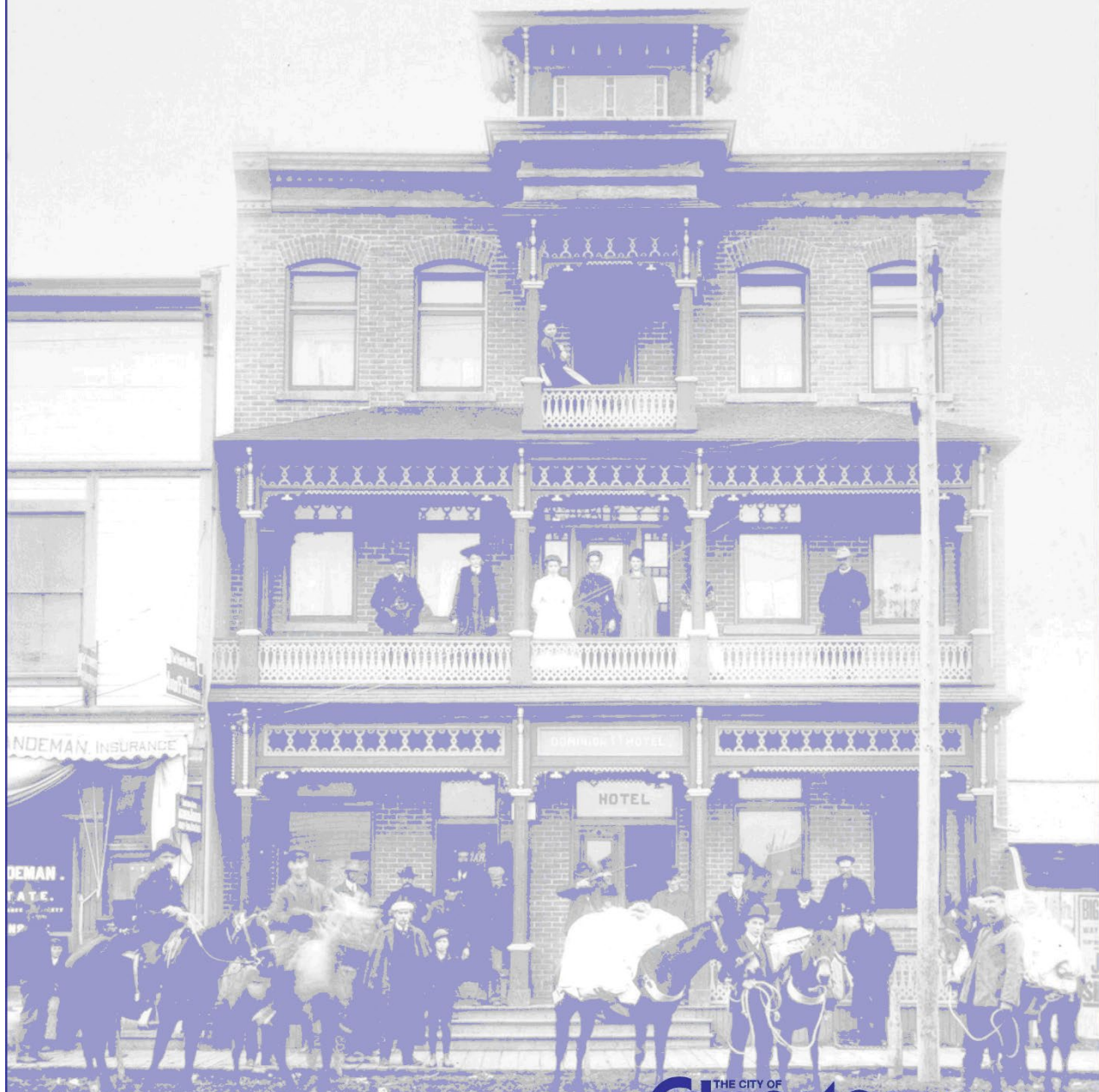




STRATHCONA

AREA REDEVELOPMENT PLAN



McKERNAN'S HOTEL STRATHCONA



*Office Consolidation
November 2023*

Strathcona Area Redevelopment Plan Bylaw 11890

Adopted on December 15, 1998

Office Consolidation December 2023

Prepared by:

*Development Services
Urban Planning and Economy
City of Edmonton*

Bylaw 11890 (as amended) was adopted by Council in December 1998. In December 2023, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 11890.

- Bylaw 11890 Approved December 15, 1998 (To adopt the Strathcona ARP)
- Bylaw 12416 Approved October 11, 2000 (Replace Map 6 - “Residential Statutory Plan Overlays”)
- Bylaw 12801 Approved May 30, 2001 (Omnibus Bylaw, Chapter 7)
- Bylaw 12925 Approved January 9, 2002 (Policy Change, Chapter 3)
- Bylaw 13173 Approved September 10, 2002 (Deleting Low and Medium Density Policy 5, Chapter 3)
- Bylaw 13184 Approved October 17, 2002 (Deleting Whyte Avenue Cultural and Community Policy 2, 2a, 2c and renumbering Policy 2d)
- Bylaw 13436 Approved November 21, 2003 (Added a new policy to Whyte Avenue Commercial)
- Bylaw 13838 Approved November 2, 2004 (Amending the DC1 Provision for the Strathcona Library; replace Map 8)
- Bylaw 13859 Approved December 8, 2004 (Replace Map 3 and Map 8, and Adding the DC1 Provision for the Canadian Pacific Railway Station, Strathcona)
- Bylaw 14507 Approved March 12, 2007 (Replace Map 8, and Adding the DC1 Provision for the Connaught Armoury)
- Bylaw 14680 Approved December 12, 2007 (Change to Policy 5, Chapter 3)
- Bylaw 15174 Approved May 11, 2009 (Replace Map 8, change to Policy 5, Chapter 3, and Adding the DC1 Provision for Duggan House)
- Bylaw 15256 Approved October 13, 2009 (Replace Map 6, Advice to Development Officer Residential Areas Subject to Modified Zoning Regulations)
- Bylaw 15352 Approved December 14, 2009 (Change to Mixed Low and Medium Density Residential Area, Policy 3, Chapter 3)
- Bylaw 15621 Approved December 13, 2010 (Policy Change,
- Bylaw 15811 Approved July 4, 2011 (Add new West Ritchie Area to Chapter 3, revise maps to reflect West Ritchie sub-area, as well as apply custom DC1 Zoning, apply Medium Scale Residential Overlay to West Ritchie) , update maps.
- Bylaw 16137 Approved June 18, 2012 (revise maps 3, 4, 6, 7 and 8).
- Bylaw 16241 Approved August 26, 2013 (Replace maps 1, 2, 3, 4, 5 and 8; replace Figure 5)
- Bylaw 16566 Approved September 3, 2013 (Replace Policy 3 of Mixed Low and Medium Density Residential Area)



- Bylaw 16607 Approved September 16, 2013 (Replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 19640 Approved September 22, 2014 (Change to Policy 2, Chapter 3, replace Policies 4a and 5, Chapter 3, replace Map 8, insert Map 9, replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 16965 Approved October 20, 2014 (Replace Policies 4b, 4c, 4d, 4g and 5c, Chapter 3, replace Maps 8 and 9, replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 16988 Approved November 17, 2014 (Replace Policy 4a, Chapter 3, replace Maps 4, 8 and 9, replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 17044 Approved January 26, 2015 (Replace Maps 2, 6, Figures 1, 3)
- Bylaw 17096 Approved March 2, 2015 (Administrative Amendment to update the existing DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 17279 Approved July 6, 2015 (Replace Maps 8 and 9, replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 17398 Approved April 18, 2016 (Replace Policy 1 and 4.a of Chapter 3, Section – Mixed Low and Medium Density Residential Area)
- Bylaw 17620 Approved April 20, 2016 (Replace Chapter 2 Residential Objective 6, Commercial Objective 2, Historic Preservation and Urban Design Objective 2, Chapter 3, Policy 2 and 4.a – Whyte Avenue Commercial Area)
- Bylaw 17826 Approved November 28, 2016 (Deleting and replacing Built Form Policy 1 of the West Ritchie Area)
- Bylaw 17846 Approved March 20, 2017 (Amending Chapter 2, Residential Objective 6, Chapter 2, Commercial Objective 2, Chapter 3, Section — Whyte Avenue Commercial Area, Policy 2 [Whyte Avenue General], Chapter 3, Section — Whyte Avenue Commercial Area, Policy 4.a [Whyte Avenue General], replacing Maps 1, 2, 3, 4, 5, 6, 7, 8 and Figure 5)
- Bylaw 18077 Approved July 10, 2017 (Amending Chapter 3, Section — Walk Up Apartment Area, Policy 2(a))
- Bylaw 18113 Approved July 10, 2017 (Amending Chapter 3, Section — Mixed Low and Medium Density Residential Area, Policies 1 and 4.a)
- Bylaw 18164 Approved September 11, 2017 (Replace Map 8 and replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 18193 Approved November 15, 2017 (Administrative Amendment to update the existing DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 18238 Approved January 22, 2018 (Replace Maps 4, 8 and 9, and replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 18328 Approved April 9, 2018 (Amending Chapter 2, Residential Objective 6; Chapter 2, Historic Preservation and Urban Design Objective 2; Chapter 3, High Rise Apartment Area Policy 3; replacing maps 2, 6 and 7; replacing figures 3 and 4).
- Bylaw 18431 Approved June 11, 2018 (adding Cannabis Retail Sales to the DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 18851 Approved August 27, 2019 (Amending Chapter 2, Residential Objective 6; Chapter 2, Commercial Objective 2; Chapter 2, Historic Preservation and Urban Design Objective 2; Chapter 3 Whyte Avenue Commercial Area General Policy 2; Chapter 3, Whyte Avenue Commercial Area General Policy 4, and; replacing Map 5).
- Bylaw 19116 Approved January 21, 2020 (Amending Walk Up Apartment Area Policy 2.a)
- Bylaw 19126 Approved February 4, 2020 (Various amendments to incorporate recommendations from the plan Whyte Land Use Study, updating and modernizing maps and figures, deleting Maps 5, 6, 7 and Figure 7)



- Bylaw 19189 Approved March 10, 2020 (Replace Figure 10 and replace DC1 Historical Commercial Direct Development Control Provision)
- Bylaw 19230 Approved June 23, 2020 (Amending Policy 3 of Mixed Low and Medium Density Residential Area)
- Bylaw 19423 Approved October 20, 2020 (Amending Chapter 2, Residential Objective 7 and Historic Preservation and Urban Design Objective 3; renaming the High Rise Apartment Area the Mid/High Rise Apartment Area; adding a policy to the Mid/High Rise Apartment Area for the east side of 99 Street NW; replacing Maps 2, 3 and 4)
- Bylaw 19599 Approved April 7, 2021 (Amending Chapter 2, Residential Objective 7; Chapter 2, Historic Preservation and Urban Design Objective 3; and Chapter 3, Mid/High Rise Apartment Area Policy 3)
- Bylaw 19597 Approved April 20, 2021 (Amending Policies 1, 3, and 4 of the Mixed Low and Medium Density Residential Area in Chapter 3)
- Bylaw 19713 Approved June 8, 2021 (Amending Whyte Avenue Land Use Policy 9 and Whyte Avenue Built Form Policy 7; deleting the (DC1) Direct Development Control Provision for the Canadian Pacific Railway Station; and amending Figures 7 & 8)
- Bylaw 19754 Approved June 23, 2021 (Amending Map 5 and deleting the Historical Institutional DC1 Provision)
- Bylaw 19916 Approved December 7, 2021 (Amending Low and Medium Density Policy 1)
- Bylaw 19987 Approved January 23, 2023 (Amending Figure 9 and the West Ritchie Area Land Use Development Strategy; deleting the DC1 Direct Development Control Provision for Historic West Ritchie.)
- Bylaw 20408 Approved March 13, 2023 (Amending Figure 10; deleting the DC1 Historical Commercial Direct Control Provision)
- Bylaw 20475 Approved May 15, 2023 (Amending Figure 8)
- Bylaw 20514 Approved June 26, 2023 (Amending Residential Objective 7, Commercial Objective 1, Historic Preservation and Urban Design Objective 3, West Ritchie Area Land Use Policy 4, West Ritchie Area Built Form Policy 1; and amending Figure 9)
- Bylaw 20533 Approved July 10, 2023 (Amending Commercial Objective 1 and Walk Up Apartment Area Policies 3, 4 & 5; and amending Map 2 and Figures 1 & 3)
- Bylaw 20645 Approved November 20, 2023 (Amending Map 2, Figures 1 and 2, and policy 1 of the Mixed Low and Medium Density Residential Area)
- Bylaw 20682 Approved December 11, 2023 (Amending Policy 1, 3, and 4 of the Mixed Low and Medium Density Residential Area)

Editor's Note:

This is an office consolidation edition of the Strathcona Area Redevelopment Plan, Bylaw 11890, as approved by City Council on December 15, 1998. This edition contains all subsequent amendments and additions to Bylaw 11890. For the sake of clarity, new maps and a standardized format was utilized in this Plan. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. 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
Urban Planning and Economy**



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**Note: Amended by Editor
July 2023**



Chapter 1 INTRODUCTION

DESCRIPTION OF THE AREA

Note: The following paragraph was amended by Bylaw 19126, February 4, 2020

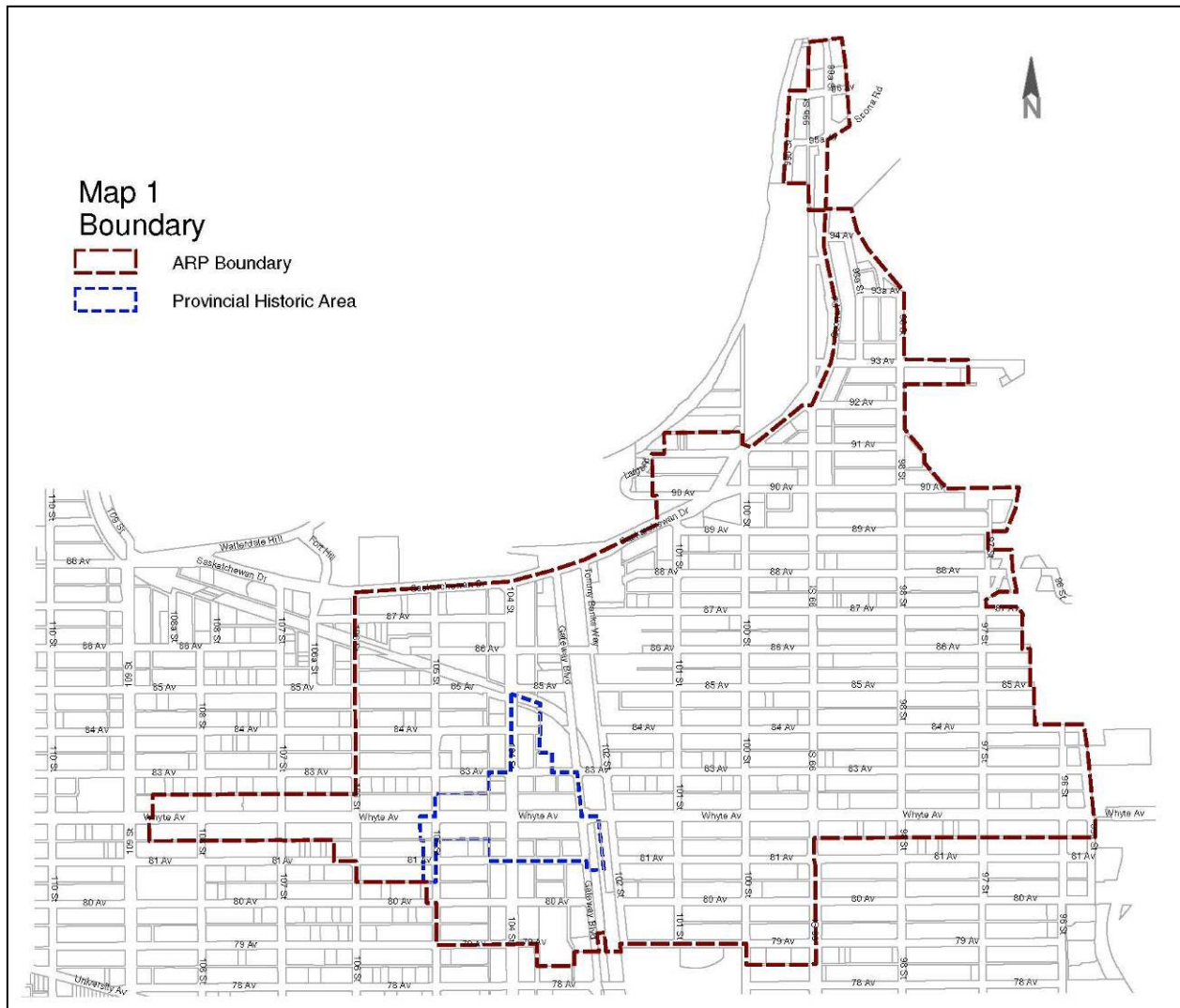
The plan area for Strathcona consists of the neighbourhood of Strathcona, east of 106 Street, plus portions of the adjoining communities of Garneau, Ritchie, Queen Alexandra, Strathcona Junction and CPR Irvine as shown on Map 1.

It is bounded on the north and east by the North Saskatchewan River and Mill Creek, and extends to 106 Street on the west.

It includes those parts of the neighbouring communities that are integrally connected to the historic commercial and industrial core of Old Strathcona

PLANNING POLICY IN THE AREA

At the writing of this Plan, the Strathcona Community was divided into two planning areas. The Scona East Plan adopted in 1986, included the area east of 101 Street, and the Old Strathcona Plan, adopted in 1981, covered the area between 101 Street and 106 Street.



Note: Map 1 was amended by Bylaw 19126, February 4, 2020



Both Plans recognized the uniqueness of Strathcona in terms of its historical importance, it's desirability as a residential area, the need to retain some areas of single family and apartment housing, and to contain commercial development, while reinforcing the strength of the viable commercial area along Whyte Avenue.

The new plan for Strathcona embraces the goals and objectives of the Scona East and Old Strathcona Plans, and has made some modifications to allow for current trends and circumstances.

It provides more consistency in the treatment of the two areas, introduces some new objectives and provides tools to effectively implement the policies of the Plan. In addition to combining the Old Strathcona and Scona East Plans, the new plan area has been expanded to cover all of the Whyte Avenue commercial area, including portions that were previously located in the Garneau Plan.

HISTORY OF THE PLAN AREA

Strathcona is one of Edmonton's oldest communities. Situated on the south side of the North Saskatchewan River, it was the north terminus of the early railroad and overland trail routes to Calgary and points beyond, and was located at the mid point of the principal east-west roadway, Whyte Avenue.

Development began in the 1880s at the intersections of the CPR tracks and Whyte Avenue and spread in a circular pattern from there. The centre consisted primarily of commercial and government buildings, with railroad related industries to the south. Residential development occurred mainly north of Whyte Avenue. In 1891, the area east of

99 Street was annexed and subdivided for residential uses. The creation of the University of Alberta at the western end of Whyte Avenue added another dimension to Strathcona's character and prominence.

With its status as the centre for government, commerce, culture, and transportation south of the river, Strathcona was also the place of choice for the prestigious homes of business and community leaders. The economic booms of 1913 to 1915 and 1946 to 1950 saw the construction of over half the current housing stock, including the grand homes of the wealthy and influential and more modest dwellings of workers, merchants and professionals. Businesses grew to the south along the Calgary Trail and CPR corridors, and east and west along Whyte Avenue.

In the 1960s the character of the neighbourhood began to change. The area west of 99 Street was rezoned to allow walk up apartments, which were until then limited to sites on Whyte Avenue and on 99 Street north of 89 Avenue. The economic boom of the 1970s was marked by



Historic photo: A business on Whyte Avenue

considerable apartment development, with the bulk of apartment construction taking place between 99 and 101 Streets. Conversely, with the shift of government and commerce to



Historic photo: Whyte Avenue from 103 Street



Edmonton's Downtown, the decline of the importance of rail transport and related enterprises, Strathcona's business community experienced a period of some recession. The Old Strathcona and Scona East Plans which took affect in the early and mid 1980s attempted to re-establish portions of the neighbourhood for single family housing, and revitalize the area's commercial core.

Note: The following two paragraphs were added by Bylaw 19126, February 4, 2020

The Whyte Avenue Commercial Area has seen increased interest over time that has led to the corridors transformation into the premier business and tourism area it is known as today. This interest has also led to changes in local businesses, housing, community events, increased congestion (i.e. both traffic and pedestrian), perceptions of safety and further development and intensification pressure. These changes have raised concerns among nearby residents and surrounding communities, and planning and policy questions regarding the future of the corridor and the Strathcona Area Redevelopment Plan (ARP).

In February 2016, City Council's Executive Committee endorsed Administration's proposal to prepare planWhyte - Whyte Avenue Commercial Area: Land Use Study (planWhyte). The goal of planWhyte was to better understand how the area's heritage, character and livability can be further strengthened while exploring opportunities for additional development over the next 20-25 years.

CHARACTER OF THE AREA TODAY

The Strathcona area continues to be highlighted by its historic buildings, the traditional character of the streetscapes, a diversity of housing types and the attraction of Whyte Avenue as a unique commercial area in the city.

Within Strathcona there are a number of different environments. East of 99 Street remains a solidly single family area, with attractive streetscapes, interesting old housing, and more recently a number of new or renovated single family homes.

The areas abutting the arterials including 99 Street, and Whyte Avenue east of 99 Street, and the area immediately north of Whyte Avenue on 83 Avenue, have been largely developed with walk up apartments. Along Saskatchewan Drive, a number of high rise apartments continue to dominate the landscape. These areas of apartment development have provided an opportunity for a variety of people and household types to live in the area, including students, seniors and young adults.

The middle portion of Strathcona, west of 99 Street and north of 83 Avenue, accommodates a variety of housing types including apartments and single family dwellings. This area has experienced some conflicts, which can be attributed to a number of factors, including the mixture of uses, the presence of more traffic on residential streets, and the proximity of the Whyte Avenue commercial area.

Note: The following paragraph was added by Bylaw 15813, July 4, 2011

Similarly, the West Ritchie area west of 99 Street and south of Whyte Avenue, also accommodates

a variety of housing types and includes a mixture of uses. It has also experienced some conflicts due to the mixtures of uses and has had some recent redevelopment that is not compatible with the character or scale of the area. It is an area in transition and needs more guidance

Finally, the commercial area along Whyte Avenue has undergone the most significant change since the previous plans were approved in the early and mid 1980s. Whyte Avenue continues to operate as an active pedestrian oriented commercial strip with a unique historical flavour. The area has experienced extensive commercial development activity in recent years. It has been transformed from an area providing local goods and services, into a popular entertainment area, attracting clientele from various parts of the city. This has had some impact on local residents.

Strathcona reflects patterns of change that have occurred city wide in the 10 to 15 years since adoption of the previous plans. However as a neighbourhood it continues to be valued for its historical character, aesthetic qualities, proximity to the river valley and ravine, opportunity for small commercial enterprises, and it's excellent environment and location as a place to live and do business.



Chapter 2 VISION, GOALS, AND OBJECTIVES

VISION

The physical environment of Strathcona both natural and historical, is intrinsically valuable, and vital to the life of the community. The important qualities of the community include its proximity to the North Saskatchewan River and Mill Creek Ravine, the abundance of historically significant residential and commercial structures, the attractive streetscapes, the diversity of housing types, and the presence of a thriving commercial area. Future development will maintain these qualities, to retain the attractiveness of the residential environment and the viability of the commercial district.

GOALS

1. Preserve the existing character and structure of the community, by retaining its residential and commercial functions and its historic qualities.
2. Recognize the city wide importance of the Strathcona community as a focal point for historic, cultural, and entertainment activities and events.
3. Maintain a diversity of housing types in the community, including single family, semi detached, row housing and apartments, to provide opportunity for people of different age groups, lifestyles, and incomes, to live in the community.
4. Maintain existing commercial areas, and encourage reinvestment in these areas, recognizing some of the physical restraints and the need to be sensitive to surrounding residential communities.
5. Protect the residential environment in Strathcona

from the negative impacts of excessive traffic and long term on street parking on residential streets, and from the impacts of arterial roads running through the community, while maintaining reasonable vehicular access to activity nodes within the area.

Note: Goal 6 was amended by Bylaw 19126, February 4, 2020

6. Provide safe and attractive bicycle and pedestrian access throughout the Plan area, including activity nodes within the community and through the community to regional activity nodes such as the Downtown and the University.
7. Retain and promote awareness of historically significant areas and structures.
8. Maintain existing park and school sites for public use and recreation.

Note: Goals 9 & 10 were added by Bylaw 19126, February 4, 2020

9. Preserve and enhance the heritage and main street character of Whyte Avenue and its adjacent areas while exploring additional development potential in the area.
10. All publicly accessible streets, alleys and open spaces are to be designed and maintained to ensure they are usable by people of all ages and abilities throughout the year by using the principles of universal design.



OBJECTIVES

Residential Objectives

1. Maintain the integrity of residential environments, by preventing the expansion of non residential use into residentially designated areas.

Note: Objectives 2 & 3 were amended by Bylaw 19126, February 4, 2020

2. Accommodate apartment development, where there is better access to arterial roads, less opportunity to increase traffic in the internal portions of the community and where shadow impacts on Whyte Avenue can be minimized.
3. Maintain a homogeneous low density residential environment east of the 99 Street corridor.
4. Maintain a balance of residential development in the central part of the community, west of 99 Street, by ensuring that existing areas of low density housing will continue to be developed for low density use.
5. Maintain the pedestrian friendly character of the street, defined by such things as treed boulevards, sidewalks

uninterrupted by vehicular access, consistent front setbacks, and features such as porches, and verandahs that add interest and activity on the street.

6. Direct taller buildings to the Mid/High Rise Apartment Area or specific areas South of Whyte Avenue (see figures 4 and 8).

Note: Objective 7 was amended by Bylaw 20514, June 26, 2023

7. Require apartment development to be sensitive in scale with the existing development and retain the character and pattern of low density development. Notwithstanding the above:

- a) Sites within the Whyte Avenue Commercial Area shall follow the height strategies laid out in Chapter 3, Section 5 (Whyte Avenue Commercial Area);
- b) the Site located at the northwest corner of 99 Street NW and 89 Avenue NW (legally described as Lot 29, Block 122, Plan 1822016) which shall be permitted to be developed

- c) as a mixed use mid-rise building up to a height of 34.0 m (approximately 8 - 10 storeys);
- c) the Site located at the northeast corner of 99 Street NW and 90 Avenue NW (legally described as Lots 1-4 and a portion of Lot 5, Block 125, Plan I21) which shall be permitted to be developed as a mid-rise mixed use building with a maximum height of 30.0 m; and
- d) the site located at the southwest corner of 99 Street NW and 80 Avenue NW (legally described as Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan I17) which shall be permitted to be developed as two mid/high rise buildings with heights of 23.0 m and 65.0 m.

8. Require new low density residential development to be compatible with the mass and scale of existing housing, and to maintain sunlight and privacy on adjacent properties.

Commercial Objectives

Note: Objective 1 was amended by Bylaw 20533, July 10, 2023

1. Prevent expansion of new commercial development into adjacent residential areas, except for:
 - a) the site at the southwest corner of 99 Street NW and 80 Avenue NW (legally described as Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan I17) where commercial uses shall be



Desirable Residential Area



- allowed in the first storey of the building; and
- b) lot 36A, Block 118, Plan 8220520 where low intensity commercial, office, and service uses shall be allowed

Note: Objective 2 was amended by Bylaw 19126, February 4, 2020

2. Maintain the existing low scale of built forms in the Heritage Character District, and provide a transition of heights as identified in Chapter 3, Section 5 (Whyte Avenue Commercial Area).
3. Require commercial development outside of the Whyte Avenue Commercial Area to be of low scale and intensity, and to maintain a pedestrian orientation onto the street by emphasizing retail and service uses at ground level.
4. Support use of an integrated theme for redevelopment of local commercial streetscapes and structures.

Whyte Avenue Commercial Objectives

Note: The original Whyte Avenue Commercial Objectives were deleted and replaced with revised Objectives by Bylaw 19126, February 4, 2020

1. Promote the distinct development of three character districts within the Whyte Avenue Commercial Area as per Figure 6 - Character Districts. Districts include:
 - a. Heritage District
Focuses on the preservation of existing

heritage resources and development that is complementary to the area's history and built form heritage. Urban design is used to ensure a high quality built form that also strengthens the Old Strathcona Provincial Historic Area, image, identity and function of adjacent heritage buildings, resources, civics, parks and open spaces.

- b. Main Street District
Supports an active pedestrian-oriented main street with slightly higher building heights than allowed within the core heritage commercial area. New development fronts directly on to Whyte Avenue, complements surrounding local heritage,

south of Whyte Avenue where underutilized parcels, greater servicing, access and opportunity to support surrounding community and business needs can be accommodated over the long-term. Buildings are of high quality design, materiality, and support a pedestrian - oriented streetscape to facilitate a shift from current auto-oriented development.

2. Promote a high quality public realm that will offer a range of experiences that contribute to local identity, livability and character of the neighbourhood including: public open spaces, parks, streets, laneways and other indoor and outdoor civic spaces.
3. Enhance the pedestrian-oriented retail shopping focus



Activity in the Whyte Avenue Area

and contributes directly to a pedestrian-oriented streetscape.

- c. Urbanization District
Directs larger, more intensive development

and function in the Whyte Avenue commercial area, while preserving the integrity of the area as a historic centre.

4. Maintain and enhance the pedestrian-oriented retail shopping focus and function



- (see Figure 7 - Land Use).
5. Encourage mixed use commercial-residential emphasizing retail uses at ground level with active-at-grade frontage along key streets.
 6. Encourage retail frontage within the lane network.
 7. Encourage ongoing interest in the parking replacement patio program.
 8. Promote diversity, uniqueness and a full range of businesses and services for all residents and visitors to the area, including new residential opportunities in the form of mixed housing types, unit sizes, bedrooms, and affordability.
 9. Encourage development of general office space in locations and amounts which are compatible with the retail and residential functions of Strathcona including opportunities for a variety of uses in second and third floor spaces.
 10. Encourage the establishment and maintenance of a consistent theme for renovation and future development in the Whyte Avenue Commercial Area, emphasizing the early commercial buildings along Whyte Avenue, and the pedestrian and human scale nature of the area, through the use of such mechanisms as:
 - a. comprehensive streetscape improvement program;
 - b. renovation/restoration of existing older structures, as well as new development considering:
 - i. Building Heights;
 - ii. Massing and Transitions (including building setbacks, stepping

- iii. and articulation);
 - iii. Wind;
 - iv. Views;
 - v. Heritage Character;
 - vi. Sun-Shadow Analysis; and
 - c. regulation of advertising, signage, frontage, and access controls to respect the architectural themes and predominant existing built form found in the area.
11. Provide better mobility options, connections, safety and enjoyment while creating opportunities for reconnecting and re-stitching surrounding communities, civic and public spaces.
 12. Provide a level of commercial parking to adequately service this pedestrian oriented area by improving existing parking efficiency and reducing demand. This can be done by improved signage and wayfinding measures, employing new technology,

13. Maintain the traditional built form scale of Whyte Avenue, to balance the existing community context and respond to the desire to accommodate future growth and ensure such change can be best supported in ways that contribute to the long-term vibrancy of the broader community.

Parks, Open Space and Institutional Objectives

Note: Objective 1 was amended by Bylaw 19126, February 4, 2020

1. Develop an Old Strathcona Public Places Plan (including but not limited to the Whyte Avenue Commercial Area) to:
 - a. Integrate and connect existing and new open spaces within the broader community;
 - b. Provide direction for a future special study for



Activity in the Whyte Avenue Area

EPark, partnerships, programmes, increased transit frequency, additional cycling infrastructure, and/or changes to parking requirements.

linear space generally located between 102 Street and 103 Street, from 86 Avenue to 80 Avenue; and



- c. Increase connectivity via modifications to the alleyway network, as well as new or improved east-west and north-south roadway connections, including a Feasibility Study to examine complete street options for:
 - i. A north-south active modes ‘Spine’ along Calgary Trail / 104 Street for the portion that includes the contraflow lanes, and
 - ii. the connection of 80 Avenue, between Gateway Boulevard and 102 Street.
 - 2. Provide direction to create an Enhanced Civic Core (see Figure 7 - Land Use).
 - 3. Provide strategic direction for open space development, design and programming.
 - 4. Provide opportunity for redevelopment of sites zoned for institutional use, in a manner that is compatible with adjacent uses.
 - 5. Program the use of local park sites to allow some opportunity for major events to occur in the community, while minimizing the impact on local residents, and ensuring adequate opportunity for neighbourhood level use of park sites.
- Historic Preservation and Urban Design Objectives**
- 1. Promote identification, designation and preservation of historic sites, and encourage the rehabilitation of other sites which add to the distinctive character of Strathcona by permitting a more flexible range of uses for such buildings, and the application of other available incentives.
- Note: Objective 2 was added by Bylaw 19126, February 4, 2020**
- 2. Continue to recognize the heritage significance of the Old Strathcona Provincial Historic Area, which is valued for its architectural richness and integrity of historic buildings associated with pre-World War One and later era buildings located in one of Alberta’s most significant early communities. The heritage value is articulated through the form, scale, and massing of the buildings and pattern of development in the commercial area.
- Note: Objective 3 was amended by Bylaw 20514, June 26, 2023**
- 3. Encourage the architectural and urban design elements of major new development to be harmonious with the traditional forms of existing development, by reflecting the basic proportions, materials, mass and height of existing structures. Notwithstanding the above:
 - a. Sites within the Whyte Avenue Commercial Area shall follow the height strategies laid out in the Land Use Development Strategy for the Whyte Avenue Commercial Area (Chapter 3);
 - b. the Site located at the northwest corner of 99 Street NW and 89 Avenue NW (legally described as Lot 29, Block 122, Plan 1822016) which shall be permitted to be developed as a mixed use mid-rise building up to a height of 34.0 m (approximately 8 - 10 storeys);
 - c. the Site located at the northeast corner of 99 Street NW and 90 Avenue NW (legally described as Lots 1-4 and a portion of Lot 5, Block 125, Plan 121) which shall be permitted to be developed as a mid-rise mixed use building with a maximum height of 30.0 m; and
 - d. the site located at the southwest corner of 99 Street NW and 80 Avenue NW (legally described as Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan I17) which shall be permitted to be developed as two mid/high rise buildings with heights of 23.0 m and 65.0 m.
 - 4. Maintain prominent views and familiar landmarks, buildings, period architecture, streetscapes and natural features, associated with Strathcona and ensure they are not obscured from view, or significantly shaded by new development.
 - 5. Ensure that improvements to the public infrastructure will consider the historic character of the area, and where possible use historic materials, street furniture, and fixtures that reflect the historic character.
- Mobility Objectives**
- Note: This section was renamed from “Transportation Objectives” to “Mobility Objectives” by Bylaw**



19126, February 4, 2020

1. Minimize the divisive effect of arterials and their negative impacts on the community
2. Promote the safety and privacy of residential areas by discouraging through traffic on local roadways and lanes.
3. Address the traffic impacts of future development in the community.

Note: Objective 4 was amended by Bylaw 19126, February 4, 2020

4. Encourage and support use of public transit.

Note: Objectives 5-9 were added by Bylaw 19126, February 4, 2020

5. Ensure future mass transit planning establishes pedestrians as the highest modal priority when designing for streets, stops, stations, crossings and operations along Whyte Avenue and within the plan area.
6. Ensure future mobility planning encourages active modes of transportation.
7. Support opportunities for changes in mobility technology that encourage modal shift, mobility sharing and contribute to other mobility goals.
8. Enhance laneways to encourage their use as connectors and activation or retail spaces.
9. Ensure future mobility planning and design establishes pedestrians as the highest modal priority when designing for streets, crossings, traffic signal timings and infrastructure, parking, cycling infrastructure

and embracing new transportation technologies or modes in the Whyte Avenue Commercial Area.

transportation.

Note: Objective 4 was amended by Bylaw 19126, February 4, 2020



Bicycle Crossing Saskatchewan Drive at 103 Street

Parking Objectives

Note: Objective 1 was amended by Bylaw 19126, February 4, 2020

1. Explore strategies to improve existing area parking efficiency while reducing demand (e.g. signage and wayfinding measures, technology, EPark, partnerships, programmes, transit frequency, cycling infrastructure, parking requirements).
2. Discourage long-term parking by customers and employees of adjacent commercial enterprises on residential streets.
3. Provide an adequate level of commercial parking in the Whyte Avenue commercial area, given the pedestrian oriented flavour of the district and the availability of alternative modes of

4. Promote the use of existing public parking in the area.
5. Promote the availability and use of public transit to the area, especially during major events.

Note: Objective 6 was added by Bylaw 19126, February 4, 2020

6. Require the provision of additional bicycle parking.

Pedestrian and Bicycle Network Objectives

Note: Objectives 1 & 2 were amended by Bylaw 19126, February 4, 2020

1. Improve pedestrian safety through pedestrian level lighting, upgraded crossings, curb extensions, signal light priority and shorter signal cycle lengths at intersections, sidewalk widening and or



replacement as part of ongoing maintenance or future capital improvements to achieve more complete streets.

2. Improve cycling safety and infrastructure through upgraded intersection crossings to reduce potential conflicts with motor vehicles and encourage greater mode shift.
3. Improve awareness of existing and future pedestrian and cycling facilities.



Chapter 3 LAND USE DEVELOPMENT STRATEGY

BASIC STRATEGY

Note: Sub-area (6) below was added through Bylaw 15811, July 4, 2011

The development strategy generally confirms the existing pattern of development. For the purpose of applying land use policies, the area has been divided into 6 sub areas as shown on Map 2. The five areas are:

- 1) Low Density Residential Area
- 2) Mixed Low and Medium Density Residential Area
- 3) Walk Up Apartment Area
- 4) Mid/High Rise Apartment Area
- 5) Whyte Avenue Commercial Area
- 6) West Ritchie Area

The low density residential area east of 99 Street consists of single family development, and some duplex and semi-detached housing. This area is to be maintained as a homogenous low density residential area. Currently there is a variety of housing styles in the area ranging from bungalows, to 2½ storey homes. The area has a very traditional quality, with many attractive older homes. The desirable location close to Whyte Avenue, and to Mill Creek Ravine, has made this area a popular choice for new infill single family development. The plan encourages new housing to maintain the traditional character of the streetscape and to be compatible in mass and scale with existing housing.

The mixed low and medium

density residential area occupies the middle portion of the community, west of 99 Street. The entire area was once zoned for apartments, and some apartment development occurred sporadically throughout the area, leaving a mixture of single family and apartment housing. There is a concern that apartment development will eventually dominate the area, pushing out single family housing, minimizing the opportunity for a diversity of housing types and lifestyles and changing the traditional character of the area. This plan proposes that the area be retained for mixed residential use. Steps should be taken to ensure existing areas of single family and low density housing are retained, and that redevelopment of apartments in the area is more compatible with single family housing and maintains the traditional characteristics of the streetscape.

The walk up apartment area is located north of the Whyte Avenue commercial area, and along the arterials of 99 Street and 82 Avenue, east of 99 Street. Much of this area has been developed for walk up apartments, and includes some low intensity commercial uses on 99 Street and Whyte Avenue. Traditionally, walk up apartments have been occupied by students, seniors, and young adults, seeking the amenities of Strathcona and affordable housing costs. This area provides good housing options for a number of people who need proximity to transportation, the university, downtown, and commercial and entertainment services on Whyte Avenue. There is some opportunity for more walk up apartment development within this area, but expansion of the area is not desired.

The Mid/High Rise Apartment Area on Saskatchewan Drive is almost fully developed with high

and medium density apartments. It is a unique area in the city in terms of the concentration of high rises, and it is considered to be a desirable location by those seeking high rise apartment living. However, because high rise development can significantly impact adjacent low density areas, and block views of the river valley and downtown for adjacent properties, there is a desire to contain the area, and not allow further expansion of high rise development.

Note: The following paragraph was amended by Bylaw 19126, February 4, 2020

The Whyte Avenue Commercial Area will maintain a pedestrian-oriented retail shopping focus and function. Mixed use commercial-residential will be encouraged within the Whyte Avenue commercial area and active-at-grade frontage along key streets required. Retail frontage is also encouraged within the lane network to support small business opportunities and help activate this area as a connective space. In addition to promoting a unique and diverse range of businesses and services for residents and visitors, new residential opportunities in the form of mixed housing types, unit sizes, bedrooms, and affordability will help support students, families and seniors. A high quality public realm will offer a range of experiences that contribute to local identity, livability and character of the neighbourhood. This includes not only public open spaces and parks, but streets and lanes which act as community meeting places, and complement the farmers market, a number of theatres, theatre companies, art and music venues as well as the annual hosting of festivals, parades, and special events. A number of



historic commercial buildings have been renovated for community and cultural purposes. Residential uses are an important component, contributing to the area's diversity, augmenting local trade and enhancing transit ridership potential, bikesharing, carsharing, ridesharing or other alternative modes of travel. Strategies will be explored to improve existing area parking efficiency while reducing demand.

Note: The following text was added through Bylaw 15811, July 4, 2011

West Ritchie is located between 99 Street and the CP rail line and between the alley south of Whyte Avenue and roughly 79 Avenue. Isolated from adjacent neighbourhoods by arterial roadways and rail facilities, it has a unique mix of commercial, industrial, residential and institutional land uses; a collection of 'false front' architecture; and a history of German establishments. This plan encourages West Ritchie's transition into a vibrant, historically-referenced urban village with quality urban design and architecture. The village will be focused on an improved 81 Avenue and will complement the character of the larger Strathcona area.

Note: The following text was added through Bylaw 12925, January 9, 2002

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:

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:

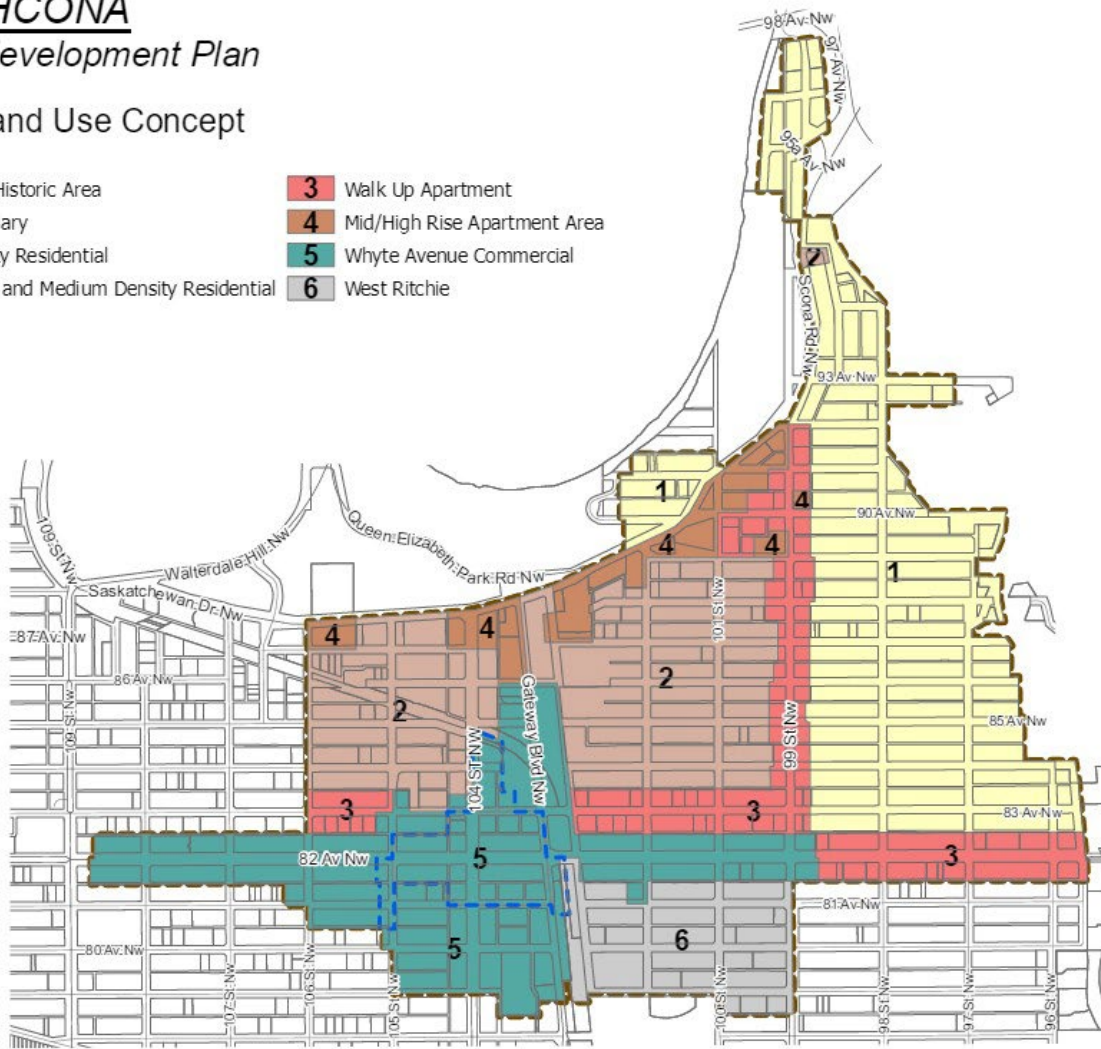
1. full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and
2. circulation of the proposed Plan amendment and notification to the affected property owners and the Community League.



STRATHCONA Area Redevelopment Plan

Map 2 - Land Use Concept

- | | |
|--|--|
|  Provincial Historic Area |  3 Walk Up Apartment |
|  ARP Boundary |  4 Mid/High Rise Apartment Area |
|  1 Low Density Residential |  5 Whyte Avenue Commercial |
|  2 Mixed Low and Medium Density Residential |  6 West Ritchie |



Note: Map 2 was amended by Bylaw 20645, November 20, 2023



new single family housing in the area. The desirable location next to Mill Creek Ravine, Whyte Avenue and the downtown, has maintained good property values in the area, and new development has generally taken the form of larger upscale single family homes. The RF2 zone and the desirable location of the area have combined to effectively implement the intent of the 1986 Scona East Plan which was to encourage retention of single family housing as the predominant form of development. Presently there is a concern in this area that new development be more compatible in mass and scale with the existing housing and retain the pedestrian oriented character of the streetscape in the area.



Two storey, two and a half storey and one storey homes

General Intent of the Area

The general intent of the area is to maintain single family housing, to provide opportunity for a variety of architectural styles and designs, and to ensure that new and renovated housing is compatible in mass and scale with existing housing, maintains sunlight and privacy on adjacent properties, and retains the

pedestrian oriented character of the front street.

Issues

1. *New development and renovation sometimes appears out of proportion relative to the existing housing, and breaks the continuity of scale along the front street.*

The demands of the housing market today are much different from when the majority of homes in Scona East were built. Most of the existing homes did not maximize the development potential on the lot, whereas many new houses come close to the maximum height and site coverage. There is also a tendency towards features which may accentuate

height, such as higher basements, double height entrance and window features, and large dormers on the upper half storey of 2 1/2 storey homes.

2. *Some new development does not respect the pedestrian oriented character of the front street*

New development may have features that detract from the

pedestrian oriented character of the front street. Modern market trends favour the development of an attached double garage. Front access garages take away those characteristics of the neighbourhood that create a comfortable and attractive pedestrian, environment, including such things as:

- an unbroken boulevard of large trees;
- sidewalks uninterrupted by driveway access;
- housing facades where the dominant features are porches, overhangs, windows and front entranceways, rather than a large protruding garage.

In addition to the use of front drive garages, new development may not follow the established pattern of development on the front street created by features such as:

- consistent front entry levels, 3 or 4 ft. above grade;
- consistent setback of houses along the front street;
- relatively uniform roof line heights at the first storey level.

3. *Some new development takes away privacy and sunlight from adjacent properties.*

The existing pattern of development in this area consists of houses at the front of the lot, green space or amenity area in the middle of the lot, and a detached garage at the rear of the lot. Existing housing generally provides a more generous rear yard than the 7.5 m required by zoning regulation. New housing tends to take up more of the lot depth. If a rear attached garage is developed, the end result may be a structure that extends almost to the back of the lot, which blocks sunlight and interferes with privacy of the adjacent properties.



4. Residents would like to be informed before new development occurs, and have some opportunity to influence the builder and Development Officer if the proposed development does not fit in with the scale of existing homes or the character of the front street.

Under the regulations of the current Land Use Bylaw, adjacent property owners are advised of new development only if a relaxation of the regulations has been granted, and only after the development has been approved subject to the right of appeal. Residents are concerned that there is no opportunity to become aware

pattern of development.

5. Expansion of commercial development on 99 Street or 82 Avenue, into the residential area, could impact the character of the area and create conflicts, due to inadequate screening, and inappropriate uses that generate noise or shortcutting traffic.

Policies (Low Density Residential)

1. Redevelopment for low density residential uses, limited to single family, and semi-detached housing will be supported in this area.

and accommodating features such as porches and verandahs;

- c) Prohibiting front drive garages;
- d) Reducing height and introducing regulations that reduce the appearance of height;
- e) Increasing rear yard requirements; and
- f) Requiring placement of rear detached garage at the back of the lot.

3. Expansion of commercial development into the low density residential area will not be supported.



New development in Lavigne

of new development, or to influence the form of development until very late in the process, when it is difficult to negotiate any change.

Many residents in Strathcona have made a long term social and financial commitment to the community. They would like more opportunity to be informed and to influence future development, particularly if what is proposed does not fit into the existing

2. New low density residential development will be compatible in mass and scale with existing single family housing, respect the traditional pedestrian oriented character of the front street and maintain sunlight and privacy on adjacent properties. This may be achieved by:

- a) Compatible alignment along the front street;
- b) Requiring front entrances,



MIXED LOW AND MEDIUM DENSITY RESIDENTIAL AREA

Background

The mixed low and medium density residential area includes the interior part of Strathcona, west of 99 Street. The Old Strathcona and Scona East Plans accommodated a mixture of zoning in this area, including RA7 (walk up apartments), RF6, (stacked row housing), RF3 (semi detached, fourplex, and row housing), RF5 (row housing), and RF2 (single family and semi detached housing). A special Direct Control (DC1) zone was applied to the area north of the CP tracks, to preserve low density housing and encourage redevelopment to be compatible with the historic architecture in the area.

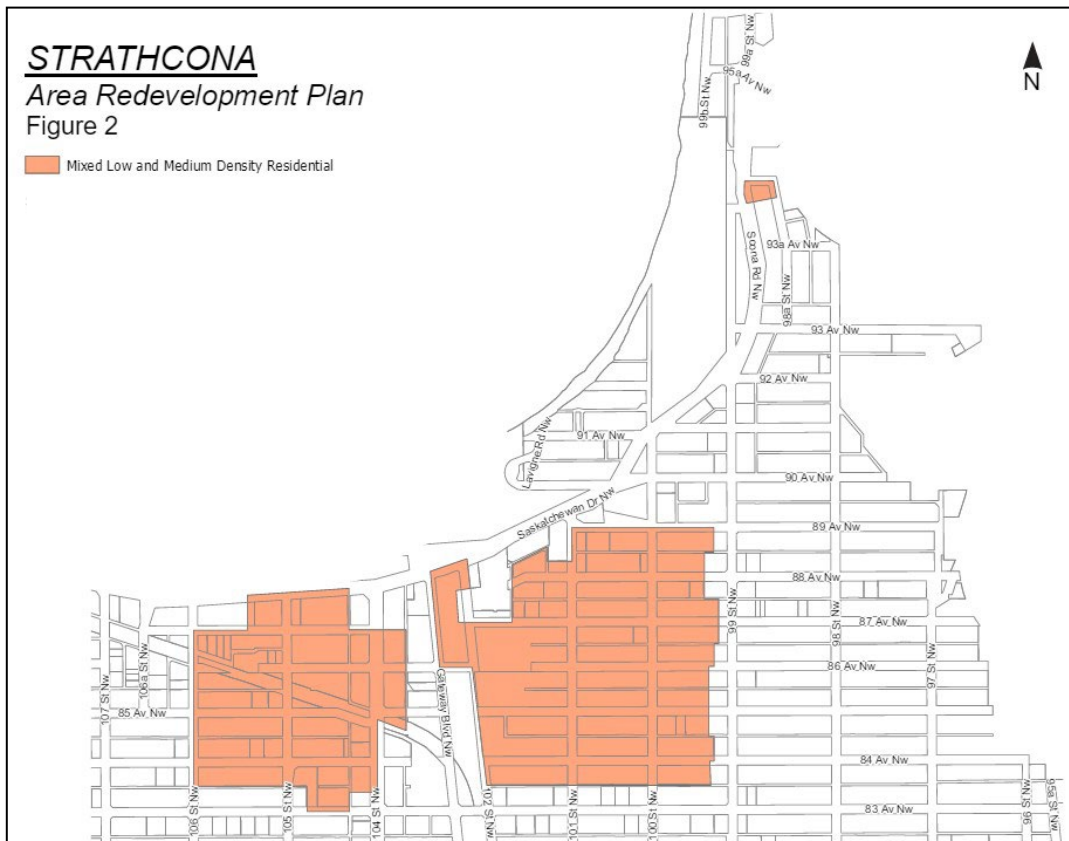
Generally there are two types of development that have occurred in a



Apartment and single family housing compatible in scale

scattered fashion throughout the area. About half the area is developed for low density housing which may include single family, semi-detached, duplex, fourplex and row housing. The remaining half of the area is developed for walk up apartments. Many of the

walk up apartments were developed in the 1960s and 1970s. They are generally small, and are not developed to the full 4 storeys allowed under current zoning. The appearance of the older apartments tends to be very basic and uninteresting, but generally they



Note: Figure 2 was amended by Bylaw 20645, November 20, 2023



are not out of scale with single family housing. There has also been some more recent apartment development. These tend to be architecturally more appealing, but they are also larger, with more height, and appear out of scale with the existing apartments and single family development in the area.

There has been virtually no development of stacked row housing in the area, which was encouraged by the 1981 Old Strathcona Plan through the use of an RF6 zone in the area north of 84 Avenue, west of 104 Street. The RF6 zone was intended to provide more family oriented apartment housing. This form of development has not materialized, and most families continue to prefer single family or other forms of low density housing.

The area north of the CP tracks, which was zoned DC1 under the 1981 Strathcona Plan, has experienced some new single family development, as well as some row housing and fourplex development. There has also been conversion of single family dwellings to commercial use in this area. The existing housing in the area includes a few homes with historic value, as well as a number of basic bungalows and semi detached housing. In some locations the area abuts the Mid/High Rise Apartment Area. It has been difficult to enforce the architectural guidelines put in place by the DC1 district because of the existing architectural diversity of the area.

General Intent of the Area

The general purpose of this area is to preserve a mixture of residential uses, accommodating the apartments that already exist, and maintaining single family and low density residential

development, so that a variety of housing can continue to be provided in the area. The secondary purpose is to encourage greater compatibility of physical form between the two types of housing, to provide more consistent scale and maintain the interesting qualities and character of the streetscape.

Issues

1. *If existing areas of single family housing are redeveloped for apartments, or stacked row housing, low density housing in the area could eventually be eliminated. Over the long term, this would reduce the number of families, and change the physical character of the area.*
2. *Conversion of single family homes for commercial use in the area zoned DC1, north of the CP tracks, has impacted the residential character of the area. In addition, the architectural requirements of the DC1 district are not always appropriate in this area.*

The regulations of the DC1 zone allowed conversion of single family housing to commercial use. There have been a number of commercial conversions in the area, and there is a concern that further conversions may start to erode the residential character of the area. The DC1 zone provided architectural guidelines, to ensure new development included traditional architectural features. The guidelines have been difficult to enforce as there is not a strong precedent for traditional architecture throughout the DC1 area. The DC1 district did not include regulations to ensure new development is compatible with the overall character of the streetscape, or with the mass and scale of existing housing. These aspects are considered to be important, and there is a desire to change the zoning in the DC1 area, to remove regulations that have proven ineffective, and to provide an opportunity for new regulation to address these more critical issues. There is still a strong desire to maintain single family and low density housing.



Apartment housing uses regular front entrances and setbacks and features to create interest on the street



3. *New single family and low density development may not be compatible in terms of mass and scale with existing single family development and may not respect the traditional pedestrian oriented character of the front street.*

There is an extensive discussion of this issue in the previous section on Low Density Residential Development. (See issues 1, 2, 3, and 4) These same concerns apply to single family housing in the Mixed Low and Medium Density Residential Area.

4. *Existing apartment development is often incompatible with the character of the front street, and with the mass and scale of single family development in the area*

Many of the existing apartments lack compatibility with single family housing and with the overall character of the area. If existing apartments are renovated or redeveloped, they should be compatible with the pattern and scale of lower density housing, and preserve the existing character of the street.

5. *In the 1981 Old Strathcona Plan, a number of properties were zoned RF6 to encourage family oriented apartment housing. Most of the RF6 zoned properties continue to support low density single family housing. The provision of family housing in the area will be met most effectively by retaining existing low density housing.*

6. *Expansion of commercial uses into this area is not desired. There is adequate commercial development in the Whyte*

Avenue Commercial District. Exceptions could be along 104 Street.

There are a number of larger homes on 104 Street which is a major arterial. Some of these homes have already converted to commercial use. This street presents a unique opportunity for conversions of single family dwellings to commercial use. Commercial conversions on 104 Street would have minimal impact on the interior residential area, and would allow the character of the street to be maintained while providing an opportunity to develop a different kind of commercial space.

Policies
(Low and Medium Density)

Note: Policy 1 was amended by Bylaw 20682, December 11, 2023.

1. *Properties that are zoned for low density residential use will retain their current zoning, and redevelopment for single family dwellings will be encouraged except at the following locations where Apartment Housing development up to 4 storeys may be supported if done through a (DC2) Site Specific Development Control Provision to ensure a sensitive and compatible fit:*

- i. *10125 — 84 Avenue NW, legally described as Lot 33, Block 78, Plan 1523194; and*
- ii. *10111, 10115, 10119 and 10123 — 88 Avenue NW, legally described as Lots 28 -31, Block 114, Plan 2340HW.*

Apartment Housing development up to 4 storeys may also be supported, at the

following location, if done through a zone which allows for low rise apartments to ensure a sensitive and compatible fit:

- i. *9912 - 84 Avenue NW, legally described as Lot 12, Block 89, Plan I17;*
- ii. *9825 – 94 Avenue NW and 9394 – 98A Avenue Street, legally described as Lots 27-28 and 28-29, Block 2, Plan 1459BA; and*
- iii. *10416 - 86 Avenue NW, legally described as Lots 29-30, Block 101, Plan I.*

2. *New low density residential development will be compatible in mass and scale with existing single family housing. New development will respect the traditional pedestrian oriented character of the front street and will maintain sunlight and privacy on adjacent properties.*

This may be achieved by:

- a) *Compatible alignment along the front street;*
- b) *Requiring front entrances, and accommodating features such as porches and verandahs;*
- c) *Prohibiting front drive garages;*
- d) *Reducing height and introducing regulations that reduce the appearance of height;*
- e) *Increasing rear yard requirements; and*
- f) *Require placement of rear detached garage at the back of the lot.*

Note: Policy 3 was amended by Bylaw 20682, December 11, 2023.

3. *Properties currently zoned for medium density residential use*



may be redeveloped for apartments or stacked row housing but rezoning to accommodate additional medium density development in the mixed low and medium density residential area will not be supported except at the following locations:

- a) 10545-87 Avenue NW which may be rezoned to RF5 and where stacked row housing is encouraged;
- b) The area between 102 Street NW and 103 Street NW, north of 83 Avenue NW. This area could be rezoned to allow medium density residential use with a maximum 3 storey height and a maximum density of 99 units/hectare (40 units/acre). There will be units fronting onto both 102 Street NW and 103 Street NW and pedestrian access shall be provided at 83 Avenue NW, 84 Avenue NW and 85 Avenue NW between 102 Street NW and 103 Street NW;
- c) Lot 16 and a portion of Lot 17, Block 88, Plan II located at 8412-100 Street NW where a rezoning to a (DC2) Site Specific Development Control Provision may be supported to accommodate stacked row housing consisting of no more than 4 dwellings;
- d) Lot 32, Block 100, Plan 9620099 and Lots 33 -36, Block 100, Plan I10 where a rezoning to (FR5) Row Housing Zone is supported to accommodate the development of row housing; and

- e) Lot 22, Block 87, Plan 2120655 where a rezoning to (RA8) Medium Rise Apartment Zone is supported to accommodate multi-unit housing in a built form of up to six storeys in height.
- f) Lots 29-30, Block 101, Plan I where a rezoning to (RA7) Low Rise Apartment Zone is supported to accommodate a low rise building.

4. Future apartment development will be sensitive to the scale of adjoining single family development and reflect the interesting qualities and character of the street cape that is currently present in the community. This will be achieved by:

Note: Policy 4 was amended by Bylaw 20682, December 11, 2023.

- a) Reducing the height of apartments to 3 storeys, including habitable basement development except at the following locations where Apartment Housing development up to 4 Storeys may be supported via a (DC2) Site Specific Development Control Provision provided the remaining clauses of Policy 4 below are followed:
 - i. 10125 — 84 Avenue NW, legally described as Lot 33, Block 78, Plan 1523194; and
 - ii. 10111, 10115, 10119 and 10123— 88 Avenue NW, legally described as Lots 28 - 31, Block 114, Plan 2340HW.

- b) Notwithstanding Policy 4.a. and Chapter 7, Section 3 Guidelines for Mid-Rise Apartment (RA8) Zone – Advice to Development Officer, medium density, multi-unit housing may be provided in a built form of up to six storeys in height in accordance with the development regulations of the (RA8) Medium Rise Apartment Zone on the site legally described as Lot 22, Block 87, Plan 2120655;
- c) Requiring articulation of the front facade and regular placement of front entrances;
- d) Reducing side yard requirements to provide a pattern of breaks in development that is more consistent with single family housing; and
- e) Accommodating features at the first storey level to create interest on the street and reduce the appearance of height and mass.
- f) Notwithstanding Policy 4.a. and Chapter 7, Section 2 Guidelines for Stacked Row Housing and Apartment (RF6 and RA7) Zones - Advice to the Development Officer, low rise, multi-unit housing may be provided in a built form of up to four storeys in height in accordance with the development regulations of the (RA7) Low Rise Apartment Zone on the site legally described as Lots 29-30, Block 101, Plan I.

Note: Policy 5 was amended by Bylaw 15174, May 11, 2009



5. Expansion or development of commercial use into this area will not be supported, except on 104 Street and at 8712 -105 Street, 10417 - Saskatchewan Drive and 10515 – Saskatchewan Drive. On 104 Street the conversion of a single family home to commercial use could be supported, providing that there is minimal impact on adjacent residents and the residential character of the structure and property is maintained. At 8712 - 105 Street development of a professional, financial and office support service use shall be supported provided that the development is compatible with the surrounding residential land uses in terms of yards, building height, building orientation, scale and massing, parking and other features. At 10417 Saskatchewan Drive, development of Health Services and Professional Financial and Office Support Services will be supported provided that the development is compatible with surrounding residential land uses, the residential and historical character of the property is maintained, and sufficient parking is provided within the overall DC1 site (Lots A and B)

At 10515 - Saskatchewan Drive, development of Professional, Financial and Office Support Services will be supported provided that the development is compatible with surrounding residential land uses, the residential and historic character of the property is maintained, and sufficient parking is provided within the site.



WALK UP APARTMENT AREA

Background

Note: Second sentence deleted by Bylaw 15811, July 4, 2011

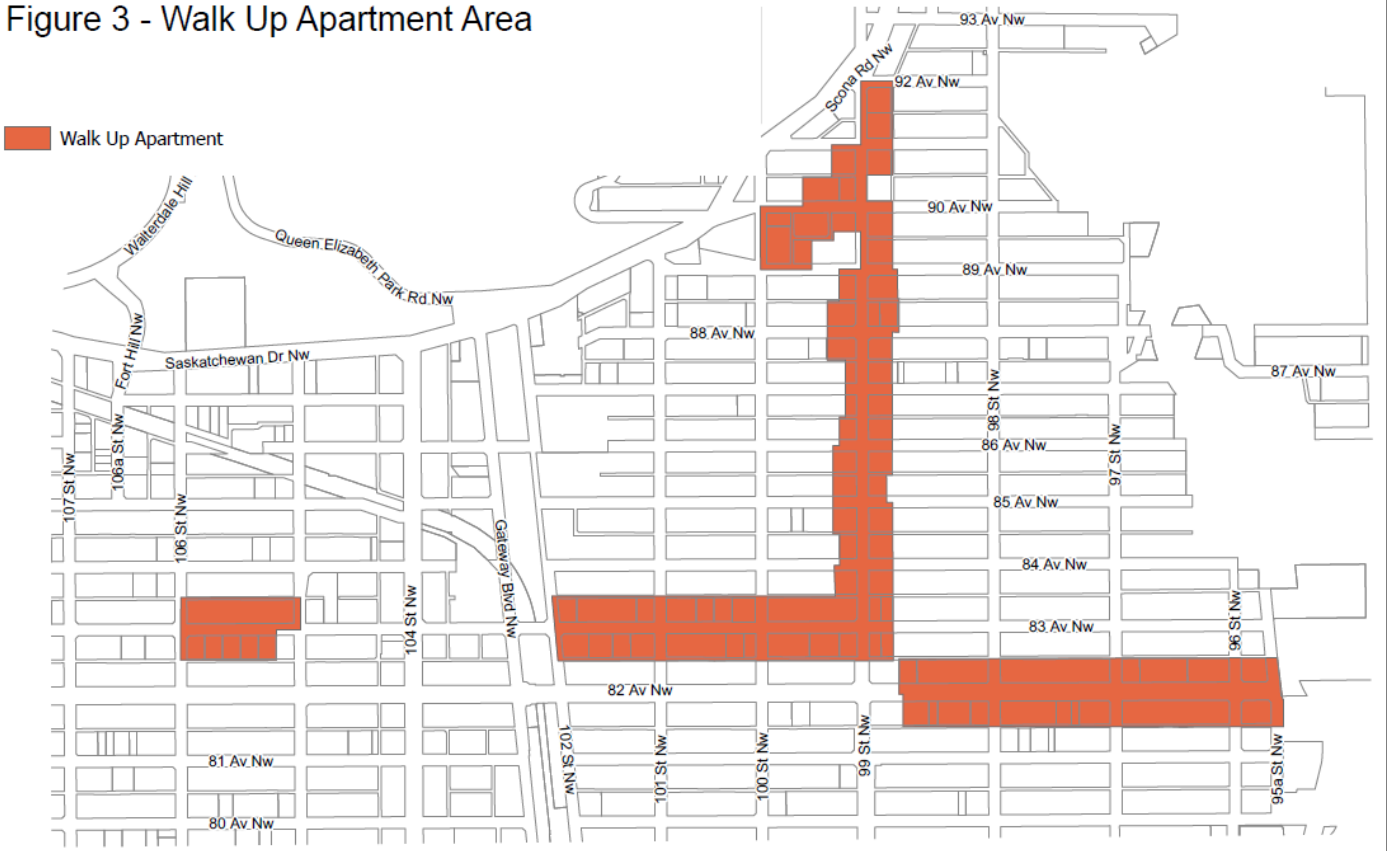
The walk up apartment area includes the properties on both sides of 83 Avenue, west of 99 Street, on both sides of 99 Street north of 82 Avenue, and on both sides of 82 Avenue, east of 99 Street. Most of this area was zoned for walk up apartments before the 1981 Old Strathcona Plan and the 1986 Scona East Plan. Although the area is largely developed for walk up apartments, there are still a few remaining



Six storey apartment is not compatible with single family housing

single family or low density housing. There are also some properties on 99 Street and on Whyte Avenue that are developed

STRATHCONA
Area Redevelopment Plan
Figure 3 - Walk Up Apartment Area



Note: Figure 3 was amended by Bylaw 20533, July 10, 2023



for low intensity commercial use.

The following sentence replaces two sentences deleted by Bylaw 15811, July 4, 2011

The walk up apartment area, except for the commercial development on 99 Street and 82 Avenue, is zoned RA8, which allows construction of 6 storey apartments.. Most of the existing apartments in the area are only 2 and 3 storeys in height. Generally the walk up apartment area abuts low density residential use. Most of the apartment development in the area, especially the older 1950 and 1960 apartments, have very basic architecture, and have not contributed positively to the traditional character of the street.

Recently, some of the older apartments have been expanded and renovated. There is some potential for additional apartment development, and if the market for apartment housing expands there could be more renovations and redevelopment of existing apartments.

This area contains some commercially zoned properties on 99 Street and on 82 Avenue, east of 97 Street. Most of the commercially zoned areas are developed for neighbourhood convenience types of use. They are generally pedestrian oriented buildings that abut the street with parking at the side or at the back



Front entrances, façade treatment and set back of the upper storey maintains street character

of the property. There are eight properties on the east side of 99 Street between 90 and 89 Avenues, that are zoned but not developed for commercial use, although some of these are single family homes occupied by a business. The 1986 Scona East Plan recommended retention of existing areas of commercial zoning on 99 Street, but did not support further commercial zoning on 99 Street. The 1986 plan also recognized the commercially zoned properties on 82 Avenue east of 97 Street, and recommended that the low intensity character and pedestrian orientation of this commercial strip be maintained.

General Intent of the Area

The general intent of this area is to continue to accommodate walk up apartment development and to ensure that future apartment

development or redevelopment maintains the pedestrian friendly character of the streetscape, is compatible with the scale of apartments that have been built to date, and has minimal impact on adjacent single family development. Existing low intensity commercial development on 99 Street and on Whyte Avenue east of 97 Street should continue to provide neighbourhood level commercial services. Future commercial redevelopment should ensure that buildings abut the street to provide a pedestrian friendly environment. Expansion of commercial uses into the residential area should be discouraged, except under specific conditions.

Issues

1. Areas currently zoned RA8 could accommodate construction of 6 storey apartments. This scale of development would not be compatible with adjacent low density residential uses, or with the scale of existing apartments in the area.



Typical older apartment



In the past, walk up apartments have been developed to 2 and 3 stories in height, although current regulations would allow larger and more intense development. Innovations in construction technology, and changing market trends, indicate that future apartment development may be larger scale than what has occurred to date, and may in fact be built to the maximum 6 storey height allowed under the current zoning. This type of development could have more impact on adjacent single family housing, and would change the character of the existing streetscapes.

2. *Existing apartment development appears to be architecturally very basic, and lacks the character and amenities of the single family housing it has replaced.*

Many of the apartments built in the 1950s and 1960s, have very plain facades, characterized by balconies and minimal entranceways onto the street. Where a number of apartments have been built on the block, the street has lost its traditional character, due to the lack of front entries, building facades without architectural detail, and front yards that lack definition and landscaping. Apartments are recognized as being an important form of housing in the community, and there is a need to ensure that they maintain the desirable qualities that have made Strathcona an interesting area for pedestrians and residents who live there.

3. *Commercial development on 99 Street and on 82 Avenue east of 97 Street, is low intensity and pedestrian oriented, which complements*

the residential area and maintains the traditional historic character of the community There is a desire to preserve these characteristics and protect the area from more intense and auto oriented redevelopment.

4. *There has been pressure for more commercial development on 99 Street. Additional commercial development would increase potential for conflict with the residential area in terms of traffic shortcutting, noise, and the need for physical separation between residential and commercial use.*

Note: Issue 5 and following paragraph deleted by Bylaw 15811, July 4, 2011

Policies (Walk Up Apartment)

Note: Policy 2.a was amended by Bylaw 19116, January 21, 2020.

1. Additional apartment development will be supported in this area.
2. Future apartment development

will be compatible with the existing scale of development and will reflect the interesting qualities and character of the streetscape that is currently present in the community. This may be achieved by:

- a) *Reducing the height of apartments to 3 storeys, including habitable basement development, requiring that the building is stepped back above the 3rd storey, or, for Lots 1-2, Block 75, Plan 18, requiring that the building uses creative design elements such as facade articulation and colour contrast;*
- b) Requiring articulation of the front facade, and regular placement of front entrances;
- c) Reducing side yard requirements to provide a pattern of breaks in development that is more consistent with single family housing; and
- d) Accommodating features at the first storey level to provide interest on the front street and reduce the appearance of height and mass.

Note: Policy 3 was amended by Bylaw 20533, July 10, 2023.



Local street oriented commercial development



3. Future commercial redevelopment on 99 Street NW and 82 Avenue NW will be geared to neighbourhood convenience or low intensity commercial, office, and service uses and will be pedestrian oriented. This may be achieved by:
- a) Buildings constructed to the property line with parking at the side or rear of the development;
 - b) Features along the street facing facade, including large window areas, canopies, entrance features, and outdoor sitting areas, to promote the pedestrian character of the street;
 - c) Vehicular access from the back lane or flanking street.
- Street or 82 Avenue, and will be within 41 m of 99 Street or 82 Avenue;
- c) the proposed commercial zoning accommodates uses that are geared to neighbourhood convenience or low intensity commercial, office, and service uses and would create minimal disruption to adjacent residents especially during evening hours;
 - d) the proposed commercial development will be pedestrian oriented, and meet with the same requirements as other commercially zoned areas on 99 Street and 82 Avenue; and
 - e) a traffic impact assessment may be requested and the developer may be required to implement traffic controls to discourage short cutting through the adjacent residential area.

Note: Policy 4 was amended by Bylaw 20533, July 10, 2023.

4. Rezoning to accommodate commercial development in residentially designated areas, not located on 99 Street NW or 82 Avenue NW, will not be supported, except at Lot 36A, Block 118, Plan 8220520.

Note: Issue 6 deleted by Bylaw 15811, July 4, 2011

Note: Policy 5 was amended by Bylaw 20533, July 10, 2023.

5. Rezoning to accommodate additional commercial development on 99 Street or 82 Avenue could be supported when the following conditions are met:
- a) the property has a history of commercial use, except at Lot 36A, Block 118, Plan 8220520;
 - b) the development will have frontage on 99



MID/HIGH RISE APARTMENT AREA

Note: This section was renamed the “Mid/High Rise Apartment Area” from the “High Rise Apartment Area” by Bylaw 19423, October 20, 2020.

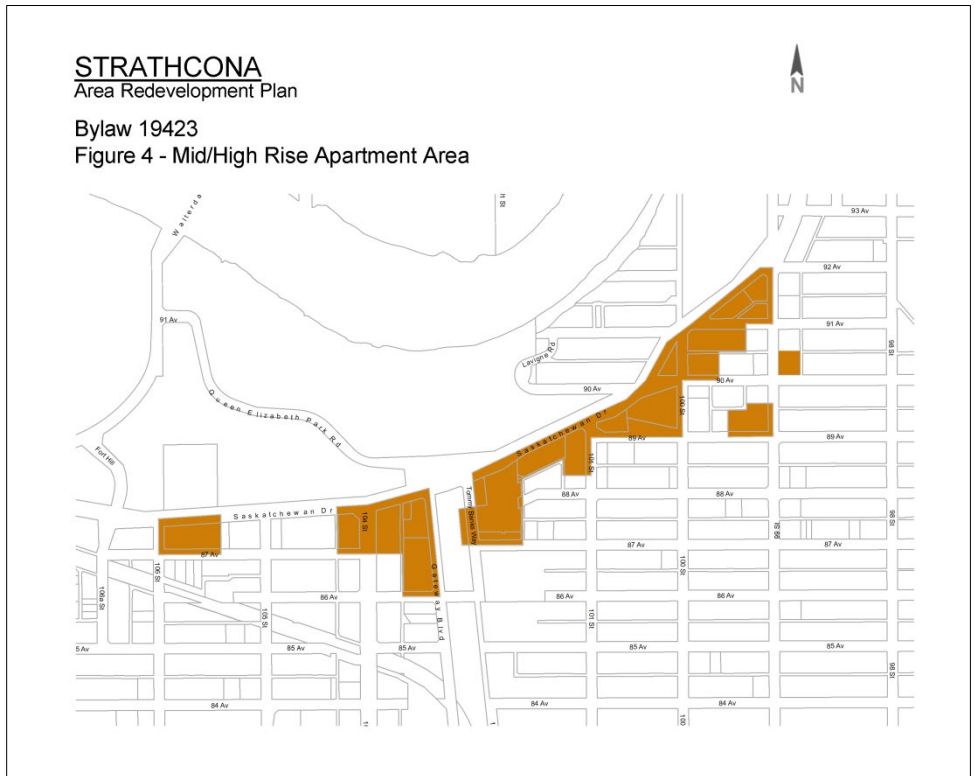
Background:

The Mid/High Rise Apartment Area includes pockets of medium to high density apartments, located along Saskatchewan Drive between 106 and 99 Street. The area has been developed for apartments ranging from 4 to 24 storeys. This area was zoned for high density residential use prior to the approval of the 1981 Old Strathcona Plan, and the zoning in this area did not change as a result of the 1981 plan. Many of the apartment units in this area are owner occupied condominium dwellings.

The Mid/High Rise Apartment Area is developed almost exclusively for residential use, although there are some exceptions including a commercial development in the historical Ritchie Mill on Saskatchewan Drive and 102 Street. There is also some small scale commercial development on the ground floor of high rise developments, which is allowed under the current zoning. High rise units are providing an opportunity for affordable ownership, low maintenance, and recreation amenities for residents, not generally available in other forms of housing. The area is almost fully developed for apartments and there is very limited opportunity for new high rise development.

General Intent of the Area

The general intent of the area is to provide an area for high and medium density apartment living at



Note: Figure 4 was amended by Bylaw 19423, October 20, 2020

a location that offers good views of the river valley, and good access to the university, downtown, and the retail, office and entertainment services on Whyte Avenue.



High rise apartments on Saskatchewan Drive



High rise apartments on Saskatchewan Drive

Issues

1. *Expansion of the Mid/High Rise Apartment Area would block sunlight and views of the river valley, impact adjacent low density dwellings, and generate more traffic in the area.*
2. *In some places the Mid/High Rise Apartment Area abuts an area of low density use, creating an abrupt change of mass and scale.*
3. *Stand alone commercial development is not appropriate in the area as it would draw more traffic into the area and impact the residential character. There is good access to commercial services on Whyte Avenue.*

Policies (Mid/High Rise Apartment)

1. Medium and high density residential development will be supported in this area.
2. The Mid/High Rise Apartment Area will not expand into the mixed low and medium density residential area.

Note: Policy 3 was amended by Bylaw 19599, April 7, 2021.

3. *Within the Mid/High Rise Apartment Area, rezoning to allow development over 6-storeys will not be supported adjacent to areas zoned for low density residential use except for the site located at the northwest corner of 99 Street NW and 89 Avenue NW (legally described as Lot 29, Block 122, Plan 1822016) which shall be permitted to be developed as a mixed use mid-rise building up to a height of 34.0 m (approximately 8 - 10 storeys).*

4. Further commercial development in this area will not be supported, except in so far as it is accessory to high rise residential development.

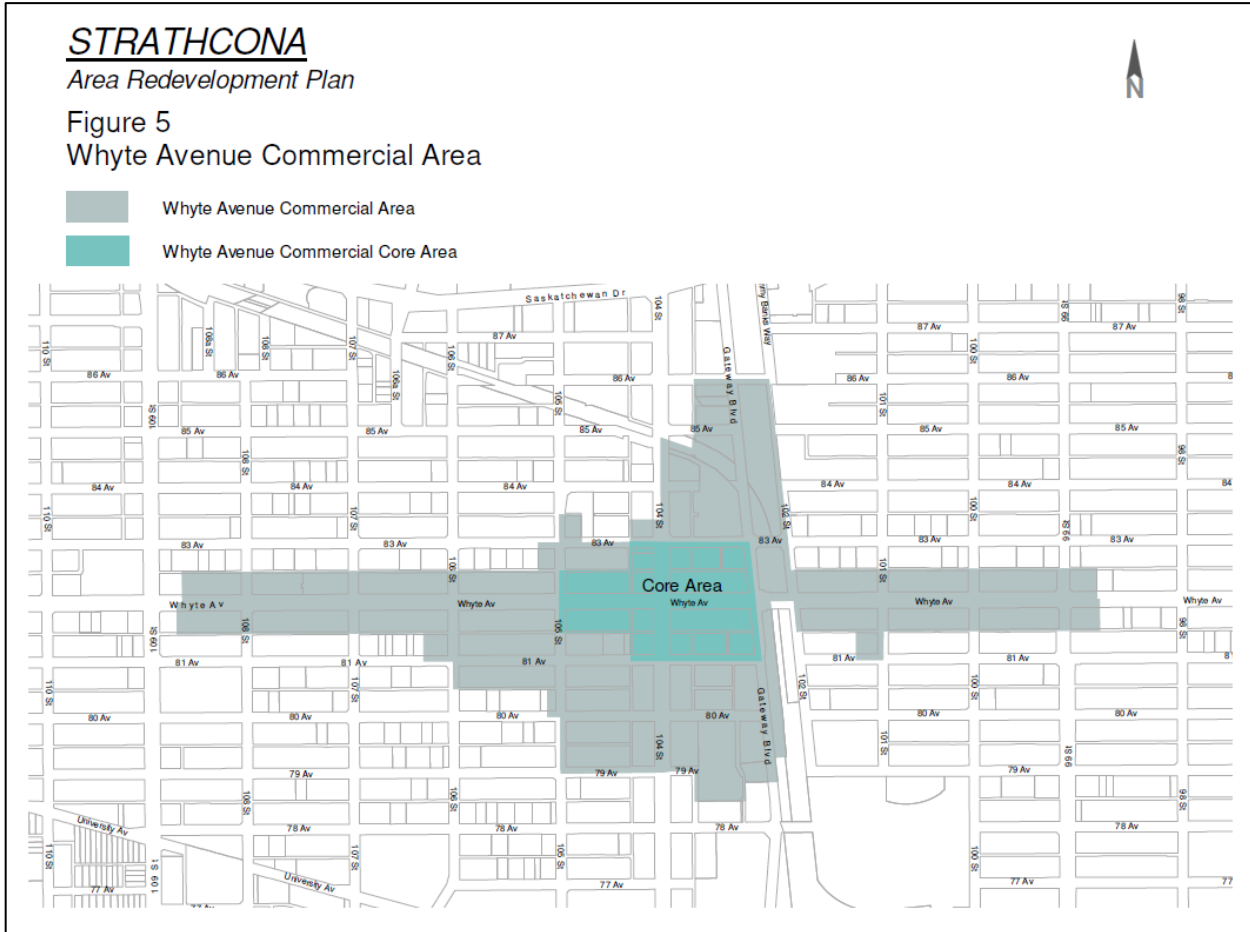
Note: Policy 5 was added by Bylaw 19423, October 20, 2020.

5. Mid-rise buildings up to 8-storeys in height shall only be permitted abutting the east edge of 99 Street NW when the following conditions are met:
 - The zoning is a (DC2) Site Specific Development Control Provision;
 - The building contains ground floor Commercial Uses;
 - The Commercial Uses are oriented to front onto 99 Street NW;
 - A lane separates the site from the remaining residential block to the east;
 - A minimum Setback of 10.0 m is provided between the east lot line and any portion of the building above the first Storey;
 - A minimum Setback of 7.5 m is provided between the west lot line and any portion of the building above the first Storey; and
 - The Floor Area Ratio is no higher than 3.3.



WHYTE AVENUE COMMERCIAL AREA

Note: The original Whyte Avenue Commercial Area Section was deleted and replaced with a revised Section by Bylaw 19126, February 4, 2020



Background

The Whyte Avenue Commercial Area contains the historic commercial and social centre of one of Edmonton’s first urban settlements, and consequently has a unique concentration of older buildings and a rich railroad heritage. Development was characterized by small individual shops compactly arranged, a strong sidewalk orientation between pedestrians and buildings, a concentration of public meeting places, and the low scale and density reminiscent of early twentieth century architecture. Two major inner city arterial routes traverse the area, providing a high level of public transit and vehicular service, exposure and accessibility. Subsequent commercial growth occurred east and west along Whyte Avenue and north and south of the core area, often involving auto-oriented uses.

In the 1980s, trendy shops started moving into the area and increased the interest of property owners, residents and interest groups in rehabilitating the commercial area. The Old Strathcona Area Redevelopment Plan was approved in 1981, and by the mid-80s, core area property owners had expressed their commitment to the future by funding streetscape improvements, maintained by the City, and setting the trend for streetscape improvement programs elsewhere in the commercial area.

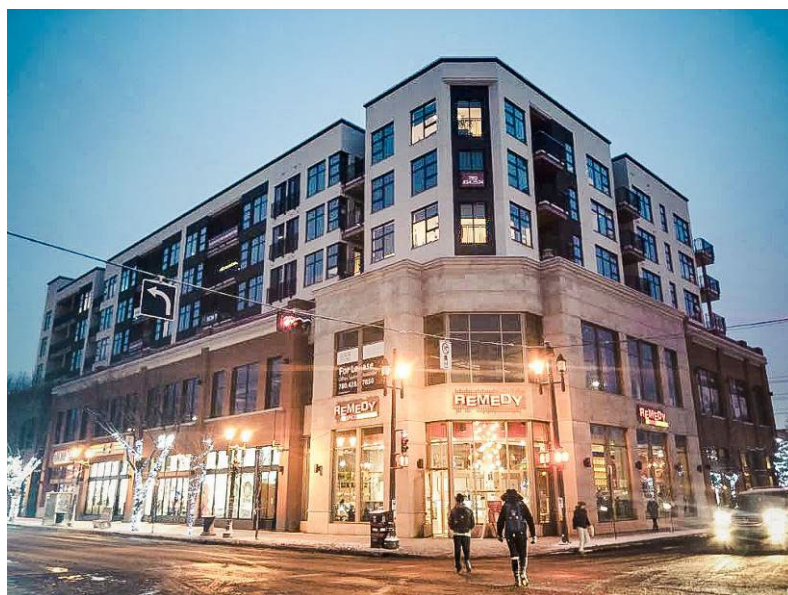


In the 1990s, with the growth in people visiting, working, living and opening businesses in the area, new forms of entertainment and service industries were attracted in increasing numbers. These changes have resulted in increased traffic, parking and pedestrian congestion, and further pressure for even more redevelopment in the area. Since the 1980s, separate planning studies have given rise to a number of regulatory differences governing uses and parking standards in different parts of the area. This often led to complexity, uncertainty, inconsistency in granting variances, and occasionally competitive disadvantages for new businesses.



Whyte Avenue hosts a variety of commercial and entertainment opportunities for year round enjoyment.

In 2007, the Province of Alberta designated an area from 85 Avenue south to 80 Avenue and from 102 Street west to just past 105 Street as the Old Strathcona Provincial Historic Area. The area is valued for its architectural richness and integrity of its historic buildings ranging from the early development of Strathcona to later era buildings. The area contains a high concentration of historically and architecturally significant buildings including the Strathcona Hotel, the Gainers Block, the Orange Hall, the Canadian Pacific Railway Station, the South Side Post Office, the Douglas Block, and the Princess Theatre.



New Developments such as Raymond Block were catalysts in undertaking planWhyte and completing ARP amendments

The planWhyte - Whyte Avenue Commercial Area: Land Use Study (planWhyte) was initiated in response to recent and proposed changes within the Whyte Avenue Commercial Area. This included pressure to redevelop and intensify the area coupled with increased congestion, community events and risk of losing the heritage and character of the area. The goal of planWhyte was to better understand how the area's heritage, character and livability can be further strengthened while exploring opportunities for additional development. planWhyte explored existing conditions through a series of technical studies, engaged community stakeholders in a series of conversations to identify issues and opportunities, and ultimately created a new vision, set of guiding principles and development concept.

General Intent of the Area

The General Intent of the area is to preserve and strengthen the existing commercial area and character while ensuring new development supports a compact built form and pedestrian oriented environment. It is also to manage future growth in support of surrounding communities and local businesses through improved connections, active modes of transportation, and locating higher, more intensive development in appropriate locations.



planWhyte recognizes the importance of Whyte Avenue’s heritage character and traditional main street feel and function. Existing opportunities to redevelop within the area, along with some additional development opportunity east and west of the core will help the areas’s long-term viability. More intensive development will be directed south of Whyte Avenue toward existing vacant and underutilized properties and managed more effectively to limit the impacts of tall buildings on Whyte Avenue providing greater certainty and stability to surrounding neighbourhoods.

This Commercial Area’s role is to:

- provide a full range and variety of convenience and special purpose shopping, commercial, and dining services to meet the needs of surrounding residents and the larger city and regional market areas, while fulfilling the role of an entertainment destination;
- provide residential population that can take advantage of amenities in the area and help support local business;
- preserve the opportunities for continuation of the unique and small independent businesses traditionally found in this area;
- provide an environment where commercial activities retain a strong sidewalk relationship between pedestrians and buildings;
- provide an environment where historically-significant commercial buildings are harmoniously integrated with the new development;
- provide a venue for arts, cultural and entertainment events and operations accessible to the broader public;
- provide a unique and attractive tourist destination within the city; and
- continue to enhance Gateway Boulevard as a major City entrance.

Guiding Principles

The following Guiding Principles were drawn from planWhyte, and will help to advance the new vision, general intent of the area and policy objectives:

1. Acknowledge the Whyte Avenue Commercial Area will continue to evolve over the long term.

Future community growth is expected and management of development pressure within the corridor will be necessary. The Whyte Avenue Commercial Area will continue to evolve over time in response to community needs, market conditions and private or public investment. This study envisions change that will preserve the heritage character of the area, strengthen local business, meet the long-term



Whyte Avenue's traditional main street feel is a draw city wide.



Evolution and changes in Whyte avenue include the night economy.



needs of the community and policy aspirations of the city.

2. Preserve and strengthen the heritage and character of the area.

The existing Provincial Historic Area and commercial area will be strengthened through a combination of additional land use and urban design policies.

3. Ensure new infill and redevelopment is appropriately located and scaled to both main street and surrounding community.

Whyte Avenue’s traditional main street and heritage character will be preserved by locating more intensive change away from the commercial area and by applying fundamental principles of urban design (i.e. building form, mass, transition) to integrate new development.

4. Improve mobility and connectivity within the corridor and to surrounding communities.

New east-west and north-south connections within the corridor will relieve multimodal pressure on Whyte Avenue, and create more, safer options for active transportation modes like pedestrians and cyclists. A combination of pedestrian and cycling improvements, connectivity and amenities will enhance mobility options in addition to transit while encouraging further modal shift toward more complete streets.

5. Enhance the pedestrian public realm and place-making opportunities within the corridor.

As the Commercial Area continues to evolve over time, it is important for new development to contribute to the area’s distinct sense of place, while creating active streetscapes, public spaces and connections. The pedestrian environment and human experience will be improved through high quality architecture and public realm and opportunities to access and connect into Whyte Avenue. Improvements to public spaces, how they integrate with and connect to each other will strengthen Whyte Avenue’s image, identity and sense of place over time.

6. Pursue sustainable, urban design excellence.

New development within the Whyte Avenue Commercial Area will adopt a standard of design excellence that will complement the neighbourhood and enhance the heritage character and image of the community overtime. A focus on sustainable development locations, patterns, forms and materials that respect the heritage area, revitalize underutilised parcels and parking lots, introduce a mix of uses and housing density will all be used to manage future growth, community needs and design expectations.

The Development Concept, established through planWhyte, depicts an envisioned future in terms of applied land use, built form, public realm and mobility strategies.

The Policies set out guidance for the Character Districts, Land Use, Built Form, Public Realm, and Mobility components necessary to implement the Development Concept and realize the vision for the corridor.



Increasing ease and comfort of transit use provides Edmontonians with alternatives to the car.



**Policies:
(Whyte Avenue Character Districts)**

Within the Whyte Avenue Commercial Area there are three character districts. These areas focus development to guide the transition of Whyte Avenue into a more dense, diverse and well connected community. Additional emphasis will be placed on pedestrian oriented main street development on Whyte Avenue, and the greatest concentration of potential change and density directed south of Whyte Avenue.

Heritage Character District

This district focuses on the preservation of existing and future historic resources and accommodating development which is complementary to the area’s history and heritage. Low rise buildings will be directed here to ensure that any new development within the Heritage Character District is of a scale consistent with that of the historic built environment. Developments will be required to provide active frontages at-grade to support a high quality pedestrian environment, and will need to include design elements that are complementary to the historic aesthetic of the area.

1. Ensure a high quality built form that also strengthens the identity of the Provincial Historic Area and function of adjacent heritage buildings, resources, civic, parks and open spaces through good urban design.
2. Ensure new development and major exterior renovations within the Heritage Character District will respect, complement and/or be compatible with the architectural and development styles of the commercial area.
3. Limit new development in this area to heights as directed in Figure 8 - Height Strategy.

Main Street District

The Main Street District supports an active pedestrian-oriented street with a slight increase in height to accommodate future redevelopment of underused space that will strengthen and expand the pedestrian oriented character of Whyte Avenue as a main street.

1. New development shall front directly on to Whyte Avenue, complement the surrounding local heritage resources, and contribute directly to a pedestrian-oriented streetscape.
2. Develop a broad mix of uses to support the economic and commercial viability of the corridor.
3. Encourage a mix of uses to integrate vertically including commercial, residential, and/or institutional.



Ensuring the preservation of existing historic resources is important to the area's look and feel.



Pedestrian oriented spaces allow local festivals and events to activate the streets

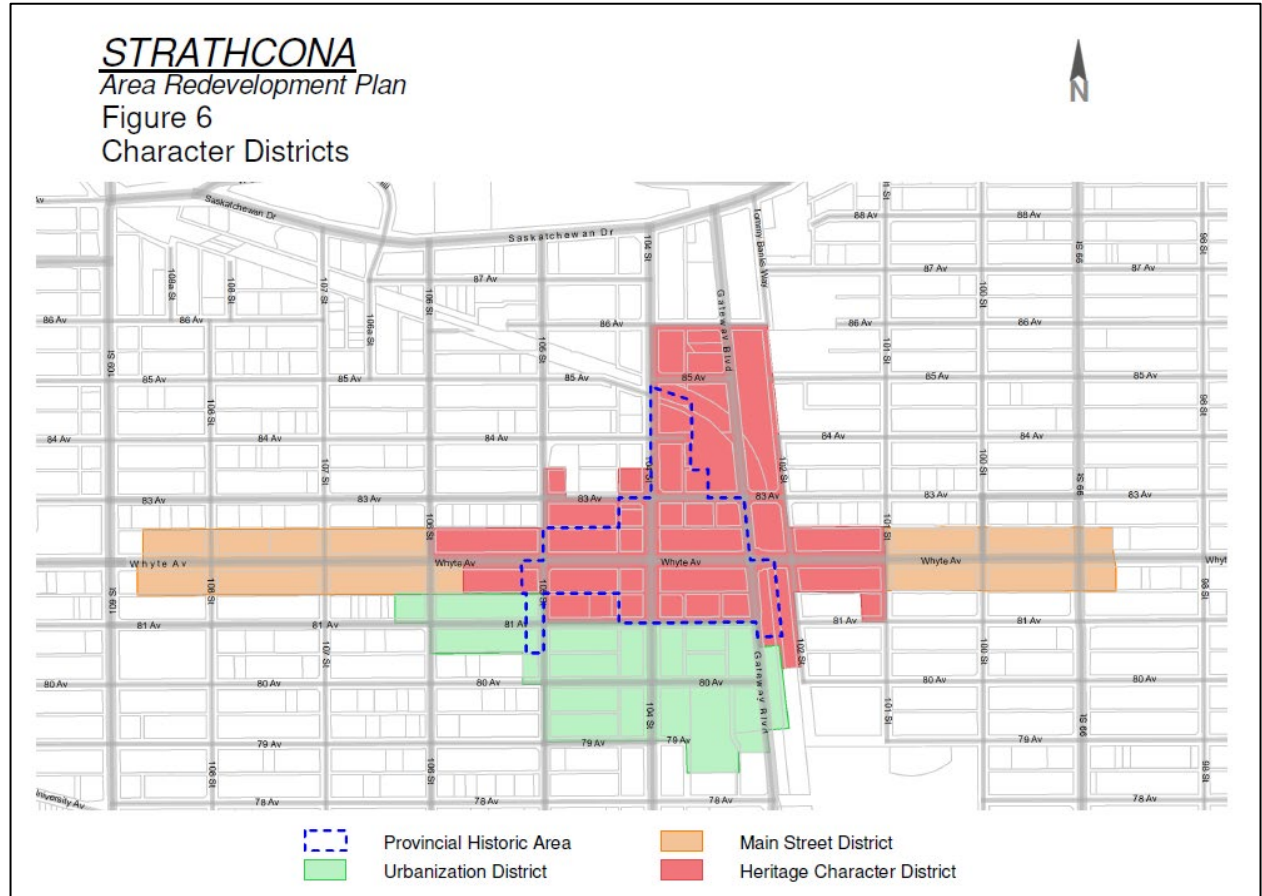


4. Require active at-grade frontages to create a high quality pedestrian environment.
5. Limit new development in this area to heights as directed in Figure 8 - Height Strategy.

Urbanization District

This is the district for taller buildings that have a high quality design, materiality, and support a pedestrian-oriented streetscape to facilitate a shift from current auto-oriented development.

1. Direct larger, more intensive development south of Whyte Avenue as per Figure 8 - Height Strategy.
2. Accommodate growth on underused parcels, access and opportunity to support surrounding community and business needs.



Policies:

(Whyte Avenue Land Use)

1. Encourage a mix of commercial and residential uses.
2. Encourage retail frontage within the laneway network to support small business opportunities and help activate this area as a connective space.
3. Direct residential uses to the upper storeys of buildings to ensure an uninterrupted retail and service environment at street level and to add a safety presence to the area after regular business hours.
4. Where there are residential opportunities, create a variety of new housing types, unit sizes, bedrooms, and affordability to help support students, families and seniors.



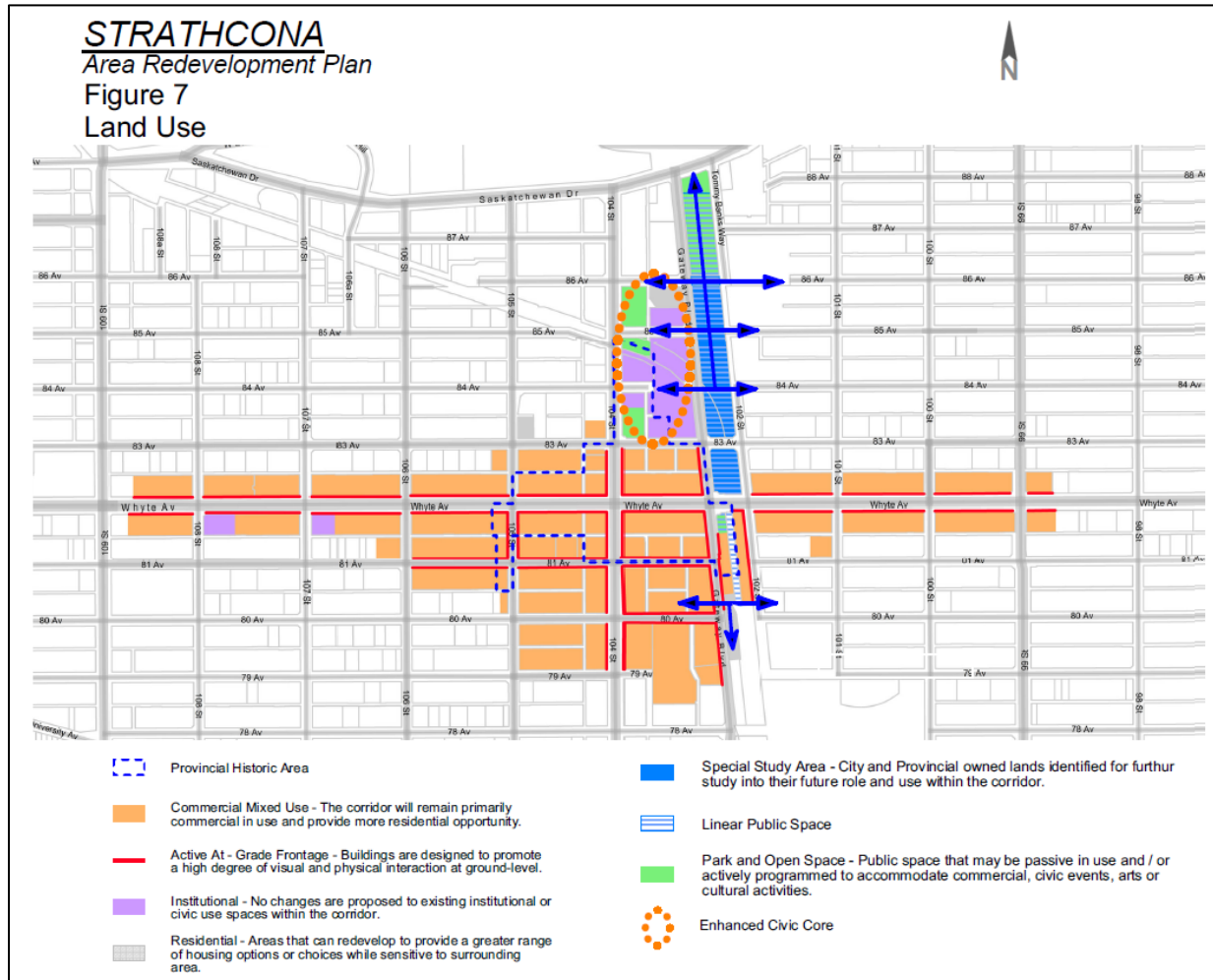
5. The Whyte Avenue Commercial Area will not encroach upon or expand into the surrounding residential areas.
6. Encourage a range of retail, general commercial, entertainment, professional, financial and limited industrial businesses and services in an urban format to serve both the neighbourhood and the larger trade area.
7. Encourage office developments on upper storeys above commercial uses at street level to allow for intensification of the commercial area with minimal impact on parking and good public transit accessibility.
8. Land uses, such as drive thrus and vehicle services, within the Whyte Avenue Commercial Area that are not supportive of the intent for a walkable, urban corridor are not allowed.

Note: Policy 9 was amended by Bylaw 19713, June 8, 2021.

9. *Surface Parking Lots shall not be allowed unless:*
 - a) *screened with visually interesting architectural elements such as changes in texture, material variety, screens, artistic or stylized glass and/or other materials, and/or other methods which disguise the Surface Parking Lot to create a visually pleasing façade; or*
 - b) *at locations where Active At-Grade Frontage are shown in Figure 7, screened by a building containing Active At-Grade Frontages with the Surface Parking Lot to the rear of the building and accessed from the Abutting Lane.*



Drawing pedestrians into laneways and providing comfortable connections is increasingly important.



Note: Figure 7 was amended by Bylaw 19713, June 8, 2021

Policies:
(Whyte Avenue Built Form)

1. Design buildings to promote a vibrant and comfortable pedestrian-scaled environment that further complements the area’s heritage character.
2. Require active-at-grade frontage along key streets delineated in Figure 7 - Land Use.
3. Building Heights: Height has a significant impact on many aspects of the built form. Appropriate heights will preserve sky views and prevent excessive shadowing in the Whyte Avenue Commercial Area while enabling more intense development off Whyte Avenue. As the Whyte Avenue Commercial Area redevelops, direct more intensive height to the Main Street and Urbanization Districts respectively, as delineated in Figure 8 - Height Strategy, preserving the massing role and character of the Heritage Character District.
 - a. Permitted building heights are shown in Figure 8 - Height Strategy.



- i. Maintain building heights at 15 metres within the core area and in alignment with the Heritage Character District, (notwithstanding existing buildings or zones that exceed this height previously approved as noted in Figure 8).
- ii. Support building heights up to 21 metres to accommodate future redevelopment of underused space further east and west along Whyte Avenue (as per Figure 8) to strengthen and expand the pedestrian-oriented nature of the Main Street District.
- iii. Support building heights up to 50 metres south of Whyte Avenue within the areas identified in Figure 8 - Height Strategy. To limit the impact of taller buildings (e.g. shadowing, wind and view) on Whyte Avenue, proposals must demonstrate fit with the corridor's vision (i.e. mass, transition, shadowing, wind, views, heritage) and provide Community Amenities. Proposals over 50 metres may be considered in extraordinary circumstances provided that:

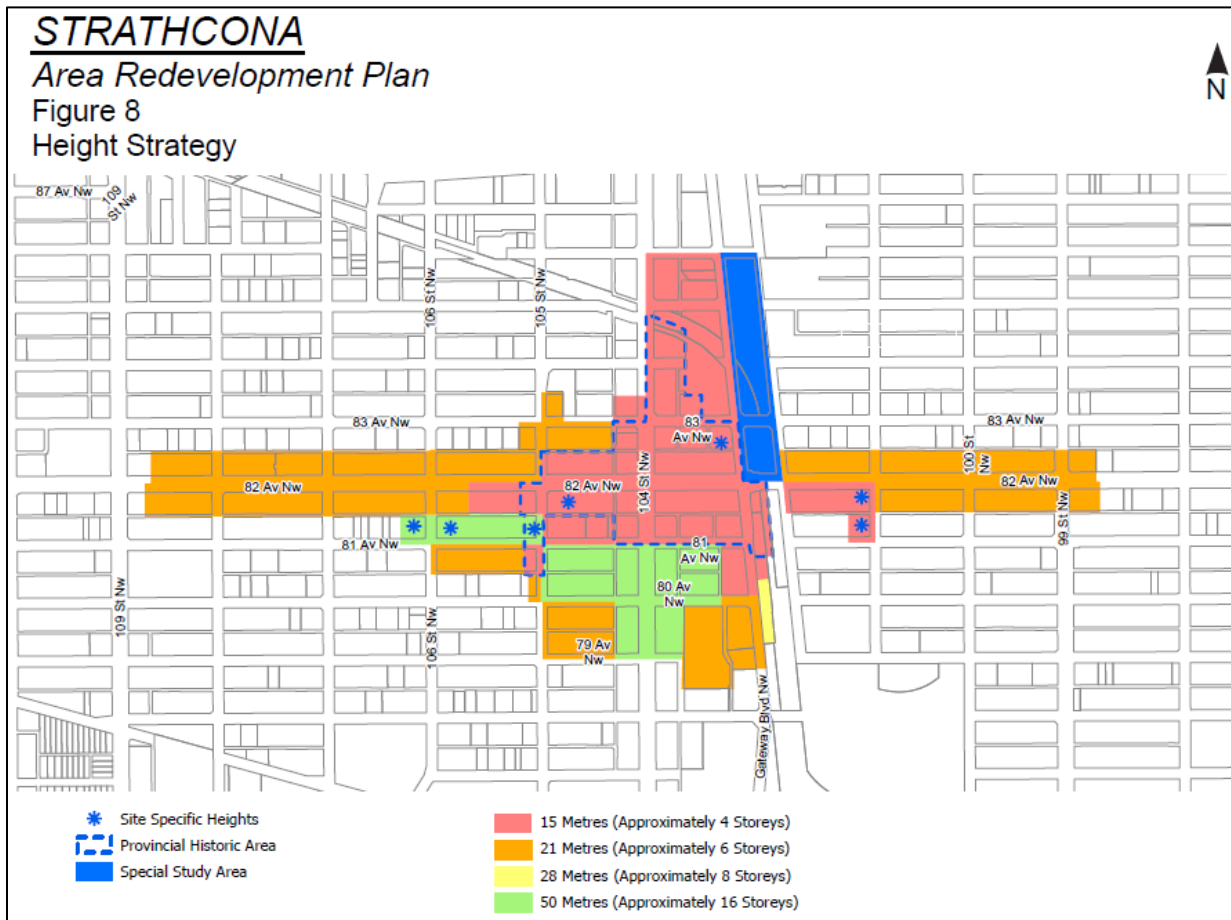


Creating space for street furniture where people may linger supports a local vibrant economy

- A. there are no shadows cast on the north sidewalk of Whyte Avenue at solar noon, between the spring and autumn equinoxes (March 21 to September 21) as a result of the proposal;
- B. it is able to respond to its site size and context;
- C. it has design measures to mitigate shadowing (especially of the Whyte Avenue corridor), wind impacts and massing;
- D. it enhances the standard for the pedestrian experience;
- E. it includes a significant commitment to principles of good urban design and winter city design;
- F. it includes a higher quality of active-at-grade frontage; and
- G. it makes a more significant contribution to Community Amenities.



Commitment to good public realm design creates delightful opportunities year round.



Note: Figure 8 was amended by Bylaw 20475, May 15, 2023

4. Massing and Transitions:
 - a. Require careful massing and transitions for buildings within the Urbanization District to allow for a more sensitive transition of building height down to the surrounding development, streets and open spaces as well as an opportunity to mitigate shadow, wind, view and heritage impacts directly on Whyte Avenue.
 - b. Provide appropriate transitions between buildings by varying or incorporating components such as:
 - i. Building setbacks
 - ii. Stepping back upper portions of a building
 - iii. Building articulation
 - iv. Using smaller building floorplates
 - v. Having separation and off-setting of a portion of a building from another.

5. Sun-Shadow Analysis:
 - a. New buildings, or additions to existing buildings, on sites south of Whyte Avenue, shall not cast shadows on the north sidewalk of Whyte Avenue at solar noon, between the spring and autumn equinoxes (March 21 to September 21).
 - b. A Sun-Shadow Analysis shall be submitted for any proposed building or zone within the Whyte Avenue Commercial Area that proposes a height greater than 21 metres.

6. Wind:



- a. A wind analysis on new development applications shall be required for buildings greater than 21 metres to evaluate their impact and cumulative effect during site specific zoning or at the development permit stage with conventional zoning, prior to approval.

Note: Policy 7(a)i was amended by Bylaw 19713, June 8, 2021.

7. Views:

- a. Maintain key horizontal and prominent views to enhance and preserve the legibility of the area to heritage buildings, public spaces, landmarks and destinations such as: the historic CPR train station, the Strathcona Hotel, buildings with towers or cupolas (such as the post office, Dominion Hotel and Walterdale Theatre), and period architecture.
 - i. Evaluation of key horizontal and prominent views will be assessed during rezoning applications or at the development permit stage, prior to approval; *and*
 - ii. *This policy shall not apply to the view of the historic CPR train station directly from the north.*



Ensuring views are identified and protected early in the development process is key.

8. **Heritage Character:**

- a. Retain and/or reuse buildings of heritage value from any period that promotes cultural and historical understanding to enable continued preservation of the area's image and identity.
- i. Consider the *Standards and Guidelines for the Conservation of Historic Places in Canada* or any applicable municipal or provincial historic designation requirements when retaining and/or reusing buildings of heritage value.
 - b. Require the integration of new development within nodes of established architectural character, particularly the commercial area and the Provincial Historic Area, to be undertaken in such a manner as to not compromise the uniqueness of these areas.
 - c. Require new and taller buildings to be designed in ways that complement and enhance the character of existing historic resources on nearby sites.
 - d. Require new development to consider the potential impacts on existing structures (both historic and non-historic) and the public realm within the commercial area and the Provincial Historic Area (e.g. built form and massing, transition, materiality, sun-shadow impact), with particular attention paid to structures that are designated Municipal or Provincial Historic Resources, or



those that are listed on the Inventory of Historic Resources in Edmonton or the provincial Register of Historic Places.

- e. Require new or redeveloped buildings to provide design features to ensure they complement the established character of the area and to minimize their impact on identified historic resources within the Provincial Historic Area.



Adaptive reuse of historic buildings ensures an evolving sense of place.

- f. Encourage owners of undesignated buildings on the Inventory of Historic Resources in Edmonton or provincial Register of Historic Places to undertake Municipal and/or Provincial designation and preservation of these heritage resources as defined by the City of Edmonton Historic Resource Management Program and City Policy C450B: Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton, and the Province of Alberta's *Historical Resources Act*.

**Policies:
(Whyte Avenue Public Realm)**

1. Create a Public Places Plan which includes, but is not limited to, the plan Whyte study area that:
 - a. Establishes a Linear Public Space that informs capital improvements for the lands generally located between 103 Street (Gateway Boulevard) and 102 Street from 86 Avenue to 80 Avenue (as depicted in Figure 7 - Land Use).
 - b. Enhance the Civic Core (as depicted in Figure 7 - Land Use) including McIntyre Park to increase the functional space and reduce maintenance concerns.



Public spaces to animate and gather in are an important asset to the local area.

2. Encourage cultural and community uses such as libraries, cultural attractions, art galleries, museums and theatres which complement the area's commercial function, particularly near the existing cultural enclave north of Whyte Avenue.



3. The City will consider the retention and leasing of the Old Strathcona Bus Barns Building, allowing important community and cultural elements to remain in the area.

Policies:
(Whyte Avenue Mobility)

1. Active Modes ‘Spine’:
 - a. Develop an active modes ‘Spine’ north-south along the east side of 104 Street / Calgary Trail from Saskatchewan Drive to University Avenue.
 - b. Conduct a study to determine the viability of redesigning the underused contra-flow along 104 Street between University Avenue to 83 Avenue to free-up additional space for both pedestrians and cyclists which could involve a closure, or a conversion of the contraflow lane.
 - i. Analysis should also evaluate the impacts of transit operations including route timing and scheduling, ridership, demand and pedestrian access to transit, and infrastructure improvements required to accommodate rerouted transit (e.g. installation of new bus stops on alternate routes, signal timing/priority measures, crosswalk/walkway improvements, curb ramps, etc.).



Increasing opportunities for cycling in the city calls for additional study of active modes and connectivity within the area.

2. Streets:
 - a. Design the road and sidewalk as a Complete Street to support adjacent buildings and high volumes of pedestrian activity by creating a safe, welcoming and animated environment in areas identified on Figure 7 - Land Use.
 - b. Design streets to provide a safe, comfortable and attractive all season pedestrian experience by using tools such as:
 - i. Pedestrian scaled lighting;
 - ii. Wayfinding;
 - iii. Street furniture; and
 - iv. Extension /replacement of urban tree canopy.
 - c. As blocks redevelop, sidewalk renewal should:
 - i. Incorporate appropriate streetscape furniture such as benches, bike racks, lighting and garbage receptacles, to support the pedestrian environment.
 - ii. Design streets to be attractive and sustainable by:
 - A. Providing wide unobstructed sidewalks of high quality, attractive and durable materials;
 - B. Providing safe and well lit environments including pedestrian scaled lighting;
 - C. Incorporating a diverse range of vegetation in the landscape zone and ensuring sustainable growing conditions;
 - D. Incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;
 - E. Incorporating the ability to store snow on the boulevard; and



F. Reducing visual clutter through the consolidation of utilities, signage and streetscape elements.

3. Laneway Network:

- a. Enhance lanes within the central portion of the commercial area to provide new opportunities for residents, visitors, and businesses to move within the corridor.
- b. Improve safety, comfort, and experience through a range of design treatments (e.g. improved building lighting, paint/murals, planters) and interventions (e.g. storefront improvement) that will support daily activity, special events and new businesses fronting-on and activating the lane as a space itself.

4. East-West Connections

- a. Continue to improve east-west connections for pedestrians and cyclists to provide improved area access and connectivity to local businesses, services, community parks, open spaces, and special events.
- b. Explore an 80th Avenue connection for active modes which also accommodates west-only vehicle access to offer local traffic an alternative to Whyte Avenue to exit their neighbourhood and to access businesses and services immediately west within the Calgary Trail corridor and beyond.

5. Parking

- a. Reduce parking requirements so as not to prevent the development of new commercial and service uses. In recognition of the pedestrian nature of the area, the desirability of retaining existing structures throughout the area, and the availability of a significant amount of public parking and adequate transit service in the area, on-site parking demands are reduced.
- b. Implement Parking Restrictions in residential areas affected by on-street parking related to the Whyte Avenue Commercial Area where supported by the City and the residents.
- c. Limit surface parking to encourage a more efficient use of land and reduce its visual impact.
- d. Require all residential parking to be provided underground with the exception of visitor parking, which may be provided at the rear or side of buildings.
- e. Allow commercial parking to be provided underground, in structured parking, or to the rear or side of buildings.
- f. Where surface parking is adjacent to a road, provide a landscaped buffer to reduce the visual impact on pedestrians.



Incorporating appropriate elements such as lighting, signage and canopies enhance the pedestrian experience.



Note: “West Ritchie Area” was added by Bylaw 15811, July 4, 2011.

WEST RITCHIE AREA

Background

West Ritchie is a unique part of Edmonton. Separated from adjacent neighbourhoods by arterial roadways and rail facilities, the area has an interesting mix of commercial, industrial, residential and institutional land uses. Along 81 Avenue there is a collection of ‘false front’ commercial facades and a special vista westward of the historic Canadian Pacific Railway station. Trinity Evangelical Lutheran Church dates from 1914 and is a handsome reminder of the area’s German heritage. Angle parking and treed boulevards further add to West Ritchie’s character.

This character underlies the area’s potential. Proximity to Strathcona and excellent transportation options make it a place where people want to live. Relatively low land values attract businesses with lower rent thresholds than required along Whyte Avenue. As a result, residential infill and commercial revitalization are expected to continue. The rail yard where trains are currently assembled may one day be part of the route of a high-speed rail line between downtown Edmonton and Calgary.

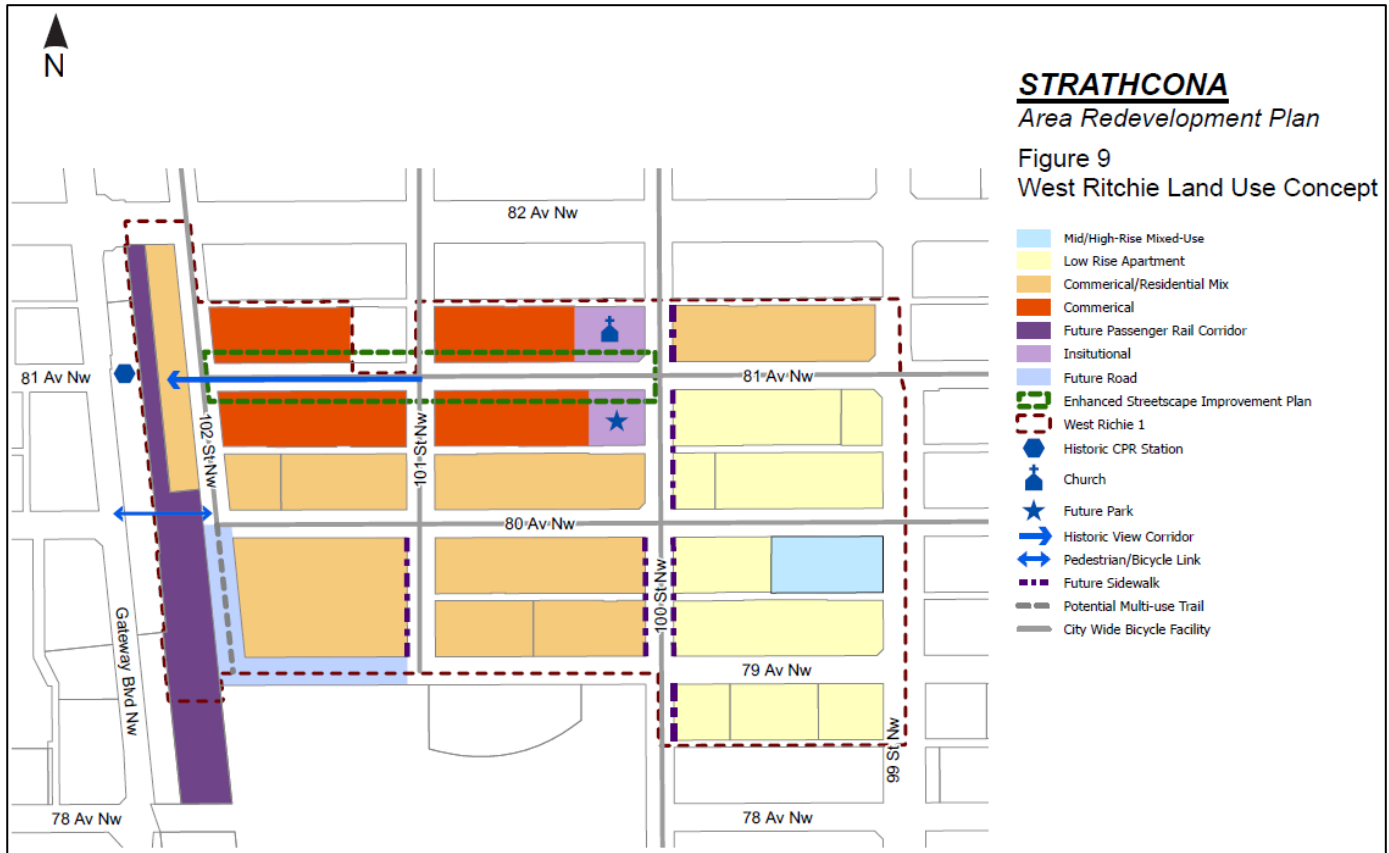
General Intent for the Area

The general intent for the area is to build on West Ritchie’s existing qualities so that it can become a vibrant, historically-referenced urban village with quality urban design and architecture. The future land use concept for the area is illustrated in Figure 6 and detailed

in the policies that follow.

Land Use Issues

1. *West Ritchie’s fine-grained mix of land uses will ultimately be lost unless a fine-grained mix of zoning is allowed.*
2. *Land intended for a future public park on 81 Avenue is currently zoned for institutional or community service land uses.*
3. *Land west of 102 Street and south of Whyte Avenue that should be part of a future Edmonton – Calgary passenger rail corridor is currently zoned for commercial development. In 2007 a development permit was granted for a four storey commercial/residential development on the site but the building has not been built.*



Note: Figure 9 was amended by Bylaw 20514, June 26, 2023



4. *West Ritchie has a significant collection of heritage buildings that may be threatened by redevelopment.*
5. *There has been pressure for residential development in West Ritchie with minimal variety in housing types and sizes.*

Policies

1. A mix of commercial and residential land uses will be supported in West Ritchie.
2. On both sides of 81 Avenue between 100 and 102 Streets, development will have ground-floor commercial uses. Commercial or residential uses will be supported on the upper floors of buildings.
3. Residential, commercial or mixed commercial / residential land uses will be supported on the north side of 81 Avenue between 99 and 100 Streets and from the alley north of 80 Avenue to 79 Avenue between 100 and 102 Streets.

Note: Policy 4 was amended by Bylaw 20514, June 26, 2023.

4. Only residential land uses will be supported from the alley south of 79 Avenue NW to 81 Avenue NW between 99 Street NW and 100 Street NW, except for the site at the southwest corner of 99 Street NW and 80 Avenue NW (legally described as Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan 117) where commercial uses shall be allowed in the first storey of the building.
5. The City will initiate rezoning of land at the southwest corner of 81 Avenue and 100

Street to the (AP) Public Parks Zone if land is acquired for a public park.

6. The City will initiate rezoning of the property immediately south of Whyte Avenue and west of 102 Street to the (AJ) Alternative Jurisdiction Zone if it is acquired by the Government of Alberta for a future passenger rail corridor.
7. The rezoning of properties on the Register of Historical Resources in Edmonton to the (DC1) Direct Development Control Provision as part of the Municipal Historic Resource designation process will be supported.
8. In any residential DC2 rezoning applications and in development permit applications where they have the discretion, City Planners and Development Officers will ensure that there is a reasonable variety of dwelling sizes and styles including family-oriented dwellings in each apartment development with more than 10 dwellings.
9. The support referred to in preceding policies is subject to quality architecture and design (see the following Built Form section) and environmental clearance where required.

Built Form Issues

1. *There has been inconsistency regarding building heights permitted within West Ritchie.*
2. *81 Avenue between 101 and 102 Streets has a unique character due to its vista to the historic CPR Station and its concentration of buildings with historic 'false front' façades. Development pressures threaten this character.*

3. *Some existing buildings in West Ritchie may be demolished that, if creatively retrofitted, could contribute a sense of place and diversity and a reduction of waste.*

4. *On their own, standard commercial and residential zones do not ensure that new development will feature good architecture and pedestrian-oriented urban design.*

Policies

Note: Policy 1 was amended by Bylaw 20514, June 26, 2023.

1. Building heights will be limited to four storeys through any future rezoning applications in West Ritchie except for the site at the southwest corner of 99 Street NW and 80 Avenue NW (legally described as Lot 8A, Block 40, Plan 1722883 & Lots 13 - 15, Block 40, Plan 117) where a rezoning to a (DC2) Site Specific Development Control Provision shall be allowed for two mid/high rise buildings with heights of 23.0 m and 65.0 m.

Note: Policy 2 was amended by Bylaw 19987 – Jan. 23, 2023.

2. An historical (DC1) Direct Development Control Provision based on the (CB2) General Business Zone as modified by the *Main Streets Overlay* will be applied to maintain the unique character of 81 Avenue between 101 and 102 Streets. The DC1 Provision will maintain the 'false front' façade character of this area and seek to preserve the view to the historic CPR station to the west.



3. Any future rezoning of the DC2 site at the northwest corner of 81 Avenue and 101 Street should be an extension and application of the historical DC1 Provision applying to the rest of the block unless it is to a separate DC1 Provision as part of the Municipal Historic Resource designation process.

4. The creative retrofitting of existing buildings is encouraged.

Note: Policy 5 was amended by Bylaw 19987 – Jan. 23, 2023.

5. The *Main Streets Overlay* will be applied in conjunction with rezoning to a standard commercial zone and fundamental elements of this overlay will be included in any commercially-based (DC2) Site Specific Development Control Provision rezoning.

Sidewalks and Streetscapes Issues

1. *The sidewalk network in West Ritchie is incomplete.*
2. *Developers have not been required to construct a quality streetscape (public sidewalk, street trees, etc.) abutting their developments.*
3. *The existing streetscape along 81 Avenue is not adequate to serve the more intense commercial / residential development and pedestrian activity envisioned for the area.*

Policies

1. All streets in this area should have, at minimum, a 1.5 meter wide unobstructed sidewalk provided or restored on each side of the roadway.

2. Provision of a high-quality pedestrian walkway system abutting and / or adjacent a site will be a requirement of development within West Ritchie. The following specific requirements will apply:

- a. the pedestrian walkway system must be within public road right-of-way;
- b. existing boulevards will be retained and missing boulevard trees will be replaced as determined by City departments;

Note: Policy 2.c was amended by Bylaw 19126, February 4, 2020

- c. missing sidewalks (see Figure 9) will be constructed and sidewalks in poor condition will be replaced as determined by City Departments; and
- d. where there is not currently a boulevard, street trees may be required as determined by the Development Officer and City departments; and
- e. construction of a sidewalk on the west side of 101 Street between 79 and 80 Avenues will be a requirement of redevelopment of the adjacent portion of the CPR rail yard.

3. In the absence of development, the City will construct the following sidewalks as funding permits:

- a. on the west side of 100 Street between 79 Avenue and 80 Avenue;
- b. on the east side of 100 Street between the lane

south of 79 Avenue and Whyte Avenue; and

- c. on the west side of 101 Street between 80 and 81 Avenue.

4. The City will prepare, in consultation with business and property owners, a streetscape improvement plan for 81 Avenue between 100 and 102 Streets designed to achieve an enhanced pedestrian environment (e.g. improved sidewalk, street trees, street furniture) while ensuring adequate on-street parking.

Transportation Issues

1. *Recent development in West Ritchie has not respected the area's fine-grained network of roads and alleys.*
2. *Bicycle infrastructure is lacking in West Ritchie.*
3. *On-site parking requirements in the Zoning Bylaw discourage the reuse of existing buildings and may be excessive given West Ritchie's proximity to Strathcona-area services and amenities and level of transit service.*
4. *Whyte Avenue and 101 Street is the only fully-signalized intersection giving vehicular access to and from West Ritchie. Pedestrian crossing facilities of 99 Street are limited to Whyte Avenue and 79 Avenue.*
5. *In a list appended to the Traffic Bylaw, West Ritchie is currently designated as an industrial area in which all roads are truck routes. This is incompatible with the area's future as a mixed use urban village.*



Policies

1. Existing roads and alleys within West Ritchie will be retained as the area redevelops. Any missing alleys will be reintroduced with redevelopment.

Note: Policy 2 was amended by Bylaw 19126, February 4, 2020
2. The construction of 79 Avenue between 101 and 102 Streets will be a requirement of development of the adjacent portions of the CPR yard. Construction of a road or a wide shared-use pathway within the 102 Street right-of-way between 79 and 80 Avenues will also be a requirement of such development.
3. As identified in the 2009 Bicycle Transportation Plan, a city-wide bicycle facility will be provided on 100 Street.
4. Reductions in on-site parking requirements will be considered given West Ritchie’s level of transit service and proximity to Strathcona-area services and amenities. The sharing of parking spaces will be encouraged for uses that have peak parking demands at different times of the day, such as offices and restaurants.
5. Pedestrian and vehicular accesses to and from West Ritchie via Whyte Avenue and 99 Street will be maintained and/or enhanced. Additional pedestrian crossings should be considered as warranted.
6. The industrial area designation allowing roads to be used by heavy trucks

should be removed from West Ritchie north of 79 Avenue in the list appended to the Traffic Bylaw. Trucks will still need access to and from the CPR yard until freight service within the yard is terminated. Dispersal of this truck traffic between 101 Street and 79 Avenue / 100 Street (not 79 Avenue between 99 and 100 Street – truck use is prohibited there) is encouraged.

Open Space Issue

1. *There is no public open space within West Ritchie to serve existing and future residential development.*

Policies

1. The City will work to acquire land to develop a small public park on the southwest corner of 81 Avenue at 100 Street.
2. The park, which should be designed to serve the needs of residents and visitors of all ages, could celebrate one or more cultural communities important to the area.

Rail Operations Issues

1. *Proximity to the CPR yard and truck traffic to and from the yard is a potential risk due to hazardous materials being shipped as well as operations causing noise, vibration and exhaust. [A Risk Assessment that included the West Ritchie area, by MMM Group, “Strathcona Junction Planning Area Risk Assessment Report” (June 2009) concluded that risk from the CPR yard involving a worst-case scenario at the yard is low and within acceptable limits. Potential mitigation measures*

related to potential noise and vibration in proximity to the CPR yard for new development in the West Ritchie area have been identified in the Assessment].

2. *The existing width of the rail corridor south of Whyte Avenue limits the viability of its future use for passenger rail between downtown Edmonton and Calgary.*
3. *An appropriate and aesthetic transition from the rail corridor to development east of 102 Street is required.*

Policies

1. Preparation of noise and vibration studies may be a requirement of rezoning within West Ritchie as long as the CPR yard is operational. New development with a residential use should be designed to mitigate noise and vibration to acceptable levels.
2. The Government of Alberta will be encouraged to acquire the property immediately south of Whyte Avenue and west of 102 Street to achieve a sufficiently wide corridor for future intercity passenger rail service.
3. An appropriate buffer with landscaping that does not obscure the 81 Avenue vista to the historic CPR railway station and that includes a sidewalk or shared-use pathway will be an expectation should the rail corridor be used for intercity passenger rail service. This buffer would require the eastern edge of the property immediately south of Whyte Avenue and west of 102 Street and the eastern edge of the rail corridor from 79 Avenue to just north of 80 Avenue.



Plan Implementation - West Ritchie

Direct Development Control Provision (DC1)

Note: Amended by Bylaw 19987 – Jan. 23, 2023.

The City of Edmonton will apply to rezone properties on 81 Avenue between 101 and 102 Streets, excepting the existing DC2.129 site on the northwest corner of 101 Street and 81 Avenue, from the (CB2) General Business Zone to a new (DC1) Direct Development Control Provision to establish a pedestrian oriented, mixed use area that builds on the historic ‘false facade’ character of the area. The DC1 Provision will be based on the CB2 Zone as modified by the *Main Streets Overlay*. The DC1 would also apply to the property immediately south of Whyte Avenue and west of 102 Street in order to maintain the vista to the historic CPR train station west of 81 Avenue in the event that the development approved for the property is not constructed and the property is not purchased by the Government of Alberta.

Additional Rezoning

Amended by Bylaw 19987 – Jan. 23, 2023.

The West Ritchie sub-area policies will also be implemented through additional rezonings initiated by private land owners and the City. The *Main Streets Overlay* will be applied in conjunction with any rezoning to a standard commercial zone.

Preparation of noise and vibration studies will be a requirement of rezoning within West Ritchie as long as the CP rail yard is operational. New development with a residential use shall have a strategy to mitigate noise and vibration to meet City and Canadian Mortgage and Housing Corporation noise and vibration standards. This may include additional noise attenuation and the use of air conditioning for properties impacted by the operations of the CP rail yard. Potential mitigation measures related to potential noise and vibration in proximity to the CPR yard for new development in the West Ritchie area have been identified in the “Strathcona Junction Planning Area Risk Assessment Report” (June 2009) by MMM Group.

Industrial Area Designation Traffic Bylaw

The industrial area designation allowing roads to be used by heavy trucks should be removed from West Ritchie north of 79 Avenue in the list appended to the Traffic Bylaw. Trucks will still need access to and from the CPR yard until freight service within the yard is terminated. Dispersal of this truck traffic between 101 Street and 79 Avenue / 100 Street (not 79 Avenue between 99 and 100 Street – truck use is prohibited there) is encouraged. This removal will be done administratively following approval of the Strathcona Area Redevelopment Plan amendments.

Park

The park planned for West Ritchie would be on four lots currently owned by the Trinity Evangelical Lutheran Church. Presently, two of the lots function as open space and two as church parking. A preliminary concept for the park

has been prepared that shows how the land could be transformed into an attractive public square without significantly reducing the number of parking stalls in the area. The park would be implemented through partnership with the church and the broader community:

- The City would work to acquire the land from the church. The City has conducted a preliminary appraisal of land values in the area. The purchase price could be discounted as a result of the church’s desire for a long-term lease on parking stalls that could be located adjacent to the alley south of 81 Avenue. The required funds to purchase the land would be requested as a one-time capital budget allocation or could be amortized over a number of years in agreement with the church.
- Construction of the park could be funded by the community through fund raising and matching grant programs. The City would design the park in consultation with affected stakeholders. Some costs that may be ancillary to construction of the park (e.g. new sidewalk and parking along 81 Avenue, alley repaving if required, alley lighting, burial of overhead utilities) could be paid as part of the planned 81 Avenue streetscape construction or through local improvement.

81 Avenue Streetscaping

Two blocks of 81 Avenue are proposed for streetscape improvements that would enhance business activity, complement the avenue’s unique architecture and vista to the historic CPR train



station and tie in with the park on 100 Street. The streetscape design and construction, estimated to cost \$2 – 3 million, would be paid through the City’s capital budget.



Chapter 4 PARKS, PUBLIC AND INSTITUTIONAL LANDS



Old King Edward School

Background

Currently there are three school sites, a Community League building and park site, and a number of passive parks in the Strathcona area. Some of the park space remains undeveloped, including the space between 102 and 103 Street, north of 85 Avenue. McIntyre Park on 83 Avenue and 104 Street, is used intensively for a variety of festivals and events that are not community based. Other community park and open space is generally used for neighbourhood recreation except for major events such as the Fringe Festival.

The community's location adjacent to Mill Creek Ravine and the River valley, provides a unique opportunity for residents to access trails and city wide facilities. Currently there are a number of pedestrian access points to the ravine and river valley although they are not all clearly signed and marked.

The former CP rail right of way that runs diagonally through the west portion of Strathcona is a prominent local feature, allowing for relatively unobstructed linkage

through the community, connecting many heritage sites, public spaces and activity nodes along its length. These characteristics have led to competing proposals over the years including residential and commercial development, public transit, parks, pathways, parking, and gardens. At present, the portion west of 103 Street is owned by the Province but leased to the city. The Province acquired the route to protect the option of an intra-city rail link in the future. The city limits current use of the rail right of way to a seasonal trolley line and certain special festivals and has planned for a pedestrian and bicycle pathway. The city also owns several parcels adjacent to the right of way which could be consolidated to create sites suitable for alternative uses.

Strathcona has a number of churches and municipal service buildings, currently zoned US (Urban Service) District. Parks, school sites, institutional uses, and the CP right of way are shown on Map 3.

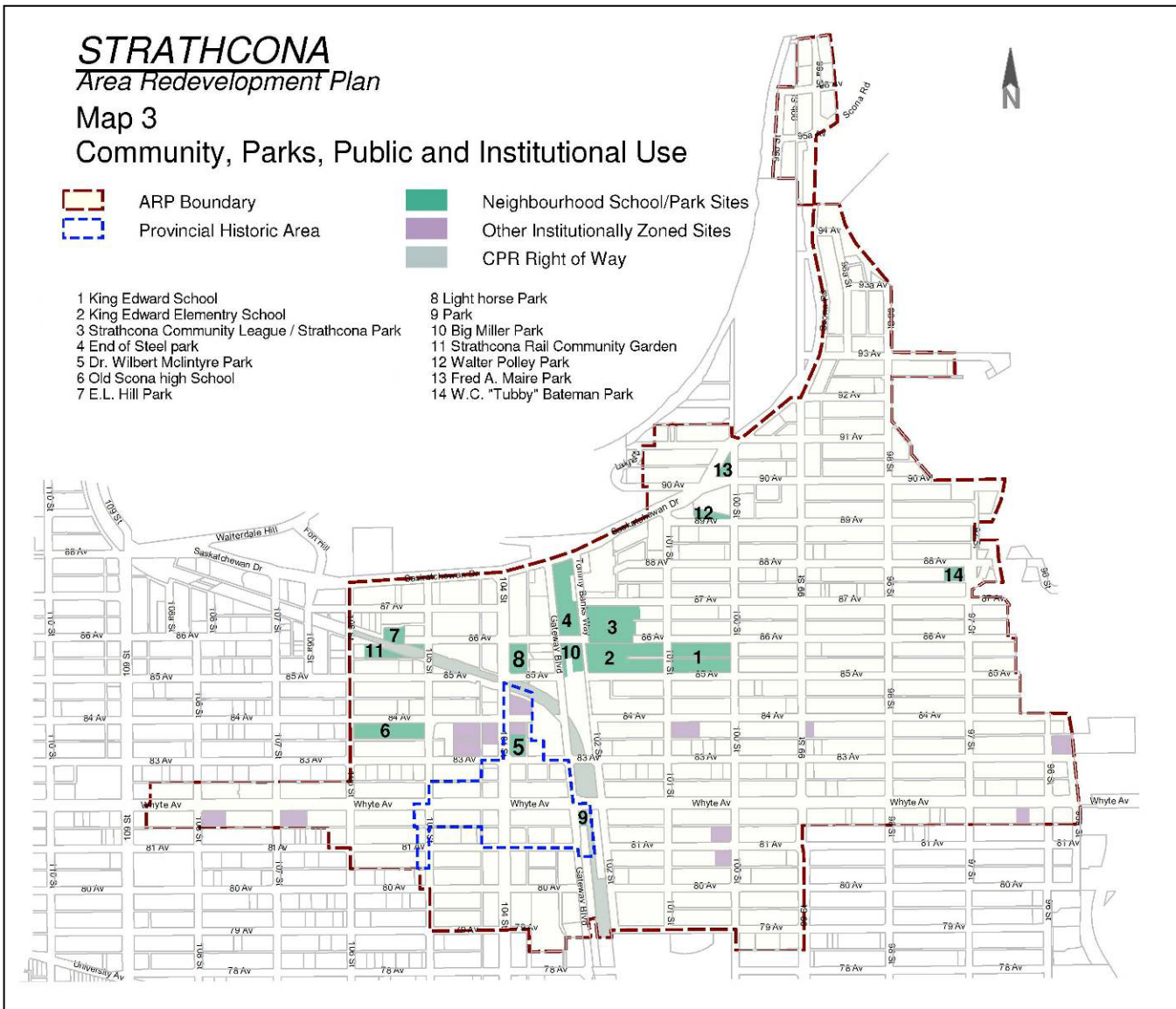


STRATHCONA Area Redevelopment Plan

Map 3 Community, Parks, Public and Institutional Use

- ARP Boundary
- Provincial Historic Area
- Neighbourhood School/Park Sites
- Other Institutionally Zoned Sites
- CPR Right of Way

- 1 King Edward School
- 2 King Edward Elementry School
- 3 Strathcona Community League / Strathcona Park
- 4 End of Steel park
- 5 Dr. Wilbert McIntyre Park
- 6 Old Scona high School
- 7 E.L. Hill Park
- 8 Light horse Park
- 9 Park
- 10 Big Miller Park
- 11 Strathcona Rail Community Garden
- 12 Walter Polley Park
- 13 Fred A. Maire Park
- 14 W.C. "Tubby" Bateman Park



Note: Map 3 was amended by Bylaw 19126, February 4, 2020

Issues

Note: Issue 5 added by Bylaw 15811, July 4, 2011

1. McIntyre Park currently suffers from intensive use that results in high maintenance and some safety concerns about use of the park.
2. Heavy demands on McIntyre Park for non local recreation activity could result in overflow activity on other

park sites in the community that are currently functioning as local parks.

3. If an institutional use, (e.g. church), is discontinued, there is often pressure to replace it with a more intensive development. The current zoning (US Urban Service District) provides few options for other types of development. Without a change in zoning, there may be limited

opportunity for continued use of the site.

4. There is a need to provide direction for the interim use of the CP right of way lands and for their future development should they be released from provincial ownership, and for the remnant city owned parcels located adjacent to the CP right of way.
5. There is no public park or plaza within the West Ritchie area,



which is isolated from adjacent neighbourhoods.

Street and 104 street) and new parks, plazas and public spaces

designed to serve the needs of residents of all ages.

Policies (Schools, Parks and Institutional Use)

Note: Policy 8 added by Bylaw 15811, July 4, 2011

1. School sites and areas currently designated as park land will be retained for recreational and public use
2. If McIntyre Park is redeveloped, the emphasis will be placed on increasing the functional space and reducing safety and maintenance concerns.
3. Priority will be given to programming park sites for neighbourhood activity, except during special annual events such as the Fringe. Future programming of park sites, especially McIntyre Park, will consider the impact on adjacent residential areas.
4. If sites zoned for institutional use are to be redeveloped, they may be rezoned only for uses that are compatible with abutting properties, and comply with the Plan policies for the area within which they are located.

Note: Policy 5 was amended by Bylaw 19126, February 4, 2020

5. Use the Old Strathcona Public Places Plan to provide strategic direction for open space development, design and programming to improve, leverage, integrate and connect existing open spaces (including but not limited to lands located between 102

6. City owned remnant parcels adjacent to the CP right of way will not be sold until such time as the long term future of the CP right of way has been determined. However the short term lease of these remnant parcels to adjacent owners is encouraged. Alternatively these parcels could be developed on a temporary basis for community use. (e.g. passive park, community gardens, etc.)
7. Properties owned by the City of Edmonton adjacent to Mill Creek Ravine, that are currently developed as part of the river valley parks system will be maintained as part of the river valley parks system.
8. Land will be acquired and developed for a small (0.08 – 0.16 ha) public park or plaza that is conveniently located in the West Ritchie area and is



McIntyre Park



Chapter 5 HISTORIC PRESERVATION



Holy Trinity Anglican Church

Background

Between 1891 and 1912 Strathcona existed as a separate community on the south side of the North Saskatchewan River, directly across from Edmonton. In 1890 the Calgary and Edmonton Railway was incorporated to build a railway from Calgary to near Edmonton. By July 1891 the tracks had reached the south bank of the North Saskatchewan River, in Strathcona, where construction stopped.

Whyte Avenue and 104 Street were graded and construction of a train station, hotel and other buildings commenced. By 1899, when the Town of Strathcona was incorporated, the characteristic development pattern of Strathcona had evolved, with the commercial area centred on Whyte Avenue and to a lesser extent on 104 Street. The residential area centred around the school at 84 Avenue and 105 Street. By the end of 1902 a rail link connected Edmonton to Strathcona. At the peak of its physical development between 1907 and 1912, Strathcona had constructed a new City Hall, Fire

Hall, Library, and Hospital. Many of the earlier buildings still hold a prominent place in Strathcona, and lend to its atmosphere as a distinct place.

Map 4 shows buildings on the historic registry.

Issues

1. *The historic character of Strathcona may be diluted if:*
 - *Historically significant buildings are replaced or altered.*
 - *New development in the area does not respect the special qualities and character of existing streetscapes, urban design, and the traditional functions of the area.*
2. *The conversion of single family homes to commercial uses in order to ensure their preservation, may negatively impact on the integrity of residential areas.*

There are some single family homes that have been identified as historic buildings, and converted into commercial use. While it may



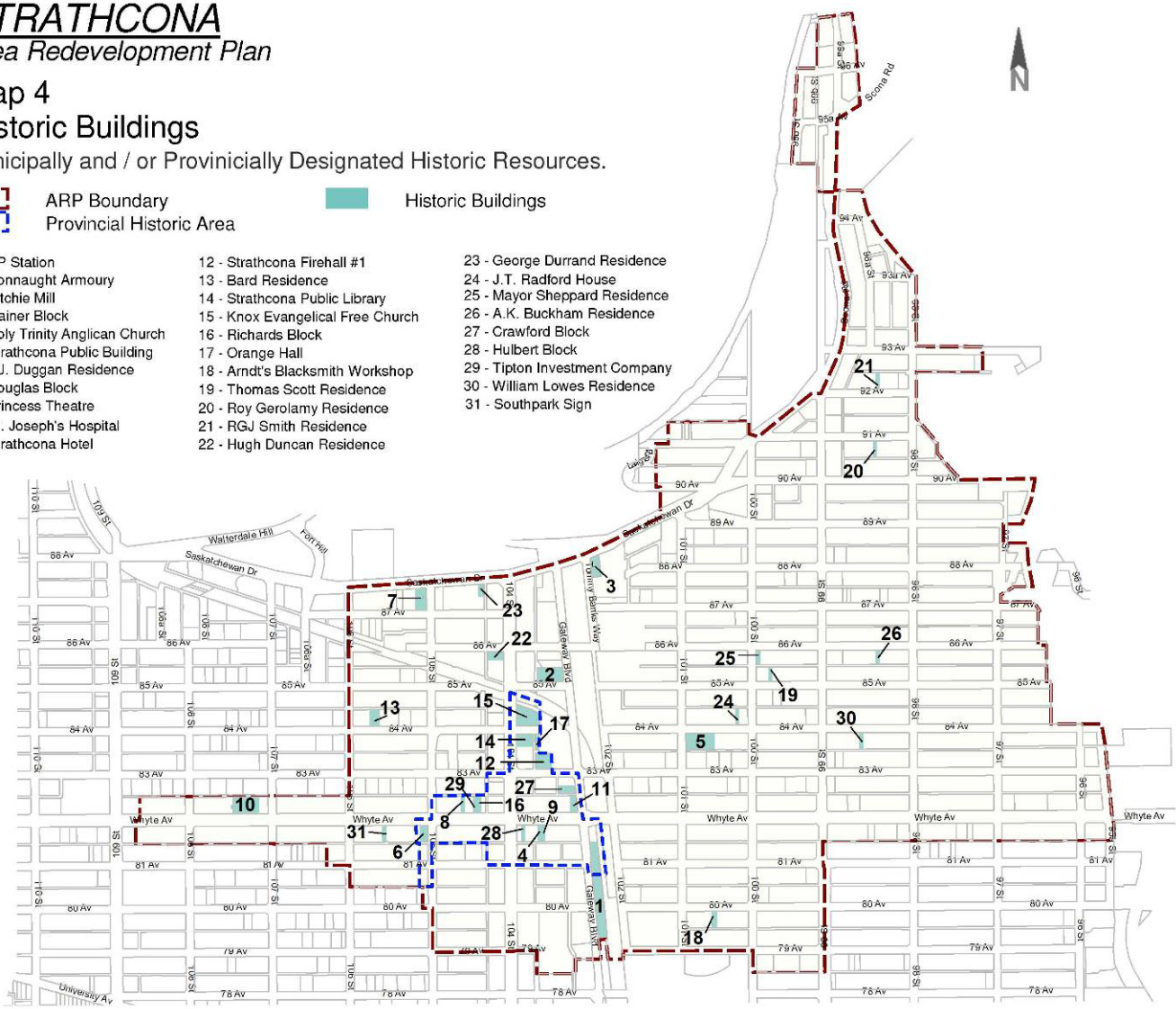
STRATHCONA
Area Redevelopment Plan

Map 4
Historic Buildings

Municipally and / or Provincially Designated Historic Resources.

- ARP Boundary
- Provincial Historic Area
- Historic Buildings

- | | | |
|----------------------------------|-----------------------------------|--------------------------------|
| 1 - CP Station | 12 - Strathcona Firehall #1 | 23 - George Durrand Residence |
| 2 - Connaught Armoury | 13 - Bard Residence | 24 - J.T. Radford House |
| 3 - Ritchie Mill | 14 - Strathcona Public Library | 25 - Mayor Sheppard Residence |
| 4 - Gainer Block | 15 - Knox Evangelical Free Church | 26 - A.K. Buckham Residence |
| 5 - Holy Trinity Anglican Church | 16 - Richards Block | 27 - Crawford Block |
| 6 - Strathcona Public Building | 17 - Orange Hall | 28 - Hulbert Block |
| 7 - J.J. Duggan Residence | 18 - Arndt's Blacksmith Workshop | 29 - Tipton Investment Company |
| 8 - Douglas Block | 19 - Thomas Scott Residence | 30 - William Lowes Residence |
| 9 - Princess Theatre | 20 - Roy Gerolamy Residence | 31 - Southpark Sign |
| 10 - St. Joseph's Hospital | 21 - RGJ Smith Residence | |
| 11 - Strathcona Hotel | 22 - Hugh Duncan Residence | |



Note: Map 4 was amended by Bylaw 19126, February 4, 2020



Historic Bard Residence

be acceptable to allow some commercial function in these structures, complete removal of a residential component can undermine the social fabric of the neighbourhood and reduce the sense of security derived from occupancy of the structure at night.

Policies (Historic Preservation)

1. The city will support designation and preservation of structures on the historic registry within the residential areas. Major home occupations are encouraged in these structures and a broader range of residential uses may be accommodated providing that the historic aspect of the structure and site are retained.
2. The city will support the official designation and preservation of community and cultural buildings on the historic registry, such that the historic aspect of the structure and site are maintained. The structure should preferably continue to be used for public functions, although commercial functions may

- also be accommodated where adjacent properties are zoned for commercial use.
3. The city will support designation and preservation of structures on the historic registry in commercial areas. New development and renovations in the Whyte Avenue historic commercial core will respect, complement and be compatible with the architectural and site development styles and heritage characteristics of this area by:
 - a) incorporating horizontal and vertical architectural elements such as size and location of windows and entranceways, and building proportions;
 - b) utilizing traditional building materials for exterior finishes; and
 - c) limiting adornments and signage on buildings to styles, placement, and orientations that are traditional to the core area and its early twentieth century period of development.

Note: Policy 4 was added by Bylaw 19126, February 4, 2020

4. Engage with Alberta Culture, Multiculturalism and Status of Women to review major rezoning proposals, major development permits, and ARP amendments in the Provincial Historic Area or immediately adjacent to the Provincial Historic Area to review potential impacts on the character of the area. Alberta Culture, Multiculturalism and Status of Women will be included in the circulation process with a request to comment.



Chapter 6 TRANSPORTATION

Background

Note: The following paragraph was amended by Bylaw 19126, February 4, 2020

The Strathcona neighbourhood is located adjacent to major river crossings and experiences considerable impact from traffic moving to and from Edmonton's Downtown. Its location in the inner ring of older residential neighbourhoods encourages traffic pressure from outlying communities. Strathcona also sits adjacent to Whyte Avenue, the only major east west route between 63 Avenue and the River, providing the most direct link between Highway 14 and the University of Alberta. The community is penetrated by a number of arterials, including 99 Street, 104 Street, and 103 Street.

Other factors have had an impact on the residential streets in Strathcona. The proximity of the Whyte Avenue commercial area, the popularity of area attractions and events in the community, the intensity of residential development, and the grid pattern of roadways which may encourage shortcutting through the community to reach outside destinations, or avoid arterial congestion, all contribute to traffic and on-street parking on local streets.

Strathcona is a major destination area for pedestrians and cyclists, as well as an area where commuter cyclists are likely to pass through en route to the University and Downtown. It is also an area where pedestrians and cyclists are likely to live, taking advantage of a location where it may not be necessary to use a car to reach major destinations. The proximity of the area to city-wide bicycle trails in the river valley and Mill

Creek Ravine, give further motivation to walk or cycle into the area.

Note: The following paragraph was added by Bylaw 19126, February 4, 2020

Recent changes to the area include the addition of improved bicycle facilities, and better pedestrian connections being done as part of that process, many long standing issues are being addressed such as the introduction of new dedicated bicycle facilities, improved north-south connections along 102 Street and along Gateway Boulevard; and additional east west connections at 85th and 86th Avenues.

Issues

1. *The number of arterial roadways that penetrate the community, the high volumes of traffic on arterial roads, and the designation of some arterial roads as truck routes, has negative impacts on the community.*

Arterial roads divide the Strathcona community, creating both a physical and social barrier. Heavy volumes of traffic on arterials inhibits accessibility to community focal points, create a less desirable living environment in terms of dirt, noise and pollution, and may lead to shortcutting through the neighbourhood, to avoid arterial congestion.

2. *General traffic congestion and amounts of traffic on residential roadways negatively impacts residents.*

Residents perceive an excessive amount of traffic on some local roads. This may be



attributed to a number of factors including the intensity of development within the community, the concentration of commercial attractions in the area, vehicles circulating through the area to access parking, and traffic shortcutting through the area to get to other destinations.

3. *Long term parking on residential streets negatively impacts residents.*

Long term use of on street parking may be attributed to a number of factors, including commercial clients seeking free parking close to the Whyte Avenue shopping area, lack of adequate off-street parking for apartments, and apartment dwellers and visitors using on-street parking because it is more convenient. The use of residential streets for parking by Whyte Avenue customers may also cause traffic congestion, as vehicles circulate through the area looking for a parking space. Commercial parking on residential streets is especially a problem in the evenings and late night, when residents are more likely to be disturbed by

vehicles leaving and are more likely to want access to parking in front of their own properties. There are a number of commercial parking lots in the Whyte Avenue area. At times they are not fully utilized as customers find free parking elsewhere. However, during peak shopping hours they are used extensively, and provide a vital service in the area. If parking on residential streets is restricted, the commercial parking lots will become even more important.

4. *Lack of sidewalks may impede pedestrian circulation.*

There are a number of roadways in Strathcona particularly north/south streets, where there are no sidewalks. Some of these streets such as the east side of 103 Street, experience a lot of pedestrian traffic, particularly during special events. Because there is no sidewalk on the east side of 103 Street, pedestrians using the bus barns parking lot may cross 103 Street without the benefit of a traffic light. Sidewalks are also absent along 102 Street between 82 Avenue and Saskatchewan Drive, and there are no

connecting sidewalks between 103 Street and 102 Street. The lack of sidewalks in this area is an issue because the area is heavily used by pedestrians. Because 103 Street is a major arterial entering into the city centre, the provision of a sidewalk along the east side would improve the aesthetics of the entranceway, especially if the sidewalk were to be separated from traffic by a treed boulevard.

The area east of 99 Street does not have any north south sidewalks, and the sidewalk on 99 Street is narrow, with little separation from the traffic. North south pedestrian access needs to be improved on 99 Street, and/or east of 99 Street.

5. *Multiple activities create sidewalk congestion.*

Congestion occurs particularly in the Whyte Avenue area, as sidewalks are shared with pedestrians, bicycle parking, in-line skaters, vendors, outdoor seating areas, and signs.

6. *There is a need to maintain safe access for pedestrians and bicycles crossing arterial roadways in and around the community.*

Major arterials running through the community, separate people from activity areas. For example, 99 Street separates the local school from the bulk of family dwellings in the community. A major parking facility on the east side of 103 Street is separated from heart of the commercial area, by 103 Street. Access to bicycle trails in Mill Creek Ravine and in the river valley require a crossing of Saskatchewan Drive or 99 Street. Currently



On street parking in residential area



there are a number of pedestrian lights to facilitate access across these arterials, but residents continue to have some concerns about safety and the need to cross arterials to access community recreation facilities and services.

- 7. *There is a need to increase awareness, safety, convenience, and visibility of bicycle and pedestrian routes.*

Provision of safe, attractive and well-marked pedestrian and bike routes may encourage use of these alternate transportation forms and reduce traffic congestion and parking problems. Where the opportunity exists, vehicle-free bicycle and pedestrian paths should be developed through Strathcona, to connect with Whyte Avenue, the University and Downtown. Consideration should be given to separating pedestrians and bicycles where possible, as the combined use of trails for pedestrians and bikes may also present a safety concern. Pedestrian and bike crossings, and access to the river valley, need to be well marked.

- 8. *Events such as the Fringe and Farmers Market increase traffic congestion, on street parking and demand for pedestrian access during the event.*

The impacts of special events cannot be completely eliminated but there may be some innovative ways to reduce the traffic and parking impacts on the community, while making it easier for people to attend these events.

Policies (Transportation)



A popular area for bicyclists

Note: Policy 1 was deleted and replaced by Bylaw 15811, July 4, 2011

- 1. Consider the impact of heavy traffic volumes, and truck traffic on arterials that dissect the Strathcona Community and local roads within the West Ritchie community when exploring city-wide transportation initiatives and rezoning applications. This includes the consideration of re-routing truck traffic, to the CP yard, away from 101 Street.
- 2. Support initiatives that will reduce the amount of traffic on residential streets
- 4. Consider ways to mitigate traffic and parking impacts in approving new development in the community.

Note: Policy 4 was amended by Bylaw 19126, February 4, 2020

- 4. Continue to implement strategies to improve existing area parking efficiency while reducing demand (e.g. signage and wayfinding measures, technology, EPark, partnerships, programmes, transit frequency, cycling infrastructure, parking requirements)
- 5. Encourage the provision of adequate and accessible parking for new development.
- 6. Encourage the retention and use of existing public parking areas.
- 7. Support improvements that will increase the quantity and improve the quality and convenience of pedestrian and bicycle routes.
- 8. Support improvements that will increase pedestrian and cyclist safety and public awareness of pedestrian and bicycle routes.

Note: Policy 9 was amended by Bylaw 19126, February 4,



2020

9. Improve north/south pedestrian access between 82 Avenue and Saskatchewan Drive, when adjacent properties are developed, or as the opportunity arises, at the following locations:
 - a) On the east side of Gateway Boulevard between 85 Avenue and Saskatchewan Drive;
 - b) On 99 Street, between 82 Avenue and Saskatchewan Drive;
 - e) On 100 Street, between Saskatchewan Drive and 76 Avenue.

Note: Policies 10-14 were added by Bylaw 19126, February 4, 2020

10. Support programs that will increase transit use and provide parking outside the area during special events such as the Fringe Festival.
11. Continue to review reduction of speed limit along Whyte Avenue from 99 Street to 109 Street.
12. Continue to review and consider upgrades to pedestrian crossings along Whyte Avenue from 99 Street to 109 Street.
13. Review the condition of existing bus stops and finding opportunities for amenity improvements (e.g. shelters, benches, signage, garbage cans) throughout the Whyte Avenue commercial area.
14. Continue to improve traffic signalization to optimally perform for pedestrians along Whyte Avenue.



Note: Chapter 7 was amended in its entirety except for those portions titled DC1 Historical Commercial Direct Control District and DC1 Historical Institutional Direct Control District, by Bylaw 12801, May 30, 2001.

Chapter 7 PLAN IMPLEMENTATION - DEVELOPMENT GUIDELINES AND DIRECT CONTROL

SECTION 1 GUIDELINES FOR LOW DENSITY RESIDENTIAL (RF2, RF3, RF4, AND RF5) ZONES – ADVICE TO THE DEVELOPMENT OFFICER

Rationale

To ensure that new low density development is sensitive in scale with existing development, and maintains the traditional character and pedestrian friendly design of the streetscape, and respects privacy and sunlight on adjacent properties.

Area of Application

Note: 1 below was amended by Bylaw 15811, July 4, 2011

- 1) These Guidelines serve as advice to the Development Officer and apply to all lands zoned RF2, RF3, RF4, and RF5 located within the Strathcona Area Redevelopment Plan area.
- 2) The provisions of the Mature Neighbourhood Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.
- 3) The Development Officer should only consider a variance to the regulations contained in the Zoning Bylaw in cases where it can be demonstrated to the satisfaction of the Development Officer that the application of the regulations will cause practical difficulties or unnecessary hardships. In such instances the Development Officer would treat the proposed development as a Discretionary Development.
- 4) Notwithstanding that a development does not conform to these Guidelines, where a Development

Permit was issued for the development prior to the adoption of this Plan, such development should be deemed to conform to the Guidelines. If at any time an addition is made to the existing development, the addition should conform to the applicable Guidelines.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone.

Development Guidelines

Regulations of the Zoning Bylaw pertaining to the underlying zone apply except as specified by means of the Overlay. The Guidelines apply to all Residential and Residential Related uses.

The following Guidelines should be applied to all development to maintain pedestrian friendly streetscapes in the neighbourhood:

- 1) The required Front Yard should be consistent with the average Front Yard on the block face, and as much as possible, align with the front setback of adjacent dwellings, but in no case should be less than 3.0 m.
- 2) A single storey unenclosed front porch may project a maximum of 2.0 m into the Front Yard provided that a minimum of 3.0 m is maintained between the front property line and the projected space, and the height of the front porch or entry does not exceed 4.3 m.
- 3) A single storey unenclosed porch may project a maximum of 2.0 m into a Side Yard abutting a flanking street, provided there is at least 1.5 m between the property line and the projected space, and the height of the porch or entrance does not exceed 4.3 m
- 4) On corner lots, the facade of a structure that faces the front and flanking streets should have consistent design elements in terms of building materials and architectural features.
- 5) Front entranceways should be located such that a door or entrance feature, such as a front porch, deck or landing area, is located at the front of the structure and oriented to the front street.
- 6) There should be no vehicular access from the front or flanking street where a rear lane exists, and a



treed, landscaped boulevard is present or where a rear lane exists and a lot is less than 15.5 m in width.

- 7) If vehicular access is provided from the front street, a garage may protrude a maximum of 1.0 m beyond the front wall of the principal building, and have a maximum width of 7.3 m, but in no case should the garage be located less than 3.0 m from the front property line

The following guidelines should be applied to reduce the appearance of height and mass and to ensure that development is sensitive in mass and scale with existing development:

- 8) The maximum building Height should not exceed 8.6 m or 2½ storeys.
- 9) The floor area of the upper half storey of a 2½ storey structure should be no more than 50% of the second storey floor area.
- 10) When a structure is more than 7.5 m in height, there should be no dormer or gable roof on the side of the structure where the side yard is less than 2.0 m. An exception should be made for dormers which accommodate a stairwell to the upper half storey, providing that the dormer does not exceed the width of the stairway, and provides only the minimum required headroom for a staircase as outlined in the Alberta Building Code.
- 11) The basement elevation of structures 2 or more storeys in Height should be no more than 1.2 m above grade. The basement elevation should be measured as the distance between grade level and the floor of the first storey.
- 12) Where the lot width is 12.0 m or less:
 - i. the minimum interior Side Yard should be 1.2 m, regardless of building height; and
 - ii. a Side Yard abutting a flanking street should be a minimum of 1.5 m.
- 13) Where a lot width is greater than 12.0 m and less than 18.3 m the Side Yard requirements of the underlying zone should apply.
- 14) Where a lot width is 18.3 m or wider:
 - i. the Side Yards should total 20% of the lot width, but should not be required to exceed 6.0 m in total. The minimum interior Side Yard should be 2.0 m.
 - ii. on corner sites, the Side Yard on the flanking

public roadway other than a lane should meet the requirements of the underlying residential zone.

- 15) Where a structure is 2 or more storeys in Height, and an interior Side Yard is less than 2.0 m the applicant may be required to provide information regarding the location of windows and amenity areas on the adjacent property, and the windows of the proposed development should be located to minimize overlook into the adjacent property, to the satisfaction of the Development Officer.

The following Guidelines should be applied to ensure development maintains privacy and sunlight on adjacent properties:

- 16) The minimum Rear Yard should be 40% of lot depth. Row Housing not oriented to a public roadway is exempt from this guideline.
- 17) Decks and balconies greater than 1.0 m above grade may project up to 3.0 m into the Rear Yard, providing that privacy screening prevents overlook into the yards of adjacent properties.
- 18) A rear detached garage may be located a minimum of 1.2 m from the rear property line, and should be fully contained within the rear 12.8 m of the lot.
- 19) A principal building should be separated from a rear detached garage by a minimum of 3.0 m.

The following Guidelines should be applied to ensure that abutting owners are advised of any potential variances to the Overlay regulations in advance of the Development Officer's decision on the development application:

- 20) Where an application for a development permit does not comply with the guidelines contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for abutting property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input received in response to this notification when making a decision on the Development Permit application.



Further Advice to the Development Officer Regarding Application of the Mature Neighbourhood Overlay

1. The Development Officer is encouraged to grant a variance to allow a dormer on a structure that is more than 7.5 m in height where the side yard is less than 2.0m, if the proposed dormer meets the following criteria:
 - a) The dormer has been recessed from the outside wall of the structure.
 - b) The roof ridge of the dormer is lower than the main roof ridge of the structure.
 - c) The dormer does not infringe on the privacy of adjacent properties, or contribute to the appearance of mass and height.
2. Front access garages are discouraged wherever there is a back lane.

should comply with the Mature Neighbourhood Overlay and the “Guidelines for Low Density Residential Zones” of this Plan.

The following guidelines should be applied to maintain the pedestrian oriented character and continuity of scale along the front street:

- 1) The front yard setback should be generally consistent with adjacent properties and with other properties on the block face but should not be less than 5 m.
- 2) The maximum Height should not exceed 11 m or 3 storeys. This height requirement should also apply to Apartment or Stacked Row Housing located adjacent to property where single family housing is a permitted use.
- 3) Any habitable basement development should be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey should not be constructed more than 1.2 m above grade.
- 4) Access to parking should be from the rear lane. Where there is no rear lane, parking access should be designed to minimize disruption to the yard, sidewalk, and existing trees.

**SECTION 2
GUIDELINES FOR STACKED ROW HOUSING AND APARTMENT (RF6 AND RA7) ZONES - ADVICE TO THE DEVELOPMENT OFFICER**

Rationale

To accommodate stacked row housing and walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application

Note: This paragraph was amended by Bylaw 19126, February 4, 2020

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned RA7 and RF6.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.

Development Guidelines

The Overlay Regulations and these Guidelines will apply to all Apartment and Stacked Row Housing development. Development of other Residential or Residential Related uses within this Overlay area

The following guidelines should be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances:

- 5) There should be a regular pattern of front entrances along the street. This can be achieved through such means as:
 - i) All street facing ground floor units should have a direct street entrance; or
 - ii) All dwelling units should have direct access to a front entrance hall. A front entrance hall should serve only those units on either side of the entrance, with each front entrance serving no more than 12 units.
- 6) The street facing facades of a building should define vertical blocks of units, through such means as:
 - i) articulation of the facade such that there is a regular pattern of projection or recession of the facade; and
 - ii) architectural detail such as roof line features,



porches, bay windows, and entrance features.

- 7) One storey features such as bay windows, front porches, entrance features, etc. should be allowed to project into a front yard or Side Yard abutting a flanking roadway to a maximum of 2 m provided that a minimum setback of 2 m (6.56 ft.) is maintained between the property line and the projection. Separation space may be relaxed to accommodate these projections.
- 8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, should be concealed through such means as extension of the facade treatment, use of planters, and landscaping.
- 9) Balconies should not comprise more than 50% of a street facing facade. Balconies fronting onto a street should appear to be recessed or partially recessed.
- 10) A minimum Side Yard of 1.5 m should be required. These Side Yard requirements should also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use. Where the Side Yard abuts a flanking street, a minimum Side Yard of 3 m should be required. Separation space should be reduced to accommodate these side yard requirements.

The following guidelines should be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development:

- 11) The back and sides of a development should provide visual interest using the following methods:
 - i) articulation of the facade;
 - ii) use of a variety of building materials and colour to match the front facade;
 - iii) use of architectural detail to break up the mass of the facade.

The following guidelines should be applied to increase community awareness of a new development, prior to the Development Officer's decision, and to provide an opportunity for interaction between the community league or adjacent property owners and the developer:

- 12) Where an application for a development permit

does not conform to the regulations contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input received in response to this notification when making a decision on the Development Permit application.

**SECTION 3
GUIDELINES FOR MID-RISE APARTMENT
(RA8) ZONE - ADVICE TO THE DEVELOPMENT
OFFICER**

Rationale

To accommodate walk up apartment development that is sensitive in scale with low density housing in the area, and maintains the traditional character and pedestrian friendly design of streetscapes in the area.

Area of Application

Note: This paragraph was amended by Bylaw 19126, February 4, 2020

These Guidelines serve as *advice to the Development Officer* and apply to all areas zoned RA8.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zone and any other applicable Sections of the Zoning Bylaw.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying zone.

Development Guidelines

The Overlay Regulations and these Guidelines will apply to all Apartment and Stacked Row Housing development. Development of other Residential and Residential Related uses within this Overlay area should comply with the Mature Neighbourhood Overlay and the "Guidelines for Low Density Residential Zones" of this Plan.

The following guidelines should be applied to



maintain the pedestrian oriented character and continuity of scale along the front street:

- 1) The front yard setback should be generally consistent with adjacent properties and with other properties on the block face but should not be less than 5 m.
- 2) The maximum Height should not exceed 14 m or 4 storeys. Where a 4th storey is constructed, at least 50% of the upper storey should be set back a minimum of 2 m from the front wall of the building. In the case of a corner lot, this setback should apply to both street facing facades. Where the apartment abuts a property where single family housing is a permitted use, the 4th storey should be set back a minimum of 2 m adjacent to the property where single family housing is a permitted use.
- 3) Any habitable basement development should be counted as a storey of development. Where the basement consists of non habitable development, the floor of the 1st storey should not be constructed more than 1.2 m above grade.
- 4) Access to parking should be from the rear lane. Where there is no rear lane, parking access should be designed to minimize disruption to the yard sidewalk, and existing trees.

The following guidelines should be applied to maintain a consistent rhythm of development along the street that retains the pattern of single family development, using breaks in the facade and a regular pattern of front entrances:

- 5) There should be a regular pattern of front entrances along the street. This can be achieved through such means as:
 - i) all street facing ground floor units should have a direct street entrance; or
 - ii) all dwelling units should have direct access to a front entrance hall. A front entrance hall should serve only those units on either side of the entrance with each front entrance serving no more than 12 units.
- 6) The street facing facades of a building should define vertical blocks of units, through such means as:
 - i) articulation of the facade such that there is a regular pattern of projection or recession of the facade; and
 - ii) architectural detail such as roofline features,

porches, bay windows, and entrance features.

- 7) One storey features such as entranceways, bay windows, and verandahs may project up to 2 m into a front yard or into a Side Yard that abuts a flanking road (other than a lane), provided that a minimum setback of 2 m is maintained between the property line and the projection. Required separation space should be reduced to accommodate such projections.
- 8) Where the basement consists of non habitable development, that portion of the basement above grade, which faces onto a street, should be concealed through such means as extension of the facade treatment, use of planters, and landscaping.
- 9) Balconies should not comprise more than 50% of a street facing facade. Balconies fronting onto a street should appear to be recessed or partially recessed.
- 10) A minimum Side Yard of 1.5 m should be required. Where the Side Yard abuts a flanking street a minimum Side Yard of 3 m should be required, except that a minimum yard of 4.5 m should be required adjacent to 99 Street. Separation space requirements should be reduced to accommodate these Side Yard requirements. These Side Yard requirements should also apply to Apartment or Stacked Row Housing located adjacent to a property where single family housing is a permitted use.

The following guidelines should be applied to encourage design that provides an aesthetic view to adjoining residents at the back and sides of the development:

- 11) The back and sides of a development should provide visual interest using the following methods:
 - i) articulation of the facade;
 - ii) use of a variety of building materials and colour to match the front facade; and use of architectural detail (roofline features, recessed balconies, bay windows) to break up the mass of the facade.
- 12) Where an application for a development permit does not conform to the regulations contained in the Overlay, notices should be sent by the applicant to all owners of property located within 60 m of the proposed development and to the Community League, 14 days prior to any decision on the development application, in order to provide an opportunity for property owners and the Community League to provide comments to the applicant. The Development Officer may consider any input



received in response to this notification when making a decision on the Development Permit application.

**SECTION 4
GUIDELINES FOR THE LOCAL COMMERCIAL
(CNC, CB1 AND CB2) DISTRICTS - ADVICE TO
THE DEVELOPMENT OFFICER**

Rationale

To accommodate commercial development that is compatible in scale and character with existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

Note: This paragraph was amended by Bylaw 19126, February 4, 2020

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned CNC, CB1 or CB2, located on 99 Street north of 82 Avenue and on 82 Avenue east of 97 Street.

The provisions of the Overlay will be applied in conjunction with the regulations of the underlying Zones and any other applicable Sections of the Zoning Bylaw.

Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone.

Development Guidelines

- 1) Where there is street frontage, buildings should be built to the front and side property lines. The Development Officer may allow building set backs up to 2.5 m to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian oriented shopping character of the street.
- 2) Where there is an abutting lane, vehicular access to properties from a public roadway should be to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian oriented character of the street. Where there is a flanking street and no abutting lane, vehicular access should be from the flanking street.

- 3) Parking Areas that abut 99 Street or 82 Avenue, should have a maximum frontage of 20 m on 82 Avenue or 99 Street. Where a parking area abuts the street, a minimum yard of 2.5 m should be provided, to be landscaped in accordance with the regulations of the Zoning Bylaw.
- 4) All new development should include features to create a pedestrian friendly environment on 99 Street and 82 Avenue. This may include such things as
 - i) entrance features
 - ii) outdoor sitting areas
 - iii) canopies
 - iv) architectural features that lend visual interest and create a human scale of development along street frontages
 - v) landscaping
- 5) Architectural treatment of new developments and or renovations should ensure that each floor has windows on the front facade of the building, and the placement and type of windows should promote a positive pedestrian oriented shopping street.
- 6) On corner lots the facade treatment should wrap around the side of the building to provide a consistent profile.

**SECTION 5
GUIDELINES FOR WHYTE AVENUE
COMMERCIAL (CB2) ZONE – ADVICE TO THE
DEVELOPMENT OFFICER**

Rationale

Note: This paragraph was amended by Bylaw 19126, February 4, 2020

To ensure that redevelopment is compatible with the existing commercial development and promotes a pedestrian oriented shopping street environment.

Area of Application

Note: This paragraph was amended by Bylaw 19126, February 4, 2020

These Guidelines serve as *advice to the Development Officer* and apply to all lands zoned CB2 within the Whyte Avenue Commercial Area of the Strathcona Area Redevelopment Plan.



Uses

The uses for the lands affected by these Guidelines should be as specified by the underlying Zone., with the following exception:

Specialty Food Services, Restaurants, Bars and Neighbourhood Pubs, and Nightclubs, should not exceed an occupant load of 200 nor 240 m² in public space.

Development Guidelines

Note: Guidelines b), c), d) & h) were amended by Bylaw 19126, February 4, 2020

- a) the following definitions should apply:
 - “occupant load” means the maximum number of people that may occupy a space; and
 - “public space” means space within an establishment which is open to the public and not restricted to employees only; for example, public space does not include kitchens, administrative offices, food or drink preparation areas.
- b) the maximum frontage for lots abutting Whyte Avenue should be 11 m and where the frontage for lots abutting Whyte Avenue exceeds 11 m the front facade of the building should be designed to break the appearance of a building into modules of approximately 11 m;
- c) buildings should be built to the front property line where there is a minimum distance of 4.7 m from curb to property line.
- d) the maximum building Height for Hotel and Apartment Hotel developments should follow Figure 8 - Height Strategy.
- e) at grade frontage should be developed for commercial uses and where a Hotel is to be developed, a maximum 30% of the first storey frontage should be used for lobbies, with the remaining floor space used for commercial uses;
- f) a minimum setback of the principal front wall of a residential development above the second storey for buildings on all sites not fronting

onto Whyte Avenue should be 4.5 m;

- g) vehicular access to properties from a public roadway should be restricted to the abutting lanes to maintain uninterrupted breaks in the street facade and strengthen the pedestrian-oriented character of the area;
- h) consider including features such as building to the side lot line to maintain streetwall face, smaller building floor plates, separation and/or offset a portion of a building from another.
- i) architectural treatment of new developments and/or renovations will ensure that each floor has windows on the front facade of the building, and that the placement and type of windows should promote a positive pedestrian oriented shopping street;
- j) on corner lots the facade treatment should wrap around the side of the building to provide a consistent profile;
- k) signage should be provided with the intent to compliment the pedestrian-oriented commercial environment, except that:
 - i) the maximum height of a Freestanding Sign should be 6 m;
 - ii) a Projecting Sign may be used to identify businesses which are located entirely at or above the second storey level; and
 - iii) the top of a Projecting Sign on a building two storeys or higher should not extend more than 75 cm above the floor of the second or third storey nor higher than the window sill level of the second or third floor; and
- l) A Comprehensive Sign Design Plan and Schedule should be prepared for each development and submitted with the development application, to be approved by the Development Officer.
- m) buildings should be set back 1.0 metre from the front property line in cases where there is not a minimum distance of 4.7 metres from curb to property line. This may be increased to 2.5 metres at the

Note: Guideline m) was added by Bylaw 19126, February 4, 2020



discretion of the Development Officer to accommodate street related activities such as sidewalk cafes, architectural features and landscaping that contribute to the pedestrian-oriented shopping character of the area”;








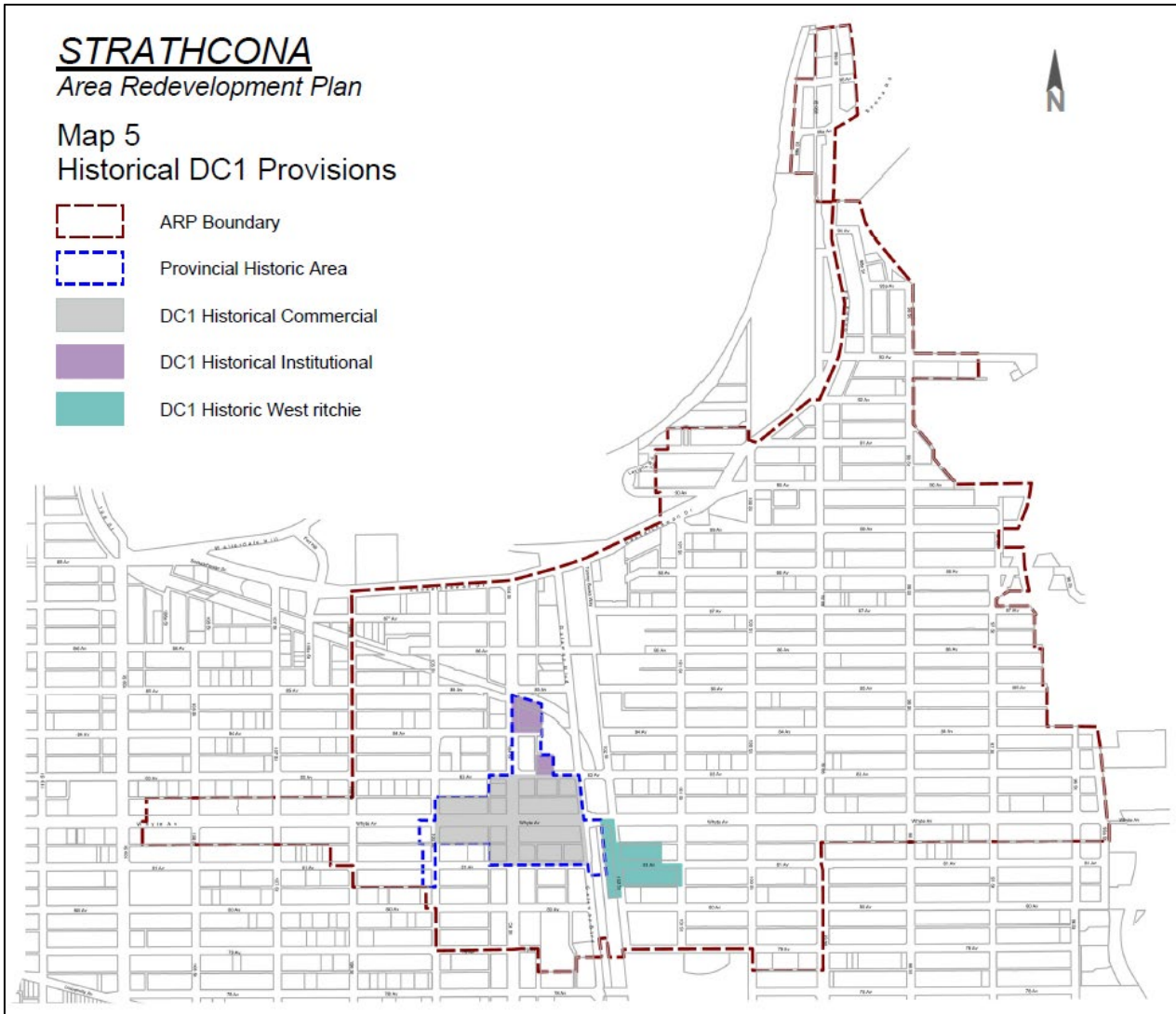
STRATHCONA

Area Redevelopment Plan

Map 5

Historical DC1 Provisions

-  ARP Boundary
-  Provincial Historic Area
-  DC1 Historical Commercial
-  DC1 Historical Institutional
-  DC1 Historic West ritchie



Note: Map 5 was amended by Bylaw 19754, June 23, 2021



STRATHCONA Area Redevelopment Plan



Figure 10
Sub Areas of the Historic Commercial Direct Development Control Provision

- | | | |
|-------------------------------------|------------|------------|
| Historical Commercial DC1 Provision | Sub Area 3 | Sub Area 6 |
| Sub Area 1 | Sub Area 4 | Sub Area 7 |
| Sub Area 2 | Sub Area 5 | |



Note: Figure 10 was amended by Bylaw 20408, March 13, 2023



Note: The following section, including Appendices I, II and III, was added by Bylaw 13838, November 2, 2004.

**(DC1) Direct Development Control Provision
Strathcona Library**

1. Purpose

This Provision accommodates an addition to the Strathcona Library, a Municipal and Provincial Registered Historic Resource, and ensures that its redevelopment is architecturally sensitive to the existing building and adjacent historical buildings.

2. Area of Application

Lots 22, 23 and 24, Block 79, Plan I, located east of 104 Street and south of 84 Avenue, Strathcona.

3. Uses

- a) Public Libraries and Cultural Exhibits
- b) Public Park
- c) Fascia On-premises Signs
- d) Freestanding On-premises Signs

4. Development Regulations

- a) Development of the Site shall generally reflect the design concept illustrated by the Site Plan, Landscaping Concept Plan, and Elevations, as shown on Appendix I, II, and III of this Bylaw.
- b) The maximum building Height shall not exceed 14m.
- c) The Yards shall comply with the dimensions shown on Appendix I of this Bylaw.
- d) 2 parking spaces shall be provided in the location shown on Appendix II of this Bylaw, in accordance with Section 54.2 of the Edmonton Zoning Bylaw.
- e) 30 Bicycle Parking spaces shall be provided in the location shown on Appendix II of this Bylaw, in accordance with Section 54.3 of the Edmonton Zoning Bylaw.
- f) Loading facilities shall be provided in the location shown on Appendix II of this Bylaw, to the satisfaction of the Development Officer, and the Transportation and Streets Department.
- g) The trash collection area shall be screened and provided in accordance with the provisions of Section 55 of the Zoning Bylaw and located in

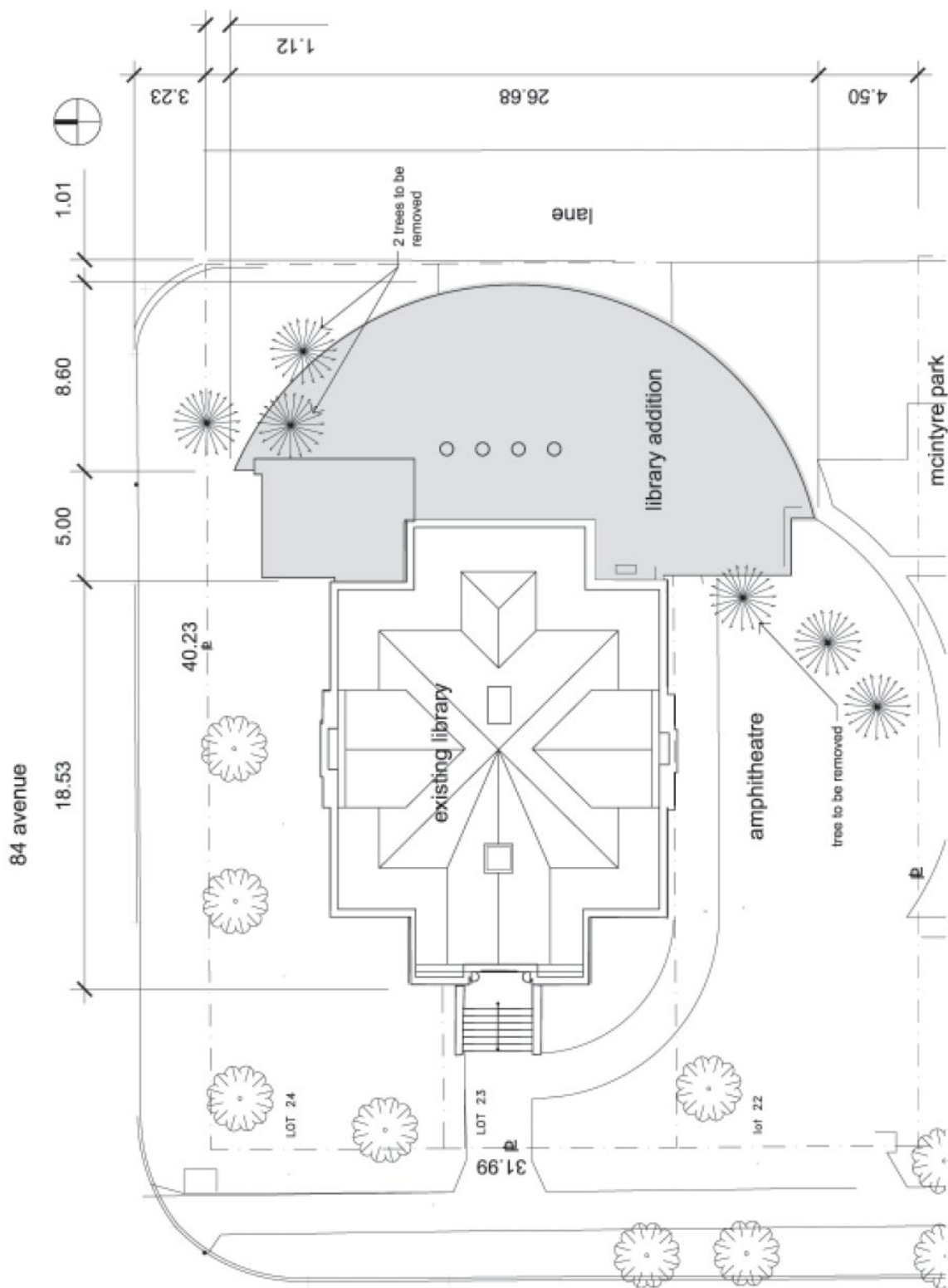
- accordance with the site plan, as shown on Appendix II.
- h) Signs shall comply with the regulations found in Schedule 59H of the Edmonton Zoning Bylaw, and the applicant shall provide a Comprehensive Sign Design Plan, as per Section 59.3 of the Edmonton Zoning Bylaw with any Development Permit application.
- i) Ornamental lighting of the building will be provided in order to ensure safety and shall be designed to be complementary to the historic design context, and may include a combination of building mounted and landscape lighting fixtures, to the satisfaction of the Development Officer, in consultation with the City's Heritage Officer.
- j) The 8 existing mature trees on the site will be maintained to integrate the site into the surrounding context and historical fabric of the Old Strathcona area, specifically McIntyre Park. Additional landscaping of the site shall be provided in accordance with Appendix II, and to the satisfaction of the Development Officer. The Plan will include an earth-bermed, and mixed hard and grass-surfaced amphitheatre on the south side of the library.
- k) 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, to the satisfaction of the Development Officer, in consultation with the City's Heritage Officer.



5. Heritage Development Regulations

These regulations ensure that the design of the addition will be sympathetic to the historical and architecturally significant facades of the Strathcona Library, and will complement the building's original 1913 English Renaissance Revival Style architecture design. The Development Officer shall have regard to the following regulations when reviewing Development Permit applications:

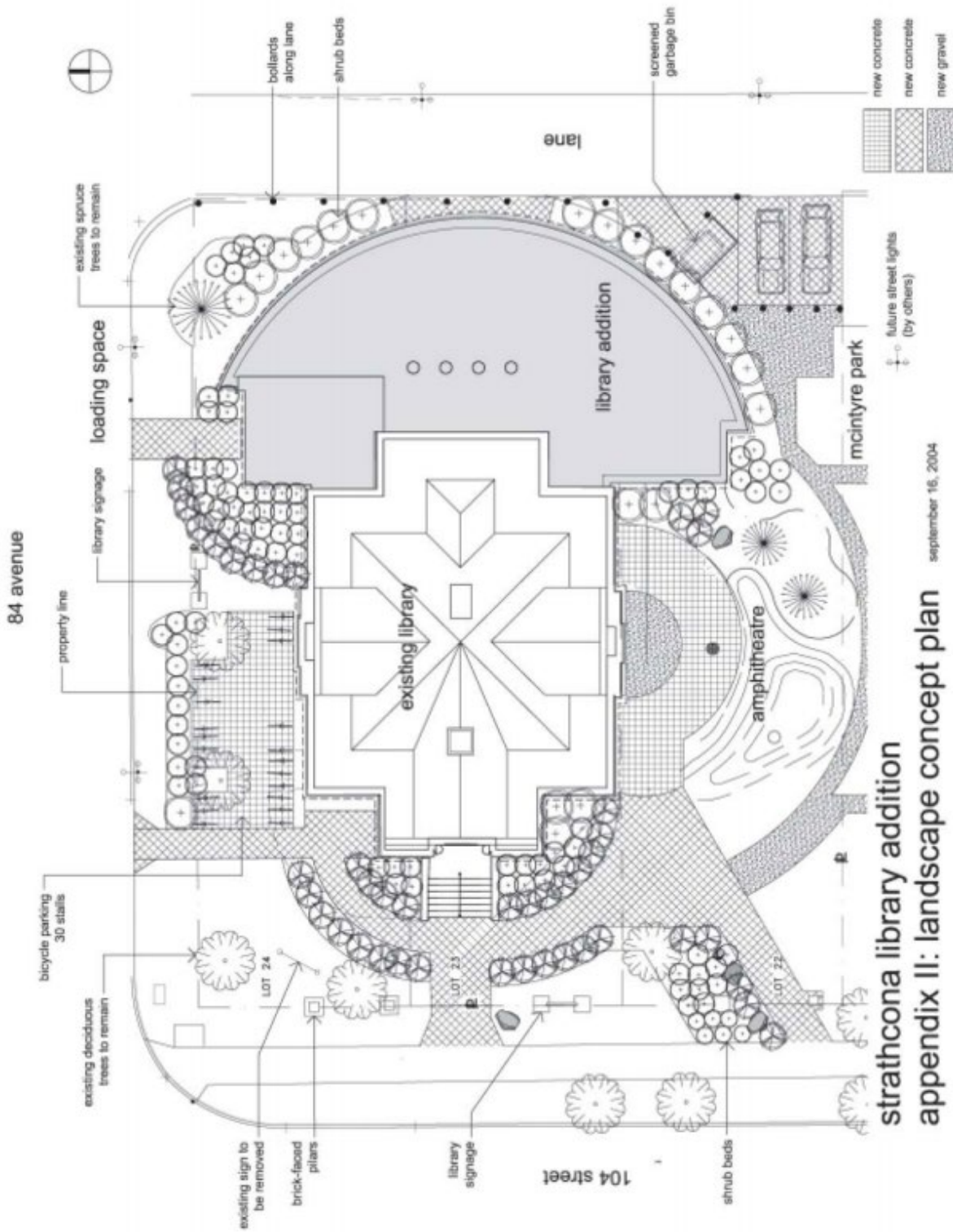
- a) This Site includes the Strathcona Library Building which, together with the lands on which the building is located, are designated as a Provincial Registered Historic Resource as per the Alberta Historic Resources Act.
- b) The Strathcona Library building and associated lands are also designated as a Municipal Historic Resource as per Bylaw 13467 approved by Council on July 27, 2004.
- c) All future development shall conform to the "Guidelines for Rehabilitation" published by Alberta Community Development and requires the approval by the Minister of Alberta Community Development.
- d) All future development shall conform to the requirements of the City of Edmonton Designation Bylaw and Policy C-450A's General Guidelines for Rehabilitation.
- e) All development shall be complementary to the scale, materials, proportions, details and design elements of the regulated portions of the building defined in the Designation Bylaw as existing at the time of adoption of this Bylaw to the satisfaction of the Development Officer in consultation with the Heritage Officer.



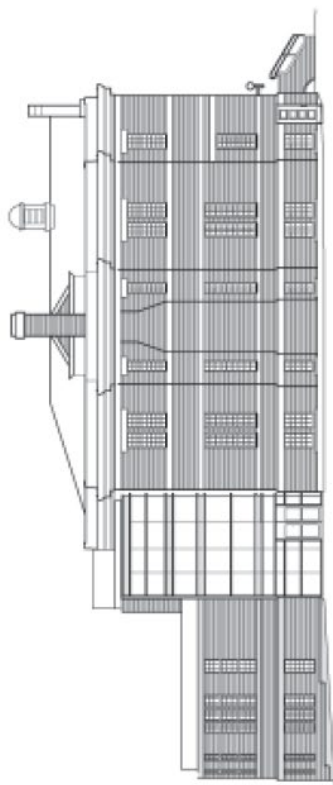
strathcona library addition
appendix I: site plan

september 15, 2004

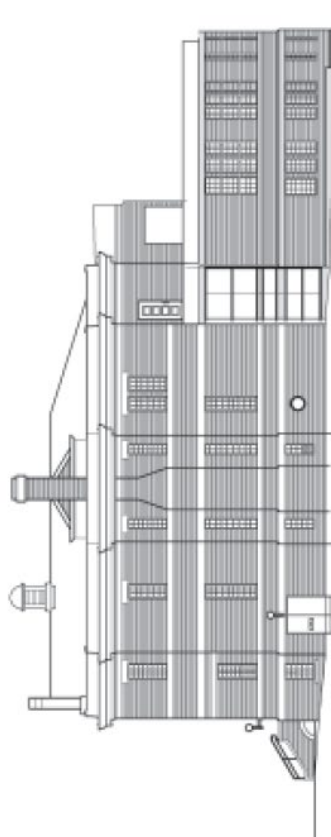
104 street



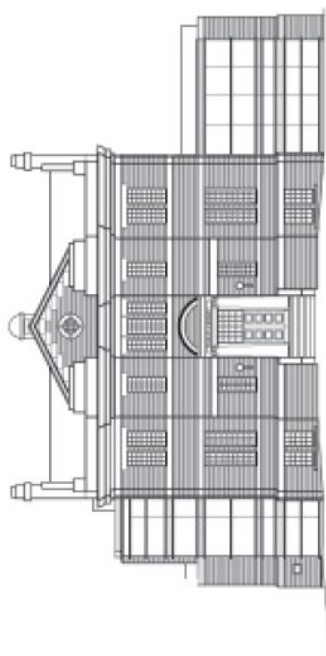
strathcona library addition
 appendix II: landscape concept plan
 september 16, 2004



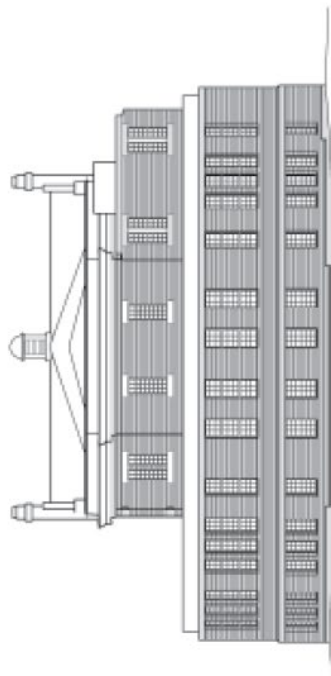
north



south



west



east

september 16, 2004

strathcona library addition
appendix III: library elevations



Note: The following section was added by Bylaw 14507, March 12, 2007.

**(DC1) Direct Development Control Provision
Connaught Armoury**

1. Purpose

This provision is designed to accommodate the use and preservation of the Connaught Armoury, a Provincial Historic Resource and a Municipal Historic Resource. The Connaught Armoury, built in 1911, is one of the oldest remaining armouries in Alberta and is one of Edmonton’s notable buildings. The Armoury is constructed with brick and accented with limestone string courses, and features entrance details and crenellation in the parapet which define the buildings military theme. The Provision allows an appropriate mix of residential, community oriented, institutional, and commercial uses and includes regulations that ensure any use in the building and future renovations are both sensitive to the adjacent residential development and sympathetic to the original historic characteristics of the building as specified under its designation as a Municipal and Provincial Historic Resource.

2. Area of Application

Lots 1, 2, 3 and portion of Lot 4, Block 97, Plan I, located between 85 and 86 Avenues, west of Gateway Boulevard, Strathcona

2. Uses

- a) Apartment Housing
- b) Broadcasting and Motion Picture Studios
- c) Child Care Services
- d) Commercial Schools
- e) Community Recreation Services
- f) Government Services
- g) Health Services, excluding an addictions counseling service
- h) Indoor Participant Recreation
- i) Private Education Service and Public Education Service
- j) Public Libraries and Cultural Exhibits
- k) Professional, Financial and Office Support Services
- l) Spectator Entertainment Establishment
- m) Veterinary Services
- n) Freestanding On-premises Signs, limited to one Sign, at the southeast corner of the site.

4. Development Regulations

- a) Development shall be accommodated within the existing Connaught Armoury structure.
- b) Parking, Loading and Bicycle Parking shall be provided in accordance with Section 54 and Section 88 of the Edmonton Zoning Bylaw; however any requirement of Section 54 and Section 88 may be relaxed at the discretion of the Development Officer, if meeting the regulations would not jeopardize the integrity of the subject site as an historic resource.
- c) Landscaping shall be provided in accordance with Section 55 of the Edmonton Zoning Bylaw to the satisfaction of the Development Officer in consultation with the Planning and Policy Services Branch.
- d) A trash and recycling collection area shall be provided and shall be screened in accordance with Section 55 of the Edmonton Zoning Bylaw.
- e) Signs, and Lighting for Signs shall be designed and integrated into the historical character of the Connaught Armoury, and shall comply with the following regulations to the satisfaction of the Development Officer in consultation with the City of Edmonton Heritage Officer:
 - (i) The Freestanding On-premises Sign shall not exceed 6.0 m² with no portion of the sign projecting beyond the property line. The maximum Height of the Sign shall be 3.0 m, including embellishments.
 - (ii) If illuminated, the Sign shall be lit from an external source. Backlit or internally illuminated fascia signs are prohibited, except where only the lettering is backlit.
 - (iii) The size, typeface, graphics, and material shall be chosen to suit the period of the building.
 - (iv) Entrance canopy or window canopies with or without signage is not permitted.
- f) Child Care Services shall be developed in accordance with Section 80 of the Edmonton Zoning Bylaw.
- g) Broadcasting and Motion Picture Studios shall



be developed such that no nuisance is created or apparent outside the Connaught Armoury building. All broadcasting equipment shall be limited to the interior of the building, or located on the roof providing the equipment is concealed by screening in a manner compatible with the architectural character of the building.

- h) All mechanical equipment, including roof mechanical units shall be concealed by screening in a manner compatible with the architectural character of the building.
- i) Access and egress to the site shall be restricted to Gateway Boulevard and 85 Avenue. There shall be no vehicular access to the adjacent laneway.
- j) Development of the site shall conform to the Alberta Building Code and the principles of Barrier Free Design.
- k) Any modification and/or alteration to the interior and exterior of the Connaught Armoury shall only be made if the work is necessary for structural reinforcement or repairs, sympathetic to the heritage character of the building, and does not change its character defining spaces and identified character-defining elements. The modification and/or alteration shall conform to the Heritage Development & Design Regulations in Section 5 of this Provision.

14467 approved by City Council on March 6, 2007 and Policy C-450A's General Guidelines for Rehabilitation; and,

- d) All modification and/or alteration shall be reviewed and approved by the Municipal Heritage Officer, in consultation with the government agency responsible for the subject site's historic designation, Alberta Community Development.

5. Heritage Development & Design Regulation

These regulations ensure that the design of structural reinforcement or repairs, and cosmetic alterations will be sympathetic to the historic and the architecturally significant facades of the Connaught Armoury. The Development Officer, in consultation with the Municipal Heritage Officer shall have regard to the following standards and guidelines when reviewing development applications:

- a) The "Standards and Guidelines for the Conservation of Historic Places in Canada" published by Parks Canada and the Minister of Alberta Community Development;
- b) The Statements of Significance for the Connaught Armoury;
- c) The City of Edmonton Designation Bylaw



Note: The following section was added by Bylaw 15174, May 11, 2009.

**(DC1) Direct Development Control Provision
Duggan House Strathcona - 10515
Saskatchewan Drive**

1. Purpose

This Provision is designed to accommodate the use and preservation of the John Joseph Duggan Residence (the House), a Municipal Historic Resource. This provision allows Professional, Financial and Office Support Services within the House, while ensuring that any future alterations or the construction of additional office space shall maintain the architectural theme prescribed by the Municipal Historic Resource designation.

2. Area of Application

This DC1 Provision shall apply to Plan I-2, Block 103, West Half of Lot 5, located at 10515 Saskatchewan Drive, Edmonton as shown on Schedule "A" attached to the Bylaw adopting this DC1 Provision.

3. Uses

- a. Professional, Financial and Office Support Services
- b. Freestanding On-premises Signs, limited to one Sign, in the Front Yard

4. Development Regulations

- a. Modifications to the exteriors of the House shall only be made in the event of necessary structural reinforcement or repairs, and shall conform to the provisions of the approved Municipal Designation Bylaw, and receive prior approval from the City of Edmonton Planning and Development Department's Heritage Officer.
- b. Modifications to the interior of the House shall maintain the architectural theme of the House, to the satisfaction of the Development Officer in consultation with the City of Edmonton Heritage Officer.
- c. Notwithstanding Clause 4(a), expansion of the

House will be limited to 50.0 m² per storey at the rear, will not exceed the height of the existing structure, and shall maintain the architectural theme of the House, to the satisfaction of the Development Officer in consultation with the City of Edmonton Heritage Officer.

- d. A loading space shall not be required.
- e. Vehicular access to the site shall be from 87 Avenue only.
- f. Vehicle and bicycle parking shall be provided in accordance with Section 54 of the Zoning Bylaw except that a minimum of two bicycle parking spaces shall be provided in any case. Any deficiencies in parking shall require a Parking Impact Assessment to be reviewed and approved by the Transportation Department and Development Officer.
- g. Landscaped Yards shall be provided in accordance with Section 55 of the Zoning Bylaw and to the satisfaction of the Development Officer in consultation with the Heritage Officer.
- h. The Freestanding On-premises Signs shall:
 - i. not exceed 1.5 m² in area, with no portion of the sign projecting beyond the property line.
 - ii. have a maximum height of 1.2 m, including embellishments and support.
 - iii. be integrated into the historical character of the House, and shall comply with the regulations to the satisfaction of the Development Officer in consultation with the City of Edmonton Heritage Officer.
- i. If for any reason the land and/or associated building lose their historical significance (i.e. the loss or deterioration of the House), the uses and regulations of the most restrictive Zone on the adjacent lands shall apply.

5. Heritage Development & Design Regulations

- a. These regulations ensure that the design of structural reinforcement or repairs, cosmetic alterations, and rear expansion will be sympathetic to the historical and



architecturally significant facades of the House. The Development Officer shall have regard to the following regulations when reviewing development applications:

- i. Any future development shall conform to the “Standards and Guidelines for the Conservation of Historic Places in Canada” published by Parks Canada.
- ii. Any development shall conform to the requirements of the City of Edmonton Designation Bylaw 13077 and Policy C-450A’s General Guidelines for Rehabilitation.
- iii. All development must be sympathetic to the original building’s architectural style, detail and materials and retain a residential appearance.
- iv. As much of the original building’s fabric and structure must be included in any development.
- v. No new development shall exceed the height of the existing structure.