



COUNCIL – AGENDA REPORT

Meeting Date: 17 December 2024

Subject: Bylaw No. B-29/2024 – New DC-55 District

Directorate: Strategic Growth and Investment

Issue:

Airdrie City Council is being asked to give three readings to proposed Bylaw No. B-29/2024, being a bylaw to amend Land Use Bylaw No. B-01/2016 (LUB) by removing Direct Control District DC-39 and replacing it entirely with Direct Control District DC-55, to allow for a future 5-storey mixed use development at 905 Edmonton Trail SE.

Policy / Council Direction:

Policy 6.7 of the [Airdrie City Plan](#) emphasizes increasing residential density in communities by integrating mixed density uses. In doing so, the City aims to promote medium and higher density development in locations that can be served by transit and by public amenities, including parks and pathway systems. The proposed amendment and future development aligns with this strategy as the area has transit potential, is located directly adjacent to the regional pathway system, and is within walking distance of several parks.

The same policy also states that the highest densities should be located in, or adjacent to, mixed use nodes at arterial and/or collector road intersections. The proposed bylaw indicates that the future mixed use development will be integrated into the Edmonton Trail SE corridor, with an intersection improved for vehicle and pedestrian safety. DC-55 complies with Policy 6.7 by orienting mixed use development towards the street and pedestrian facilities, such as Edmonton Trail and a regional pathway.

The City Plan supports the growth management of mixed use development in vacant areas and in underutilized lots, including infill development in previously developed areas. Airdrie's [Land Use Bylaw](#) also provides policy direction for the proposed bylaw and mixed use development. Section 8.4 Mixed Use Development outlines regulation requirements for mixed use developments, such as having immediate access to an arterial or collector road, being supported by transportation networks, and complying with other standards such as parking, density, and proposing no outdoor storage.

Background:September 17, 2024 Public Hearing & Council's Motion

Bylaw No. B-29/2024 was presented to Council at the [September 17 Public Hearing](#). Council tabled a decision on the proposed bylaw until more information could be provided by Administration on:

- 1) A parking analysis that increases the amount of parking stalls that would blend both a commercial/residential need;
- 2) A pedestrian and vehicle traffic safety analysis; and
- 3) A formal sight line analysis from the first floor to the fifth floor.

Since the Public Hearing, Administration and the applicant, Invistec Consulting Inc., have assessed Council's motion. In October 2024, the applicant refined the Direct Control district's standards and provided a road safety audit, a sight line analysis, and updated site and landscaping plans. Following another internal review period by City departments, Administration concluded that these documents to have addressed the motion by increasing on-site parking, providing a traffic safety review, and demonstrating a multi-storey viewshed.

Increased On-site Parking

Additional residential parking stalls were added to accommodate future parking needs from 56 to 84 stalls, meaning that there is greater than a 1:1 ratio of parking stalls to residential units. To achieve this, the underground parkade was expanded from 33 to 51 stalls.

The number of commercial parking stalls were reduced from 50 to 40 stalls as part of reassessing the parking inventory. However, this level of commercial parking is still supported by the transportation impact assessment prepared for this development, which uses parking demand rates based upon the most likely commercial uses (e.g., office, coffee shop, personal service). Parking requirements would be reviewed again as part of a future development permit process and subsequent Change of Use applications. The number of visitor parking stalls remains unchanged at 14 stalls.

Overall, these revisions to on-site parking raise the total amount of parking on-site from 120 to 138 parking stalls. The new site plan is included as Attachment #3. To help alleviate vehicle exhaust, a new development provision has been added as subsection (18) to the proposed DC-55 district which requires that "no idling" signs be marked on parking stalls abutting adjacent residential development.

Traffic Safety Review

An road safety audit of the conceptual site design was undertaken by an independent road safety specialist, WATT Consulting Group, to address the safety concerns indicated by Council via Administration: pedestrian safety at the crossing of the regional pathway and turning vehicles and to potential collisions for vehicles turning left (north) out of the site across high-speed traffic lanes of Edmonton Trail. The road safety audit found eight (8) items that warrant further safety consideration. Most notably, these items included: relocating the "80km/h" speed limit sign; illumination on the regional pathway for pedestrians; optimal

acceleration lane tapering/length; and an addition of an urbanized landscaped median along Edmonton Trail to change driver perception from an highway acceleration lane to an urban street.

Should the proposed bylaw be approved, the Audit's findings to enhance the safety aspect of the project would be carried forward to the development permit stage, further reviewed by Administration, and shared with Alberta Transportation and Economic Corridors (ATEC). Development Permit conditions would ensure that traffic safety improvements are implemented to the satisfaction of the Development Authority and secured through provisions in the Development Agreement, if needed. The final step in the road safety audit review would be an "in service" review by a road safety professional once the site is constructed and operational.

Building Sight Lines

A multi-storey sight line analysis and site cross sections have been created to give context to the proposed building and adjacent properties (Attachment #4). The sight line analysis, included as Attachment #4, demonstrates a three dimensional visual perspective from the north, side, and west sides of the building at various heights. Distances from the proposed building to adjacent property lines and building faces are noted, with closest residential dwellings being between $\pm 36.0\text{m}$ and 52.5m away. The views range from the first residential floor (the building's second storey) to the fourth residential floor (the building's fifth storey). This viewshed would change as enhanced perimeter landscaping and fencing would be installed, further buffering the south and west views.

The site cross sections show north-south and west-east perspectives of 905 Edmonton Trail SE, the proposed building, property lines, and the closest adjacent residential buildings. These cross sections best show the change in elevation of the property and surrounding area.

Building sight lines would also be changed through revisions to the landscape plan, which proposes denser trees along the south perimeter to provide yearlong constant screening. Certain tree species would be planted at a minimum height of 2.5m and are expected to grow to heights well beyond the proposed fencing. The height of the proposed fence along the south perimeter would be increased to 2.0m , which is reflected as subsection (25a) of the proposed DC-55 district.

Council Committee Routed Through:

On July 9, 2024, Bylaw No. B-29/2024 was presented to the [Community Infrastructure and Strategic Growth Standing Committee](#) (CISG) with a recommendation that City Council adopt the Bylaw as presented. The Committee accepted this recommendation with the following considerations:

- i. Further deliberation of the traffic left-hand turn onto Edmonton Trail;
- ii. Any additional public correspondence received starting March 2024; and
- iii. Further deliberation of the listed Permitted Uses proposed.

Administration Recommendation:

Administration recommends that City Council give three readings to Bylaw No. B-29/2024 as presented, being a bylaw to amend Land Use Bylaw No. B-01/2016. This would allow the subject property to be redistricted from DC-39 to DC-55 and allow for a mixed use development. Administration supports the proposed amendment because of the following:

- 1) The amendment complies with the policies, intent, and purpose of the Airdrie City Plan and the Land Use Bylaw;
- 2) The regulations of the new DC-55 District support development that is compatible with mixed use development and is appropriate to site context;
- 3) The amendment seeks to bring redevelopment to an empty parcel vacant since 2015;
- 4) The redevelopment provides 56 residential dwellings that will help Airdrie meet our housing supply needs and qualify as part of our Housing Accelerator Fund targets;
- 5) The shadow casting is not year-round and does not appear to unduly interfere with the use and enjoyment of most adjacent properties; and
- 6) The redevelopment has satisfactorily resolved transportation challenges with the Edmonton Trail SE – QEII Highway connection.

Alternatives/Implications:

City Council has these alternatives to consider with respect to this amendment:

Alternative 1: That City Council table a decision on Bylaw No. B-29/2024.

Choosing this option suggests that additional information is required before Council can decide on the proposed bylaw amendment.

Alternative 2: That City Council defeat Bylaw No. B-29/2024.

Choosing this option means that Council does not agree with the proposed bylaw amendment and the existing DC-39 District would remain.

Budget Implications:

As a result of the Canada Post strike, alternative mailing services were used to ensure that public notification requirements were met. This has incurred extra mailing costs beyond the typical Canada Post rates.

Communications and Engagement:

Public notification of the public hearing was advertised in a local newspaper and on the City of Airdrie's website in keeping with the City's Public Notification Bylaw No. B-02/2019 and as prescribed in the requirements of the *Municipal Government Act*.

Recommendation:

That Council gives three readings to Bylaw No. B-29/2024, being a bylaw to amend Land Use Bylaw No. B-01/2016, by deleting Direct Control District DC-39 in its entirety and replacing it with the attached Direct Control District DC-55 (Schedule "A"), to allow for a future 5-storey mixed use development at 905 Edmonton Trail SE.

Jeff Brunen, Senior Planner

Staff Presenter:	Jeff Brunen
External Presenter:	N/A
Department:	Strategic Growth & Investment
Reviewed by:	Stephen Utz, Director
Attachments:	#1: Proposed Bylaw B-29/2024 #2: Proposed Schedule "A" DC-55 District Revised #3: Updated Preliminary Site Plans #4: Sight Line Analysis & Site Cross Sections