

741 107 STREET SW
LDA20-0396




E1NS

FOCUS

- Application conforms to higher-level policy
- Concerns are real; can be mitigated at development phase

RICHFORD – THEN AND NOW



- This is Richford 
- Property in question  0.8ha
- Formerly commercial  1.6ha
 - Rezoning, NSP/ASP amendments changed to high density residential

RICHFORD NASP

Richford Neighbourhood Area Structure Plan

Office Consolidation January 2021

Prepared by:

City of Edmonton

Bylaw 12118 was adopted by Council in September 1999. In January 2021, this document was consolidated by virtue of the incorporation of the following bylaw:

Bylaw 12118 Approved September 24, 1999

Originally contemplated for commercial

Bylaw 14595 Approved June 27, 2007 (to amend the eastern portion of the neighbourhood from medium density residential to low density residential)

Bylaw 14854 Approved February 25, 2008 (to amend the southwest corner of the neighbourhood from neighbourhood commercial to high and medium density residential)

Amended February 2008

Bylaw 18568 Approved November 5, 2018 (Administrative amendment to adjust the land use in neighbourhood plans to align with the proposed boundary changes to the North Saskatchewan River Valley Area Redevelopment Plan (NSRV ARP) and North Saskatchewan River Valley and Ravine System Overlay)

Bylaw 19458 Approved January 25, 2021 (to redesignate one parcel from rural residential to commercial land use)

Added 0.2ha of commercial in 2021

Editor's Note:

This is an office consolidation edition of the Richford Neighbourhood Area Structure Plan, Bylaw 12118, as approved by City Council on September 24, 1999.

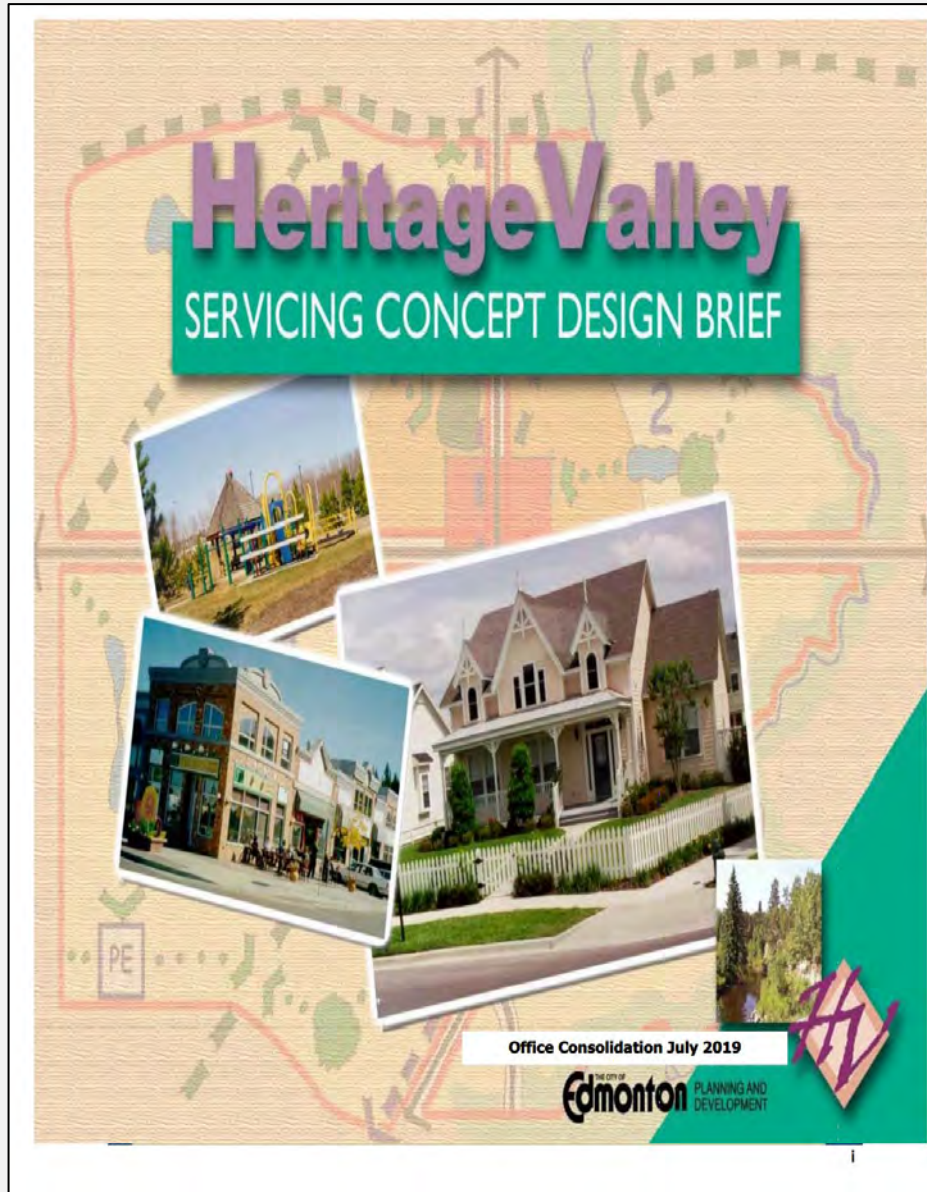
This edition contains all amendments and additions to Bylaw 12118. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Private owners' names have been removed in accordance with the Freedom of Information and Protection of Privacy Act. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. All text changes are noted in the right margin and are italicized where applicable.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department

E1NS

LAND USE – POLICY CONFORMANCE



E1NS

LAND USE – POLICY CONFORMANCE

3.0 COMMUNITY DESIGN PRINCIPLES

The vision expressed in the previous section reflects the direction in which Heritage Valley will be designed and developed in the future. It offers an opportunity for landowners and developers to employ an array of best practices in designing neighbourhoods that are sensitive to the environment and market demands. It will be supported by new planning principles and design requirements that will lay the foundation for a more sustainable and liveable urban environment, in keeping with the goals and objectives of Plan Edmonton.

The following statements have been established as key principles for the development of Heritage Valley. These will be used to guide the preparation and evolution of subsequent neighbourhood plans and their amendments to ensure that the goals of the community are met.

3.1 A Compact, Integrated Community

By incorporating the elements of daily life in a compact, integrated form, Heritage Valley can develop into a walkable community.

1. **Promote sustainable community design.** *For environmental and economic reasons, the planning of new communities should involve minimizing the amount of land consumed in urban development. Urban intensification by design makes better use of land and infrastructure and supports transit systems. Sustainable communities can be achieved through mixing land uses, creating smaller lots and clustering medium to high density developments around amenities and transit stations.*
2. **Design complete and integrated communities.** *Creating sufficient opportunities for employment, recreation, shopping, schools, parks and civic facilities linked by roadways and green spaces will make Heritage Valley a more diverse and dynamic community.*
3. **Create a compact, pedestrian-oriented community.** *Human scale architecture, short blocks and compact precincts distinguish a pedestrian-oriented community. It should have pedestrian routes that link to important civic, commercial and recreation destinations. Designing communities that encourage residents to walk to places of interest will reduce the number of trips by vehicles and promote health and interaction by neighbours.*
4. **Encourage a sense of community.** *Each neighbourhood should be designed to have a unique character that will foster a sense of identity and place. The character of each neighbourhood should also reflect geographic and cultural characteristics, topography, climate, historical origins, cultural values and social integration.*
5. **Develop a community focal point.** *A compact mixed-use Town Centre will act as the community's main gathering place. It will provide for an active street life and a sense of urbanity at the centre of this suburban community. The combination of multi-family housing, retail commercial, civic, cultural and recreational uses will provide for a strong strengthen the community core.*
6. **Provide for a broad mix of land uses.** *A diversity of land uses and economic activity will strengthen the image of the area as a sustainable community. Residential, employment, recreational and cultural opportunities in close proximity can reduce travel costs and enrich community life.*

HERITAGE VALLEY SCDB DESIGN PRINCIPLES

- Including mix of land uses to create opportunities for walkable communities

LAND USE – POLICY CONFORMANCE

3.3 An Attractive, Well Designed Community

Heritage Valley will be easily distinguished by its street pattern, unique buildings, superb landscaping and specially designed places that are comfortable and attractive for people to live, work and play.

1. Establish a unique character and sense of place in each neighbourhood. *Creation of special places or a distinctive theme for a neighbourhood that reflects the area's natural beauty or history can engender a sense of ownership and pride.*
2. Ensure that each neighbourhood is designed with a focal point. *A neighbourhood centre, park or school that offers a range of convenience commercial uses, services and/or amenities can function as a gathering place for neighbourhood residents. The focal point should be activity oriented and combine uses and services that draw people to the area.*
3. **Design for direct linkages (pedestrian, bicycle, vehicular) from the surrounding communities to the neighbourhood centre and amenities.** *An integrated and useable linkage system provides a non-vehicular alternative to access public spaces.*
4. **Design for an attractive environment.** *A variety of urban spaces, landscaped areas and architecturally designed features can contribute to a rich and human scale living environment. Attention to design and detail should be encouraged, particularly in the construction of public places and the built environment.*

3.4 Sustainable Employment

Heritage Valley will not be simply a bedroom community. Residents will have the opportunity to work within the very area that they live.

1. Provide a range of employment opportunities within the community. *A diversity of employment opportunities in the community will strengthen the local economy and result in reduced travel times and a more dynamic and sustainable community.*
2. Locate employment areas and light industrial business uses at the periphery of the community. *This development will facilitate access to the freeways, reduce transportation and environmental impacts on adjacent residential neighbourhoods while at the same time offering the opportunity for employment within the community.*
3. Strengthen existing and emerging employment areas. *Existing nodes of employment will be integrated in the overall land use pattern and may be subject to design controls that reduce negative impacts on adjacent developments.*
4. Design employment areas to be more environmentally responsive and pedestrian-friendly. *Good architecture, landscaping, appropriate street furniture, good pedestrian-oriented lighting and the provision of safe transit stops will make working in the areas more enjoyable.*

HERITAGE VALLEY SCDB DESIGN PRINCIPLES

- Including mix of land uses to create opportunities for walkable communities
- Creating local employment opportunities

LAND USE – POLICY CONFORMANCE

3.5 Balanced Transportation System

Building an accessible community is a priority of the SCDB. Heritage Valley will provide residents with the options to move within, to and from their community with ease and safety.

1. Provide a balanced network for movement. *Provisions will be made for movement by car, public transportation, bicycle and walking to provide choices for mobility.*
2. Provide a transportation system that reflects the character of the intended development and meets the unique demands of each neighbourhood, as well as the City's wider transportation objectives. *Transportation systems should meet wider transportation objectives and be designed specifically to meet the circulation demands of each neighbourhood, with appropriate connections to the adjoining road network.*
3. Improve connectivity. *Improvement of urban life will occur by facilitating movement, access and connections among activities and places.*
4. Locate as many activities as possible within easy walking distance of transit stops. *This will support transit use and affordability.*
5. Streets, pedestrian paths and bike paths should contribute to a system of fully connected and interesting routes to all destinations. *Their design should encourage pedestrian and bicycle use by being efficiently connected and spatially defined by buildings, trees and lighting. The design of the street system should discourage high-speed traffic.*

3.6 Efficient Servicing/Green Infrastructure

Heritage Valley will promote "green infrastructure" as an integral component of servicing the community.

1. Encourage efficient and cost-effective development. *Contiguous development results in less cost, efficient use of land, better provision of services, (e.g. transit) and more cohesive neighbourhood built form.*
2. Invest in the public realm. *Using green infrastructure, the community will integrate the natural and built environments.*
3. Design for energy-efficiency. *The orientation of streets, placement of buildings and the thoughtful use of solar energy can contribute to the energy-efficiency of the community.*
4. Conserve and minimize waste. *The design of the community should help conserve resources and minimize waste through environmental programs.*
5. Use water efficiently. *Communities should provide for the efficient use of water through the use of natural drainage, drought tolerant landscaping and recycling.*

HERITAGE VALLEY SCDB DESIGN PRINCIPLES

- Including mix of land uses to create opportunities for walkable communities
- Creating local employment opportunities
- Locating development where services exist

LAND USE – POLICY CONFORMANCE

5.3 Commercial

Intent

A complete range of retail activity has been planned for the community; community level shopping will be provided by the Town Centre which has the flexibility to serve as a regional attraction. *The Plan also proposes the clustering of community commercial centres to serve more than two neighbourhoods.* Smaller local convenience commercial sites not exceeding 2 ha in size will be identified at the neighbourhood level, subject to the design restrictions outlined below. Commercial uses serving the travelling public and other large format stores are anticipated to be located along Highway 2.

Resolution
January 27, 2014

Objectives

- To focus commercial activity in Heritage Valley in a mixed-use Town Centre with a traditional "Main Street"
- To accommodate smaller, pedestrian-oriented commercial centres in locations well served by public transit.
- To ensure commercial developments are integrated into the surrounding neighbourhoods.
- To accommodate limited commercial uses along Highway 2 serving longer-distance travellers.



HERITAGE VALLEY SCDB COMMERCIAL POLICY

- Locating commercial areas near transit and residential neighbourhoods

LAND USE – POLICY CONFORMANCE

5.4 Business Employment

Intent

The location of jobs within a community contributes to its sustainability and quality of life, while reducing commuting time and traffic levels. Balancing economic opportunities with residential development also enhances a community's fiscal health and stability, and encourages self-sufficiency and formation of public/private partnerships.

The land use concept proposes the creation of two major employment districts to bolster the economic opportunities within Heritage Valley - the **Calgary Trail Employment District** and the **University of Alberta Leased Lands** area. The locations of the employment areas reflect existing uses and potential development, as well as their proximity to Highway 2 and Anthony Henday Drive. Over time, it is anticipated that these areas will be transformed into high-quality, comprehensively planned business employment areas.

Other employment opportunities will also be available within Heritage Valley. A number of such opportunities will be provided through the Town Centre, other commercial areas, schools and other institutions.

A commercial/business employment area along 41 avenue SW and west of Heritage Valley Trail will support additional employment and residential opportunities in the southern portion of the neighbourhood.

Resolution
April 24, 2017

Objectives

- To achieve a good jobs/housing balance so that many residents will be able to work close to where they live.
- To develop sustainable employment areas that minimize impact on the natural ecosystem.
- To develop the Calgary Trail Employment District primarily as a business industrial area.
- To develop the University of Alberta lands as a Business Employment and Institutional Research Zone.
- To support small employment ventures in mixed-use areas outside the traditional industrial/business park setting.

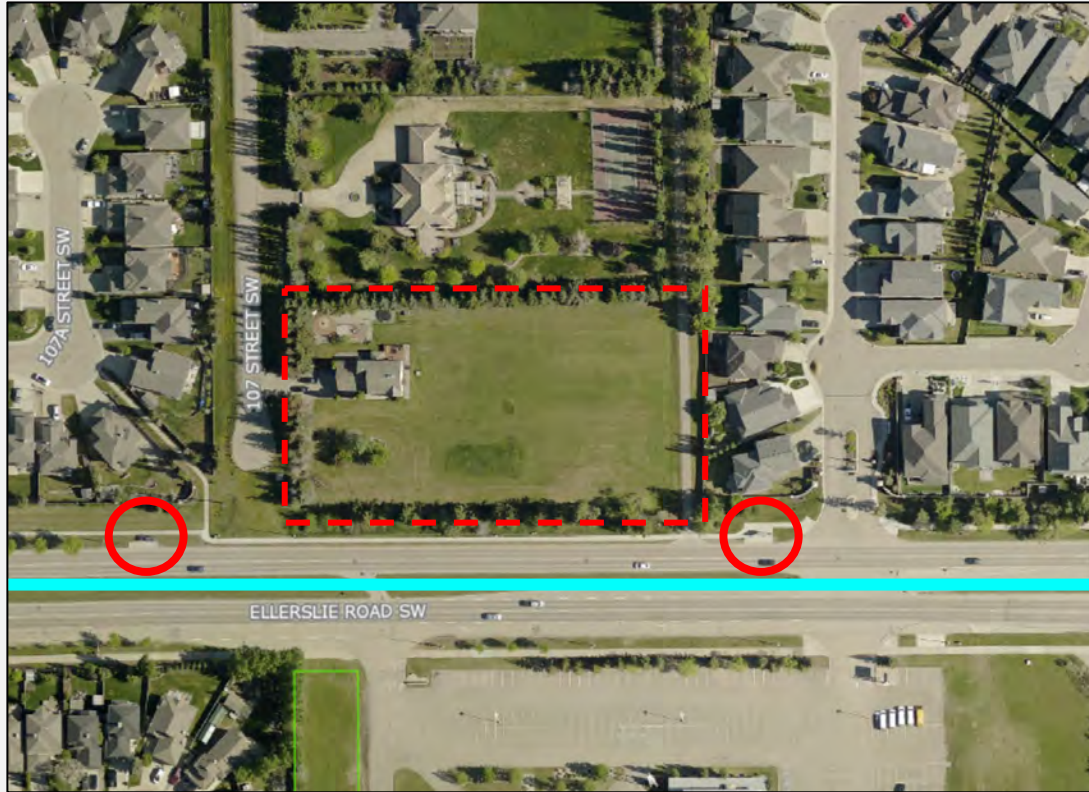


Telus Centre - Technology at Work

HERITAGE VALLEY SCDB BUSINESS POLICY

- Locating commercial areas near transit and residential neighbourhoods
- Allow and locate employment opportunities close to residential neighbourhoods

LAND USE – POLICY CONFORMANCE



HERITAGE VALLEY SCDB POLICY

- Locating commercial/employment areas along arterial roadways, near transit, services, and residential areas

○ Existing Transit Stop

— Existing services location

LAND USE – DEVELOPMENT REGULATIONS

Edmonton Zoning Bylaw 12800

330 (CB1) Low Intensity Business Zone

Charter Bylaw 19490
November 5, 2020

330.1 General Purpose

The purpose of this Zone is to provide for low intensity commercial, office and service uses, and limited Residential-related Uses located along arterial roadways that border residential areas. Development shall be sensitive and in scale with existing development along the commercial street and any surrounding residential neighbourhood.

PERMITTED	DISCRETIONARY
Bars/Pubs/Restaurants under 200 people & 240m ² (public space)	Bars/Pubs/Restaurants over 200 people & 240m ² (public space)
Cannabis Retail Store*	Liquor Store
Professional/Medical Offices	Gas Bar
Personal Service Shops	Child Care Services
Specialty Foods, under 100 people & 120m ² (public space)	Drive-in-Services
General Retail Stores (up to 1000m ² of floor area)	Breweries, Wineries, Distilleries

*requires conformance to other sections of the Bylaw

LAND USE – DEVELOPMENT REGULATIONS

330.4 Development Regulations for Permitted and Discretionary Uses

1. The maximum Floor Area for a Permitted Use shall be [2500 m²](#); otherwise the Use shall be discretionary.
2. The maximum Floor Area Ratio shall be 2.0.

Bylaw 15735
June 20, 2011

3. A minimum Setback of [3.0 m](#) shall be required where a Site Abuts a public roadway, other than a Lane except:
 - a. where adjacent commercial buildings Abut the property line to form a pedestrian-oriented shopping street, buildings shall be built at the property line of the Site;

Bylaw 15735
June 20, 2011

4. A minimum Setback of [3.0 m](#) shall be required where the Rear or Side Lot Line of the Site Abuts the lot line of a Site in a Residential Zone;

Bylaw 15735
June 20, 2011
Bylaw 17672
June 27, 2016

5. No parking, loading, storage, trash collection, outdoor service or display area shall be permitted within a Setback. Vehicular parking, loading, storage and trash collection areas shall be located to the rear or sides of the principal building and shall be screened from view from any adjacent Sites, public roadways or a LRT line in accordance with the provisions of [Section 55.5](#) of this Bylaw. 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 in accordance with the provisions of [subsection 55.4](#) of this Bylaw.
6. Any business premises or multiple occupancy building having a Floor Area greater than [2 000 m²](#) or a single wall length greater than [20.0 m](#) that is visible from a public road, shall comply with the following criteria:
 - a. the roof line and building façade shall include design elements and add architectural interest; and
 - b. Landscaping adjacent to exterior walls shall be used to minimize the perceived mass of the building and to create visual interest.
7. All mechanical equipment, including 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.
8. Where the Site is part of a pedestrian oriented shopping street, the following regulations shall apply, at the discretion of the Development Officer:
 - a. the architectural treatment of the building shall include features such as:
 - i. placement of windows to allow for viewing in the building by pedestrians;
 - ii. entrance features;
 - iii. canopies;
 - iv. features that lend visual interest and create a human scale; and
 - v. on corner Sites, the façade treatment shall wrap around the side of the building to provide a consistent profile;
 - b. vehicular access shall be from the Abutting Lane. In the event there is no Abutting Lane, the vehicular access shall be designed in a manner that has minimal impact on the pedestrian-oriented shopping street; and
 - c. vehicular parking, loading and facilities shall be located at the rear of the building.

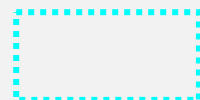
Bylaw 16733
July 8, 2016

9. The maximum building Height shall not exceed [12.0 m](#), in accordance with Section 52.

LAND USE – DEVELOPMENT REGULATIONS



 Property boundary

 Minimum Setbacks

 Site Access

CITY REVIEW & COMMENTS

Transportation

Administration supports the application and advises the following:

- The existing site access off 107 Street must be closed upon the redevelopment of the site, and no new vehicular access will be permitted to 107 Street;
- All-directional site access will not be permitted off Ellerslie Road SW;
- Access from Ellerslie Road SW must be restricted to right-in/right-out access; and
- **The applicant has requested an eastbound left-in access from Ellerslie Road; this request will be reviewed at future development stages.**

Transit

Administration supports the application and noted the following:

- There is bus service and bus stops near the site;
- The site is within 60 m walking distance of bus stops on Ellerslie Road; and
- Bus service adjacent to Ellerslie Road's site provides direct access to both Century Park LRT Station/Transit Centre and the Mill Woods LRT Station/Transit Centre (anticipated opening late 2021).

Drainage

Administration supports the proposed application and advises the following:

- permanent sanitary and stormwater servicing must be in general accordance with the servicing schemes as identified in the accepted final stormwater management and sanitary servicing report for 741 - 107 St SW, dated January 2021; and
- Onsite stormwater management requirements will be required to include storage provisions within the property to accommodate the excess runoff from a 1 in 100

EPCOR Water

EPCOR Water Services has identified that there is currently insufficient fire flow capacity to support commercial land uses at this location. As such, a water main extension and addition of hydrants will be required at the Development Permit stage.

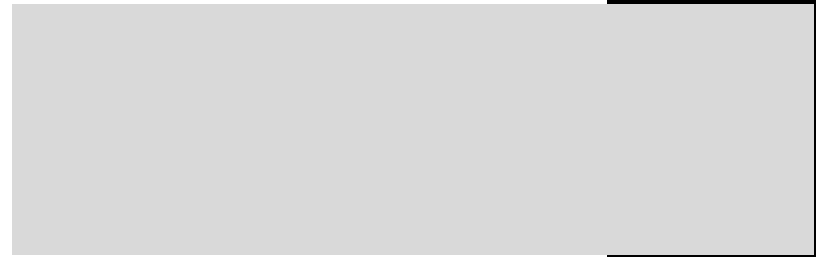
All other comments from affected City Departments and utility agencies have been addressed.

- Administration supports the application
- Administration has conditioned/advised specific items related to raised concerns
 - Access
 - Drainage
 - Infrastructure upgrades
- Administration will further review at Development Stages

SUMMARY

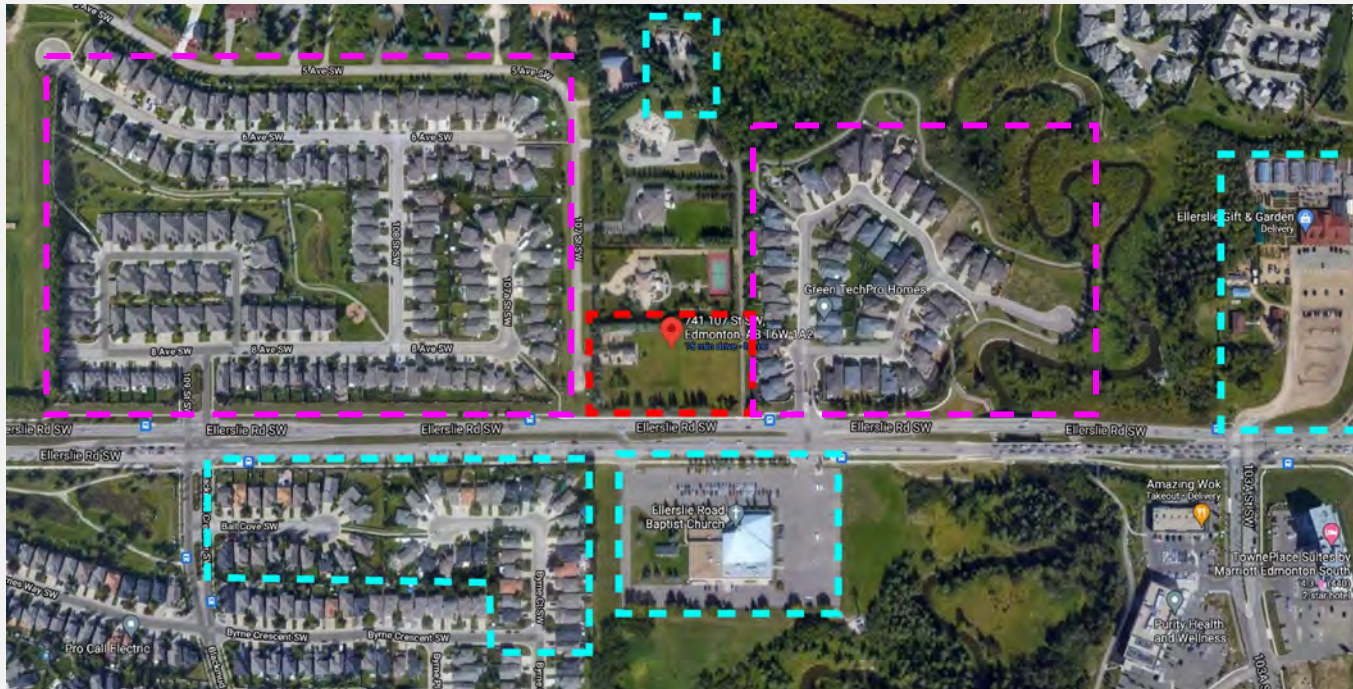
- Council has approved policy supporting this type of development
- Council trusted administration to implement plans – should continue to do so
 - Concerns can be further mitigated at development stages

THANK YOU






E1NS

PUBLIC ENGAGEMENT



- Feedback themes:
 - Non-supportive:
 - Changing character of area
 - Additional traffic
 - Perception of need
 - Supportive:
 - Possibility of destination-type uses (restaurants, café) within walking distance

-  Parcel in question
-  Direct engagement
-  Indirect engagement