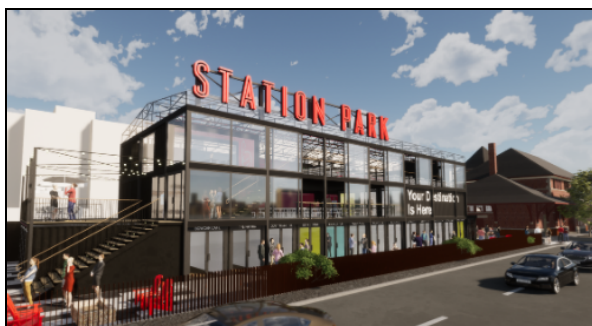




ADMINISTRATION REPORT **REZONING, PLAN AMENDMENT** CPR IRVINE

8101 - Gateway Boulevard NW

To allow for a new commercial building north of, and a new residential building south of, the historic Canadian Pacific Railway Station.



Recommendation: That Bylaw 19713 to amend the Strathcona Area Redevelopment Plan and Charter Bylaw 19714 to rezone from a (DC1) Direct Development Control Provision to a new (DC1) Direct Development Control Provision be APPROVED.

Administration is in **SUPPORT** of this application because it:

- facilitates additional commercial and residential development in support of a pedestrian oriented commercial main street,
- is consistent with all relevant heritage requirements; and
- strikes an appropriate balance between competing directions within the Strathcona Area Redevelopment Plan and The City Plan that respects the historic core of Old Strathcona and the historic Canadian Pacific Railway Station.

Report Summary

This rezoning and plan amendment application was submitted by Beljan Development on November 25, 2020. This application proposes a new (DC1) Direct Development Control Provision for the historic Canadian Pacific Railway Station that would continue the protection of the station as a designated municipal and provincial historic resource but also allow for a new commercial building north of, and a new residential building south of, the historic station.

Overall, Administration sees both new buildings as meeting the intent and objectives of the Strathcona Area Redevelopment Plan and The City Plan in expanding small scale commercial opportunities in a pedestrian oriented retail area and facilitating residential infill in the core of the City at a location well connected to transit and other alternative forms of transportation.

The proposed new residential building, being nearly 35 metres away from the historic station and not within the Provincial Historic Area, is not seen as having any tangible impact on this important historic resource. The proposed new commercial building is much closer, but the scale, design and location are intended to mitigate its impact on the historic building, maintaining enough of its prominence and visibility.

The City's Heritage Planners are satisfied that the proposed redevelopment of the lands adjacent the historic station are consistent with all relevant heritage requirements. Representatives from the Ministry of Culture, Multiculturalism and Status of Women have provided preliminary support for the proposal; however, formal Ministerial approval will be required prior to the issuance of a Development Permit.

The Application

1. BYLAW 19713 to amend the Strathcona Area Redevelopment Plan to amend two policies and two figures.

Whyte Avenue Land Use Policy 9 states that "Non-accessory surface parking lots shall not be allowed". With the Open Option Parking changes approved in June 2020, the Zoning Bylaw no longer distinguishes between "Accessory" and "Non-accessory" vehicular parking.

The proposed amendment instead requires any surface parking lot to be 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 at locations where active at-grade frontage are required by the plan.

At all other locations, surface parking lots would need to be 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.

Whyte Avenue Built Form Policy 7 requires the maintenance of key horizontal and prominent views to heritage buildings. A low rise commercial building proposed by

Charter Bylaw 19714 would block one such view of the historic Canadian Pacific Railway Station and so an amendment is proposed to allow for this development.

Figure 7 (Land Use) and Figure 8 (Height Strategy) would also be amended to reflect a taller residential building also proposed through Charter Bylaw 19714.

2. CHARTER BYLAW 19714 to rezone from a (DC1) Direct Development Control Provision to a new (DC1) Direct Development Control Provision. The proposed DC1 Provision will continue the protection of the historic Canadian Pacific Railway Station (Area B of the proposed DC1 Provision) as a designated municipal and provincial historic resource but also allow for:
 - Development of an 11 metre (approximately 3 storey) commercial development north of the historic station (Area A of the proposed DC1 Provision); and
 - Development of a 28 metre (approximately 7-8 storey) residential building south of the historic station with surface parking retained at ground level and up to 125 dwellings above (Area C of the proposed DC1 Provision).

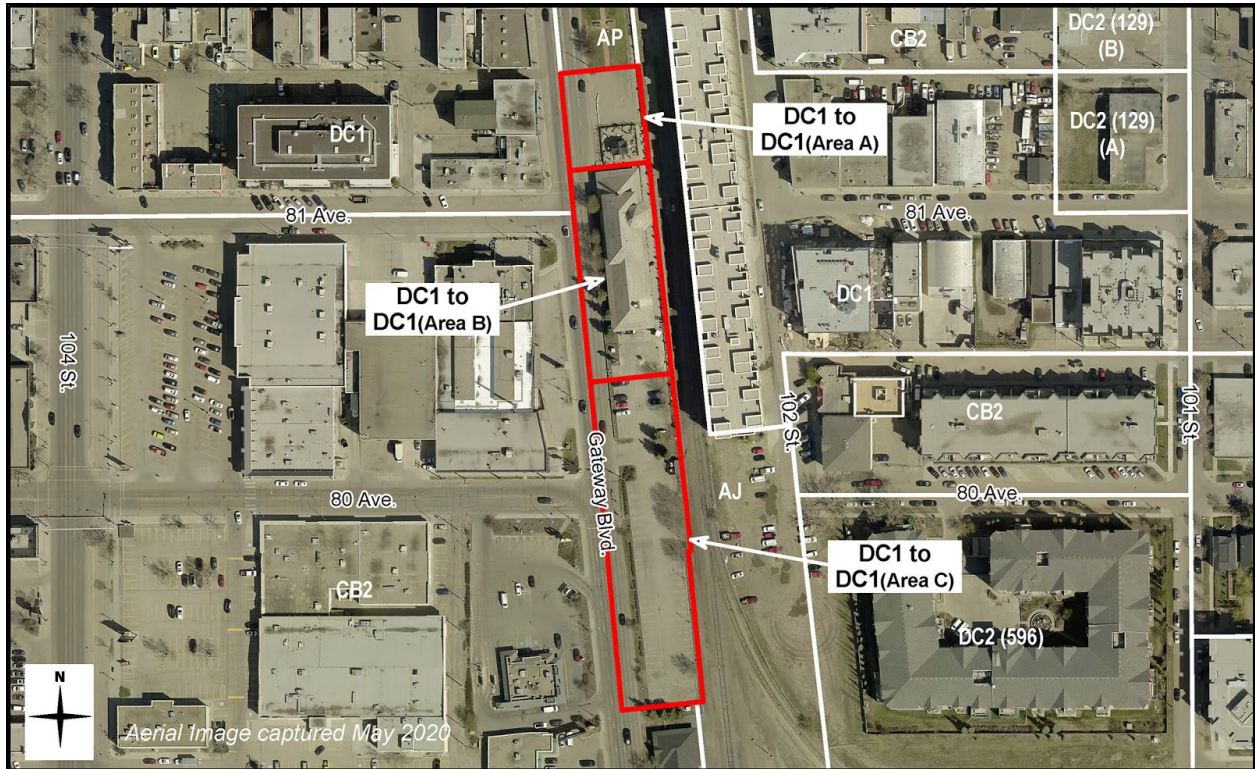
During the processing of this application, the City was also considering an associated proposal from the same developer to remove Municipal Reserve designation from the city park site to the north of this rezoning area (10245 - 82 Avenue NW). The intent behind this request was to allow for temporary commercial expansion, landscaping improvements and additional programming opportunities for the park site. Based on this proposal, Administration has initiated an Expression of Interest to the general public to accommodate a temporary lease agreement with the intent to activate this park site. Should removal of Municipal Reserve move forward, Administration will bring forward a separate report for Council's consideration. The proposed rezoning and plan amendment are not dependent on any changes to the park site, have been reviewed on their own merits and, if approved, could be implemented with the park site staying exactly the same as it is now.

Site and Surrounding Area

The site is on the east side of Gateway Boulevard NW, generally located between 79 Avenue NW and the lane south of 82 (Whyte) Avenue NW as shown on the aerial view image provided. It is well connected to the pedestrian commercial shopping area of Old Strathcona, various transit connections along 82 (Whyte) Avenue NW and Gateway Boulevard NW and bike routes along Calgary Trail NW and 83 Avenue NW.

The portion of the site including the historic Canadian Pacific Railway Station and the land to the north is also within the Old Strathcona Provincial Historic Area, recognizing one of Alberta's most significant early communities. The heritage value of this area is due to its representation of the pre-World War One commercial and social development in Edmonton and it possesses a high degree of architectural richness and integrity of its historic buildings.

Completed in 1908, the Canadian Pacific Railway Station is significant for its association with early railway development in Alberta and for its Classical and Renaissance Revival Architecture. The building is designated as both a Provincial Historic Resource and Municipal Historic Resource. The designation applies to both the building and the lands upon which it is located.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> (DC1) Direct Development Control Provision (CPR Station) 	<ul style="list-style-type: none"> Vacant land Nightclub - CPR Station Surface parking and servicing for Nightclub
CONTEXT		
North	<ul style="list-style-type: none"> (AP) Public Parks Zone 	<ul style="list-style-type: none"> Unnamed City Park
East	<ul style="list-style-type: none"> (AJ) Alternative Jurisdiction Zone (DC1) Direct Development Control Provision (West Ritchie) (CB2) General Business Zone (DC2.596) Site Specific Development Control Provision 	<ul style="list-style-type: none"> CPR rail line and railyard 1 - 2 storey commercial buildings 4 storey residential buildings
South	<ul style="list-style-type: none"> (CB2) General Business Zone (AJ) Alternative Jurisdiction Zone 	<ul style="list-style-type: none"> Current CPR building, rail line and railyard
West	<ul style="list-style-type: none"> (DC1) Direct Development Control Provision (Historical Commercial) (CB2) General Business Zone 	<ul style="list-style-type: none"> 1 - 2 storey commercial buildings



VIEW OF SITE LOOKING SOUTHWEST SHOWING PROPOSED LOCATION OF NEW COMMERCIAL BUILDING



VIEW OF SITE LOOKING NORTHEAST SHOWING HISTORIC CANADIAN PACIFIC RAILWAY STATION

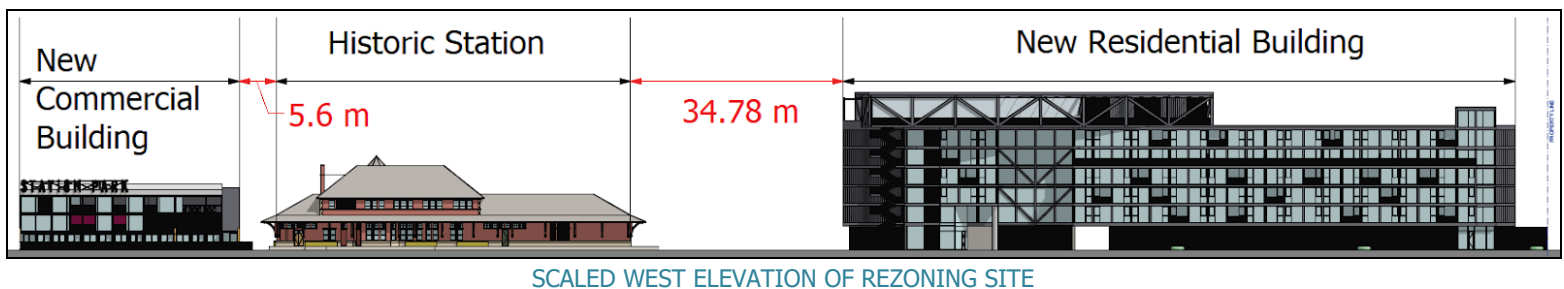


VIEW OF SITE LOOKING NORTH SHOWING PROPOSED LOCATION OF NEW RESIDENTIAL BUILDING

Planning Analysis

This application proposes two new buildings that are both very different in nature and within very different contexts. As such, the built form and land use compatibility of each will be explored below separately but they will be discussed together relative to applicable policy and guidelines documents. With the station being a designated historic resource, in addition to the building having to be preserved, the two proposed new buildings on the same site as the historic station must also conform with The Standards & Guidelines for the Conservation of Historic Places in Canada (hereafter referenced as "The Standards & Guidelines"). This requirement will be referenced throughout the analysis below as a primary consideration in evaluating this application.

While both buildings must conform to the Standards & Guidelines, more emphasis in this regard has been placed on the proposed new commercial building due to its close proximity to the historic station compared to the proposed new residential building which is nearly 35 metres away. The scaled elevation of the entire site below shows the location and size of the proposed buildings relative to the historic station.



AREA A - NEW COMMERCIAL BUILDING

When reviewed in isolation, this is a relatively small new commercial building measuring approximately 30 metres in length, by 13 metres in depth and 11 metres in height. This scale is typical for commercial buildings in this area, both within and outside of the historic core. The proposed uses are also consistent with those found in the area. However, the proposed location and design of the building are considered equally important factors as scale because of the close proximity to the existing historic station. The current DC1 Provision for the historic station specifically states that:

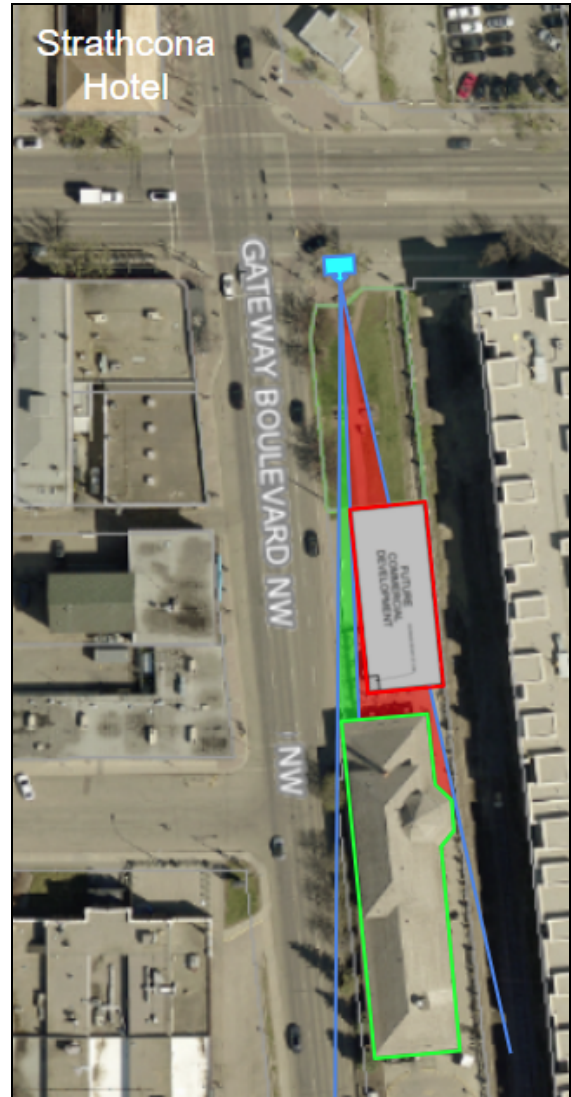
"Development shall not encroach upon the concrete pad to the north of the patio, excepting its redevelopment with landscaping, to the satisfaction of the Development Officer."

One of the reasons for this zoning restriction was to protect the existing historic station from being crowded by new development or having views of it from the north be obstructed, however the historic designation bylaw itself does not contain this limitation. The proposed DC1 Provision requires a 5.6 metre buffer between the new building and the historic station, which is enough space for the buildings to read as clearly separated, but is still fairly close. In terms of views, the location of the proposed building would obstruct views of the building from

the north, looking through the park site. The loss of the views from the north would be unfortunate, as it is one of the remaining views, from a distance, of the historic building. The most significant and prominent view of the Building was lost in 2014 with the completion of the residential building to the east of the tracks. The images below show the view from the direct north with the amount of view being obstructed by this building shown in red.



VIEW FROM NORTH - CURRENT



VIEW FROM NORTH - FUTURE

While the view from the direct north would be obstructed significantly, with a proposed 4.5 m setback from the west (increasing to 7.0 metres above the first story at the southwest corner of the building), combined with the 5.6 metre buffer, the historic station would still be seen well from the west side of Gateway Boulevard NW at 82 (Whyte) Avenue and from the Strathcona Hotel.



VIEW FROM STRATHCONA HOTEL - CURRENT



VIEW FROM STRATHCONA HOTEL - FUTURE

A full view corridor analysis is found in Appendix 1 of this report.

The Standards & Guidelines recommend against introducing a new feature in a heritage area that alters or obscures character-defining visual relationships, such as introducing a new building which interrupts a significant sight line or vista. Neither the Municipal Bylaw designating the historic station or the Provincial Statements of Significance for the station identify a significant sight line or vista as a character-defining element of the building. However, the Provincial Statement of Significance for the Old Strathcona Provincial Historic Area identifies the spatial relationship between the station and the area's commercial district as well as sight lines to "significant contributing resource elements" as character-defining elements. While it is one of the few remaining unobscured views of the station, from a heritage perspective the sight lines from directly north of the site, which terminate on a secondary elevation of the historic station where the form and massing of the building isn't apparent, generally wouldn't be considered a character-defining sight line or vista. The most significant remaining visual relationship for the building are the sight lines from the intersection of

Gateway Boulevard NW and 82 (Whyte) Avenue NW, which maintain the visual connection between the station and Old Strathcona's historic commercial district, and particularly the Strathcona Hotel which served as a stopping off point for many travelers arriving by rail. From this location it is possible to observe the form, scale and massing of the historic building and allows it to be read as a former train station.

Building Design

As the current zoning limits development to within the existing station building, there are no current regulations about how potential new buildings should be designed on this site. The nearby Historical Commercial DC1 Provision, which applies to the historic commercial core along 82 (Whyte) Avenue, roughly between Gateway Boulevard NW and 105 Street NW, has regulations that essentially require new buildings to mimic design features of the older historic buildings. The design proposed here is modern, using sea containers as the driving force for the concept, and does not follow these expectations that new buildings at some locations nearby would. The site is within the Provincial Historic Area and while this designation does not carry with it any specific direction for new building design, it elevates the need for the new building to be carefully considered relative to the The Standards & Guidelines.

The Standards and Guidelines generally require that new construction related to a historic place be physically and visually compatible, subordinate and distinguishable from the historic place. Further, new construction should be built in a manner that preserves the physical form and integrity of the historic place such that it will not be impacted if the new work is removed in the future. In this context, the modern design and small scale actually help ensure the new building is subordinate and distinguishable from the historic station, especially given the relatively close proximity.

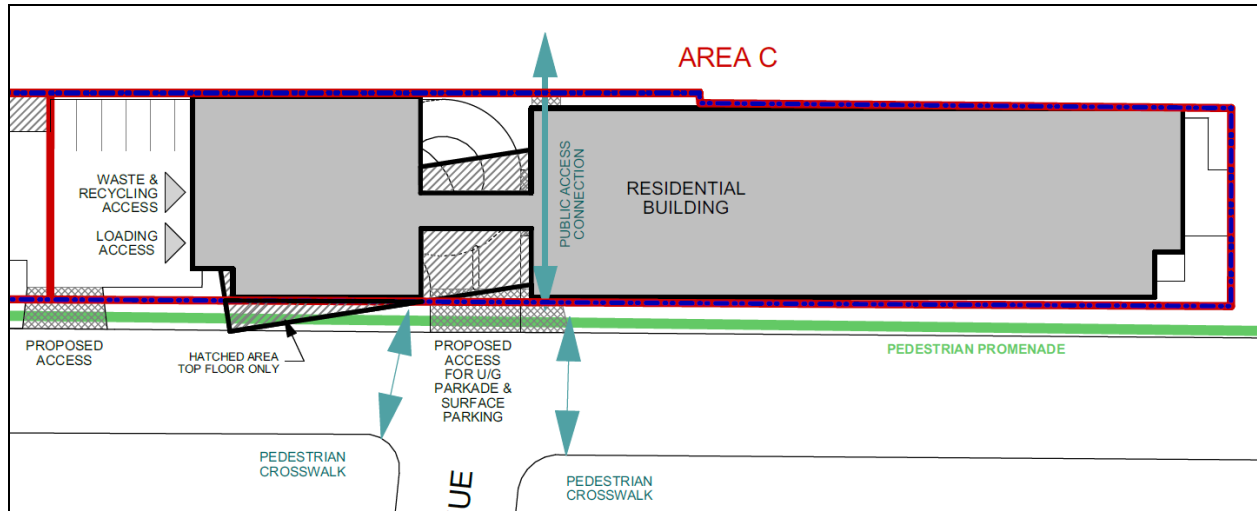
While the location of this new building will have impacts on the views and interface with the historic building, careful attention was given to ensuring this new building would be compatible with the historic station in terms of design, scale and siting.

AREA C - NEW RESIDENTIAL BUILDING

Building Design and Massing

The proposed new residential building is nearly 35 meters to the south of the historic station building and also not within the Provincial Historic Area. As such, it is not seen as having any tangible impact on the historic station building in terms of views or crowding in the same manner that the proposed new commercial building does north of the historic station.

At 28 metres tall, this building is considered a mid-rise building of approximately 7 to 8 storeys. In total, it is approximately 100 metres long but mostly broken into two main masses. One portion north of 80 Avenue NW is approximately 20 metres long and one portion south of 80 Avenue NW is approximately 60 metres long with the two portions attached by a narrow multi-level pedway style connection. The site plan attached to the proposed DC1 Provision below shows this shape of the residential building.



PORTION OF APPENDIX 1 OF THE PROPOSED DC1 PROVISION SHOWING THE SHAPE OF THE BUILDING IN AREA C

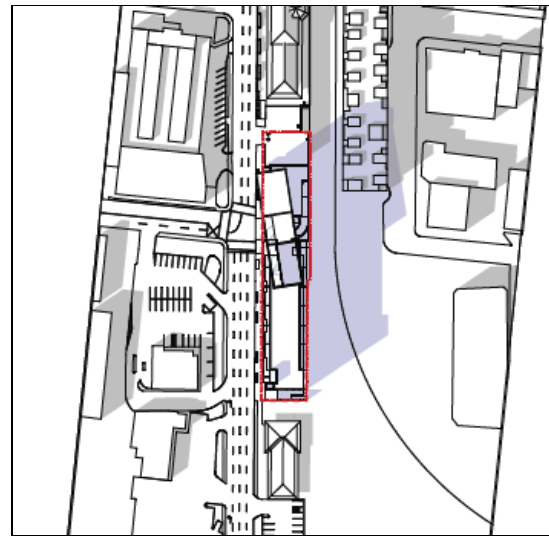
While this is a long building for this height, Administration does not see any concerns with this because of its specific location. There are no sensitive land uses nearby with the longer portion of the building being across from an auto-oriented drive-through restaurant and associated surface parking lot to the west across Gateway Boulevard NW, and a 4 storey residential building over 60 metres away to the east on the other side of the rail yard. A piece of the smaller portion of the building north of 80 Avenue NW is directly across from the long, narrow 4 storey residential building directly on the east side of the tracks, but this is still approximately 12 metres away.

It is recognized that between the existing long, narrow building directly on the east side of the tracks and this proposed long, narrow building on the west side, there is effectively a continuous wall of residential development from 82 (Whyte) Avenue NW south to 79 Avenue NW, a distance of approximately 280 metres. It would have been preferable to have the existing long, narrow building on the east side of the tracks be divided into two buildings to maintain the view corridor of the historic station down 81 Avenue NW from West Ritchie. Nevertheless, Administration does not see any similar benefit in requiring the proposed new building to be divided fully into two separate buildings and sees the significant break-up of the building into two distinct portions at 80 Avenue NW as being sufficient.

A sun shadow study was reviewed with this application because of the height and scale of this proposed building. As it is a long building oriented north-south, it creates significant shadow impacts on the adjacent lands to the east and west either in the morning or evening (but not both). Fortunately, the surrounding lands close to the site include the wide right-of-way of Gateway Boulevard NW with surface parking to the west and the railyard to the east. Using the equinoxes as a reference, the only residential building that would experience any significant shadow impact from the proposed building is the existing, long narrow residential building directly to the east of the tracks. There, some shadow impacts are expected in the late afternoon and evening. To the north, at midday, the shadow of the new building would just touch the southern edge of the historic station due to it being approximately 35 metres away, and would not come close to reaching the pedestrian commercial shopping street of Whyte Avenue NW.



MARCH/SEPTEMBER 21, 3PM



MARCH/SEPTEMBER 21, 5PM

A full sun shadow study is found in Appendix 2 of this report.

The new residential building to the south is not seen as having any notable impact on the view of the station given it is 35 metres away and with the slight northwest angle of Gateway Boulevard NW, it will still be very easily seen from well south on Gateway Boulevard NW. As well, the south view is not considered a key prominent view and is not representative of the connection between the historic station building and the commercial core of Old Strathcona.

Public Realm Interface

At ground level, the majority of the new proposed residential building, except for a small portion just north of 80 Avenue NW contains enclosed surface parking. Because of the narrow shape of the site, there is not room to provide both the parking and either residential or commercial uses with active frontages facing Gateway Boulevard NW. The applicant has indicated that maintaining roughly the same amount of surface parking on the site is necessary for the current tenant of the historic station building. In order to ensure as positive an interface as possible between the parking area and Gateway Boulevard NW, the proposed DC1 Provision contains a requirement that the surface parking be screened along Gateway Boulevard NW using visually interesting architectural elements such as changes in texture, material variety, screens, artistic or stylized glass, which disguises the surface parking lot to create a visually pleasing façade. In the event that the tenant of the historic station building changes and/or parking needs change, the proposed DC1 Provision also requires the building to be constructed in such a way that it could be fully enclosed and converted to active commercial uses in the future.

The proposed DC1 Provision also includes requirements to contribute towards the construction of a pedestrian connection along the east side of Gateway Boulevard NW in collaboration with the City's Gateway Boulevard Reconstruction and Rehabilitation Project (see details in the Transportation Technical Review section later in this report). Between the developer and the

City, the intent is to construct a high quality boulevard similar to what is seen along 82 (Whyte) Avenue using both City land and private land and also sharing the costs.

STRATHCONA AREA REDEVELOPMENT PLAN

Character Districts & Height

This site is within the Whyte Avenue Commercial Area of the Strathcona Area Redevelopment Plan (ARP). The Whyte Avenue Commercial Area was comprehensively updated in February 2020 to implement recommendations from the plan Whyte Land Use Study. 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. Generally speaking, this application contributes well to this intent by providing additional, small scale commercial space and providing the opportunity for more people to live in the area.

The Whyte Avenue Commercial Area is further divided into three Character Districts as shown below in an excerpt from Figure 6 of the Plan with the rezoning site outlined in yellow.



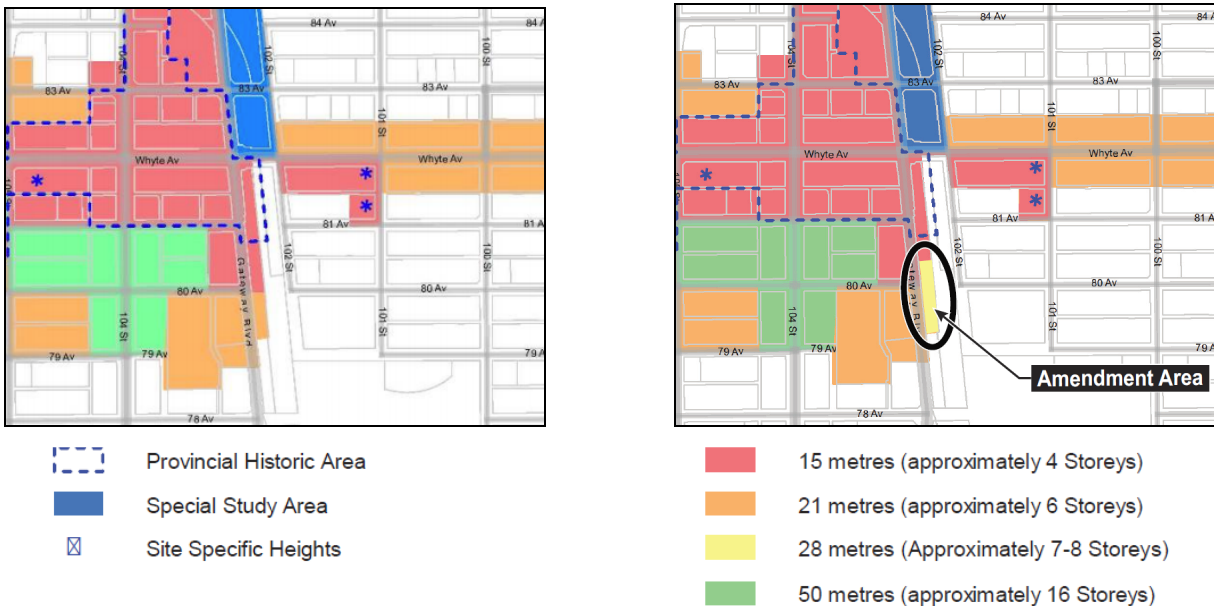
EXCERPT FROM FIGURE 6: CHARACTER DISTRICTS

Importantly, this site straddles both the Heritage Character District and the Urbanization District with the proposed new commercial building in the Heritage Character District and the proposed new residential building in the Urbanization District. The Heritage Character District focuses on

the preservation of existing and future historic resources and accommodating development which is complementary to the area’s history and heritage. Policies centre around requiring active frontages at ground level to support a high quality pedestrian environment, requiring a high quality, low-rise built form, and ensuring new development respects, complements and/or is compatible with the architectural and development styles of the commercial area. In all respects, the proposed new commercial building fits well within this framework for the Heritage Character District.

The Urbanization District is for taller buildings that have a high quality design, materiality, and support a pedestrian-oriented streetscape to accommodate growth on underused parcels and to support surrounding community and business needs. While taller buildings are generally seen as appropriate here, the Height Strategy (Figure 8) of the ARP shows a maximum of 15 metres north of 80 Avenue NW and 21 metres south of 80 Avenue NW. Currently, the next highest category of the strategy is 50 metres, a significant jump. This application proposes to amend the Height Strategy to allow for 28 metres on the site of the proposed new residential building.

Administration considers this is an appropriate height for this location, given the lack of sensitive uses and buildings immediately adjacent to it. This height still ensures the building follows other key policies for taller buildings, such as not casting shadows on the north sidewalk of Whyte Avenue at solar noon, between the spring and autumn equinoxes (March 21 to September 21). More broadly speaking, the current strategy of only having 3 different heights and with a large gap between 21 metres and 50 metres doesn’t allow consideration for sites where some extra height could be accommodated while still not being a full tower form, but there is no good reason to have to stay below 6 storeys, like this one.



EXCERPTS FROM CURRENT AND PROPOSED FIGURE 8: HEIGHT STRATEGY

Heritage Views

The ARP requires that key horizontal and prominent views of heritage buildings are maintained. As mentioned earlier, the proposed new commercial building would result in a loss of the view from the direct north. As such, this application proposes to amend the policy of the plan in this regard. Another loss of a view to this heritage building is unfortunate; however, Administration believes that this has been appropriately balanced with the benefits of the new commercial building. The new building conforms with The Standards & Guidelines for the Conservation of Historic Places in Canada, the City's Heritage Planners believe it meets all relevant heritage requirements, and representatives from the provincial Ministry of Culture, Multiculturalism and Status of Women have provided preliminary support. Administration believes the site specific analysis that led to these conclusions take precedence over the broad ARP policy, and therefore support this amendment.

Active Frontages & Parking

The ARP directs that the portion of this site from the park site south to 80 Avenue NW contain "Active At-Grade Frontages" where buildings are designed to promote a high degree of visual and physical interaction at ground level. The proposed new commercial building does this well with commercial uses at ground level facing west onto an enhanced, wide public realm. The portion of the new residential building north of 80 Avenue NW also contains an active frontage at ground level. South of 80 Avenue NW, there is no ARP requirement for this and the proposed new residential building is not currently designed that way with surface parking and screening, however, as mentioned earlier, the DC1 Provision also requires the building to be constructed in such a way that it could be fully enclosed and converted to active commercial uses in the future.

The ARP also directs that "Non-accessory surface parking lots shall not be allowed." With the Open Option Parking changes approved in June 2020, the Zoning Bylaw no longer distinguishes between "Accessory" and "Non-accessory" vehicular parking. However, the intent of this policy is to ensure that surface parking lots do not take up valuable land at places where high pedestrian traffic is anticipated and would be better suited for interactive buildings. As such, there is a proposed amendment with this application that instead requires any surface parking lot to be 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 at locations where Active At-Grade Frontage are required by the plan.

At all other locations, such as on this site south of 80 Avenue NW, surface parking lots are expected to be 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. Administration believes this amendment updates the ARP policy to reflect Open Option Parking while ensuring the intent to limit surface parking lots in the area is maintained.

THE CITY PLAN

The City Plan is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next

several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential dwellings are intended to be created at infill locations, focusing on key nodes and corridors.

Both Gateway Boulevard NW and 82 (Whyte) Avenue NW are identified as Primary Corridors. As defined by The City Plan, a Primary Corridor is a prominent urban street designed for living, working and moving. They serve as destinations, but also provide critical connections between nodes, throughout the city and beyond. A primary corridor includes a wide range of activities supported by mixed-use development and mass transit.

Important to note is that The City Plan, as a city-wide document, does not detail the variety of contexts within which different Primary Corridors exist. But, as an overall guide, it states that the desired overall density along a Primary Corridor is a minimum of 150 people and/or jobs per hectare with the typical massing/form being mostly mid-rise with some high-rise. When applying this guidance to this location very near the historic core of Old Strathcona, it is recognized that the recently amended Height Strategy in the Strathcona Area Redevelopment Plan should be heavily considered. As such, although the nearby intersection of Whyte Avenue NW and Gateway Boulevard NW is the intersection of two Primary Corridors, it is not appropriate for high rise development relative to the area-specific analysis carried out recently through the Plan Whyte Land Use Study which led to the recently approved Height Strategy in the ARP. Moreover, The City Plan also includes policies to promote Edmonton's history and encourage a sense of local identity by preserving and enhancing heritage.

Administration believes the two buildings proposed by this application are each an appropriate, balanced response to both The City Plan direction for focusing development at key nodes and corridors and respecting the historical significance of the Old Strathcona area.

EDMONTON DESIGN COMMITTEE (EDC)

This application was reviewed by the EDC on February 2, 2021 and the committee provided a letter supporting the project but with the following recommendations:

- The public realm interface between the development and Gateway Boulevard prioritize the pedestrian use of the space;
- The concurrent rehabilitation of Gateway Boulevard focus on complete street development and is reflective of the existing policy direction set within the City Plan, Plan Whyte, Strathcona Junction Area Redevelopment Plan and Strathcona Area Redevelopment Plan; and
- The proposed development regulations include more refinement of key urban design elements that address the specific site location and context.

The proposed DC1 Provision requires setbacks from Gateway Boulevard in almost all places that are intended to widen the public realm, creating as much space as possible for pedestrians. The City's Gateway Boulevard Reconstruction and Rehabilitation Project is implementing the Complete Streets Design and Construction Standards as closely as possible within existing constraints and is aware of all applicable policies within the various documents referenced by

EDC. After EDC review, some regulations in the proposed DC1 Provision were revised to ensure key urban design elements were adequately addressed.

The complete EDC letter is attached as Appendix 3.

PUBLIC CONTRIBUTIONS

C582 - Developer Sponsored Affordable Housing

The proposed DC1 Provision provides the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution.

C599 - Community Amenity Contributions

A required contribution for this proposal of \$80,314.90 is required to comply with City Policy C599 Community Amenity contributions in Direct Control Provisions. The proposed DC1 Provision complies with this policy through public realm improvements along Gateway Boulevard NW in collaboration with the City's Gateway Boulevard Reconstruction and Rehabilitation Project.

Technical Review

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

TRANSPORTATION

This rezoning site is unique for this area in that there are no lanes abutting the site and all vehicle access must be from a major arterial road. This creates challenges for active modes circulation, parking, loading and waste collection that have to be adequately mitigated within the context of a constrained site. A Transportation Impact Assessment (TIA) was reviewed with this application to analyze these issues and make recommendations pertaining to access and on-site circulation.

The proposed commercial building in Area A will not have any direct vehicle access, and the existing vehicle access to it just north of 81 Avenue NW will be removed. A new service access to Gateway Boulevard NW in Area B, south of the historic station building, will accommodate all loading, servicing, and waste collection for the entire site. This area will also be used for short term pick-up and drop-off.

The proposed residential building in Area C will have direct vehicle access to Gateway Boulevard NW at 80 Avenue NW, creating a four-way signalized intersection. This approach will be used to access the underground parkade, surface parking, and an on-site residential pick-up and drop-off area. Secure bicycle parking will be located in the building at a rate 50 percent higher than required by the Zoning Bylaw. The existing vehicle access to the surface parking lot just north of 80 Avenue NW will be eliminated.

The new residential building in Area C also includes a potential rooftop amenity structure that may encroach on the Gateway Boulevard NW right-of-way. This will be subject to execution of an encroachment agreement to the City's satisfaction.

Gateway Boulevard Reconstruction and Rehabilitation

Rehabilitation (University Avenue NW to 80 Avenue NW) and reconstruction (80 Avenue NW to 82 Avenue NW) of Gateway Boulevard is planned for 2022, with preliminary design work currently underway. The goal of this project is to balance the future traffic demands of this corridor while ensuring the street is designed to reflect the desire for enhanced active modes facilities within the context of the Strathcona neighbourhood and Whyte Avenue commercial district. The timing of Gateway Boulevard NW planning and this rezoning application allows Administration and the applicant to work closely on achieving a more vibrant streetscape at one of the City's primary entryways.

The Gateway Boulevard Reconstruction notably includes a new sidewalk on the east side of Gateway Boulevard NW between 80 Avenue NW and 82 (Whyte) Avenue NW, where the existing condition for pedestrians is poor. The new walkway will be the primary means of pedestrian circulation across the subject site and the surrounding area. The development's required setbacks will permit an expanded public realm, with sidewalk and boulevard space exceeding four metres in critical areas. The applicant will be required to coordinate with and contribute to the City's planned streetscape improvements. They must also extend this boulevard walkway approximately 80 metres south of 80 Avenue NW to their south property line.

Other aspects of the Gateway Boulevard Reconstruction include the removal of west side on-street parking between 81 Avenue NW and 82 (Whyte) Avenue NW in order to provide a widened west sidewalk and furnishing zone. A new pedestrian signal is proposed at 81 Avenue NW, which will permit a new crossing on the south leg of the intersection.

Potential Connection of 80 Avenue NW between 102 Street NW and Gateway Boulevard NW

The Strathcona ARP suggests that a potential east-west vehicle connection at 80 Avenue NW should be explored between 102 Street NW and Gateway Boulevard NW to provide residents of West Ritchie an alternative neighbourhood exit and greater access to local businesses and services. With this application, Administration conducted traffic modelling analysis of the potential vehicle connection to determine if road right-of-way should be protected or acquired at this time. It should be noted that any construction of this connection would also require the cooperation of the adjacent railyard to the east, which is still active and in use.

Three scenarios for the potential roadway connection were considered: eastbound only, westbound only, and two-way traffic. All scenarios showed increases in shortcutting vehicle traffic through the West Ritchie area, with minimal benefit to traffic congestion along Gateway Boulevard NW or 82 (Whyte) Avenue NW. Given the marginal benefits to arterial vehicle congestion and challenges in acquiring land for this road connection, it is not recommended that a vehicle connection be pursued at this time. This analysis does not preclude consideration for any future vehicle connections south of the site as identified in the Strathcona Junction ARP, subject to a review similar to what was undertaken for 80 Avenue NW.

Whereas an east-west vehicle connection is not recommended, a pedestrian/cyclist connection aligning with 80 Avenue NW is feasible in the future. An active modes connection would provide significant benefit to area residents and visitors, and could also serve as a logical future connection for cyclists in alignment with the City's Bike Plan and existing enhanced facilities on 80 Avenue NW (west of 105 Street NW) and 100 Street NW (north of 82 Avenue NW). The applicant will be required to protect for this future active modes connection across the existing railyard through a 3.0 metre wide public access connection through their site with a 24-hour Public Access Easement. Future construction of this potential connection will require permission from the adjacent railyard.

DRAINAGE

A Drainage Servicing Report was reviewed by Administration with this application. On-site stormwater management will be required to mitigate the impacts of development that would be allowed under the proposed zone. Details of the required on-site stormwater management will be reviewed at the Development Permit stage. Otherwise, the existing drainage infrastructure in the area will be sufficient to accommodate development allowed under the proposed zone.

ENVIRONMENTAL

Both Phase I and Phase II Environmental Site Assessments were reviewed with this application. These reports show that there are no known environmental issues that would affect the proposed use of the subject property.

WATER SERVICING

There is a deficiency in on-street hydrant spacing (distance between fire hydrants) adjacent to the property. City of Edmonton Standards requires hydrant spacing of 90 metres for this type of zoning. Hydrant spacing is adequate north of 81 Avenue NW, approximately 125 metres south of 81 Avenue NW and approximately 115 metres south of 80 Avenue NW.

The applicant is required to construct two hydrants on the west side of Gateway Boulevard NW; one south of 81 Avenue NW and one south of 80 Avenue NW. The required upgrades could potentially be reduced through a review of Edmonton Fire Rescue Services at the Development Permit stage when more specific building drawings and materials are known. All upgrades of the water infrastructure will be at the developer's expense.

Community Engagement

Engagement activities for this application also served as an opportunity to provide feedback on the proposal from the same applicant to remove the Municipal Reserve designation for the park site north of this rezoning area. The information in the table below is what was received regarding the rezoning and plan amendment and does not include feedback about the potential removal of the Municipal Reserve designation. However, the "What We Heard" Public Engagement Report attached as Appendix 4 to this report contains feedback on both aspects.

<p>ADVANCE NOTICE & ENGAGED EDMONTON WEBPAGE Notice: February 9, 2021 Webpage: February 16 - March 5, 2021</p>	<p>https://engaged.edmonton.ca/stationflats</p> <ul style="list-style-type: none"> ● Aware: 319 ● Informed: 55 ● Engaged: 30 ● Support: 3 ● Neutral/Mixed: 4 ● Unclear/Questions Only: 10 ● Opposed: 13 ● Common topics included: <ul style="list-style-type: none"> ○ Building Massing and Height ○ Building Design ○ Pedestrian and bike connections ○ Impact on historic station ○ Vehicle congestion ○ Shadows, wind, air quality impacts ● See Appendix 4 for a full "What We Heard" Public Engagement Report
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Both the Strathcona Community League and Old Strathcona Business Association provided letters of formal position with regards to this rezoning. The Community League was opposed to the rezoning while the Business Association was supportive of it.

The Community League mainly cited concerns related to the proposal of the new residential building in Area C pointing out that the long, narrow site is an awkward location for a building of this scale. Reference was made to the negative impacts of the long, narrow residential building just east of the tracks, including how it obstructed a key view of the historic station. They were also concerned with transportation related issues such as the location of, and access to, the parking and loading areas as well as wayfinding to/from these locations. They expressed a desire for a stronger connection across the site at 80 Avenue NW than the 3 metre active mode easement required by the proposed DC1 Provision.

The Business Association saw both new buildings proposed by the rezoning as strengthening the perception and reality of safety, improving the public realm, activating under-utilized spaces, supporting a balanced business mix and attracting new small businesses, as well as fostering a healthy and thriving business community. They also expressed the desire to enhance the 3 metre connection through the site and for the City to work to complete that connection to 102 Street NW, believing this link to be crucial to future development and connectivity in the area.

The Community League also expressed concern with regards to what was perceived as a limited engagement process undertaken by the City, and that they didn't have enough information to fully inform their opinion. Administration has been exploring new methods of engagement over the past year in response to public health restrictions due to the COVID-19 pandemic. Every effort is made to ensure information is as accessible as possible and there are opportunities for the public to provide feedback. Still, based on the feedback provided from the Community League, Administration has identified further improvements and adjustments that will be

implemented in the future. As well, Administration has committed to ensuring the Community League has any additional information they felt they were missing about this application ahead of the Public Hearing.

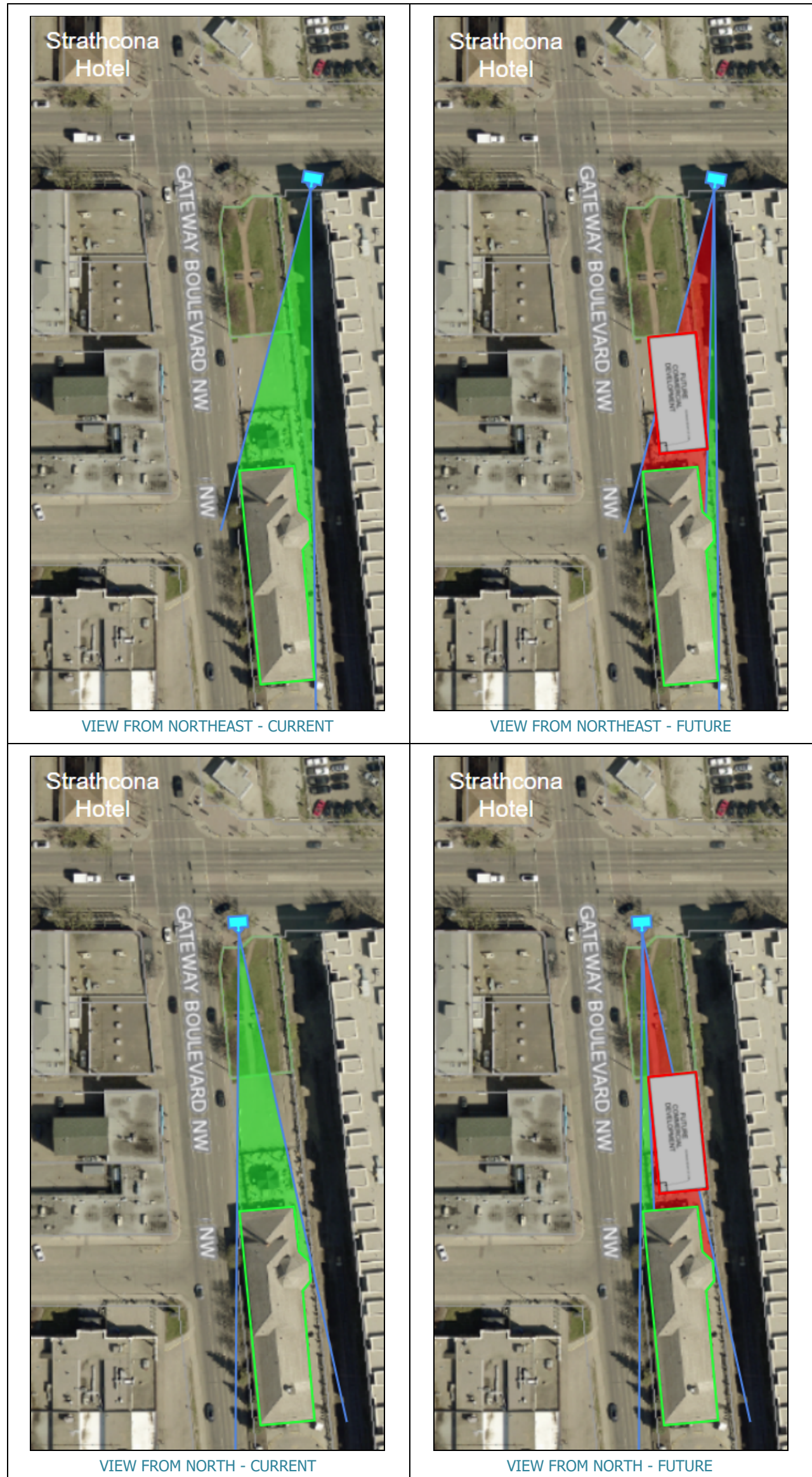
Conclusion

Administration recommends that City Council **APPROVE** this application.

APPENDICES

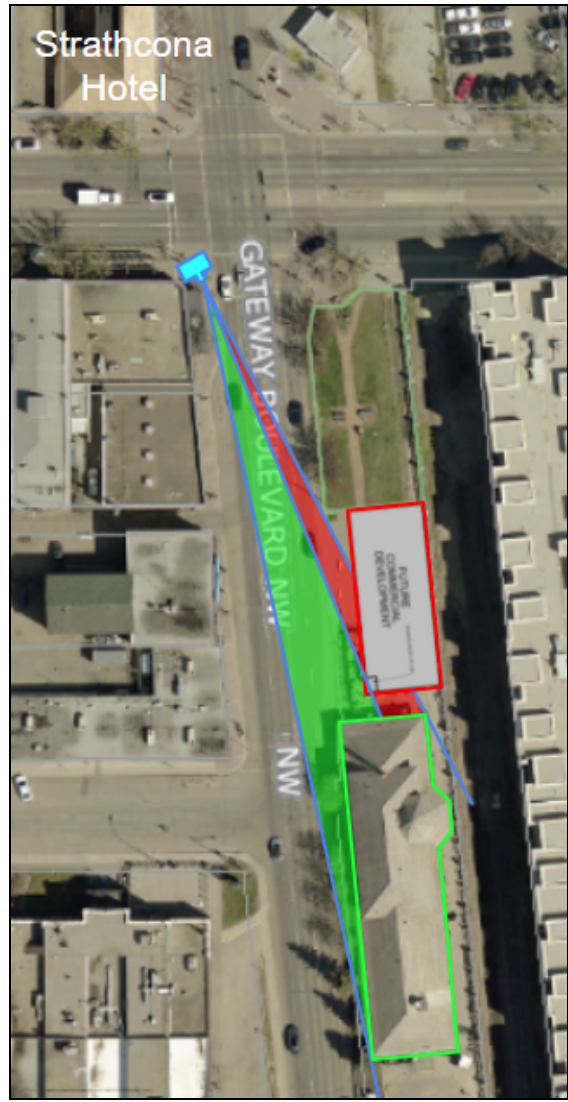
- 1 View Corridor Analysis
- 2 Sun Shadow Study
- 3 Edmonton Design Committee Letter
- 4 "What We Heard" Public Engagement Report
- 5 Application Summary

VIEW CORRIDOR ANALYSIS





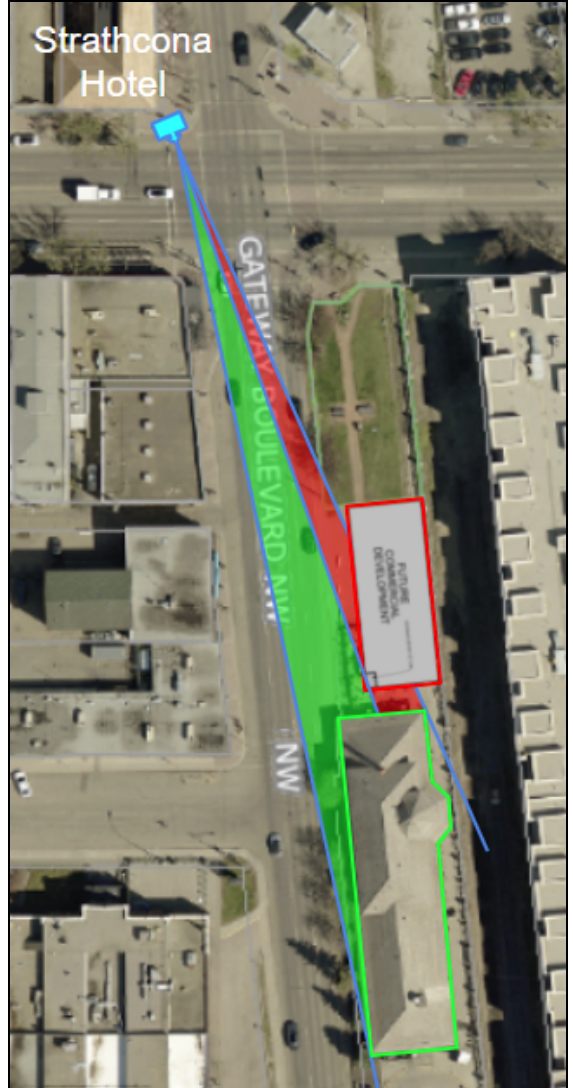
VIEW FROM NORTHWEST - CURRENT



VIEW FROM NORTHWEST - FUTURE



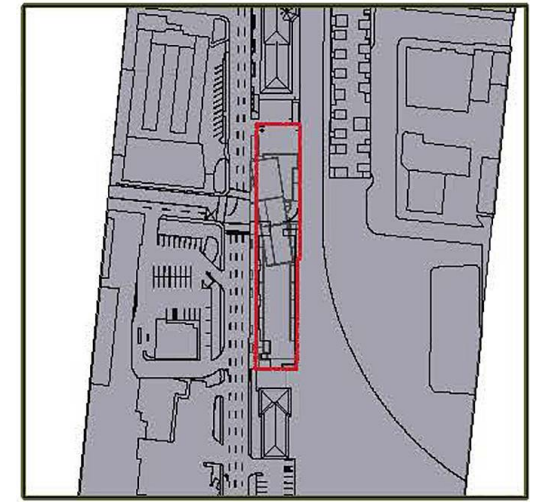
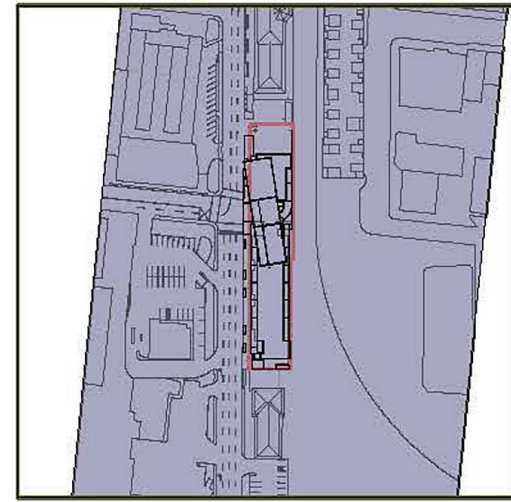
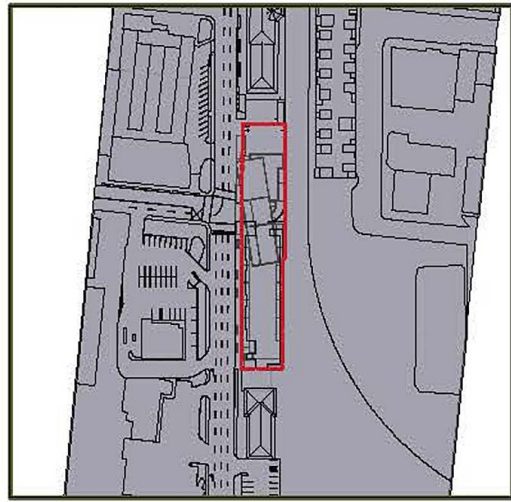
VIEW FROM STRATHCONA HOTEL - CURRENT



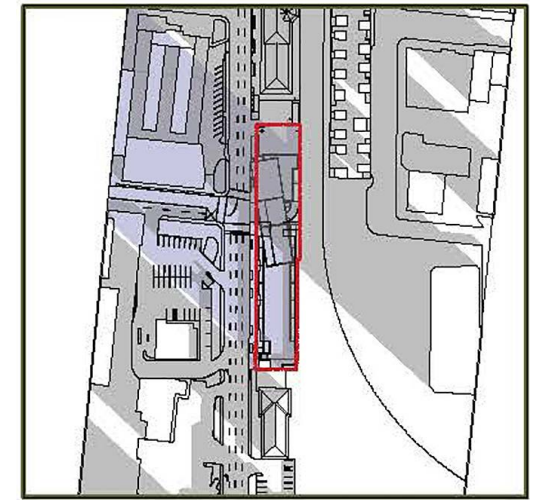
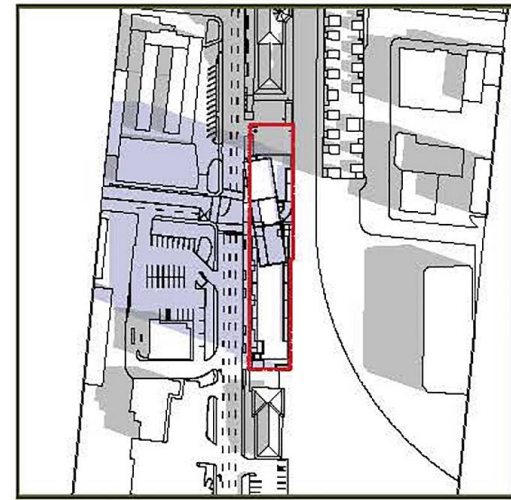
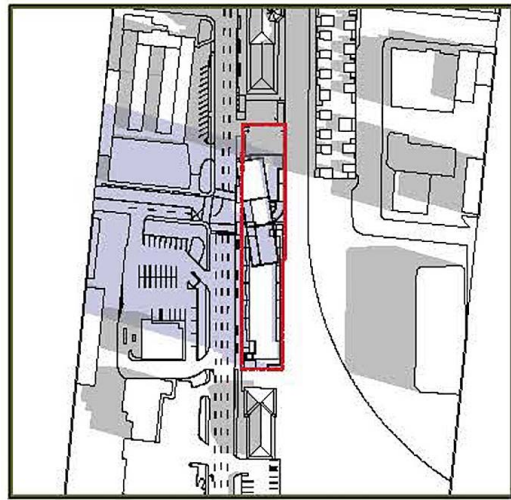
VIEW FROM STRATHCONA HOTEL - FUTURE

SUN SHADOW STUDY

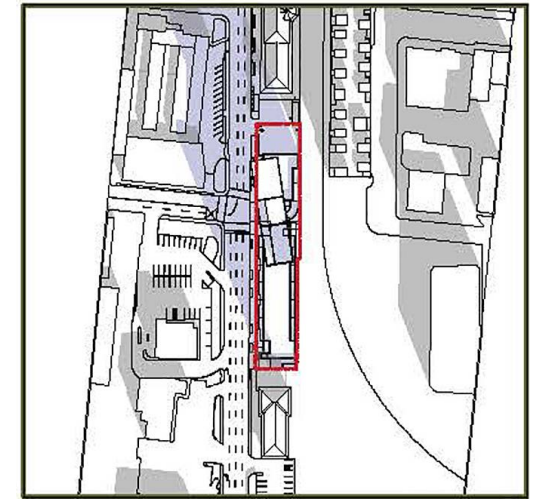
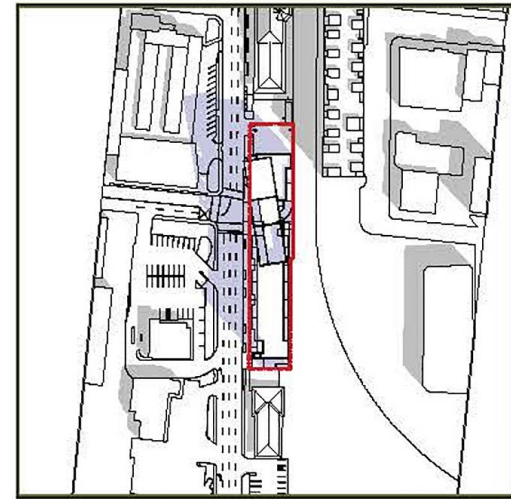
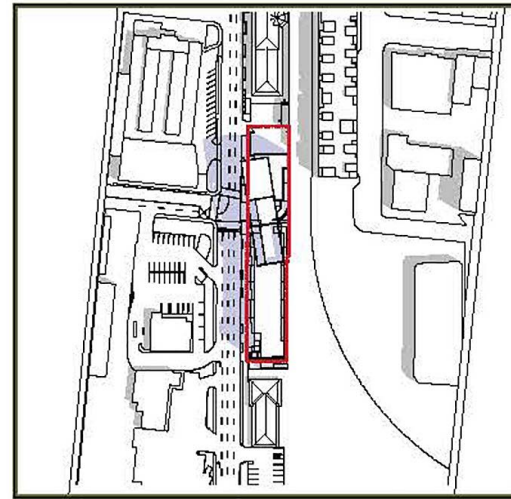
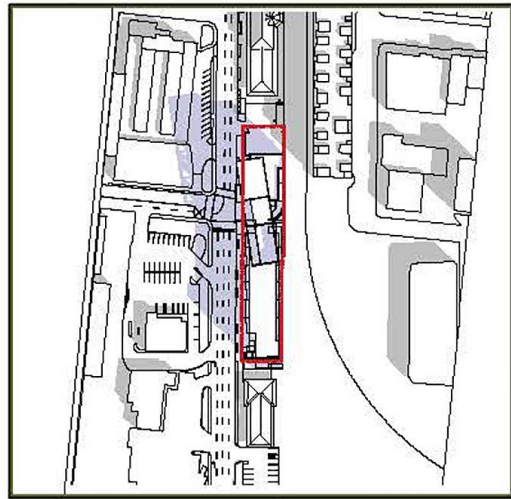
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MARCH 21

JUNE 21

SEPTEMBER 21

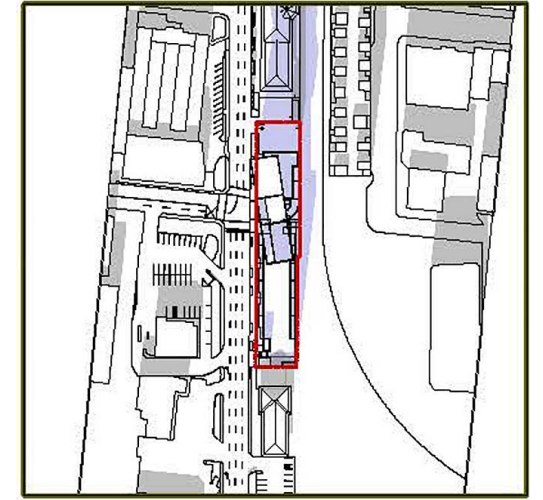
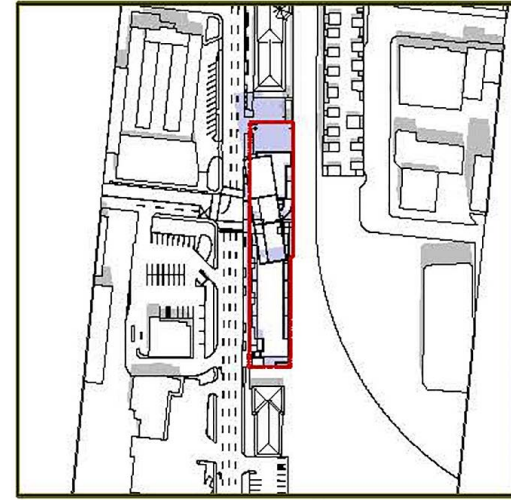
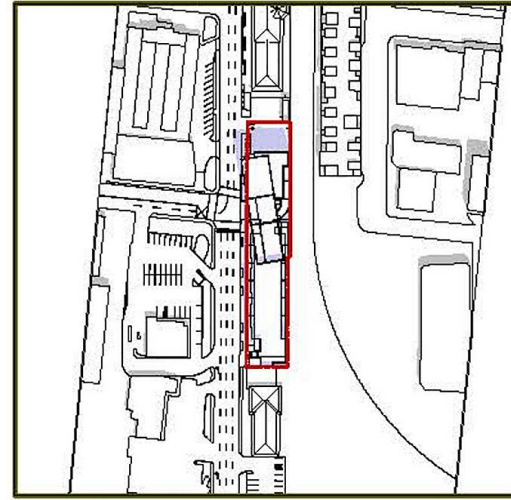
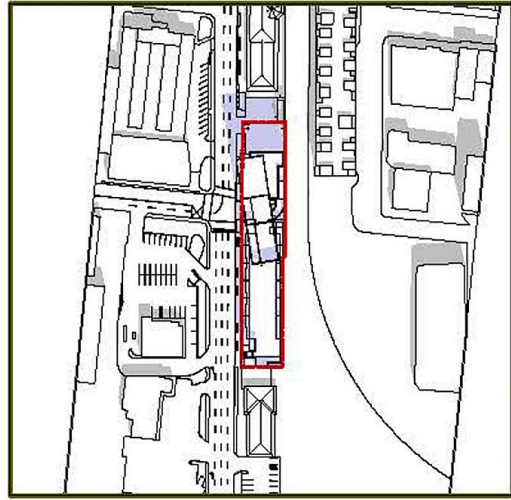
DECEMBER 21

 Rezoning Shadows

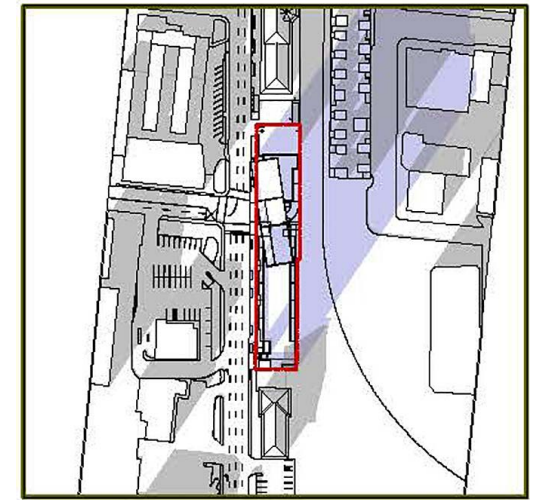
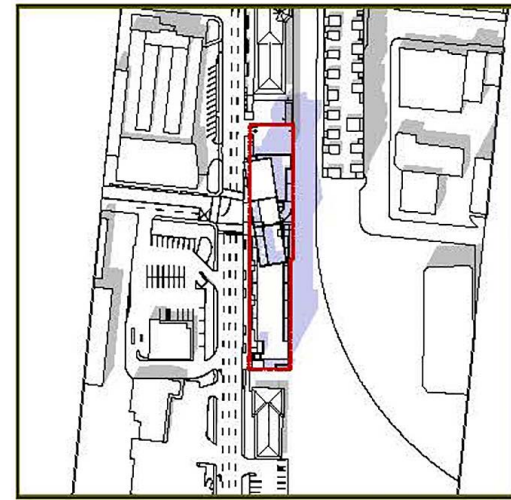
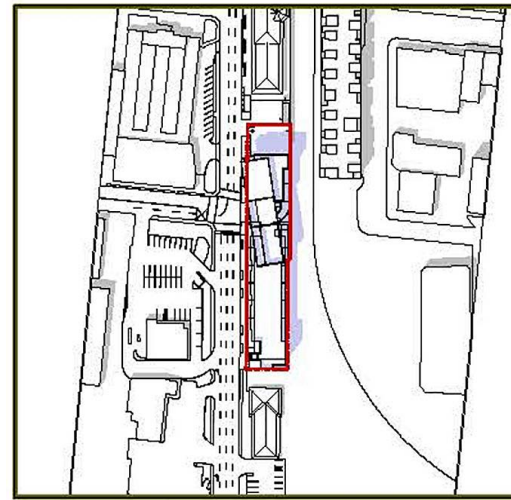
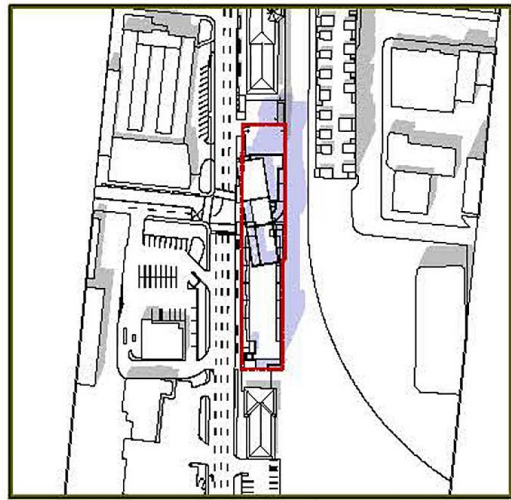
 Rezoning Site

SUN SHADOW STUDY

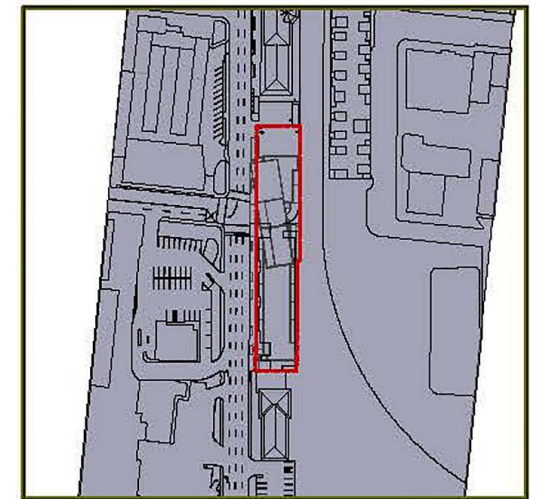
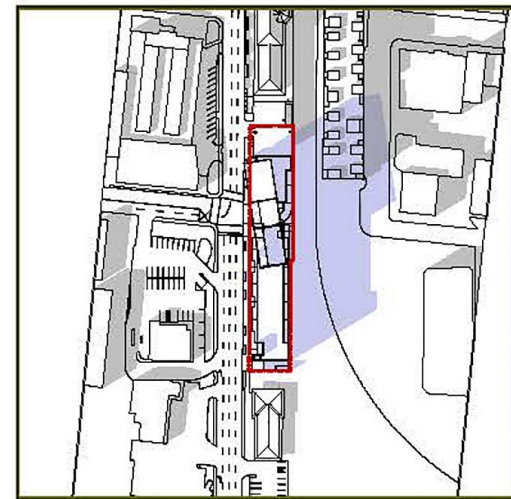
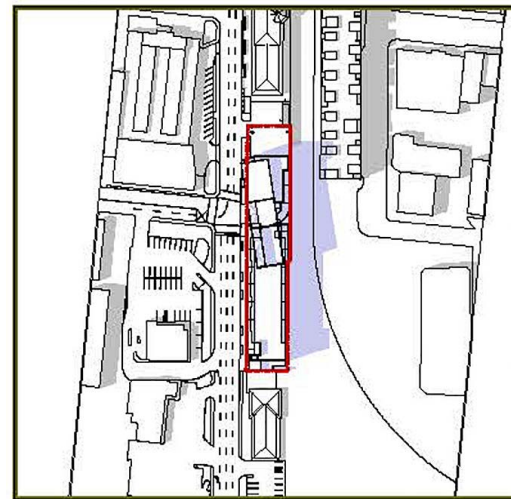
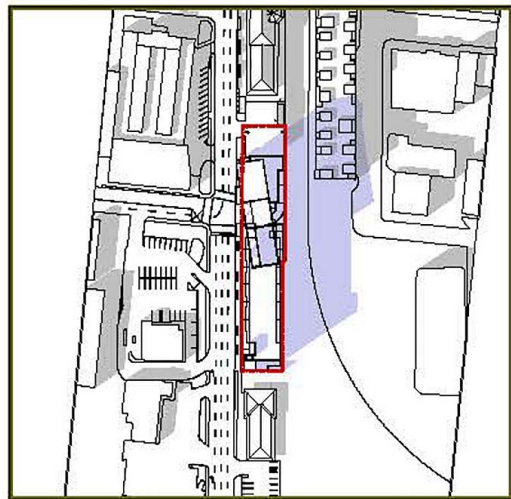
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MARCH 21

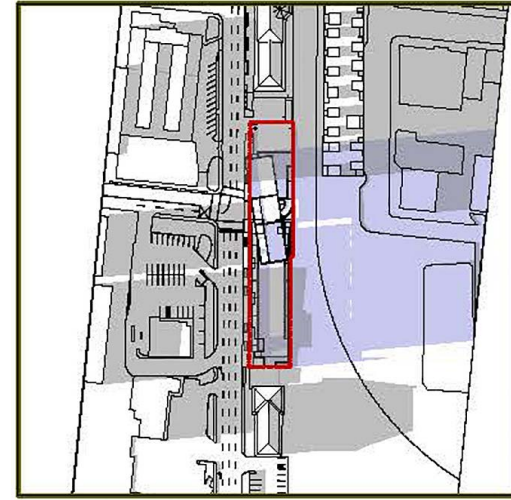
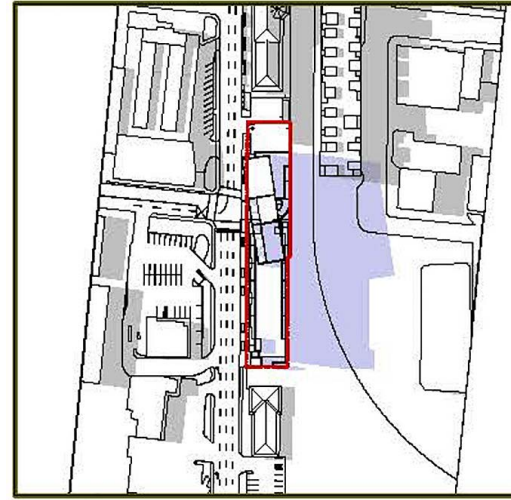
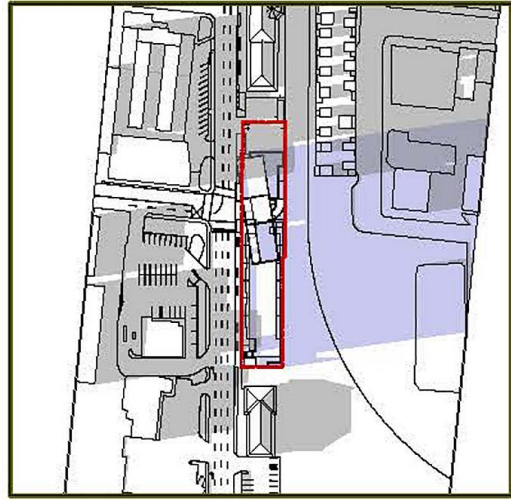
JUNE 21

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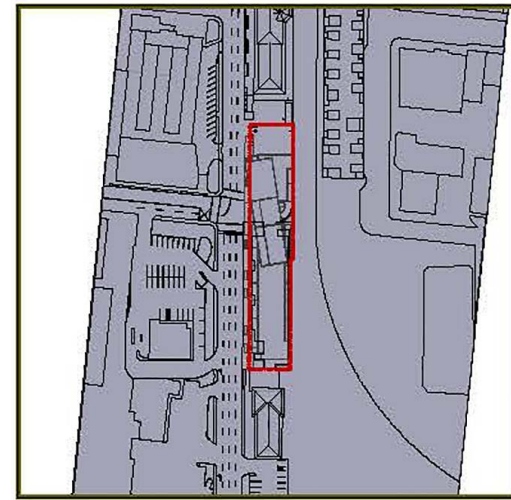
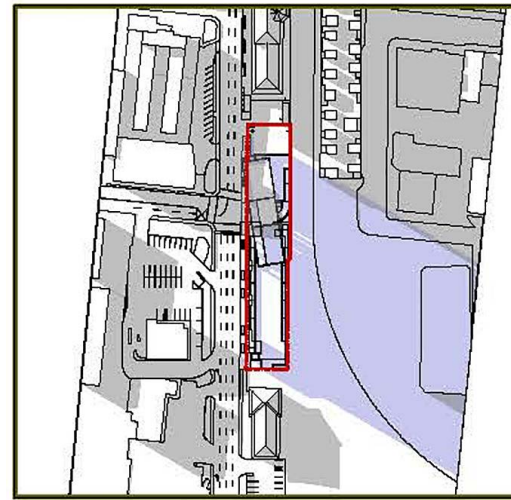
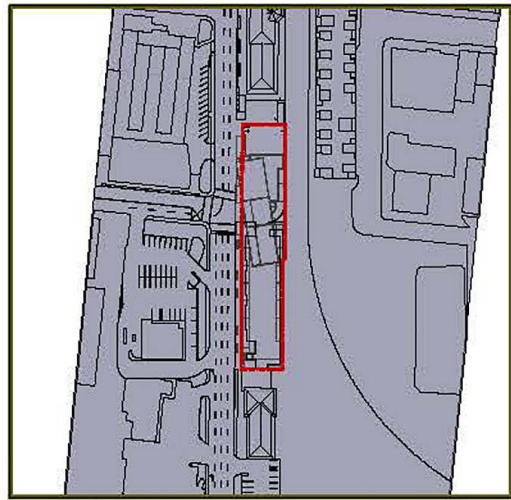
DECEMBER 21

SUN SHADOW STUDY

7:00PM



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MARCH 21

JUNE 21

SEPTEMBER 21

 Rezoning Shadows

 Rezoning Site



EDMONTON ♦ DESIGN ♦ COMMITTEE

February 4, 2021

Kim Petrin, Branch Manager
Development Services, Urban Form and Corporate Strategic Development
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Ms Petrin:

Re: **Station Flats DC1 (Rezoning)**
Chris Dulaba - Beljan Development

As determined by the Edmonton Design Committee at the meeting on February 2, 2021, I am pleased to pass on the Committee's recommendation **of support for** the Station Flats DC1 project submitted by Beljan Development.

While the Committee supports this project, it is noted that the site is situated at a major gateway to the City, first and foremost to the historical precinct. As such, this project provides a greater opportunity to implement a broader framework that will allow the area to develop in a more pedestrian friendly environment and focus.

In supporting the project the Committee recommends to Administration:

- **The public realm interface between the development and Gateway Boulevard prioritize the pedestrian use of the space**
- **The concurrent rehabilitation of Gateway Boulevard focus on complete street development and is reflective of the existing policy direction set within the City Plan, Plan Whyte, Strathcona Junction Area Redevelopment Plan and Strathcona Area Redevelopment Plan**
- **The proposed development regulations include more refinement of key urban design elements that address the specific site location and context**

You will notice that a copy of this letter is also being sent to the applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

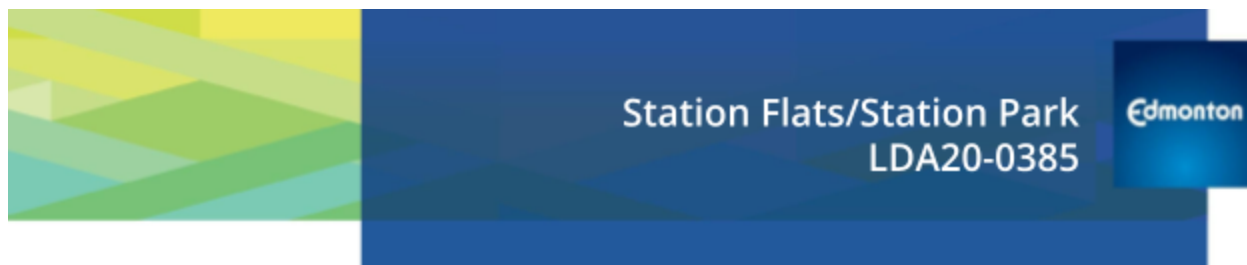
Edmonton Design Committee



Janice Mills
PEng MEng LEED® AP
EDC Chair

JM/ps

- c. Chris Dulaba - Beljan Development
Andrew McLellan - City of Edmonton
Holly Mikkelsen - City of Edmonton
Edmonton Design Committee



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA20-0385 - Station Flats/Station Park

PROJECT ADDRESS: 8101 - Gateway Boulevard NW & 10245 - 82 Avenue NW

- PROJECT DESCRIPTION:**
- Rezoning of 8101 - Gateway Boulevard NW from DC1 to DC1 to continue to protect the historic CP Train Station as a designated municipal and provincial historic resource, but also allow new development north and south of it.
 - Amendment to the Strathcona Area Redevelopment Plan to better reflect Open Option Parking, amend the height strategy, and designate the land proposed for a new residential development as being “Residential”.
 - Municipal Reserve Removal from the park site at 10245 - 82 Avenue NW to allow the expansion, on a temporary basis, of commercial development from the train station site northward.

ENGAGEMENT Online engagement webpage - Engaged Edmonton:

FORMAT: <https://engaged.edmonton.ca/stationflats>

ENGAGEMENT DATES: February 16 - March 5, 2021

- NUMBER OF VISITORS:**
- Engaged: 30
 - Informed: 55
 - Aware: 319

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes feedback gathered through the online engagement web page on the Engaged Edmonton platform from February 16 - March 5, 2021. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have done.

The feedback is summarized into two parts. The first for the rezoning and plan amendment component, and the second for the proposed Municipal Reserve removal component. While it is expected that all three components will be decided upon by City Council at the same Public Hearing. The proposed Municipal Reserve removal will be decided upon separately from the rezoning and plan amendment.

Input from Edmontonians on the rezoning and plan amendment components will be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council if and when the proposed rezoning and plan amendment goes to a future City Council Public Hearing for a decision.

Input from Edmontonians on the proposed Municipal Reserve removal will be used to ensure the City's analysis of the application is as complete as possible. It will also inform City Administration's consideration for the removal of the Municipal Reserve designation from this site. Feedback will also be summarized in the report to City Council if and when the proposed Municipal Reserve removal goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor and included in the report to City Council if and when this application proceeds forward to a Public Hearing for their consideration.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included two videos, written text and documents available for download. Two tools were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD - Rezoning & Plan Amendment

Support: 3

Neutral/Mixed: 4

Unclear/Questions Only: 10

Opposed: 13

WHAT WE HEARD - Municipal Reserve Removal

Support: 2

Neutral/Mixed: 2

Unclear/Questions Only: 12

Opposed: 14

Comments - Rezoning & Plan Amendment

General/Other

- Adding more commercial spaces in this area makes no sense with all the existing vacancies, especially in historic buildings which we want to see used and maintained (x3).
- Good project to improve the area/underutilized site (x2).
- Development should consider/incorporate the unused CP railway land (x2).
- Want railyard converted to parks and open space.
- Should make the entire area park with trees.
- Need more trees from 78 Avenue to Whyte Avenue.
- Will bring much needed vibrancy and density to an otherwise difficult location.
- Overall a good idea.
- Would cut off views of Old Strathcona from West Ritchie.

- Want other recently approved projects to go ahead first before this one.
- Need a good plan for drainage servicing and flood mitigation.
- Developer doesn't understand the community by going against the plan.
- Good to see plans to increase density.

Building Scale

- Existing, new height maximums in the ARP should be maintained and not changed so soon after approved (x5).
- Residential building too tall (x4).
- Historic train station is being crowded in. Giving the station more breathing room (more than 5 metres) with a surrounding greenspace would be preferred (x2).
- Supportive of a new building, but 4-6 storeys would be more appropriate for residential building (x2).
- 3-4 storeys more appropriate for the new residential building.
- Out of scale with historic train station - should be 3 storeys nearest station and 4-5 storeys further south.
- Building height should be the same as Strathcona Hotel.
- Height variances are minimal and reasonable.
- The buildings would overshadow the train station.
- Skyline would be disrupted by the height of this building.

Building Design

- Does not encourage foot traffic or retail at street level with surface parking/should have active retail frontages, not surface parking (x5).
- Design of the building does not match the historic character of the neighbourhood/don't like seeing a modern glass building next to a historic brick building (x4).
- Sea container style building is ugly/oppressive (x2).
- Use of sea containers as a re-use of existing materials is good.
- Don't make another long, ugly building like the one to the east of the tracks.
- Should be broken into two with heights of each meeting the existing height restrictions.
- Creative, attractive proposal.
- Concerned about safety of people in enclosed surface parking area.
- Existing concrete should be made into more green space.

Transportation

- Proposal should include a pedestrian/bike path across the tracks at 80th Avenue (x5).
- Want to see bicycle/pedestrian connections maintained/created through the current park and rezoning site from Whyte Avenue to 81 Avenue/in and around the site (x4).
- Long slab “wall” doesn’t reflect the potential extensions of the avenues into the railyard (x4).
- Need better north-south pedestrian and cycling connections down the west side of site along Gateway Boulevard (x3).
- Need better transit options so this new development doesn’t just lead to more vehicle congestion (x2).
- City should look into vehicle connection at 80th Avenue.
- Will add to traffic congestion.
- Not sure where developer will fit enough parking for the development.

Microclimate

- Not good to have residents right above a busy road in terms of air quality (x2).
- Adding tall buildings will decrease foot traffic with people not wanting to be in shadow and wind all the time.
- Long, tall building will create a shadow in the evening on West Ritchie.

Engagement/Process

- Engagement period should be longer (x2).
 - Want to see more detailed plans.
-

Comments - Municipal Reserve Removal

General

- There is already little park space in the area (x2).
- Understand hesitation on the MR removal, but on balance, I support.
- Do not want the MR designation more tenuous.
- 5 years as “temporary” is too long.
- No decisions on the park space or MR removal should be made until the Old Strathcona Public Places Plan is done.
- Should be thought of more strategically about connecting to the north side of Whyte.

Future Use of MR Site

- Want site maintained as open green space, not a paved commercial extension (x5).
- Only green space on Whyte that would be a great community hub with some improvements to amenities and connections (x5).
- Need more green space, not less, especially with this intersection being a hub for street car/gondola in the future (x3).
- Removing open space for commercial use when there is so little open space in the area is not acceptable (x2).
- Want to see the existing open space retained as is as continued use for the homeless population. Ideal with close proximity to public washrooms (x2).
- Don't mind a couple of seacan's, but not the entire space.
- Use of park space as plaza/commercial is a better use than it has currently.
- Like the idea of another plaza in the area.

Open Space/Plaza Design

- Critical that the existing trees be retained (x2).
- Don't want more paved area/concrete (x2).

Design of Temporary Buildings

- Would block view of historic train station from Whyte Avenue (x2).
- Seacan design not in context of the historical area.
- Like the idea of using container as construction material.
- Should have more seating/observation area on the top.

Questions & Answers

1. My question is about the potential implications of this proposal on future pedestrian access to the east. There has been talk about at some point facilitating pedestrian access along 80th or 81 avenue across the old rail line to the shopping district to the west of Gateway. This would be a huge improvement for residents of Scona Gardens, as many don't have vehicles, and the walk up to Whyte Avenue and south again is difficult with groceries and other goods in your arms. Would this development eliminate any possibility of pedestrian access being possible in the future and lead to further isolation of the neighbourhood to the east?

- The City recognizes the value in securing a pedestrian / cyclist connection at 80 Avenue, which was highlighted in PlanWhyte and now the Strathcona Area Redevelopment Plan.
 - The proposed DC1 Provision has a regulation requiring a minimum 3.0 m wide public access connection east to west through the rezoning site at approximately 80th Avenue in anticipation of a future connection across the tracks to 102nd Street. The more significant barrier to completing this connection to the east is the railyard, which is still in active use next to this site. Should the railyard ever become inactive or an arrangement for a crossing is made with the operator, this pedestrian and bicycle connection could then be completed.
2. How will bicycle traffic flow through the Station Park development on the current Municipal Reserve lands? Will Station Park allow for people to ride slowly through to access the crosswalk at 81 Ave? Or have a path that allows cyclists to bypass the pedestrian area?
- There are no planned infrastructure improvements specifically for bicycles being proposed as part of this project.
 - It is anticipated that the current lands with Municipal Reserve designation, if temporary development is allowed, will still have a large amount of plaza/open space as part of the temporary commercial development.
 - Edmontonians are reminded that cycling on the sidewalk is not permitted except for bikes with a 50 cm wheel diameter or less, such as kids' bikes ([more information](#)). At some locations, sidewalks may be designated as shared sidewalks and shared pathways, but that is not the case for any sidewalks currently in the vicinity of this land. If that changes in the future, look for these signs:



- The City is undertaking the [Gateway Boulevard Reconstruction and Rehabilitation project](#) immediately adjacent to the lands with Municipal Reserve designation south to 80 Avenue NW. As per the [Draft Concept Plan](#),

there is an intent to build a pedestrian connection along the east side of Gateway Boulevard. It is yet to be determined if this connection will be designed to accommodate other modes of travel as well.

3. Where are the pedestrian / cycling / transit connections as part of Area B? With the heavy traffic zipping by, perhaps a multi-use path would be appropriate on the East side of the development. Or--if we'd like to have it on the west side of the development--the city could propose a road diet here and turn one of the traffic lanes into a sidewalk with a parallel bike lane and barrier of trees between the pedestrians and traffic. Truly pedestrian friendly connections all the way down to 76 Ave are sorely missing.
 - The City is undertaking the [Gateway Boulevard Reconstruction and Rehabilitation project](#) immediately adjacent to this site. As per the [Draft Concept Plan](#), there is an intent to build a pedestrian connection along the east side of Gateway Boulevard. It is yet to be determined if this connection will be designed to accommodate other modes of travel as well.
 - South of 80 Avenue NW, the proposed DC1 Provision will require the owner/developer to continue this pedestrian connection to the southern limits of their site.

4. What are the plans for the unkept and under-utilized vacant space between the Station on Whyte building and the proposed project? I am referring to the vacant CP land and unused train tracks.
 - Although the tracks currently end at approximately 81 Avenue NW, the entire rail right-of-way is still under the jurisdiction of the railway and/or the Province of Alberta.
 - The portion of the right-of-way that contains tracks, as well as the railyard further south, is still active and in use.
 - Due to the current ownership and nearby rail operations, the City does not have any plans for this space.

5. Why would you ever add a chunky glass mini-tower right between historic brick buildings?

- Though no decisions have yet been made by the City on whether to support this application or not, guidance in this regard is being taken from [The Standards & Guidelines for the Conservation of Historic Places in Canada](#).
 - As per these Standards and Guidelines new development adjacent to a historic place should be distinguishable as a product of its own time, so modern materials and design are often considered acceptable.
6. If I read it correctly, the distance between the station and the sea container structure is only 5 meters. Would it be possible to see some renderings of the west elevation?
- The proposed DC1 Provision requires a 5.6 m separation distance between the existing historic train station and the new sea container commercial building.
 - There is also a requirement for a 4.5 m west setback for the sea container commercial building, increasing to 8.0 m on the south end, with the intent of ensuring the view of the historic train station from Gateway Boulevard NW is maintained. The renderings below from the applicant generally show this intent.





Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

If you have questions about this the rezoning or plan amendment component of this application please contact:

Andrew McLellan, Principal Planner
780-496-2939
andrew.mclellan@edmonton.ca

If you have questions about this the Municipal Reserve removal component of this application please contact:

Corey Churchill, Senior Planner
780-496-4843
corey.churchill@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	19713, 19714
Location:	East side of Gateway Boulevard NW between approximately 79 Avenue NW the lane south of 82 (Whyte) Avenue NW
Address:	8101 - Gateway Boulevard NW
Legal Description:	Lot 2, Block L, Plan 0521161
Site Area:	5060.7 m ²
Neighbourhood:	CPR Irvine
Notified Community Organizations:	Strathcona Community League Ritchie Community League Queen Alexandra Community League Central Area Council of Community Leagues Old Strathcona Business Association
Applicant:	Beljan Development

PLANNING FRAMEWORK

Current Zone and Overlay:	(DC1) Direct Development Control Provision with Whyte Avenue Commercial Overlay
Proposed Zone and Overlay:	(DC1) Direct Development Control Provision with Whyte Avenue Commercial Overlay
Plan in Effect:	Strathcona Area Redevelopment Plan
Historic Status:	The Canadian Pacific Railway Station on the site is both a municipal and provincial designated historic resource

Written By:	Andrew McLellan
Approved By:	Tim Ford
Branch:	Development Services
Section:	Planning Coordination