- Adding more commercial opportunities, including cannabis retail stores and custom manufacturing.
- Expanding the potential locations for commercial uses into Area 4 as long as they are not fronting north or east.
- Increasing the north setback in Area 4.
- Other administrative updates, including alignment with open option parking.



Proposed DC Zone Appendix 1 - Site Plan

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	(DC2.1071) Direct Control Zone	High rise residential, low rise commercial, surface parking, vacant land
North	<ul style="list-style-type: none"> (DC2.617) Direct Control Zone (RS) Small Scale Residential Zone 	Row housing, single detached housing
East	<ul style="list-style-type: none"> (RL h65.0) Large Scale Residential Zone 	High rise residential
South	<ul style="list-style-type: none"> (MU h16.0 f3.5 cf) Mixed Use Zone (DC2.946) Direct Control Zone 	Row housing, single detached housing

	<ul style="list-style-type: none"> • (RS) Small Scale Residential Zone 	
West	<ul style="list-style-type: none"> • (RS) Small Scale Residential Zone • (MU h16.0 f3.5 cf) Mixed Use Zone 	low rise commercial, Row housing, single detached housing



View of Area 4 looking northeast from internal private roadway (access easement on site plan)



View of Area 4 looking southeast from alley



View of Area 5 looking south from 103 Avenue NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because few responses were received to the pre-application notice from the applicant or initial mailed notice from the City. The basic approach included:

Pre-Application Notice (from applicant), June 23, 2023

- Notification radius: 60 metres
- Number of recipients: 375
- Number of responses (as reported by the applicant): 5
- Main comments received (as reported by the applicant):
 - Impacts of a taller building in area 4 (shadow, privacy, etc.).
 - Increased traffic and parking issues.
 - Shadow impact.
 - Construction fatigue.

Mailed Notice, October 25, 2023

- Notification radius: 60 metres
- Recipients: 375
- Responses: 1 (In opposition)

Site Signage, January 29, 2024

- Three rezoning information signs were placed on the property so as to be visible from 142 Street NW, Stony Plain Road NW, 140 Street NW and 102A Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

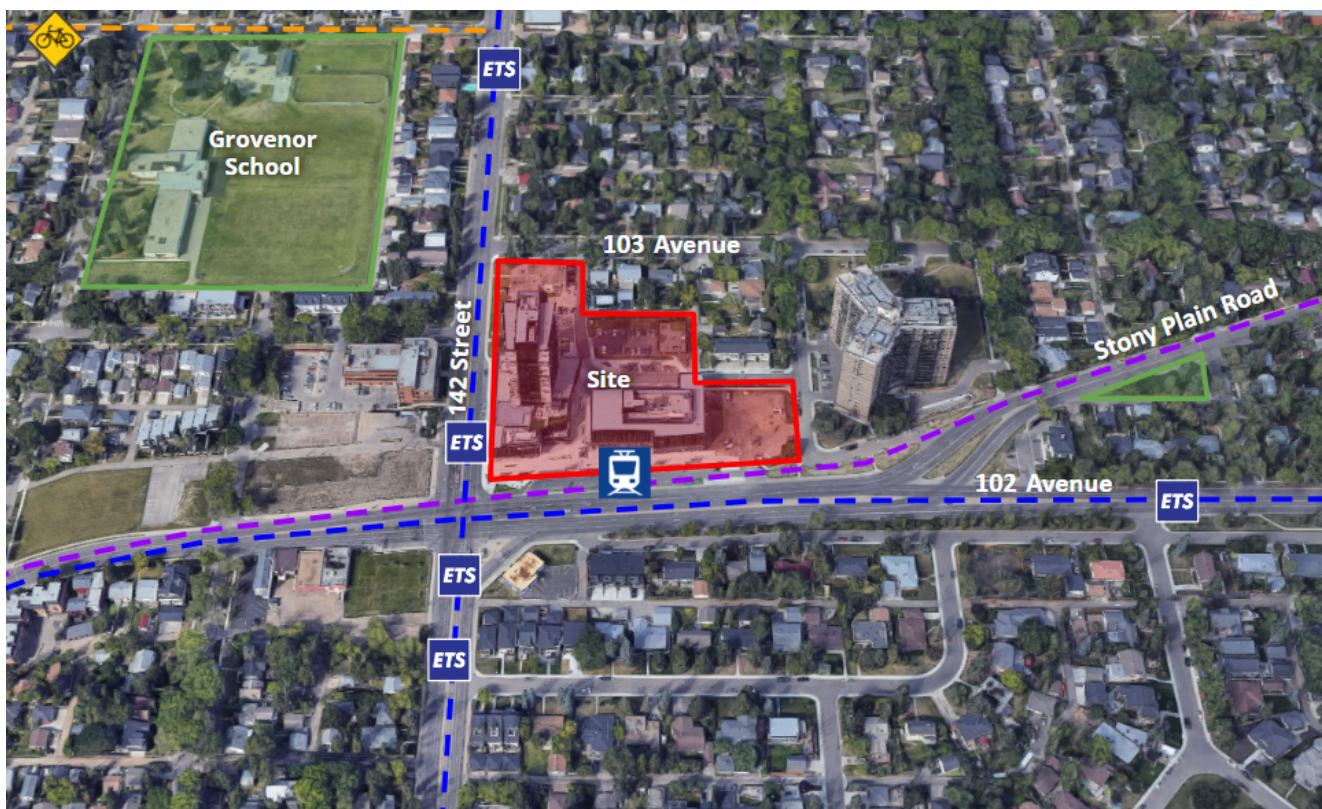
Notified Community Organizations

- Glenora Community League
- Grovenor Community League
- Stony Plain Road and Area Business Association

Comments heard:

- Against the potential of cannabis retail stores being built. The space could be better utilized.

Application Analysis



Site analysis context

The City Plan

In The City Plan, Stony Plain Road NW is considered a Primary Corridor and 142 Street NW, south of Stony Plain Road NW, is considered a Secondary Corridor. The proposed mid to high rise buildings align with the intent for this kind of corridor intersection, especially considering the LRT Stop that is also present at this site.

Land Use Compatibility

There are few changes proposed from the current zoning and none that substantially change the compatibility of the development with the surrounding area. The most notable change is the increase in height in Area 4 from 15 metres to 23 metres because Area 4 has low intensity residential development to the north and east. To ensure compatibility, the north setback in Area 4 has been increased from 2.5 metres to 6.0 metres to provide a greater buffer for the increased massing. While increased height results in some additional shadow impacts, the decreased height in Area 5 from 45 metres to 23 metres generally offsets this. A full sun shadow comparison is found in Appendix 1.

A revised wind impact statement showed that suitable wind conditions are predicted for all sidewalks, alleys and parking lots in and around the site. With the changes in height, there is a potential for windier conditions at some main entrances and amenity areas. The proposed DC Zone includes regulations to ensure detailed wind studies are conducted at the Development Permit stage, with resulting design features mandated to minimize wind impacts.

Uses in the zone have been converted from Zoning Bylaw 12800 to Zoning Bylaw 20001, which results in fewer uses, overall. New uses being introduced by this application are:

- Cannabis Retail Store
- Custom Manufacturing
- Park
- Special Event
- Transit Facility

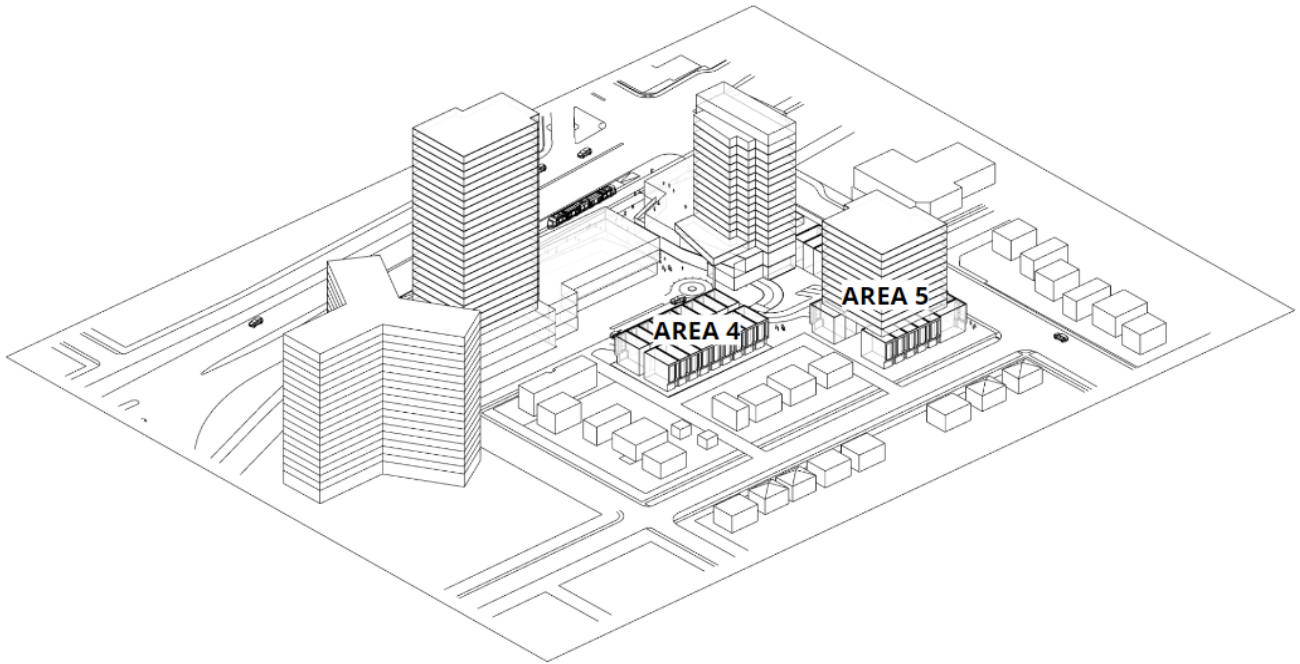
All of these uses are common for high density, mixed use developments near transit. Cannabis retail stores are restricted to Area 3 to ensure proper separation from Grovenor School.

This application also allows some commercial opportunities in Area 4 which is currently planned as an entirely residential area. To ensure their compatibility, they cannot not be located where they front to the north or east towards the adjacent houses.

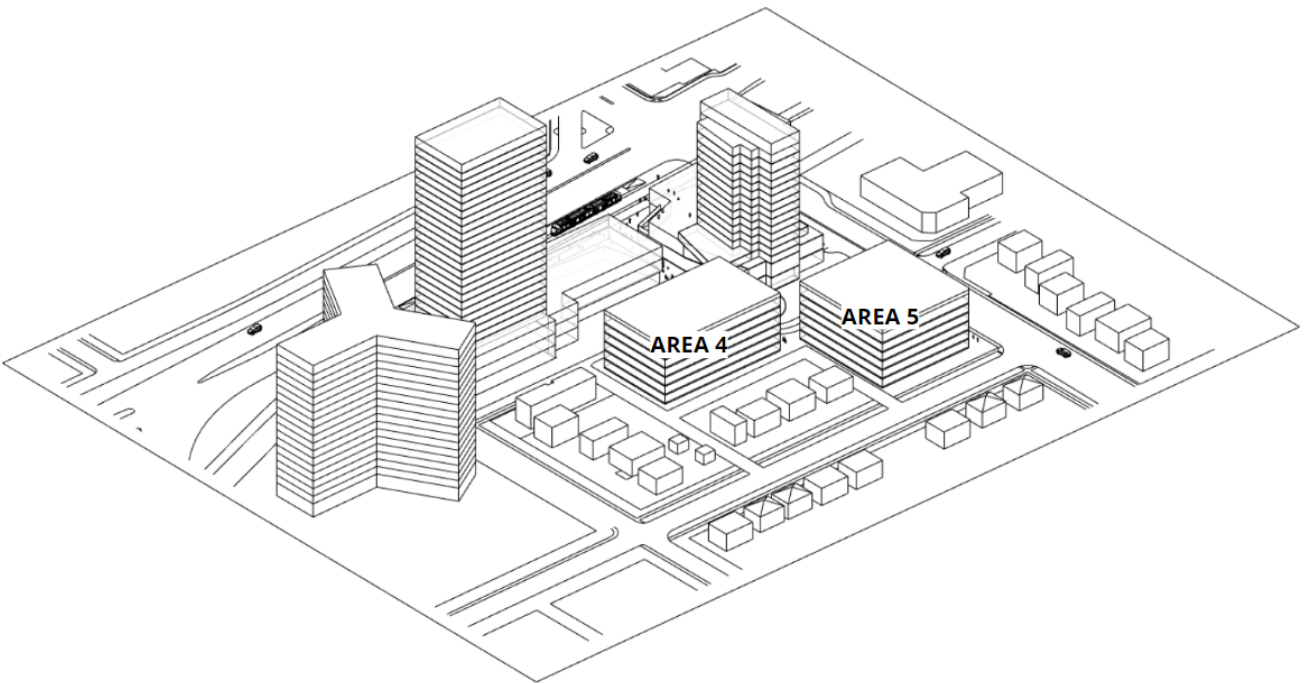
The table below shows a comparison of the current and proposed DC Zones with changes bolded.

	DC2.1071 Current	DC Proposed
Maximum Floor Area Ratio	4.75	4.75

Maximum Number of Dwellings	500	500
Maximum Height	Area 1 - 60 m Area 2 - 15 m Area 3 - 90 m Area 4 - 15 m Area 5 - 45 m	Area 1 - 60 m Area 2 - 15 m Area 3 - 90 m Area 4 - 23 m Area 5 - 23 m
Minimum Building Setbacks	142 Street NW – 2.5 m Stony Plain Road NW – 2.5 m 103 Avenue NW – 4.5 m Alley east of Area 5 – 2.5 m Alley north of Area 4 – 2.5 m Alley east of Area 4 – 2.5 m 102A Avenue NW – 0.0 m 140 Street NW – 0.0 m	142 Street NW – 2.5 m Stony Plain Road NW – 2.5 m 103 Avenue NW – 4.5 m Alley east of Area 5 – 2.5 m Alley north of Area 4 – 6.0 m Alley east of Area 4 – 2.5 m 102A Avenue NW – 0.0 m 140 Street NW – 0.0 m
Minimum Tower Setbacks	142 Street NW – 5.0 m 103 Avenue NW – 12.50 m Alleys – 7.5 m 102A Avenue NW – 5.0 m 140 Street NW – 4.0 m	142 Street NW – 5.0 m 103 Avenue NW – N/A Alleys – N/A 102A Avenue NW – 5.0 m 140 Street NW – 4.0 m
Maximum Tower Floor Plate	Area 1: 750 m ² Area 2: N/A Area 3: 900 m ² Area 4: N/A Area 5: 900 m²	Area 1: 750 m ² Area 2: N/A Area 3: 900 m ² Area 4: N/A Area 5: N/A



Current DC2 Massing Model (looking southwest)



Proposed DC Massing Model (looking southwest)

Mobility

The changes to Area 4 and Area 5 are not anticipated to significantly impact traffic operations in the area, though some increases in traffic may occur adjacent to Area 4 given the increase in density. The applicant is responsible to upgrade the adjacent alleys in conjunction with the phasing of development.

With development of Area 5, the adjacent north-south alley connection to the internal private roadway to the south will be closed to vehicles and pedestrianized. 102a Avenue NW (a private roadway) has been constructed west to 142 Street NW, but is not yet open and operational. A traffic signal, paid for by the owner, will be installed when it is determined by the City that traffic volumes warrant it.

Edmonton Transit Service operates numerous bus routes near the rezoning site on 102 Avenue NW, 142 Street NW and Stony Plain Road NW. A mass transit bus route is anticipated to operate nearby on 102 Avenue NW/Stony Plain Road NW as part of the mass transit network associated with the 1.25 million population scenario of the Edmonton City Plan.

The rezoning site is directly adjacent to the Grovenor/142 Street Stop on the Valley Line West LRT. Construction of the West LRT began in 2021, with completion anticipated in 2027.

Utilities

A Drainage Servicing Report was reviewed and accepted by Administration for the purpose of supporting this rezoning application. The Drainage Servicing Report identifies infrastructure requirements and phasing information to facilitate orderly development. Storm servicing is proposed to be provided by using the existing storm sewer infrastructure and existing storm service connections, allowing for sewer separation of the site.

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilising an engineered outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required on-site stormwater management will be reviewed at the Development Permit stage.

There is a deficiency in on-street fire protection adjacent to the property in terms of hydrant spacing as there are no hydrants on adjacent Stony Plain Road NW or 140 Street NW. The applicant can request Edmonton Fire Rescue Services (EFRS) perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage. This assessment could potentially alter or lessen on-street fire protection infrastructure upgrades, assuming certain criteria are met. The applicant/owner will be responsible for all costs associated with providing required water supply including any changes to the existing water infrastructure required by the proposed zoning.

Appendices

1. Sun/Shadow Analysis

Written By: Andrew McLellan

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

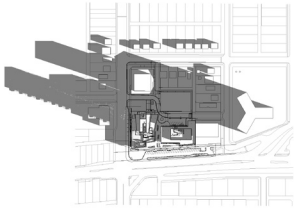
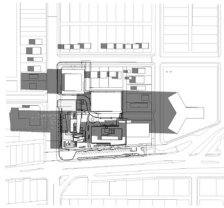
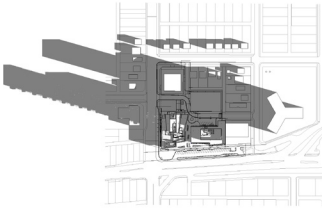
March 21

June 21

September 21

Existing Zoning

0900



1200

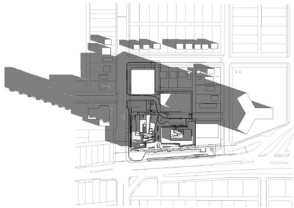
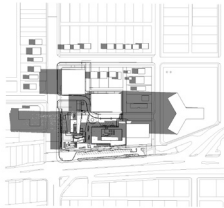
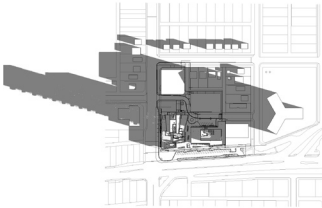


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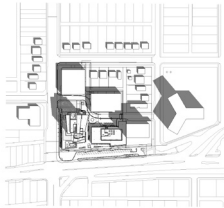


Proposed
Re-Zoning

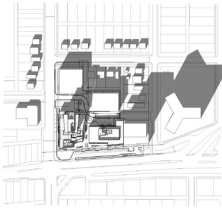
0900



1200

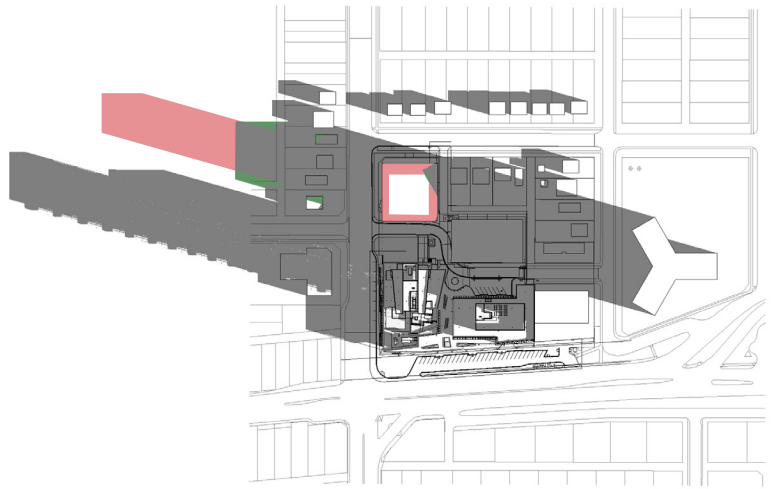


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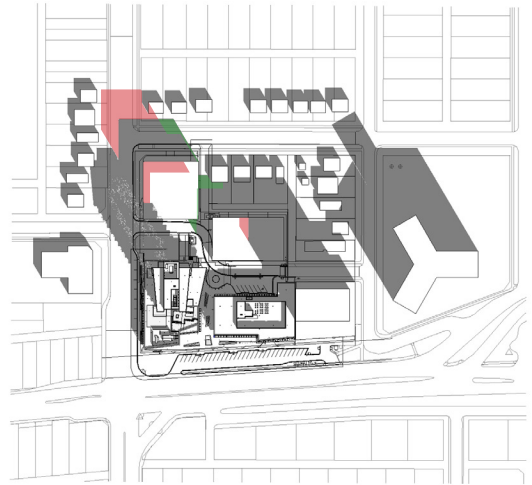


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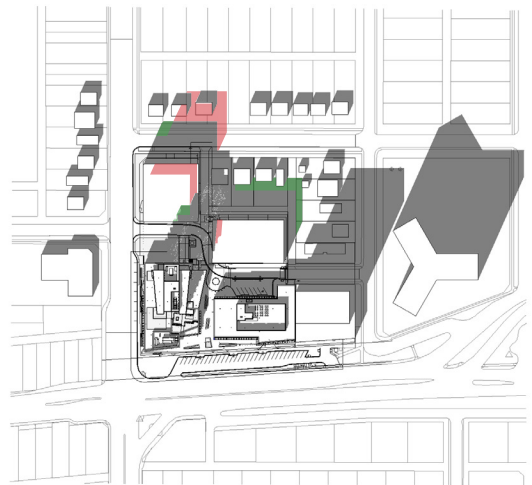
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Removed
- Proposed DC Shadow
Added



0900



1200

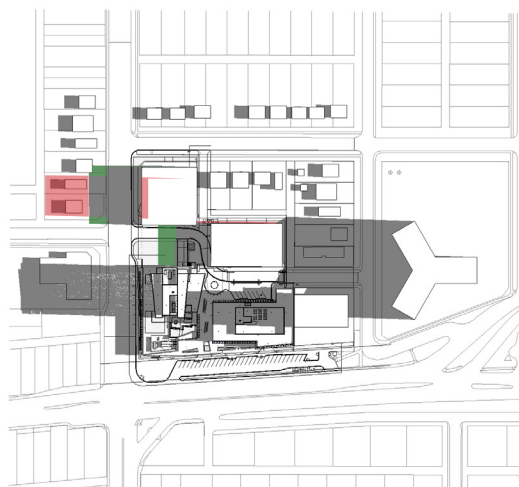


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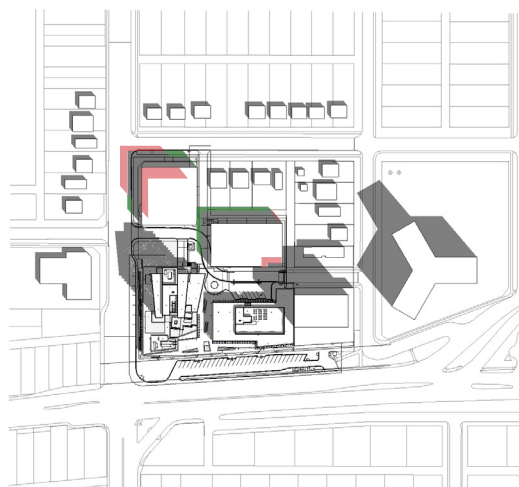
SUN / SHADOW IMPACT — JUNE

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Added

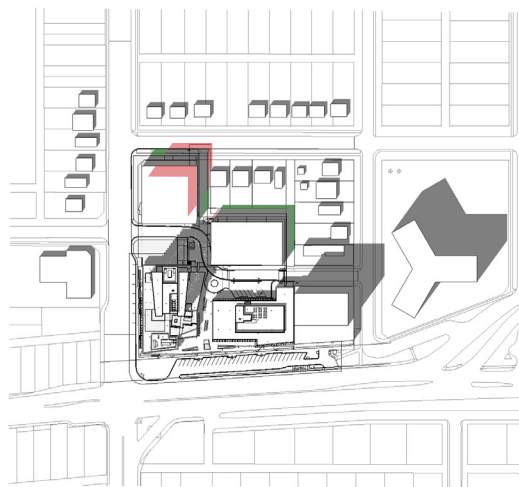
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1200

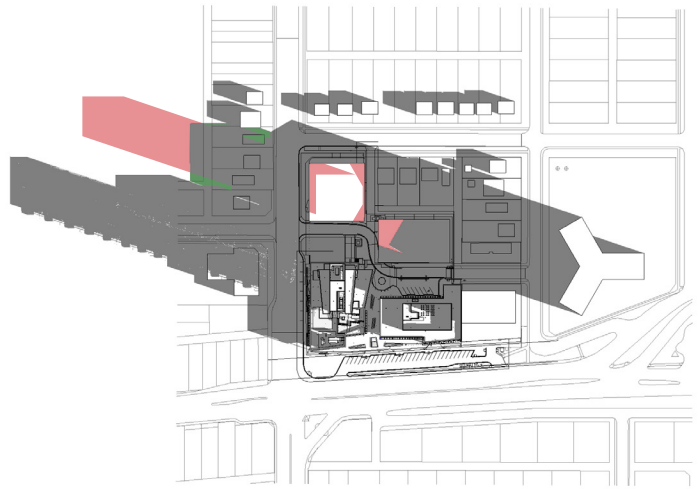


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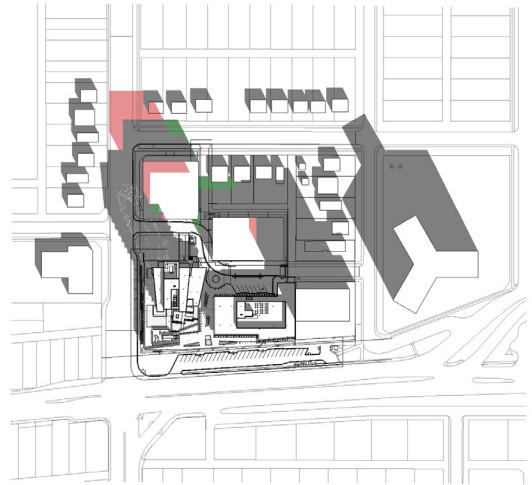


SUN / SHADOW IMPACT — SEPTEMBER

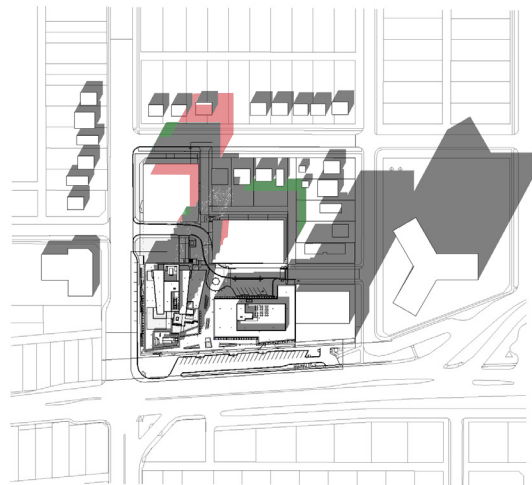
-  Existing DC2 Shadow
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Added



0900



1200



1500