

Applicant Submission

March 9, 2020

This submission accompanies an application made to redesignate a portion of the property known as 251 Red Embers Way NE, located in the community of Redstone. The property is currently designated M-2 in the City Land Use Bylaw and has an area of 2.44 ha (6.03 ac).

This application proposes to change the land use designation on a portion of the subject property from M-2 to DC; and S-CRI. The western portion of the property (1.51 ha) would be subject to the proposed DC bylaw, and would be intended for community-scale commercial development with the potential for increased mixed-use development. The proposed DC Bylaw is based on the CC-1 commercial land use district, but with some auto-oriented land uses removed, and increased opportunities for greater residential density (proposed FAR to be increased from 1.0 to 3.0) and building height (proposed to be increased from 10.0 metres to 16.0 metres)

A small portion of the property (0.10 ha) is to be reserved for an electrical substation. This portion has a setback 100 metres from the corner of Red Embers Gate and 128 Avenue and will be designated S-CRI. The substation would service the future LRT station, further to the west on 128 Avenue NE.

The balance of the subject property, to the east of the subject lands, would remain as existing, with M-2 land use designation.

The subject property is part of Community C in the Northeast Community 'A' Area Structure Plan. Part of the subject property is designated 'Transit Planning Area' on Map 3 of the ASP document as a minor portion of the site falls within the 600 metre radius of the 128 Avenue LRT station.

The application proposes two access points into the subject property. The commercial portion of the property would both have all-turns accesses onto Red Embers Way NE: one approximately 49.5 m east of the Red Embers Way/Red Embers Gate intersection; and one directly across from the existing intersection of Red Embers Way NE and Redstone Park NE. Access to the electrical substation would be through the commercial portion of the property.

The ASP's policies for the Transit Planning Area emphasize mixed use development with emphasis on child care facilities, office uses, smaller-scale businesses and shops, and pedestrian and bicycle connections. Higher-density residential should be located closer to the LRT station, and medium density housing is contemplated for the edge of the Transit Planning Area. Away from the Transit Planning Area, residential development shall have a minimum density of 17.5 units per hectare (UPH) or 7 units per acre (UPA).

The application generally conforms to the policy framework set out in the Area Structure Plan. The proposed DC Bylaw contemplates smaller-scale, neighborhood-serving commercial uses, including child care, medical clinics, and specialty food stores. The commercial portion of the property will be designed (at the development permit stage) designed to accommodate pedestrian movement internally and would be accessible to pedestrian and bicycle pathways on 128 Avenue.

The remainder of the subject lands that do not form part of this application would continue to have an M-2 land use designation. As the M-2 land use requires a minimum of 60 UPH or 24.3 UPA, which exceeds the minimum residential density as provided for in the Area Structure Plan.