

10507 - Saskatchewan Drive NW Position of Administration: Support



Summary

Bylaw 20997 proposes a rezoning from a Direct Control Zone (DC2.595) to the Neighbourhood Mixed Use Zone (MUN) to allow for neighbourhood scale mixed use development. Public engagement for this application included a mailed notice, site signage and information on the City's webpage. No feedback was received.

Administration supports this application because it:

- Supports The City Plan's Big City Move of "A Community of Communities" by contributing to a 15-minute community that allows people to more easily complete their daily needs.
- Proposes a scale that is compatible with the surrounding neighbourhood and aligned with direction in the Scona District Plan and District Policy.

- Allows for a wider variety of uses to serve the neighbourhood and also includes the potential for residential development.

Application Details

This application was submitted by Clarity Development Advisory on behalf of the landowner.

The proposed Neighbourhood Mixed Use Zone (MUN) would allow development with the following key characteristics:

- Neighbourhood scale pedestrian oriented mixed use development.
- A maximum height of 16.0 m (approximately 4 storeys).
- A maximum floor area ratio of 3.5.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC2.595)	Small scale commercial building
North	River Valley Zone (A)	North Saskatchewan River Valley
East	Small Scale Residential Zone (RS)	Small scale multi-unit housing
South	Small-Medium Scale Transition Residential Zone (RSM h12)	Single detached housing/vacant sites
West	Small Scale Residential Zone (RS)	Single detached house (converted to commercial use)



View of site looking southwest from the intersection of Saskatchewan Drive NW and 105 Street NW



View of site looking northeast from 87 Avenue NW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the proposed standard zone is similar to the current DC Zone and there were no responses to the initial mailed notice.

Mailed Notice, September 11, 2024

- Notification radius: 60 metres
- Recipients: 227
- Responses: 0

Site Signage, September 30, 2024

- Two rezoning information signs were placed on the property so as to be visible from Saskatchewan Drive NW, 105 Street NW and 87 Avenue NW.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Strathcona Centre Community League
- Central Area Council of Community Leagues

Application Analysis



Site analysis context

The City Plan

By facilitating a small, mixed use opportunity within the neighbourhood, this application contributes to the Big City Move of “A Community of Communities” by contributing to a 15-minute district that allows people to more easily complete their daily needs.

Scona District Plan

In the Scona District Plan, this site is located in the Urban Mix, just outside of the Gateway Boulevard/Calgary Trail Primary Corridor which ends at 105 Street NW. The District Policy supports low rise (residential, commercial or mixed use) in locations outside of nodes and corridors that are corner sites at the edge of the neighbourhood where the block face fronts onto an arterial roadway or collector roadway. Saskatchewan Drive NW is considered an arterial roadway and 105 Street NW is considered a collector roadway. This site meets this criteria and the proposed MUN Zone is therefore supportable at this location from a policy perspective.

Land Use Compatibility

The current DC Zone is from 2002 and only allows one Use - Professional, Financial and Office Support Services. The proposed MUN Zone would allow for an appropriately wider variety of uses either in the existing office building or in a new development. The proposed MUN Zone would also allow for a taller building covering more of the site, and with requirements for more active interactions with the surrounding public realm. The current DC Zone does not allow for any residential development, but the proposed MUN Zone could lead to a low rise development

with commercial at ground level and residential uses in upper storeys which would increase residential density at an appropriate location.

	DC2.595 Current	MUN Proposed
Typical Uses	Professional, Financial and Office Support Services	Variety of neighbourhood compatible residential, commercial and community uses
Maximum Height	7.5 m	16.0 m
Maximum Floor Area Ratio	1.0	3.5
Minimum Setback (Saskatchewan Drive)	6.0 m	1.0 m (Commercial) 3.0 (Residential)
Minimum Interior Side Setback (west)	2.42 m	3.0 m
Minimum Flanking Side Setback (105 Street NW)	3.0 m	1.0 m (Commercial) 4.5 (Residential)
Minimum Setback (87 Avenue NW)	21.0 m	1.0 m (Commercial) 3.0 (Residential)

Open Space

This location benefits from access to multiple open space locations including twelve parks of various sizes located within 500 metres of the site as well as the North Saskatchewan River Valley directly to the north. This location next to the River Valley and natural areas provides habitat for wildlife, including local and migrating birds. The applicant is therefore encouraged to follow best practices for building design and incorporate bird-friendly design aspects such as

window glazing to help prevent bird strikes against windows. Lighting for the building should minimize spill over into naturalized areas.

Mobility

This proposed rezoning is well connected to infrastructure and services that promote multiple modes of travel. This proposal is not anticipated to have a significant impact on the transportation system. Because there is no alley abutting the site, vehicle access will continue to be from 105 Street NW. The Summer Streets program has converted Saskatchewan Drive NW and 104 Street NW to enhance the active mode network and promote vibrancy within the area during summers. The Bike Plan also identifies 87 Avenue NW and 104 Street NW as future district connector routes.

ETS currently operates a local bus route near the site on Saskatchewan Drive NW. Frequent bus routes are also available nearby on 82 Avenue NW. The site is less than 50 metres walking distance to a nearby bus stop on Saskatchewan Drive NW.

Bus Rapid Transit (BRT) routes are anticipated to operate nearby on 82 Avenue NW, 109 Street NW and Calgary Trail NW as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan. Design of these corridors is still to be determined, but infrastructure required to accommodate BRT routes may include improved sidewalks, rebuilt bus stops and a dedicated lane for transit.

Utilities

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required stormwater management will be reviewed at the Development Permit stage. Low Impact Development (LID) is recommended for the development allowed under the proposed zone. Details of any proposed LID would 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. The developer may be required to add a hydrant in the area. Edmonton Fire Rescue Services (EFRS) can perform an Infill Fire Protection Assessment (IFPA) at the Development Permit stage to 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.

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