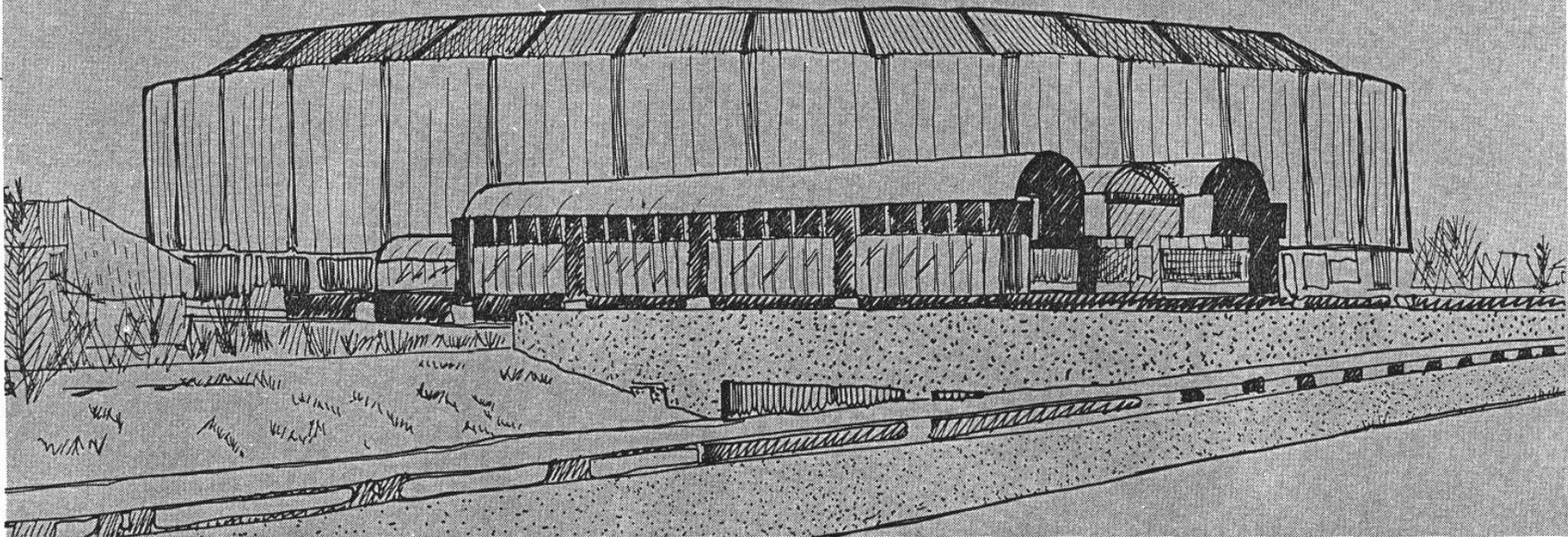


# COLISEUM STATION

Area Redevelopment Plan

Planning Department

November 1982



**Coliseum Station Area Redevelopment Plan**  
***Bylaw 6929***  
***Adopted on January 11, 1983***

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***Office Consolidation, June 2021***

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*Prepared by:*

*Development Services  
Urban Planning & Economy  
City of Edmonton*

Bylaw 6929 (as amended) was adopted by Council in January 1983. In June 2021, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 6929.

Bylaw 6929	Approved January 11, 1983 (To adopt the Coliseum Station ARP)
Bylaw 7430	Approved January 24, 1984 (Deletion of the Redevelopment Levy)
Bylaw 9265	Approved September 26, 1989 (Policy Changes for Sub-Area 1)
Bylaw 10824	Approved July 18, 1994 (Added a new Policy 4.3.4 “Park n’ Ride”)
Bylaw 12925	Approved January 9, 2002 (Policy Changes)
Bylaw 14729	Approved September 10, 2007 (Implement Phase I of Avenue Initiative Redevelopment Strategy)
Bylaw 19269	Approved March 15, 2021 (Amendments to the Coliseum Station Area Redevelopment Plan to amend maps and text throughout the plan)
Bylaw 19725	Approved June 8, 2021 (PLAN REPEALED)

**Editor’s Note:**

This is an office consolidation edition of the Coliseum Station Area Redevelopment Plan, Bylaw 6929, as approved by City Council on January 11, 1983.

This edition contains all subsequent amendments and additions to Bylaw 6929. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton  
Urban Planning and Economy

# TABLE OF CONTENTS

<b>SECTION 1</b>	<b>INTRODUCTION</b>
1.1	Boundaries
1.2	Authority for the Plan
<b>SECTION 2</b>	<b>OBJECTIVES OF THE COLISEUM STATION PLAN</b>
2.1	Basic Strategy
2.2	Residential Land Use Objectives
2.3	Commercial Land Use Objectives
2.4	Industrial Land Use Objectives
2.5	Transportation Objectives
2.6	Pedestrian and Bicycle Networks Objectives
2.7	Parking Objectives
2.8	Park and Open Space Objectives
2.9	Heritage Conservation Objectives
2.10	Urban Design and Built Form Objectives
2.11	Community Facilities Objectives
2.12	Major Facilities Objectives
<b>SECTION 3</b>	<b>PROPOSED LAND USE POLICIES</b>
3.1	Introduction
3.2	Sub-Area 1 – Eastwood Sub-Area

3.3 Sub-Area 2 – Coliseum North Sub-Area

3.4 Sub-Area 3 – Coliseum South Sub-Area

**SECTION 4 PROPOSED ROADWAYS, BIKEWAYS, AND CIRCULATION POLICIES**

4.1 Introduction

4.2 Roadways Policies

4.3 Parking Policies

4.4 Public Transit Policies

4.5 Pedestrian Circulation and Bikeways Policies

**SECTION 5 POLICIES FOR PROPOSED UTILITIES AND OTHER SERVICES**

5.1 General Intent of Policies for Proposed Utilities and Other Services

5.2 Utilities Policies

**SECTION 6 PROPOSED RECREATIONAL AND SCHOOL FACILITIES POLICIES**

6.1 Introduction

6.2 General Intent of Policies for Proposed Recreational and School Facilities Policies

**SECTION 7 RESERVE LAND POLICY**

**SECTION 8 REDEVELOPMENT LEVY POLICY**

**SECTION 9 OTHER PROPOSALS**

9.1 Historic Preservation Policy

9.2 Conformity with Superior Legislation

**SECTION 10 PLAN IMPLEMENTATION**

- 10.1 Implementation of Land Use Policies
- 10.2 Implementation of Roadways and Circulation Policies
- 10.3 Implementation of Policies for Proposed Utilities and Other Services
- 10.4 Implementation of Proposed Recreational and School Facilities Services

**SECTION 11 PROPOSED LAND USE REGULATIONS**

- 11.1 Introduction
- 11.2 RF3 – Low Density Redevelopment District (Section 140, Land Use Bylaw)
- 11.3 RF6 – Medium Density Multiple Family District (Section 170, Land Use Bylaw)
- 11.4 RA7 – Low Rise Apartment District (Section 210, Land Use Bylaw)
- 11.5 RA8 – Medium Rise Apartment District (Section 220, Land Use Bylaw)
- 11.6 RA9 – High Rise Apartment Zone (*Bylaw 14729, September 10, 2007*)
- 11.7 DC5 – Site Specific Development Control District (*Bylaw 14729, September 10, 2007*)
- 11.8 CNC – Neighbourhood Convenience Commercial District (*Bylaw 14729, September 10, 2007*)
- 11.9 CB2 – General Business District (*Bylaw 14729, September 10, 2007*)
- 11.10 IB – Industrial Business District (Section 410, Land Use Bylaw)
- 11.11 IM – Medium Industrial District (Section 420, Land Use Bylaw)
- 11.12 US – Urban Services District (Section 510, Land Use Bylaw)
- 11.13 *Deleted (Bylaw 14729, September 10, 2007)*

**MAPS**

Schedule A	Redevelopment Plan Area
Schedule B	Sub-Areas
Schedule C	Proposed Land Uses
Schedule D	Transit-Oriented Development – Proposed Rezoning ( <i>Bylaw 14729, September 10, 2007</i> )
Schedule D1	Roads, Transit, and Circulation
Schedule D2	Pedestrian and Bicycle Circulation
Schedule E	Public Development ( <i>Bylaw 14729, September 10, 2007</i> )
Schedule F	Deleted ( <i>Bylaw 19269, March 15, 2021</i> )

# Section 1.0

## INTRODUCTION

### 1.1 Boundaries

*The boundaries of the Coliseum Station Area Redevelopment Plan (ARP) are 121 Avenue east to 76 Street, south to 119 Avenue, east to the 78 Street, south to 118 Avenue, west to 82 Street, and north to 121 Avenue, being the point of commencement. The centerline of the roadways and right-of-ways named above can be considered as the boundary of the Plan Area. These boundaries are shown on Schedule A.*

*Bylaw 19269  
March 15, 2021*

*The Plan is bounded on the north by the Yellowhead Area Structure Plan (ASP) Area, on the east by the Edmonton Exhibition Land Planning Framework Area, on the south by the Parkdale Area Redevelopment Plan (ARP) Area, and on the west by the Alberta Avenue/Eastwood Area Redevelopment Plan (ARP) Area.*

### 1.2 Authority for the Plan

On 1978 09 19, City Council, in order to implement one of the recommendations of the Northeast Light Rail Transit Corridor Study, resolved that an Area Redevelopment Plan (ARP) should be prepared for the LRT Station Areas. This ARP was initiated and subsequently brought forward to the Municipal Planning Commission and Council as the Stadium/Coliseum Station Area Redevelopment Plan (ARP) Bylaw No. 5987.

On 1978 11 14 and 1979 10 16 respectively, City Council authorized the preparation of community plans for the Parkdale and Montrose/Santa Rosa neighbourhoods.

On 1980 09 09, City Council struck the Stadium/Coliseum Station ARP Bylaw (which had been given first reading on 1980 03 25), and referred certain matters dealing with the Fort Road/86 Street area and proposed land use densities back to the Administration. Recommendations on these matters were approved by Council on 1981 09 09 and 1981 11 24.

On 1982 01 12, City Council authorized the preparation of separate ARPs for the Parkdale, Montrose/Santa Rosa, Coliseum and Stadium Station Areas, and approved boundaries for each.

Amendments were required to the Edmonton Regional Plan-Metropolitan Part and to the City's Land Use Bylaw in order to facilitate this Plan. More information on these amendments is contained in Section 9.2 of this Plan.



COLISEUM STATION AREA  
REDEVELOPMENT PLAN BYLAW.

SCHEDULE A TO BYLAW NO. 6929



Redevelopment plan area

# Section 2.0

## OBJECTIVES OF THE COLISEUM STATION PLAN

### 2.1 Basic Strategy

The Coliseum Station ARP is intended to respond to a number of issues which have been identified as a result of conflicting or overlapping land use demands on the area. The issues to be resolved through policy direction in this Plan include redevelopment of land to a higher density and establishment of a transition of density within the area, the location and intensity of commercial uses within the area, on-street parking problems related to nearby major recreational facilities, the allocation of land uses in the area such that support of public transit and the LRT system is assured, transportation demands created by the arterial roads through the Plan Area and the severe deficiency of park space in terms of existing and proposed development.

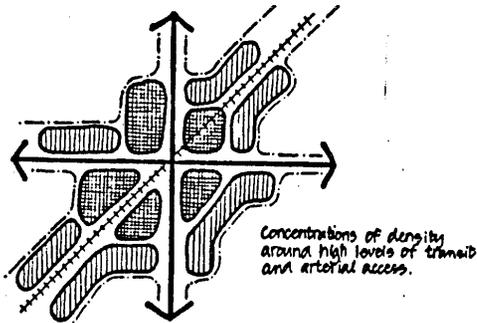


Fig. 4 Density Distribution

Redevelopment of the Plan Area to higher densities is to be supported in proximity to the Coliseum LRT Station. The Plan envisions a mixed use development accommodating several overlapping land uses on the sites closest to this Station, including residential, commercial, major facilities parking, transit user parking, bus transfer facilities and a small parkette. As distance from the Station increases, surrounding blocks will have progressively lower densities so that, west of Fort Road, the low density family and low-rise apartment development presently there will be retained, with redevelopment basically restricted to appropriate infill. Commercial uses along 118 Avenue are recognized, but it is expected that a separate 118 Avenue Business Improvement Program will specifically address problems and issues in this commercial strip.

On-street parking problems are intended to be reduced or eliminated through the inclusion of a non-accessory parking component serving both transit and major facility needs in the mixed use development adjacent to the LRT Station, and by requiring new development to provide adequate on-site parking.

Transportation needs in the area do create some conflicts with adjoining land uses; however, many uses in this area have existed for a long time in conjunction with these transportation impacts. Given that transportation corridors in this area serve City-wide needs, the Plan will encourage redevelopment to incorporate noise attenuation measures, where appropriate, and will recommend the reduction of the 120 Avenue truck route to a 12 hour truck route after construction of the Capilano Freeway extension. The extension itself should eventually divert some of the traffic demands in the area, particularly along Fort Road.

The Plan proposes sites for new parks in conjunction with redevelopment, and proposes negotiations between the Edmonton Public School Board and the City for intensification/upgrading of a portion of the open space at the Eastwood Elementary School site currently subject to a joint-use agreement between the Edmonton Public School Board and The City.

The Plan proposes land uses, roadways and parks policies, and provides information on how these policies are to be implemented. Implementation may take the form of action by the City, such as redistricting certain lands within the area, or by a capital expenditure to create or improve a facility. More detailed information giving background statistics and rationale for policy statements is provided in the Background and Issues Paper.

## 2.2 Residential Land Use Objectives

- 2.2.1 To provide housing accommodation for a variety of income levels, household sizes as well as a balanced mix of housing types and population densities.
- 2.2.2 To improve and upgrade the supply of residential accommodation, primarily through redevelopment, and to provide for a pleasant and attractive living environment within the Plan Area.
- 2.2.3 To allow higher density redevelopment at points of visibility and good access to the transportation system, such as close to the LRT Station and along major arterial roads.
- 2.2.4 To ensure that future population growth generated by redevelopment is adequately provided for in terms of community facilities such as open space, schools and recreation opportunities.
- 2.2.5 To reduce, as much as possible, negative impacts of new development upon the existing community, where that community is to be retained in its present form.

## 2.3 Commercial Land Use Objectives

- 2.3.1 To restore and improve the economic viability of the commercial strip along that portion of 118 Avenue subject to future redevelopment for commercial activities and to make the street inviting and interesting for people to conduct business, shop and work. A detailed evaluation of this area is to take place as a separate document, the 118 Avenue Business Improvement Program, which will encompass the entire 118 Avenue business strip, from 77 to 97 Streets.

*As part of the Avenue Initiative Revitalization Strategy, which started in 2004, the Coliseum Station Area Redevelopment Plan has been amended to reflect the development concept for the Avenue. The amendments to the Coliseum Station ARP were accompanied with rezoning applications, where required, for the area along 118 Avenue between Northlands Coliseum (75 Street) to N.A.I.T. (106 Street). Among other things, the development concept emphasizes limited intensification of commercial uses along 118 Avenue, encourages mixed use development in order to improve commercial economic viability, increase safety and the attractiveness of the Avenue, and intensify land use in accordance with the principles of Transit-Oriented Development adjacent to the transit terminal and Coliseum LRT Station.*

*Bylaw 14729  
September 10,  
2007*

- 2.3.2 To reinforce and upgrade existing commercial areas in the Plan Area and to strengthen their economic viability.
- 2.3.3 To provide for a limited amount of ancillary office development, which can be included in a primarily high density residential development, along major arterials and which is complementary to other commercial and residential redevelopment in the area as well as the surrounding land uses and community.

## **2.4 Industrial Land Use Objective**

- 2.4.1 To recognize the existing industrial area which is to maintain in the long-term, but to discourage the establishment of new industrial land uses in the Plan Area.

## **2.5 Transportation Objectives**

- 2.5.1 To promote the use of public transit systems within the Plan Area, and minimize the potential for any negative effects on the community.
- 2.5.2 To ensure that conflicts between road networks within the Plan Area and community activities are minimized by retaining arterial roads on the periphery of neighbourhoods.
- 2.5.3 To ensure that redevelopment projects in the Plan Area do not add traffic congestion to areas with low density land uses.

## **2.6 Pedestrian and Bicycle Networks Objectives**

- 2.6.1 To facilitate pedestrian access to the LRT Station with direct and convenient routes connecting adjacent development.
- 2.6.2 To improve pedestrian circulation in the Plan Area so that pedestrian activity is increased in the commercial areas, allowing people convenient access to the available facilities and services.
- 2.6.3 To facilitate access to, and the use of, bicycle networks within the Plan Area through signage and improved connections from bicycle routes to populated areas.

## **2.7 Parking Objectives**

- 2.7.1 To ensure that new development in the Plan Area does not add to the on street parking problem in the community.
- 2.7.2 To encourage the development of multi-purpose projects in the vicinity of the Coliseum LRT Station, which will incorporate parking facilities for the use of residents, visitors, and LRT patrons.

- 2.7.3 To provide for additional parking facilities in the commercial areas which are currently deficient in parking according to the standards established in the City of Edmonton Land Use Bylaw.
- 2.7.4 To reduce the visibility of parking facilities from the surrounding land uses, where appropriate. Such a reduction of visibility should not adversely affect required sight lines, safety or surveillance factors required for parking facilities. An alternative to this objective would be to reduce the negative visual impact of parking facilities through innovative design measures and landscaping.

## **2.8 Park and Open Space Objectives**

- 2.8.1 To ensure that adequate open space is provided for the present and future residents of the Plan Area.
- 2.8.2 To provide a good variety of recreational, park and community facilities to be directed towards age and interest groups representative of the Plan Area.
- 2.8.3 To visually improve the streetscape of the community from highly visual vantage points, through the use of landscaping.

## **2.9 Heritage Conservation Objectives**

- 2.9.1 To promote the conservation of historic resources which are of architectural or historic interest.
- 2.9.2 To promote the environmental quality of heritage resources by providing guidelines for proposed new developments which are adjacent to or in the vicinity of heritage resources.

## **2.10 Urban Design and Built Form Objectives**

- 2.10.1 To minimize land use conflicts between areas proposed for high density projects and the existing low density development, by concentrating high density redevelopment around points of good accessibility to LRT Stations, and by scaling down the height and density of buildings towards the low density neighbourhoods. This in effect provides a transition zone between high and low-density development.
- 2.10.2 To encourage developers to design buildings to maximize usable open space at-grade, within the parameters of the Land Use Bylaw.
- 2.10.3 To ensure that the architecture urban design and building materials of new development are compatible with the adjacent and surrounding buildings, and incorporate appropriate noise attenuation measures. Guidelines for noise attenuation will be outlined in the Urban Transportation Noise Policy Study - Stage II, (UTNPS) currently under preparation by the Transportation Management Department. Building mass, form, height, and scale should be complementary to existing structures.

- 2.10.4 To encourage developers to design new buildings so that they are functionally integrated with surrounding land uses which may be expected to remain in the long-term, and which conform to the other policies of this Plan.

## **2.11 Community Facilities Objectives**

- 2.11.1 To retain and reinforce existing community facilities, such as community halls, community oriented recreation facilities and schools, and to meet the needs of the increased population resulting from redevelopment.
- 2.11.2 To provide community facilities in areas where shortages are identified.
- 2.11.3 To monitor activity programs and park facilities to ensure they meet the needs and demands of the surrounding community.

## **2.12 Major Facilities Objectives**

- 2.12.1 To ensure that any proposals for additional facilities within the Plan Area, related to the Commonwealth Stadium, the Clarke Stadium, the Edmonton Northlands Exhibition Grounds and the Northlands Coliseum are compatible with other long-term land uses within the Plan Area.

# *Section 3.0*

## PROPOSED LAND USE POLICIES

### 3.1 Introduction

This section describes the land use policies which are proposed in each of the three Sub-Areas defined within the Coliseum Station Plan boundaries. These Sub-Areas are identified on Schedule B. The Sub-Area approach was used in this Plan because it was apparent that there were a number of separate issues in various portions of the Plan and that the most thorough method would be to deal with these issues in a Sub-Area context, rather than on a Plan-wide basis.

The distribution and categorization of the land use proposals within the Plan Area are shown on Schedule C.

### 3.2 Sub-Area 1 – Eastwood Sub-Area

#### 3.2.1 General Intent of Land Use Policies in Sub-Area 1

It is the intent of this Plan to accomplish several objectives within this Sub-Area. Certain areas of low-density family-oriented housing are to be retained. Low-rise apartments which exist in the area are to be retained, and infill of similar structures will occur. An area is allocated near Fort Road for family-oriented row housing development. The Sub-Area is anticipated to slightly increase in density over the next several years. Existing commercial development is to be supported, with limited expansion along 118 Avenue and site specific commercial development supported on the block at the southeast corner of 119 Avenue and 82 Street.

Intensification/upgrading of a portion of the open space at the Eastwood Elementary School is also proposed in this Sub-Area.

#### 3.2.2 Commercial Land Use Policies

*New commercial activities along the 118 Avenue commercial strip shall reflect the (CB2) General Business Zone and should encourage commercial uses that serve the immediate and surrounding residential population (Refer to Schedule D).* These commercial functions shall be oriented to street level, with office uses allowed only on the upper floors. A limited amount of mixed-use development here is also encouraged, with residential uses on the upper floors.

*Site specific commercial development of a general commercial nature generally consistent with the regulations of the (CB2) General Business Zone shall be allowed on the block at the southeast corner of 119 Avenue and 82 Street. Opportunities for (DC1) Direct Control Development Provisions and (DC2) Site Specific Development Control Provisions for the development of High Rise Apartment uses shall also be considered on a case-by-case basis.*

*Bylaw 9265  
September 26,  
1989*

*Bylaw 9265  
September 26,  
1989*

*Bylaw 14729  
September 10,  
2007*

*Bylaw 14729  
September 10,  
2007*

Development shall be designed and landscaped so as to ensure compatibility with adjacent residential uses.

A limited amount of commercial development shall be allowed along Fort Road and 82 Street in previously commercially districted areas, but these nodes shall not be expanded.

### 3.2.3 Residential Land Use Policy

It is proposed that residential redevelopment in this Sub-Area shall range from medium-rise medium density types of structures, to low density family-oriented dwellings. This range shall take the form of a density transition, with the highest densities along the adjacent arterial roadways and the lowest adjacent to existing low-density residential areas. A key element of the transition area is the inclusion of low-medium density family-oriented development. This family-oriented development will help to replace some of the family accommodation displaced by the removal of single family homes.

*Bylaw 9265  
September 26,  
1989*

### 3.2.4 Institutional Land Use Policy

It is intended that Grant MacEwan College and the Eastwood Elementary and Junior High School shall remain on their present sites over the long-term.

### 3.2.5 Parks and Open Space Land Use Policy

It is recognized that there is a need for park space in this Sub-Area, taking into account only existing levels of development. As redevelopment increases residential density in this Sub-Area, the parkland deficiency will also increase. It is proposed that a site for a park be established in the Sub-Area and acquired by the City. More detailed policies on parkland requirements are outlined in Chapter 6.



**SCHEDULE B - Sub-Areas**

- 1** Eastwood Sub-Area
- 2** Coliseum North Sub-Area

### 3.3 Sub-Area 2 – Coliseum North Sub-Area

#### 3.3.1 General Intent of Land Use Policies in Sub-Area 2

Land use policies for this Sub-Area can be basically identified in two groups; commercial and residential. The commercial policies are intended to support a revitalized commercial strip along 118 Avenue. Given that a separate planning program will be implemented for the 118 Avenue corridor, a detailed program will not be set out in the Coliseum Plan; the policies will indicate the direction which is to be taken in the Business Improvement Program. The commercial activities on Fort Road are to be maintained but not expanded.

The intent of residential policies in this Sub-Area is to effect a transition of density, increasing from west to east through the area, building up to a residential density node around the Coliseum LRT Station. Built forms in this Sub-Area will include low and medium-rise apartments. This would mean total redevelopment eventually within this Sub-Area, given that most of this area is presently low-density housing. Incompatibility of the present uses with major transportation routes in the area and lack of parkland and community facilities have rendered it an unsuitable area for family housing. Existing industrial uses on one block will remain.

#### 3.3.2 Commercial Land Use Policies

It is proposed that commercial activity be supported in the commercial strip along 118 Avenue. Commercial development should contain at grade retail activity to enhance the levels of pedestrian activity along 118 Avenue; redevelopment shall take place as strictly commercial development, or as part of a mixed-use development with residential units on upper floors. Office development on upper floors is also appropriate. This can be achieved by establishing a Business Improvement Program along 118 Avenue which will:

- increase retail sales and the profitability of businesses;
- encourage more efficient use of existing building stock through rental of unoccupied space, including upper floors;
- *increase the diversity of shops and services in the area by attracting new businesses, including hotels and artist studios and services;*
- *encourage residential and/or office development above commercial uses along 118 Avenue;*
- *collaborate with the Alberta Avenue Business Association;*
- promote a cohesive and compact commercial strip by encouraging development of underutilized land and buildings compatible with the commercial activity of 118 Avenue; and
- encourage a cooperative effort on the part of the enterprises located on 118 Avenue to effectively coordinate the action required in the improvement of 118 Avenue.

*Bylaw 14729  
September 10,  
2007*

Efforts in this regard will be coordinated with the planning strategy for the Parkdale Plan, on the south side of 118 Avenue.

It is intended that the Planning Department work in conjunction with 118 Avenue merchants and landowners to develop a Business Improvement Program to implement the above policies. The recommendations of the 118 Avenue Business Improvement Program may necessitate, if adopted by Council, amendments to this Plan.

The existing commercial node on Fort Road will be allowed to continue but shall not expand beyond existing commercially districted areas.

*In 2007, amendments to this Plan occurred as a result of the Avenue Initiative Revitalization Strategy, whereby the Planning and Policy Services Branch of the Planning and Development Department worked in conjunction with a Steering Committee and the Development and Revitalization Working Group consisting of a variety of stakeholders such as property owners, residents, Community Leagues and the Alberta Avenue Business Revitalization Zone. The Planning and Development Department was involved in assisting with the implementation of streetscape improvements and formulating a development concept for the Avenue.*

*Bylaw 14729  
September 10,  
2007*

### 3.3.3 Residential Land Use Policy

It is proposed that residential redevelopment in this Sub-Area shall take the form of medium or low-rise, medium density apartments, or as a component of mixed-use development along 118 Avenue. Medium-rise structures shall be oriented closest to 118 Avenue and the Coliseum and LRT Station, with a transition to lessen height and density to the north, as distance from 118 Avenue and the Coliseum LRT Station increases. Properties more distant from 118 Avenue and the LRT Station shall be limited to low-rise, medium density apartment development.

### 3.3.4 Industrial Land Use Policy

It is proposed that the existing relatively stable light to medium industrial area be maintained over the long-term.

### 3.3.5 Parks Policy

It is recognized that there is a need for park space in this Sub-Area, taking into account only existing levels of development. As redevelopment increases residential density in this Sub-Area, the parkland deficiency will also increase. It is proposed that a site for a park be established in the Sub-Area and acquired by the City. More detailed policies on parkland requirements are outlined in Chapter 6.



**BYLAW 14729**  
**COLISEUM STATION**  
 Area Redevelopment Plan

Proposed Land Uses

	Family (Low Density)		Medium rise apartment		Convenience commercial
	Multiple family (Low Density)		High rise apartments		General commercial
	Low rise apartment		Site specific commercial		Urban services (schools, parks, churches, institutions, utilities)

### **3.4 Sub-Area 3 – Coliseum South Sub-Area**

*Deleted.*

*Bylaw 19269  
March 15, 2021*

## *Section 4.0*

# PROPOSED ROADWAYS, BIKEWAYS, AND CIRCULATION POLICIES

### **4.1 Introduction**

Proposed roadways and related information are shown on Schedule D1. Bikeways and pedestrian circulation are shown on Schedule D2.

### **4.2 Roadways Policies**

#### **4.2.1 General Intent of Roadway Policies**

It is the intent of this Plan to ensure that the proposed transportation systems in the Plan Area achieve City-wide transportation objectives while attempting to mitigate potential impacts on the community and on existing and future development. It is anticipated that 118 Avenue, 82 Street, Fort Road and 120 Avenue will continue to provide arterial functions through the Plan Area, and that future improvements may occur subject to transportation objectives as set out in the General Municipal Plan and the City Transportation Bylaw, and reflected in the policies outlined below.

#### **4.2.2 Arterial Roads**

The roads that are designated as arterial roads in the Coliseum Plan Area are Fort Road, 82 Street, 118 Avenue and 120 Avenue.

Residential development occurring along arterial roadways should incorporate noise attenuation features so that noise from traffic will not adversely affect residents of these developments. This attenuation could be in the form of increased noise insulation in new construction, and/or through the inclusion of sound walls or berms in the landscaping and site design of new development.

The Urban Transportation *Noise* Policy Study (UTNPS) will contain policies to direct where noise level calculations should be carried out and to direct what kinds of noise attenuation measures are to be implemented with regard to both redevelopment and existing development. It is recommended in this Plan that all arterial roads in or bounding the Plan Area be subject to the above policies in the UTNPS.

*Amended by  
Editor*

#### 4.2.3 Road Widening and Property Requirements

Road widenings may affect 118 Avenue and 82 Street within the next 10 years. Whatever widenings are proposed to occur within the next ten years will be identified in the Ten Year Roadway Plan currently being prepared by the Transportation Management Department, and tentatively scheduled for approval by mid-1983.

#### 4.2.4 Traffic Management Scheme

It is recommended that, should concerns arise in the Plan Area regarding traffic movement and access, that a Traffic Management Scheme be prepared by the Engineering Department to address these concerns. Such a Scheme would be prepared at the request of area ratepayers, and would employ such techniques as forced turns, one-way streets and road closures.

Traffic may be directed, through the use of forced turns, down arterial roads, to protect the privacy, safety and quiet of residential streets, by reducing short-cutting of arterial traffic through local streets forming the grid roadway pattern existing in this area.

The Plan Area presently contains a one-way street (119 Avenue, west of 79 Street). No other one-way streets are proposed.

The streets which are presently closed to traffic in the Plan Area are:

- 78 Street at 120 Avenue (cul-de-sac)
- 80 Street at 119 Avenue (cul-de-sac)
- 77 Street and 78 Street, north of the bus loop off 118 Avenue (dead end)
- 121 Avenue, between 80 Street and 81 Street (school site)

No other street closures are proposed within the Plan Area. Any changes to existing forced turns, one-way streets or road closures will not necessitate an amendment to this Plan.

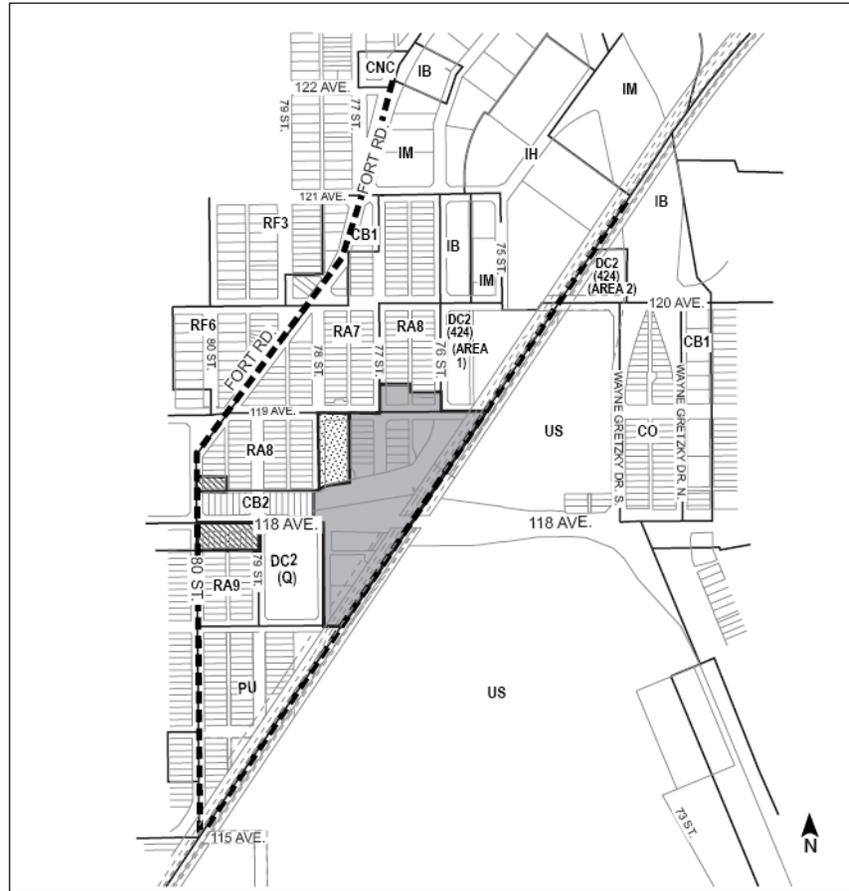
#### 4.2.5 Access to Developments Abutting Arterial Roads

Medium and high-density developments located on arterial roads should be accessible by automobiles from side streets or laneways, where possible, to avoid congestion and traffic flow obstruction. Access for new development must be to the satisfaction of the Traffic Operations Section of the Engineering Department.

#### 4.2.6 Truck Routes

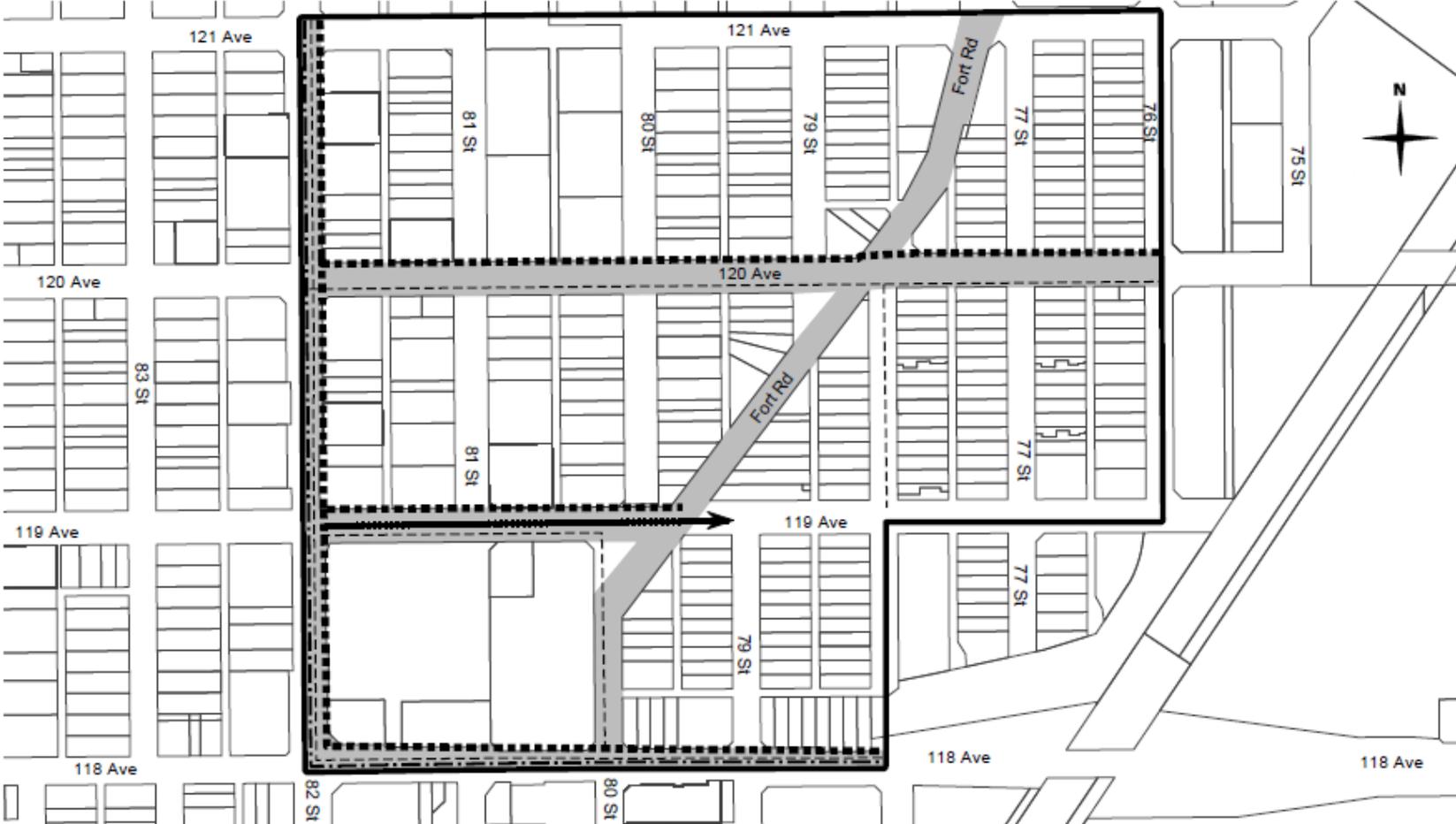
The following roads in, or bounded by, the Plan Area are designated as 24 hour truck routes: 118 Avenue, 119 Avenue between 82 Street and Fort Road, 120 Avenue between 82 and 66 Streets, Fort

Road, and 82 Street. No new truck routes are proposed. It is proposed that 120 Avenue be redesignated as a daytime 12 hour truck route only at the time of construction of the Capilano Freeway extension, which will grade-separate the Capilano Freeway from 120 Avenue and therefore reduce the necessity for 120 Avenue as a full-time truck route after its connection into 121 Avenue in the Montrose/Santa Rosa Plan Area. This redesignation shall require consultation between the Transportation Management and Engineering Departments and the residents in the area adjacent to 120 Avenue.



**Transit Oriented Development** SCHEDULE "D"

-  (CNC) Neighbourhood Convenience Commercial Zone, (CB1) Low Intensity Business Zone, (CSC) Shopping Centre Zone, and (AP) Public Parks  
TO (CB2) General Business Zone
-  (DC1) Direct Development Control Zone, (RF3) Low Density Development Zone and (CNC) Neighbourhood Convenience Commercial Zone  
TO (AP) Public Parks
-  (CO) Commercial Office Zone, (DC1) Direct Development Control Zone and (DC2) Site Specific Development Control Zone  
TO (RA9) High Rise Apartment Zone
-  Transit Oriented Boundary



**SCHEDULE D1 - Roads, Transit and Circulation**

-  Arterials (existing)
-  Truck routes
-  Road improvements
-  One way streets
-  Bus Routes

### 4.3 Parking Policies

#### 4.3.1 General Intent of Parking Policies

It is the intent of this Plan that parking problems in the Plan Area shall be alleviated through the provision of adequate parking facilities in conjunction with redevelopment schemes and on-street parking control by the City Administration.

#### 4.3.2 Parking Restriction Program

On-street parking demands resulting from events at Edmonton Northlands and Commonwealth Stadium have continued to pose problems for area residents. As a result, it is recommended that the implementation and enforcement of the Northlands Area Non-resident Parking Restriction Program shall continue under the jurisdiction of the Engineering Department. Review and assessment of the Program's effectiveness shall be made on an annual basis, if feasible, with input from affected Community Leagues and local residents. Any changes to the present parking restrictions must receive support from more than 50% of the residents in the area affected and must be submitted in the form of a petition to the Engineering Department.

#### 4.3.3 Traffic and Parking Study

There has been a history of traffic problems and overflow parking onto neighbouring residential streets as a result of the various activities and events operated by Edmonton Northlands. While Edmonton Northlands has prepared a report through its consultant to address parking matters related to proposed and existing facilities in the Edmonton Northlands General Development Plan, this study does not encompass the issues affecting the surrounding residential communities, which are the responsibility of the City of Edmonton to resolve.

It is recommended that an evaluation of the parking and traffic conditions should be undertaken, upon passage of this Bylaw, which evaluates the potential effects of proposed development as well as the impact of existing facilities. The parking and traffic evaluation should commence by establishing a committee composed of representatives of the appropriate City Departments such as Engineering, Planning, Transit and Transportation Management. The committee would formulate the terms of reference for the evaluation and prepare it with staff resources or by consultant appointment. The study should be financed on an equal basis by the involved City departments and apply to all communities bordering on the major facilities in the area. Recommendations resulting from the evaluation should be submitted to City Council.

#### 4.3.4 Park'n'Ride Parkade

*Deleted.*

*Bylaw 19269  
March 15, 2021*

#### 4.3.5 Parking Requirements

*Parking reductions for redevelopment proposals shall be given in accordance with the Alberta Avenue Pedestrian Commercial Shopping Street Overlay and for Transit Oriented Development within 400m of the LRT Station. Such reductions are discouraged under any circumstances in this Plan Area, in view of the on-street parking problems existing in the Area which would be*

increased by higher density redevelopment lacking sufficient parking.

Additional parking which is proposed in the form of a parking structure in the Plan Area is intended to remedy existing shortages and shall not be utilized as justification for parking shortfalls in future development proposals.

#### **4.4 Public Transit Policies**

##### **4.4.1 General Intent of Public Transit Policies**

It is the intent of this Plan to maximize the effectiveness of public transit systems within the Plan Area, and to minimize any potential negative effects of these systems on residential areas.

##### **4.4.2 Transit Review**

A periodic review of transit facilities involving bus routes, scheduling, location of bus stops and frequency of service is required as the need becomes evident. This review should include City Departments such as Transportation Management, Transit and Planning, as well as community groups affected, so that the provision of existing services in relation to new development can be appraised for their effectiveness.

*Bylaw 10824  
August 15, 1994*

*Bylaw 14729  
September 10,  
2007*



**SCHEDULE D2 - Pedestrian and Bicycle Circulation**

- Proposed pedestrian route improvements
- Bikeways (existing)
- Pedestrian flashing signals

## **4.5 Pedestrian Circulation and Bikeways Policies**

### **4.5.1 General Intent of Pedestrian Circulation and Bikeways Policies**

It is the intent of this Plan to provide pedestrians with safe and convenient access to the Coliseum LRT Station from high-density development sites located near to the Station. A pedestrian network should be developed, through both private and public initiatives, in the Plan Area, to link major activity centres such as the LRT Station, schools and neighbourhood parks. Bicyclists traveling through the Plan Area will use the existing bikeway path.

It is intended that both pedestrian and bicycle routes be serviced by adequate lighting, clear signage, elimination of blind spots and clear designation of intended modes of travel where overlap occurs (i.e., vehicle-pedestrian conflicts) in order to maximize the safety and convenience of these routes.

### **4.5.2 Pedestrian Routes**

High density residential development where adjacent to the proposed pedestrian route improvements identified on Schedule D2 shall provide sidewalks on their sites as part of the pedestrian network including installation and construction. These sidewalks should facilitate access to the LRT Station and be provided to the satisfaction of the Transit, Transportation Management, Engineering and Planning Departments in accordance with required servicing agreements.

### **4.5.3 118 Avenue Pedestrian Route**

It is the intent of this Plan to improve the viability and character of the 118 Avenue commercial strip so that pedestrian movement along 118 Avenue is facilitated. This will be addressed through the preparation of the 118 Avenue Business Improvement Study presently being undertaken by the Planning Department.

### **4.5.4 Bikeway Path**

It is the intent of this Plan to reinforce the existing bikeway path in the Plan Area and ensure its continued existence. No new bikeway paths are proposed in the Plan Area.

## *Section 5.0*

# POLICIES FOR PROPOSED UTILITIES AND OTHER SERVICES

### **5.1 General Intent of Policies for Proposed Utilities and Other Services**

It is the intent of this Plan to ensure that municipal services, police, fire protection, sidewalks and telephone facilities are adequate to meet the needs of both the existing and proposed population. The land use policies of this Plan should provide some guidelines with which to estimate population based on maximum densities proposed. This information should allow the Utilities Services Department to plan its programs accordingly.

### **5.2 Utilities Policies**

The Plan Area is serviced by combined storm and sanitary sewers. These sewers are currently operating at or below required capacities and are subject to back up conditions which create basement and road flooding during periods of heavy rainfall. The Water and Sanitation Department intends to upgrade sewer capacities to the 5-year design storm level for existing land use conditions under the ongoing 22-year combined sewer relief program. These areas are presently scheduled for relief by 1995-2000.

It is intended that redevelopment proposals shall meet site-specific storm and sanitary servicing requirements to the satisfaction of the Utilities Services and Engineering Departments.

#### **5.2.1 Financial Responsibility for Storm Sewers**

The major impact of redevelopment will be to increase the storm runoff rates and volumes which will further overtax the already inadequate services. Therefore, to alleviate further pressures on the system, the Development Officer shall require any applicant for new development to arrange for the supply of utility services including payment of the costs of Installation and construction of any such utility or facility on the advice of the Utilities Services Department before a development application will be approved. This may include holding tanks and other zero-run-off increase techniques as requested by Water and Sanitation and/or Utilities Services Departments.

#### **5.2.2 Storm water Management**

Any new development shall meet the servicing requirements for all public utilities required for the proposal as per the City's Servicing Standards Manual. Storm water management techniques will be required on redevelopment sites to limit the rate of storm water discharge to one-half inch per hour per acre of property.

## *Section 6.0*

# PROPOSED RECREATIONAL AND SCHOOL FACILITIES POLICIES

### **6.1 Introduction**

The general location for proposed parks and existing parks and school facilities in the Plan Area are shown on Schedule E. This allocation of park space is intended to accommodate the existing population as well as to accommodate future population growth resulting from higher density redevelopment.

### **6.2 General Intent of Policies for Proposed Recreational and School Facilities Policies**

At present, there are no existing parks or facilities in the Plan Area, with the exception of the Eastwood Elementary School yard. It is the intent of this Plan that the acquisition of park space should be undertaken as sufficient funds become available.

*Bylaw 7430  
January 24, 1984*

#### **6.2.1 Park Creation**

Park space should be acquired by the Parks and Recreation Department within the general area identified on Schedule E. Park space is proposed in areas where facilities are presently not available to serve the immediate community and where redevelopment will significantly increase the population. A survey to determine the type of facilities provided in these proposed park sites shall be required before its development to ensure that the needs and desires of the surrounding residents are addressed.

#### **6.2.2 Eastwood Elementary School**

Negotiations should be initiated between the City and the Edmonton Public School Board regarding the intensification/upgrading of open space development on a portion of the Eastwood Elementary School grounds. The continuation of the existing Joint Use Agreement affecting the off-school hours of the site by the public shall be encouraged.

#### **6.2.3 Landscaped Edge Along LRT Right-of-Way**

*Deleted.*

*Bylaw 19269  
March 15, 2021*

#### 6.2.4 Existing Vegetation

Existing vegetation on public properties in the Plan Area, especially mature trees, shall be maintained, subject to the advice of the Parks and Recreation Department and the Development Officer. Retention of mature trees on private lands is encouraged by this Plan, and the Development Officer shall attempt, where possible, to ensure retention of mature trees on sites which are the subject of development permit applications.

### 6.3 Schools Policy

No additional school facilities shall be required in the Plan Area.



**SCHEDULE E - Public Development**

-  General location for proposed open space development
-  School

*Section 7.0*  
**RESERVE LAND POLICY**

**7.0 Reserve Land Policy**

There are no reserve lands located within the Plan boundary.

*Section 8.0*  
**REDEVELOPMENT LEVY POLICY**

**8.0 Redevelopment Levy Policy**

Redevelopment funds collected shall be used for the acquisition of land for recreation facilities or parks. It is not proposed that any portion of the redevelopment levy be used to provide land for schools.

*Bylaw 7430  
January 24, 1984*

The lands which are to be acquired for parks purposes are identified in a general manner on Schedule E. A more detailed evaluation of the size of the parcels required, and the exact location of lots which are to be utilized for parks, will be determined in consultation between the community and the Parks and Recreation and Planning Departments, based on the increase in population in the Plan Area which will result from the land use proposals of this Plan.

## *Section 9.0*

# OTHER PROPOSALS

### **9.1 Historic Preservation Policy**

It is the policy of this Plan to investigate the location and significance of historic structures or sites within the Plan Area. To this end, the City's Heritage Officer will work in conjunction with other involved departments and Alberta Culture in identifying sites of interest, if any, and in formulating a position on the continued use, restoration or duplication of these structures. The Heritage Officer should also survey and evaluate potential heritage resources in the Plan Area, based upon uniform criteria, to establish an inventory of heritage resources.

### **9.2 Conformity With Superior Legislation**

The Planning Act requires that Area Redevelopment Plans conform with superior legislation, including applicable Regional Plans, the General Municipal Plan and the City's Land Use Bylaw. This Plan conforms with the applicable General Municipal Plan policies. These policies include:

- promotion of variety in housing types and tenures (in accordance with General Municipal Policy 5.B.2 and Policy 13.A.6);
- actions to improve the quality of the residential environment including traffic and parking management and park development (in accordance with General Municipal Plan Objective 8.D, Policy 8.D.1 and Policy 10.A.2);
- improvement of 118 Avenue commercial strip (in accordance with General Municipal Plan Objective 6.G and Policy 6.G.4).

Amendments to both the Edmonton Regional Plan and the City's Land Use Bylaw have been required prior to final approval of this Plan. The required amendment to the Regional Plan was approved in July of 1980 in relation to the draft Stadium/Coliseum ARP in preparation at that time.

Amending Bylaw No. 6928 amends the Land Use Bylaw to ensure that the policies of this Plan conform to the districting in place within the Plan Area.

# Section 10

## PLAN IMPLEMENTATION

### 10.1 Implementation of Land Use Policies

*Deleted.*

*Bylaw 19269  
March 15, 2021*

### 10.2 Implementation of Roadways and Circulation Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category*	Cross-Reference
					1. Capital 2. Operating 3. Administrative	
<u>Roadways</u>						
· Widening of 118 Avenue and 82 Street	· Functional Planning Study will be undertaken prior to approval	· Transportation Management	· Widening to be determined by Ten Year Roadway Plan, tentatively scheduled for completion in mid-1983	· Approval by Council is Required · Subject to Council and budget approval	· 3  · 1	· Section 4.2.3 of the Redevelopment Plan
· Grade Separation of 120 Avenue at the Capilano Freeway	· Approval of the North East Functional Planning Study is required prior to approval	· Transportation Management	· Construction scheduled for 1985-87	· Approval by Council is required	· 3 and 1	· Section 4.2.6 of the Redevelopment Plan
· Review of truck route status of 120 Avenue	· Meeting with area residents required · Amendment of Bylaw 5590 (Dangerous Goods Routes Bylaw) is required · Annual review of this Bylaw may also accomplish this	· Transportation Management	· As part of approval of Capilano Freeway extension program	· Approval by Council is required for Bylaw amendment	· 3	· Section 4.2.9 of the Redevelopment Plan
<u>Parking</u>						
· Conduct a traffic and parking study within the area affected by	· Establish a steering/review committee consisting of City staff	· Transportation Management · Planning	· 1983-84	· Approval by Council is required to implement any	· 3	· Section 4.3.3 of the Redevelopment Plan

Edmonton Northlands parking (may go beyond Plan boundaries)	<ul style="list-style-type: none"> <li>Hire a consultant to undertake the study</li> <li>Implement recommendations where feasible</li> </ul>	<ul style="list-style-type: none"> <li>Engineering</li> <li>Police</li> </ul>		recommendations which may be made		
<ul style="list-style-type: none"> <li>Construct a Park n' Ride Parkade as a component of mixed use development on City-owned land in Sub-Area 3</li> </ul>	<ul style="list-style-type: none"> <li>Establish how the project is to take place</li> <li>Policy paper is to be prepared on locational guidelines and site identification for Park'n'Ride functions</li> </ul>	<ul style="list-style-type: none"> <li>Planning</li> <li>Law</li> <li>Real Estate and Housing</li> <li>Transit</li> <li>Transportation Management</li> </ul>	<ul style="list-style-type: none"> <li>1983-86</li> <li>1983</li> </ul>	<ul style="list-style-type: none"> <li>Approval by Council is required</li> <li>Approval by Council is required</li> </ul>	<ul style="list-style-type: none"> <li>3 initially, then 1 and 2 as project is initiated</li> <li>3</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.3.4 of the Redevelopment Plan</li> <li>Section 4.3.4 of the Redevelopment Plan</li> </ul>
Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
<u>Transit</u>						
<ul style="list-style-type: none"> <li>Conduct a periodic review of transit facilities, scheduling and service</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>Transit</li> <li>Transportation Management</li> <li>Planning, and community groups</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing (annually or as required)</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>3</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.4.2 of the Redevelopment Plan</li> </ul>
<u>Pedestrian Routes/ Bikeways</u>						
<ul style="list-style-type: none"> <li>Provide direct access to LRT Station from the comprehensive development site adjacent to the Station</li> </ul>	<ul style="list-style-type: none"> <li>should be included with design of the development</li> </ul>	<ul style="list-style-type: none"> <li>Planning</li> <li>Transportation Management</li> <li>Transit</li> <li>Engineering</li> </ul>	<ul style="list-style-type: none"> <li>When application is made</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>3 and 1</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.5.2 of the Redevelopment Plan</li> </ul>
<ul style="list-style-type: none"> <li>Improve pedestrian routes through the area and along 118 Avenue</li> </ul>	<ul style="list-style-type: none"> <li>Design and construction</li> </ul>	<ul style="list-style-type: none"> <li>Planning</li> <li>Engineering</li> <li>Parks and Recreation</li> </ul>	<ul style="list-style-type: none"> <li>1983 onwards</li> </ul>	<ul style="list-style-type: none"> <li>Approval by Council is required</li> </ul>	<ul style="list-style-type: none"> <li>3 and 1</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.5.3 of the Redevelopment Plan</li> </ul>
<ul style="list-style-type: none"> <li>Maintain existing bikeways</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing maintenance</li> </ul>	<ul style="list-style-type: none"> <li>Engineering</li> </ul>	<ul style="list-style-type: none"> <li>Ongoing</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>2</li> </ul>	<ul style="list-style-type: none"> <li>Section 4.5.4 of the Redevelopment Plan</li> </ul>

### 10.3 Implementation of Policies for Proposed Utilities and Other Services

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
<u>Utility Proposals</u>						
· To ensure that the capacity of the utilities infrastructure is developed to adequately meet additional demand created by redevelopment in the Plan Area	· Power, gas, telephones, utilities, cable and water/ sanitary systems shall be monitored and upgraded as necessary	· Power · Water and Sanitation · 'edmonton telephones' · Northwestern Utilities · QCTV · Capital City TV · Edmonton Utilities	· Ongoing	· N/A	· 3	· Section 5.2 of the Redevelopment Plan

### 10.4 Implementation of Proposed Recreational and School Facilities Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
<u>Parks</u>						
· Upgrading of a portion of the Eastwood Elementary School grounds	· Refer to comments in Sub-Area 1, Section 10.1					
· Determine a park location as a component of comprehensive development in Sub-Area 3 near the LRT Station	· Refer to comments in Sub-Area 3, Section 10.1					
· Acquisition of new sites for parks purposes	· Liaison between Parks and Recreation and Planning is required to determine potential sites and identify the use for these sites, based on	· Parks and Recreation · Planning	· Ongoing	· Approval by Council is required	· 3 initially, then 1 and 2 as sites are acquired	· Section 6.2.1 of the Redevelopment Plan

deficiencies in the area

Schools

· No new schools are proposed

· None

· N/A

· N/A

· None

· None

· Section 6.3 of the Redevelopment Plan

**10.5 Implementation of Other Proposals**

**Deleted.**

*Bylaw 74:  
January 24, 198*

# *Section 11.0*

## PROPOSED LAND USE REGULATIONS

### 11.1 Introduction

Area Redevelopment Plans (ARPs) are not empowered by the Planning Act to propose changes to land use districting within the Plan Area. Land use districting can only be applied through the City's Land Use Bylaw No. 5996. Specific districting for lands within ARPs can be imposed through an amendment to the Land Use Bylaw, known as a Statutory Plan Overlay (SPO). An SPO (Section 820 of the Land Use Bylaw) can be used to create new districts similar to standard districts in the Land Use Bylaw, or to design regulations for mixed use districts (RMX or CMX) as set out in Sections 240 and 370 respectively, in the Land Use Bylaw.

In the Coliseum Station ARP, no new districts similar to standard districts are proposed, and no RMX or CMX districts are recommended. As a result, the SPO for the Coliseum Station ARP will consist of only a map showing districting which has been updated to ensure that the policies proposed within this Plan are in conformity with the Land Use Bylaw. This is required through Section 67(a) of the Planning Act. This SPO is contained in Section 820 K of the Land Use Bylaw.

There is one Direct Development Control District proposed for the Plan Area. This District would be implemented upon approval of this Plan. Since Section 820.3(a) of the Land Use Bylaw specifically prohibits using an SPO in conjunction with a Direct Development Control District, the proposed regulations for this District must appear in this Section of the ARP.

The reader is advised to always refer to the City of Edmonton Land Use Bylaw No. 5996, as amended, when attempting to obtain information concerning the districting of land within the Plan Area. It is possible that some districting amendments could be made to the Land Use Bylaw from time to time which would not necessitate an amendment to this ARP. As a result, up-to-date districting information should be obtained from the Land Use Bylaw. Other planning legislation affecting the Plan Area which may be of interest would include the Edmonton Regional Plan-Metropolitan Part, the City of Edmonton General Municipal Plan, and the City of Edmonton Transportation Bylaw.

The Planning and Development Department will be responsible for the preparation of amendments to this Area Redevelopment Plan for Council approval, after a general meeting in the community, prior to Council's consideration of:

*Bylaw 12925  
January 9, 2002*

1. any development that substantially changes any objective or policy of the Plan;
2. any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan; and
3. where directed by Council.

The Plan amendment will be comprised of the following components:

1. full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and
2. circulation of the proposed Plan amendment and notification to the affected property owners and the Community League.

The following is a list of districts which will be imposed in the Coliseum Station Area through an amendment to the Land Use Bylaw.

## **11.2 RF3 – Low Density Redevelopment District (Section 140, Land Use Bylaw)**

### 11.2.1 Area of Application

Portions of Sub-Area 1, between 82 Street and Fort Road north of 120 Avenue, designated RF3 in Bylaw 6982, amending the Land Use Bylaw.

### 11.2.2 Rationale

To provide a district primarily for single detached and semi-detached housing while allowing small scale conversion and infill redevelopment in order to achieve the intent of Section 3.2 of this Plan.

## **11.3 RF6 – Medium Density Multiple Family District (Section 170, Land Use Bylaw)**

### 11.3.1 Area of Application

Portions of Sub-Area 1, between 81 Street and Fort Road, between 119 and 120 Avenue, designated RF6 in Bylaw 6928, amending the Land Use Bylaw.

11.3.2 Rationale

To provide a district for medium density multiple family housing in order to achieve the intent of Section 3.2 of this Plan.

**11.4 RA7 – Low Rise Apartment District (Section 210, Land Use Bylaw)**

11.4.1 Area of Application

Portions of Sub-Area 1, between 80 and 82 Streets, between 119 and 121 Avenue, and Sub-Area 2, between Fort Road and 76 Street, between 119 and 121 Avenue, designated RA7 in Bylaw 6928, amending the Land Use Bylaw.

11.4.2 Rationale

To provide a district for low rise apartments in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.

**11.5 RA8 – Medium Rise Apartment District (Section 220, Land Use Bylaw)**

11.5.1 Area of Application

Portions of Sub-Area 2, between 76 and 77 Streets, between 119 and 120 Avenues, and between 78 and 80 Streets, between 118 and 119 Avenues, designated RA8 in Bylaw 6928 amending the Land Use Bylaw.

11.5.2 Rationale

To provide a district for medium rise apartments in order to achieve the intent of Section 3.3 of this Plan.

**11.6 RA9 – High Rise Apartment Zone**

11.6.1 Area of Application

*Sub-Area 2, a small part of the block face between 77 and 76 Streets, north of 119 Avenue.*

*Bylaw 19269  
March 15, 2021*

11.6.2 Rationale

*To provide a district for high rise apartments to achieve the intent of Section 3.4.1 of this Plan.*

*Bylaw 14729  
September 10, 2007*

**11.7 DC5 – Site Specific Development Control District**

11.7.1 Area of Application

*Portions of Sub-Area 1, east of 82 Street, between 118 and 119 Avenue.*

*Bylaw 19269  
March 15, 2021*

11.7.2 Rationale

*To provide a site specific district for commercial development in order to achieve the intent of Section 3.2.1 and 3.4.1 of this Plan.*

*Bylaw 14729  
September 10, 2007*

## **11.8 CNC – Neighbourhood Convenience Commercial District**

11.8.1 Area of Application

*Portions of Sub-Area 1, between 81 and 82 Streets north and south of 120 Avenue, zoned CNC in Bylaw 12800, amending the Land Use Bylaw.*

*Bylaw 14729  
September 10, 2007*

11.8.2 Rationale

*To establish a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of neighbourhood residents in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.*

*Deleted Section 11.8, CB1 – Low Intensity Business Zone*

*Bylaw 14729  
September 10, 2007*

## **11.9 CB2 – General Business District**

11.9.1 Area of Application

*Portions of Sub-Area 1, east of 82 Street, north of 118 Avenue and portions of Sub-Area 2, between 78 and 80 Streets, north of 118 Avenue, zoned CB2 in Bylaw 12800, amending the Land Use Bylaw).*

*Bylaw 14729  
September 10, 2007*

11.9.2 Rationale

*To provide a district for businesses which require good visibility and accessibility along, or adjacent to, major public roadways, in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.*

*Bylaw 14729  
September 10, 2007*

## **11.10 IB – Industrial Business District (Section 410, Land Use Bylaw)**

*Bylaw 19269*

*Deleted.*

*March 15, 2021*

**11.11 IM – Medium Industrial District (Section 420, Land Use Bylaw)**

*Bylaw 19269*

*March 15, 2021*

*Deleted.*

**11.12 US – Urban Services District (Section 510, Land Use Bylaw)**

11.12.1 Area of Application

Portions of Sub-Area 1, between 80 and 81 Streets north of 120 Avenue, and between 118 and 119 Avenue, designated US in Bylaw 6928, amending the Land Use Bylaw.

11.12.2 Rationale

To provide a district for publicly and privately owned facilities of an institutional or community service nature, in order to achieve the intent of Section 3.2 of this Plan.

*Deleted Section 11.13, DCI(Area 1) – Coliseum Direct Development Control District*

*Bylaw 14729*

*September 10, 2007*

*Deleted Map – Schedule F – Proposed Development Control Districts*

*Bylaw 19269*

*March 15, 2021*