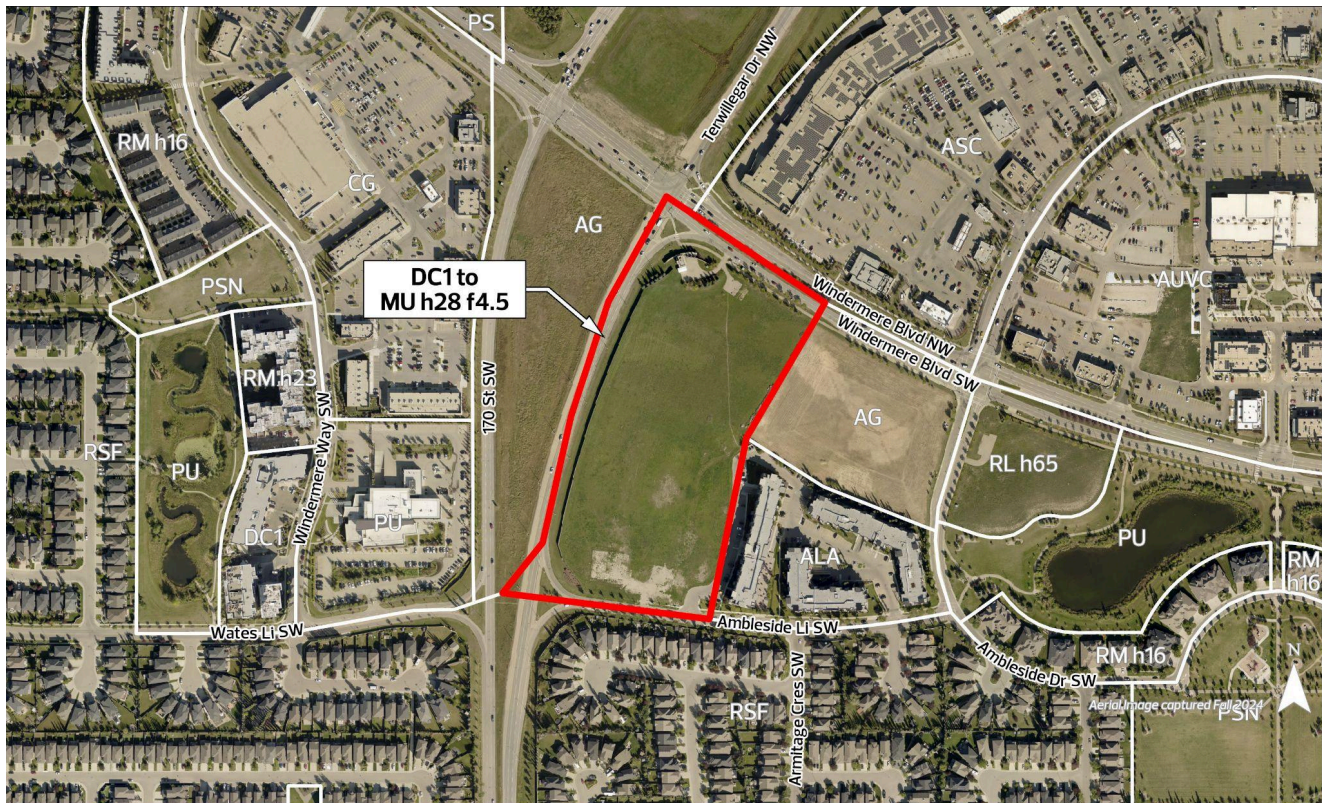


342 Ambleside Link SW Position of Administration: Support



Summary

Bylaw 21315 proposes a rezoning from a Direct Control Zone (DC1.14772) to the Mixed Use Zone (MU h28 f4.5) to allow for medium scale mixed use development. Bylaw 21313 proposes an amendment to the Windermere Area Structure Plan and Bylaw 21314 proposes an amendment to the Ambleside Neighbourhood Structure Plan to facilitate the proposed rezoning.

Public engagement for this application included a mailed notice, site signage, and information on the City's webpage. Administration heard from 32 people with most concerns related to increased traffic congestion and building height.

Administration supports this application because it:

- Appropriately locates mid rise, mixed use development within a District Node.

- Enables people to easily complete their daily needs within close proximity to open space, schools, commercial centres, and a future transit centre.

Application Details

This application was submitted by GSA Consulting Inc. on behalf of RCC Holdings.

Rezoning

The proposed Mixed Use Zone (MU h28 f4.5) would allow development with the following key characteristics:

- A mix of residential and commercial uses.
- A maximum height of 28 metres (approximately 8 storeys).
- A maximum floor area ratio of 4.5.

Plan Amendments

Bylaw 21313 proposes to amend text and Figure 7.0 - Development Concept in the Windermere Area Structure Plan.

Bylaw 21314 proposes to amend text and Figure 6.0 - Pedestrian and Multi-Use Trail Network in the Ambleside Neighbourhood Structure Plan.

Site and Surrounding Area

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC1.14772)	Vacant
North	Ambleside Shopping Centre (ASC)	Shopping centre
East	Agriculture Zone (AG) Ambleside Low-Rise Apartment Zone (ALA)	Future transit centre and park and ride 4 storey apartments (L'Attitude Studios)
South	Small Scale Flex Residential Zone (RSF)	Single detached housing
West	Agriculture Zone (AG)	170 Street SW roadway



View of the site looking south from Windermere Blvd SW



View of the site looking north from Ambleside Link SW

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the proposed rezoning aligns with District Policy, and minor amendments to the plans in effect are proposed. The basic approach included:

Mailed Notice, March 24, 2025

- Notification radius: 60+ metres (custom buffer)
- Recipients: 437
- Responses: 32
 - In support: 0
 - In opposition: 23
 - Mixed/Questions only: 9

Site Signage, April 28, 2025

- Two rezoning information signs were placed on the property so as to be visible from Ambleside Link SW, Windermere Boulevard SW, and 170 Street SW.

Webpage

- edmonton.ca/rezoningapplications

Optional Email Notifications

- my.edmonton.ca

Notified Community Organizations

- Greater Windermere Community League

Common comments heard (number of similar comments in brackets beside comments below):

- Concerned with increased traffic congestion (15)
- Concerned with building height, privacy, and shadowing (11)
- Concerned with public safety and crime (6)
- Impact on community character (5)
- Opposes supportive housing (4)
- Decrease in adjacent property values (3)
- Increase in adjacent property values (2)
- The site should be developed as senior's housing as originally intended
- If the rezoning leads to enhanced public transit service, it could help reduce vehicle dependency and support the City's climate and mobility goals
- Could bring walkable amenities, boost neighbourhood vibrancy, and align with broader city goals for density and sustainability - if it's scaled and buffered appropriately

Application Analysis



Site analysis context

The City Plan

The proposed rezoning aligns with the Big City Move in The City Plan of "A Community of Communities". Goals associated with "A Community of Communities" include: 50% of trips made by transit and active transportation, and the creation of areas that allow people to meet their daily needs within 15-minutes of where they live.

District Plans

In the Southwest District Plan, the subject site is located within the Windermere Centre District Node. District Nodes are urban centres that provide for the needs of nearby neighbourhoods. They will evolve into diverse transit-oriented communities that offer commercial, employment and other community amenities within a short walk or bike ride. District Policy supports mid rise development at this location, as the criteria of the following policy has been met:

2.4.4.2 Support Mid Rise development within District Nodes where at least one of the following criteria is met:

- The site is within 400 metres of a Mass Transit Station.
 - The site complies with this criteria, as it is located adjacent to a future transit centre.
- The site is along an Arterial Roadway.
 - The site complies with this criteria, as it is located adjacent to 170 Street SW and Windermere Boulevard SW, which are both arterial roadways.

- The site size and context allow for appropriate transition to surrounding development and adequate site access can be provided.
 - The proposal complies with this criteria, further described in the land use compatibility section below.

Area Structure Plan

The site was originally intended to be developed as a senior's extended care facility, and the Windermere Area Structure Plan designated the site as "Mixed Use - Institutional/Residential". The landowner no longer wishes to pursue an extended care facility and this application proposes to redesignate the subject site to "Mixed Use - Residential Commercial" to facilitate more typical residential/commercial mixed use development.

Neighbourhood Structure Plan

The Ambleside Neighbourhood Structure Plan (NSP) designates the site as Mixed Use, which aligns well with the proposed zone. The NSP is proposed to be amended by enhancing the pathway network through the site and surrounding area. Publicly accessible pathways will run north/south through the site and east towards the future transit centre. A shared pathway will be constructed south of this site along 170 Street SW, so the pathways internal to the site will help complete the active modes network for the neighbourhood. As a condition of future subdivisions a public access agreement may be registered on title to secure public access to these pathways within the site.

Land Use Compatibility

The current Direct Control Zone allows for a transition in height from 10 metres to a maximum of 35 metres, with the tallest buildings permitted in the centre and northwest corner of the site. In comparison with the current zone, the proposed MU Zone does not regulate a transition in height, but has a lower overall maximum height of 28 metres (approximately 8 storeys).

The site is located on a corner lot, at the edge of the neighbourhood, along two arterial roadways (170 Street SW and Windermere Boulevard SW), and one collector roadway (Ambleside Link SW). These roadways act as a buffer and help to reduce the impacts of the proposed development on adjacent properties. In addition, the site is buffered by a private access road and parking lot that serves the low rise apartment buildings to the east.

The proposed MU Zone is compatible with the surrounding planned and existing land uses. The site is large at 4.8 hectares, and the proposed MU Zone offers flexibility to develop a variety of housing types, as well as commercial and community opportunities that will serve residents on-site and the surrounding area.

	DC1.14772 Current	MU h28 f4.5 Proposed
Typical Uses	Residential, extended care and health services	Residential, commercial, and community uses (e.g. child care services)
Maximum Height	10 - 35 m	28 m
Maximum Floor Area Ratio	3.0	4.5
Minimum Setback Abutting Sites (east)	7.5 m	3.0 m
Minimum Setback Abutting Streets (north, west, and south)	7.5 m	1.0 - 4.5 m
Maximum Number of Dwellings	600 (125 du/ha)	n/a

Mobility

A Transportation Impact Assessment (TIA) was completed to review mobility impacts and opportunities within the surrounding network with this rezoning. The scope of the TIA included analysis of the surrounding roadway network, including impacts of the future Ambleside Transit Centre, development at 260 Ambleside Drive SW, and the potential closure of the 170 Street SW and Ambleside Link SW right-in right-out per the current concept plan. The existing plan for 170 Street SW classifies it as a freeway and necessitates grade separation and limited access, including removal of the right-in right-out access at 170 Street SW and Ambleside Link SW. However, the 170 Street SW corridor is currently being reviewed by Transportation and Economic Corridors (TEC) as part of the ongoing Edmonton Region Network Study (ERNS).

The TIA concluded that the adjacent roadway network can accommodate the increase in traffic associated with the development at acceptable levels of service, while the recommended improvements are anticipated to support safe and direct pedestrian, cyclist, and transit access to the site and the broader network.

The site is well-connected to multiple transportation options, and is adjacent to the future Windermere North (Ambleside) Transit Centre. A shared pathway will be constructed along 170 Street SW south of the rezoning site by area developers to provide a direct north-south active mode connection throughout the Windermere area. The site will provide continuity of this pathway to allow active mode users to connect to the existing district connector bike route on Windermere Boulevard NW and ultimately to the pedestrian bridge being constructed with the Terwillegar Drive Expansion project.

Access to the development will be from the existing access to Ambleside Link SW. As a condition of a future Development Permit the owner may be required to construct the following:

- Publicly accessible internal shared pathways that connect Ambleside Link SW, Windermere Boulevard SW, and the future transit centre.
- An appropriate interface with the Ambleside Transit Centre. It should consider transit-oriented design elements such as landscaping, active modes connectivity, building and access orientation to increase integration.
- A 3-way stop at Ambleside Link SW and Ambleside Drive SW.
- A marked and signed crosswalk on the west leg of Ambleside Link SW and Armitage Crescent SW.

Local bus routes currently operate near the rezoning site on Windermere Boulevard SW, Currents Drive NW, and Terwillegar Drive NW / 170 Street SW. The future Ambleside Transit Centre will facilitate connections between local, crosstown, and future mass transit routes in the area and is planned as the terminus point for Bus Rapid Transit (BRT) route B6 in the 1.25 million mass transit network. A new rapid transit bus route (between Ambleside and Mill Woods) will also operate out of the transit centre in the future.

The City will work collaboratively with the applicant to ensure high quality connectivity between the rezoning site and future transit centre. Construction timing for the transit centre is currently unknown. However, as part of the City's Canada Public Transit Fund (CPTF) application, Edmonton has requested funding for the detailed planning and engineering design of the transit centre.

Utilities

The proposed rezoning is not anticipated to have a significant impact to the existing sanitary and storm sewer systems in the area, and these existing service connections can continue to be utilized.

The applicant/owner will be responsible for all costs associated with infrastructure changes required by this application.

Appendices

1. ASP Land Use Concept Map Comparison
2. NSP Context Plan Map

Written By: Andrea Wadsworth

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination

ASP Land Use Concept Map Comparison

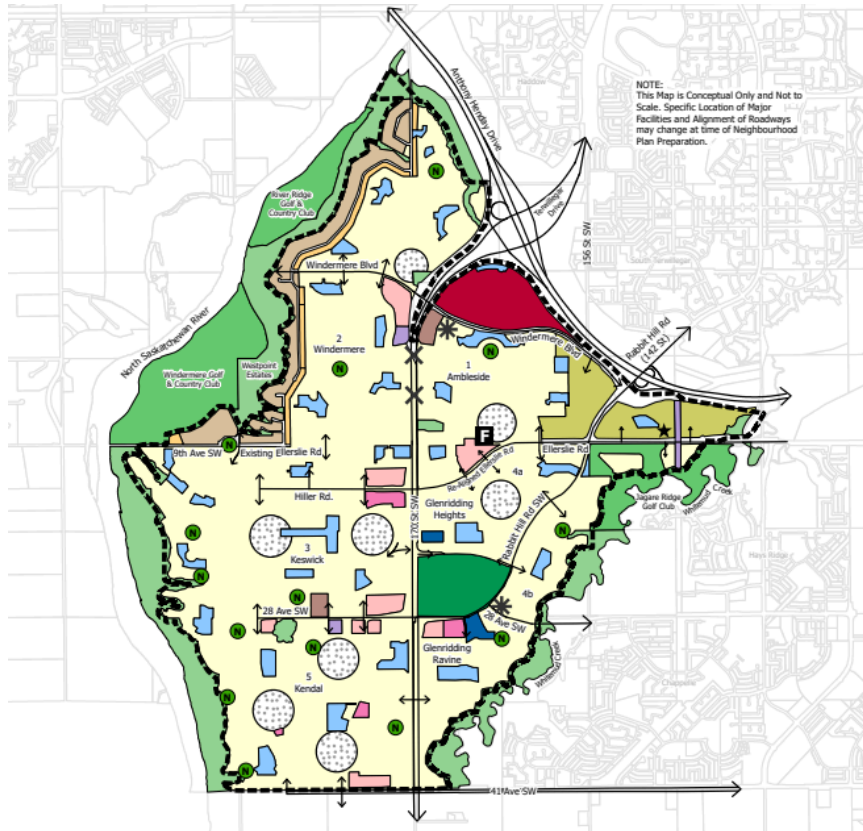


Figure 7.0
Development Concept



Current Land Use Concept Map

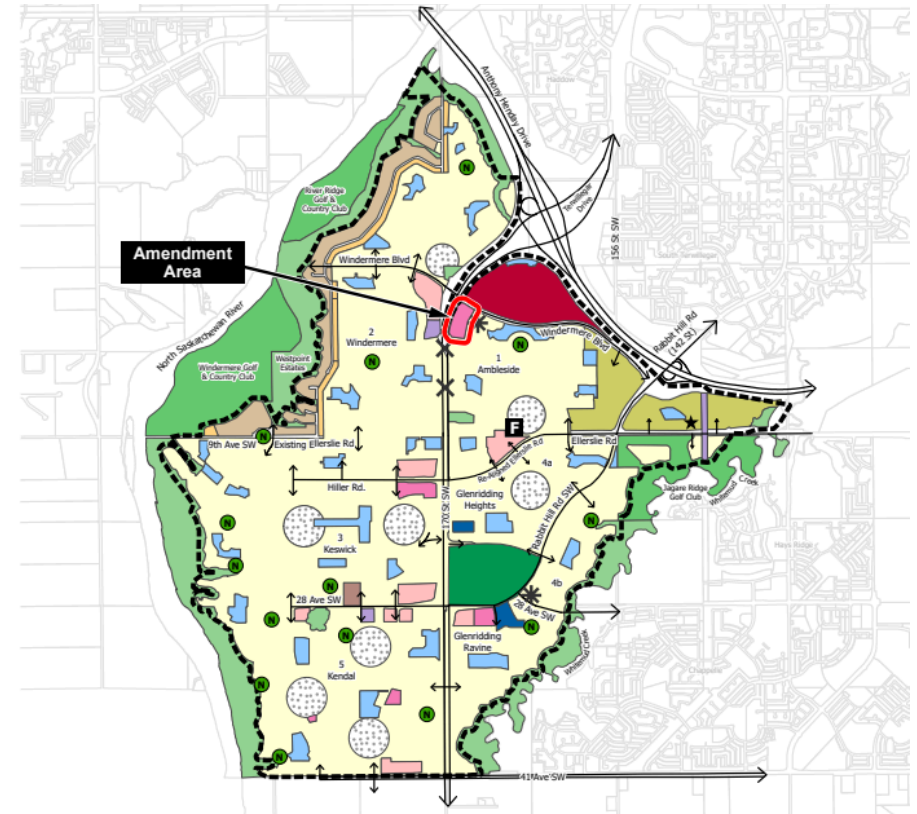
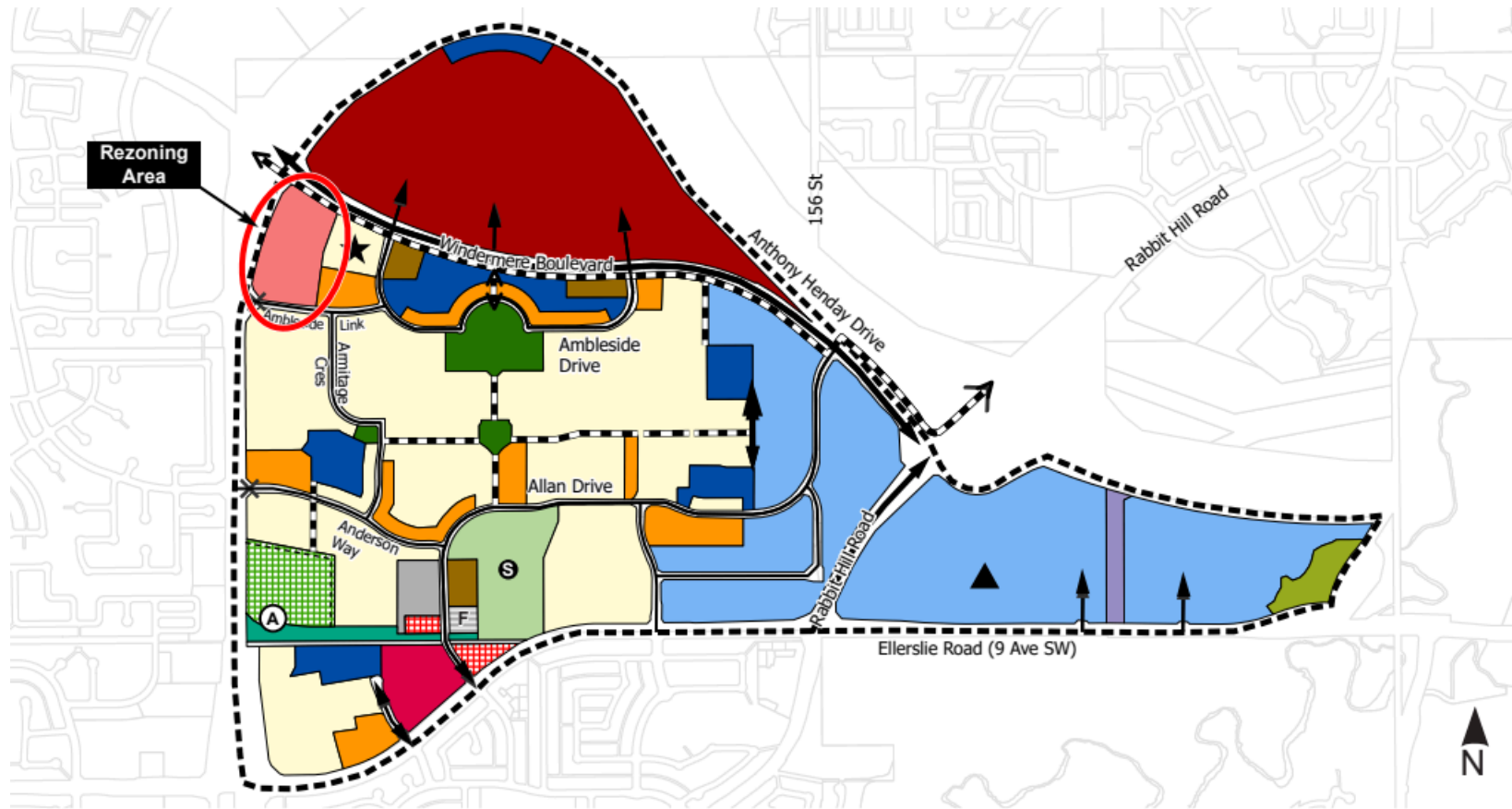


FIGURE 7
DEVELOPMENT CONCEPT
WINDERMERE
Area Structure Plan
(as amended)



Proposed Land Use Concept Map

NSP Context Plan Map



**BYLAW 20584
AMBLESIDE
Neighbourhood Structure Plan
(as amended)**

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.

- | | | |
|-----------------------------|--|--|
| Low Density Residential | School | Transit Centre Park & Ride |
| Medium Density Residential | Park | Access Restricted in the future as per 170 Street Concept Plan |
| High Density Residential | Public Open Space | Integrated Service Yard/Snow Storage Facility |
| Mixed Use | Natural Area | Atco Station |
| Community Centre Commercial | Whitemud Creek | Arterial Roadway |
| Neighbourhood Commercial | Stormwater Management Facility | Collector Roadway |
| Shopping Centre Commercial | Pipeline Right-of-Way | Walkway |
| Business Employment | Power Line ROW | 10m Buffer |
| Institutional | Public Utility (Edmonton Fire Station) | NSP Boundary |