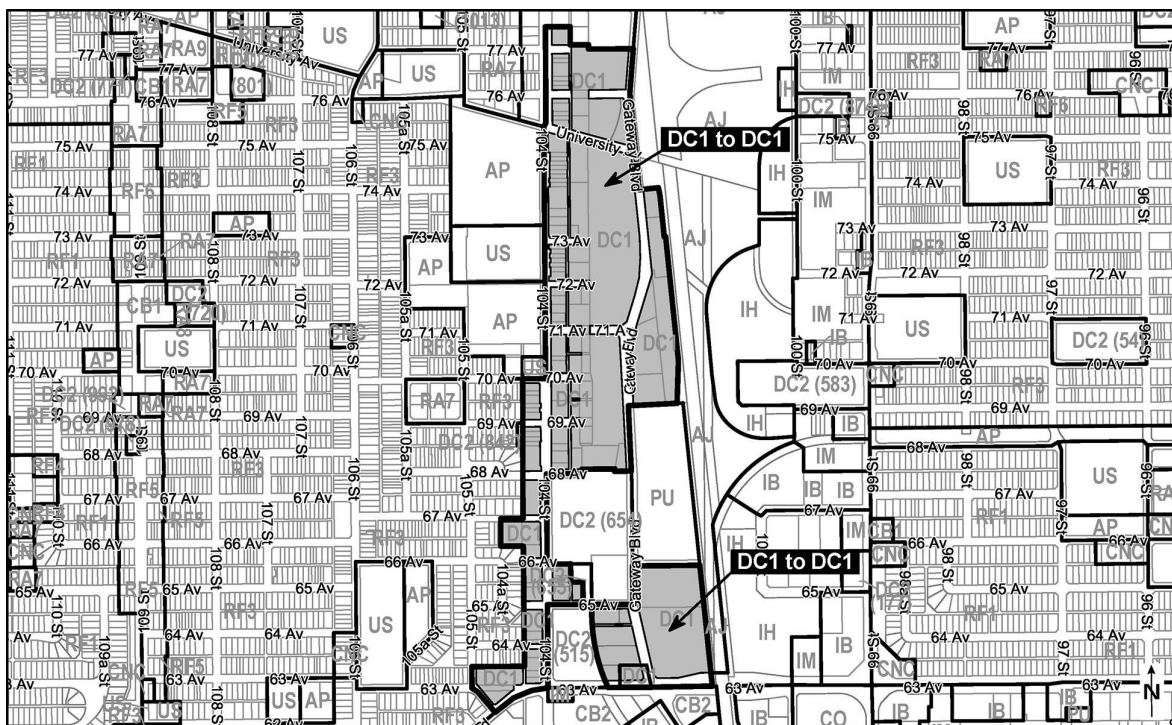




## ADMINISTRATION REPORT **REZONING** STRATHCONA JUNCTION & ALLENDALE

**10333 - University Avenue NW and the lands generally bounded by 63 Avenue NW to the South, 78 Avenue NW to the North, 105 Street NW to the West, and the CPR Irvine rail corridor to the East.**

To allow for multi-unit housing on the ground floor of a residentially converted hotel.



**Recommendation:** That Charter Bylaw 19986 to revise the existing CPR West (DC1) Direct Development Control Provision be **APPROVED**.

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

- allowing Multi-unit Housing at ground level does not change the compatibility of this use or building with the surrounding area;
- the proposed use and scale of development is in general alignment with the Strathcona Junction Area Redevelopment Plan and The City Plan; and
- the application will facilitate the full potential for a new supportive housing development to help address Edmonton's housing crisis.

## Report Summary

This application was submitted by L7 Architecture on November 26, 2021 on behalf of The Mustard Seed. This application proposes to revise the existing CPR West (DC1) Direct Development Control Provision to facilitate the full conversion of a hotel to a new supportive housing development operated by The Mustard Seed at 10333 - University Avenue NW. While the rezoning is for the entire DC1 Provision area, which includes lands in Strathcona Junction and Allendale, the only functional change proposed is for the one property at 10333 - University Avenue NW.

This proposal is in general alignment with the goals and direction of both the Strathcona Junction Area Redevelopment Plan and The City Plan by continuing the transition away from industrial uses in this area and making Edmonton more inclusive and compassionate in addressing housing needs.

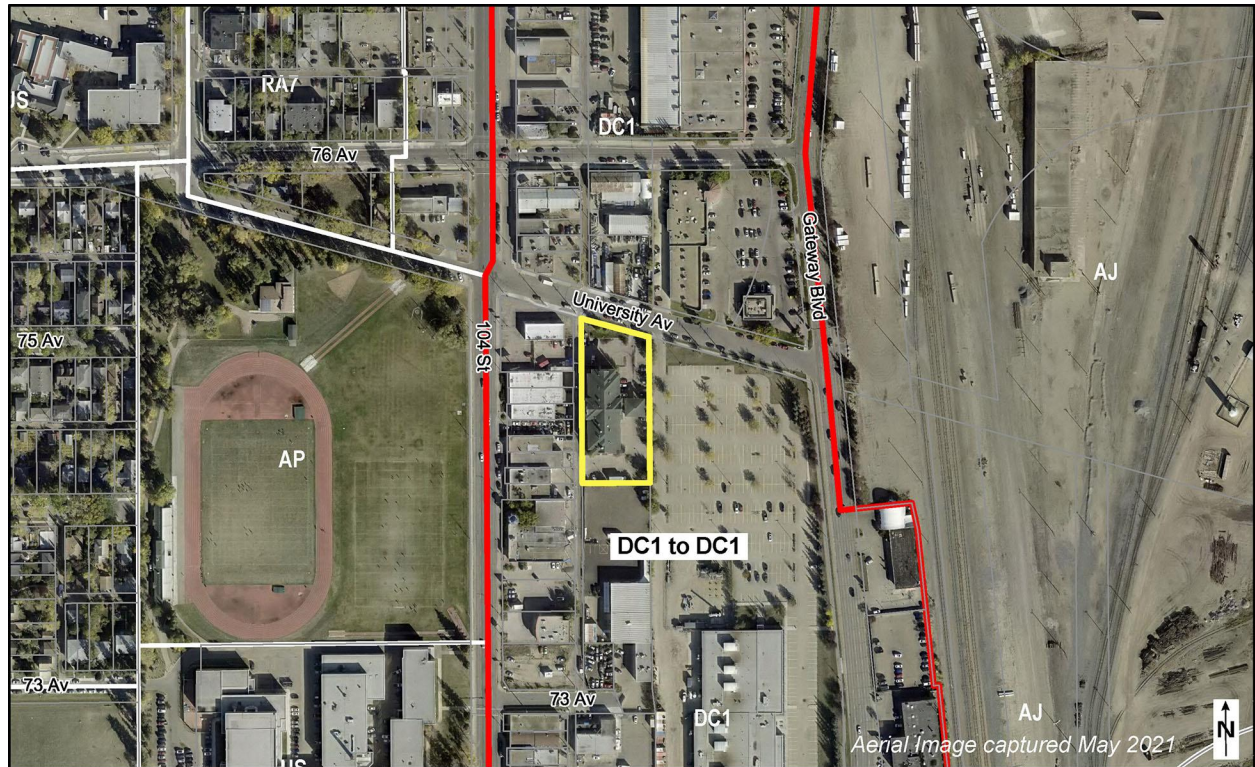
## The Application

1. CHARTER BYLAW 19986 to revise the existing CPR West (DC1) Direct Development Control Provision. The revised DC1 Provision will still provide direction for transitioning the broader area to a pedestrian-oriented, urban style commercial mixed use district, but contain a revision that only affects one property at 10333 - University Avenue NW. For this site only, in the existing building only, an exception is proposed to allow Multi-unit Housing to be developed at ground level. Currently, the zone restricts Multi-unit Housing at ground level. There will also be other administrative updates to the DC1 Provision. This application is intended to facilitate the full potential for a new supportive housing development operated by The Mustard Seed.

For the majority of the land subject to rezoning, the proposed revisions to the DC1 Provision are administrative only and do not impact development rights on the land. As such, this report will primarily focus on the one property that would have development rights change, at 10333 - University Avenue NW. A complete comparison of the existing and proposed DC1 Provisions is found in Appendix 1 of this report.

## Site and Surrounding Area

10333 - University Avenue NW is located on the south side of University Avenue NW between the arterial roadways of Gateway Boulevard NW and 104 Street NW (Calgary Trail). It is near the northern boundary of the DC1 Provision, within the Strathcona Junction neighbourhood just east of Queen Alexandra.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	CPR West (DC1) Direct Development Control Provision	4-storey Hotel
<b>CONTEXT</b>		
North	CPR West (DC1) Direct Development Control Provision	General Industrial Uses
East	CPR West (DC1) Direct Development Control Provision	Surface parking lot for NAIT
South	CPR West (DC1) Direct Development Control Provision	General Industrial Uses
West	CPR West (DC1) Direct Development Control Provision	Mixture of 1-storey Commercial Uses



VIEW LOOKING SOUTH FROM UNIVERSITY AVE NW



VIEW LOOKING WEST FROM ADJACENT PARKING LOT

## Planning Analysis

### LAND USE COMPATIBILITY

Under the existing CPR West (DC1) Direct Development Control Provision, a Development Permit has already been issued for the conversion of the upper 3 storeys of the Hotel to Multi-unit Housing with a total of 72 dwellings. If this rezoning is approved, a second Development Permit could be secured that would allow the conversion of the ground floor to Multi-unit Housing for an additional 13 dwellings; 85 total dwellings in the building. The increase from 72 to 85 dwellings that would result from approval of this rezoning does not change the compatibility of this use or building with the surrounding area.

### STRATHCONA JUNCTION AREA REDEVELOPMENT PLAN

The Strathcona Junction Area Redevelopment Plan (ARP) is intended to facilitate a transition from mainly industrial land uses toward an urban-styled, compatible mix of office, retail and industrial uses. This site is located within the future Business Area (See Appendix 2), described as “an underutilized area with opportunity to urbanize”. While the envisioned urbanization is primarily commercial, the plan allows for limited residential opportunities, generally expected to be in upper storeys of buildings with commercial uses at ground level.

This application doesn't fully follow this intent because it would allow residential uses at ground level. For this reason, the proposed wording in the DC1 Provision only applies to this one site and only in the existing building. Should the site ever be fully redeveloped, the new building would be required to have commercial uses at ground level. It is Administration's opinion that an exception is appropriate in this case because very little redevelopment/transition has occurred since the ARP was adopted and there are still many other opportunities that allow a transition more fully in accordance with the vision of the ARP. In addition, because this exception would facilitate the full conversion of the hotel to supportive housing, it would help address the pressing issue of houselessness in Edmonton with a minor tradeoff of no commercial uses at ground level in this building.

## THE CITY PLAN

The City Plan identifies Gateway Boulevard NW/104 Street NW (Calgary Trail) as a Primary Corridor as well as the nearby 76 Avenue NW as a Secondary Corridor. Within this context, The City Plan encourages a wide range of development in terms of both function and scale. As such, the proposed multi-unit housing on the ground floor of a hotel converted to residential building is supportable.

In addition, one of The City Plan's "Big City moves" to be Inclusive and Compassionate identifies the goals of having nobody in core housing need and having no chronic episodic houselessness in Edmonton. This rezoning will help work towards achieving this by facilitating the full conversion of this Hotel to supportive housing.

## Technical Review

### TRANSPORTATION

Access from the site to University Avenue NW and the lane to the northwest of the site is existing and not planned to change with this rezoning application or subsequent Development Permits. Any future modification to the accesses will require the review and approval of Subdivision and Development Coordination (Transportation).

### DRAINAGE

Permanent sanitary and storm sewer services currently exist to the subject lot within the rezoning area from existing sewer mains within University Avenue NW and may remain to service the subject lot within the rezoning area. In the case of redevelopment, sanitary and storm sewer requirements will need to be reassessed.

### EPCOR WATER

The subject lot within the rezoning area is currently serviced by connecting to the existing 200 mm water main within University Avenue NW. The depth of the site means that on-street fire protection will be unable to provide coverage over the complete site area. The already issued Development Permit for the partial conversion of the building included a Fire Access Plan that confirmed fire protection can be provided by trucks navigating on the site and there is also an on-site fire hydrant.

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

## Community Insights

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### ADVANCE NOTICE

December 21, 2021

- Number of recipients: 222
  - Number of responses in support: 2
  - Number of responses with concerns: 2
  - Common comments included:
    - Great, need more of this (x2)
-

	<ul style="list-style-type: none"> <li>o Good central south side location</li> <li>o Area already has enough problems associated with homelessness</li> <li>o This area does not have the resources that homeless people need</li> <li>o City owned facilities should be used to house homeless people</li> <li>o 13 more units above the 72 already approved would be overcrowding.</li> <li>o Focus should be on providing proper services for the 72, not expanding more units</li> <li>o This project must be developed including a safety and security plan for both the residents and the community</li> <li>o Commend the Mustard Seed for commitment to helping people</li> <li>o Engagement seems lacking (school, police, nearby businesses didn't know about this)</li> <li>o This area has seen a recent decline in police presence and resources which is concerning if there is going to be more supportive housing here</li> <li>o Not enough details were provided about the design or operation of the building in terms of staff, security, protection of women, consideration of fitness facilities/sweat lodges/healing facilities, etc.</li> <li>o Main floor should be used for training, meeting rooms, confectionery, for the residents etc. not more units.</li> <li>o Transit service is not great in the area and most residents won't drive, so they will be isolated.</li> <li>o Concerned about the selection of people to live here with respect to proximity to the school.</li> </ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"> <li>• <a href="https://edmonton.ca/industrialplanningapplications">https://edmonton.ca/industrialplanningapplications</a></li> </ul>

It is understood that all of the feedback received was related to the provision of a new supportive housing development operated by The Mustard Seed and not the actual land use change being proposed, that being the conversion of the ground floor to Multi-unit Housing for an additional 13 dwellings. That said, it should be recognized that supportive housing developments help to reduce homelessness and provide support and resources to those that might be vulnerable.

## Conclusion

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

## APPENDICES

- 1 DC1 Provision Comparison
- 2 Plan Context Map
- 3 Application Summary

## DC1 Provision Comparison

**~~Strikethrough~~:** Proposed deletion from DC1 Provision

**Underline:** Proposed additions to DC1 Provision

### (DC1) DIRECT DEVELOPMENT CONTROL PROVISION

~~(CPR WEST~~West)

#### 1. General Purpose

~~The purpose of this Provision is to~~To provide transition for the area to become a pedestrian-oriented, urban style commercial mixed use area, while respecting the character of 104 Street NW and Gateway Boulevard NW. This Provision enhances the pedestrian environment by incorporating pedestrian scaled architecture, amenities and landscaping. It allows for ~~industrial, commercial~~Industrial, Commercial and limited ~~residential uses~~Residential Uses.

#### 2. Area of Application

This Provision ~~applies~~shall apply to the properties generally located between 63 Avenue NW to the south, 78 Avenue NW to the north between 105 Street NW to the west and the CPR Irvine rail corridor to the east, as shown on ~~the Appendix 1 map of this Bylaw. Schedule “A” of the Charter Bylaw adopting this Provision, Strathcona Junction and Allendale.~~

~~The~~This DC1 ~~area~~Provision is divided into four areas as shown in Appendix 1. Area 1 is adjacent to 104 Street NW, Area 2 is adjacent to the west side of Gateway Boulevard NW, Area 3 is on the east side of Gateway Boulevard NW and Area 4 is the northwest corner of 63 Avenue NW and Gateway Boulevard NW.

#### 3. Uses

1. Animal Hospitals and Shelters
2. Auctioneering Establishments
3. Automotive and Equipment Repair Shops
4. Media Studios
5. Business Support Services
6. Cannabis Retail Sales

7. Carnivals, ~~for periods not exceeding seven consecutive days~~
8. Commercial Schools
9. Convenience Retail Stores
10. Equipment Rentals
- a. ~~Flea Markets~~
11. Fleet Services
12. Funeral, Cremation and Internment Services
13. General Retail Stores
14. Government Services
15. Greenhouses, Plant Nurseries and Garden Centres
16. Health Services
17. Household Repair Services
18. Indoor Participant Recreation Services
19. Limited Contractor Services
- b. ~~Major Alcohol Sales, only on Sites east of 104 Street~~
20. Liquor Stores
21. Major Amusement Establishments
- c. ~~Minor Alcohol Sales~~
22. Market
23. Minor Amusement Establishments
24. ~~Secondhand Stores~~
25. Natural Science Exhibits
26. Personal Service Shops
27. Private Clubs
28. Private Education Services
29. Professional, Financial and Office Support Services
30. Protective and Emergency Services
31. Recycling Depots
32. Religious Assembly ~~excluding rectories, manses, dormitories, convents, monasteries and other residential buildings~~
33. Residential Sales Centre
34. Restaurants
35. Secondhand Stores
36. Special Industrial Uses
37. Specialty Food Services
38. Spectator Entertainment Establishments
39. Veterinary Services
40. Fascia On-premises Signs
41. Minor Digital On-premises Signs
42. Projecting On-premises Signs

- 43. Roof On-premises Signs
- 44. Temporary On-premises Signs, ~~not including portable signs~~

4. **Additional Uses – Area 1**

- 1. Apartment Hotels
- d. ~~Apartment Housing~~
- 2. Bars and Neighbourhood Pubs
- 3. Child Care Services
- 4. General Industrial Uses, existing at the time of the ~~adoption~~approval of the Charter Bylaw adopting this Bylaw Provision, excluding vehicle body repair and paint shops
- 5. Hotels
- 6. Live Work ~~Units~~Unit
- 7. Motels
- 8. Multi-unit Housing
- 9. Nightclubs
- 10. Public Education Services
- 11. Public Libraries and Cultural Exhibits

5. **Additional Uses – Area 2 and Area 4**

- e. ~~Apartment Housing~~
- 1. Bars and Neighbourhood Pubs
- 2. Child Care Services
- 3. General Industrial Uses
- 4. Hotels
- 5. Motels
- 6. Multi-unit Housing
- 7. Nightclubs
- 8. Public Education Services
- 9. Public Libraries and Cultural Exhibits
- 10. Warehouse Sales
- 11. Freestanding On-premises Signs

6. **Additional Uses – Area 3**

- 1. General Industrial Uses
- 2. Nightclubs
- 3. Warehouse Sales

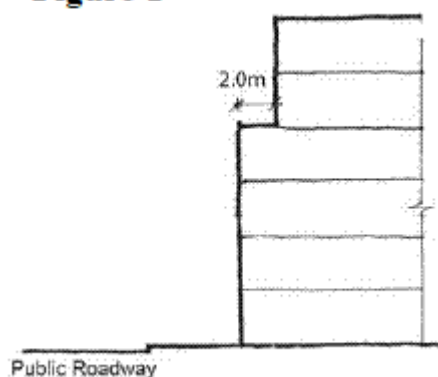
4. Freestanding On-premises Signs

7. **General Development and Design Regulations**

1. Auctioneering Establishments and Equipment Rentals shall have all goods and equipment contained within an enclosed building.
2. Cannabis Retail Sales shall be developed in accordance with Section 70 of the Zoning Bylaw.
3. Carnivals shall only be allowed for periods not exceeding seven consecutive days.
4. Liquor Stores shall only be allowed on Sites east of 104 Street NW.
5. Religious Assembly shall exclude rectories, manses, dormitories, convents, monasteries and other residential buildings.
6. Temporary On-premises Signs shall not include portable signs.
7. The overall Site development shall be in general accordance with the Strathcona Junction Area Redevelopment Plan.
8. Within the areas identified in Appendix 2 as Future Avenue, where road right-of-way has not been dedicated or a public easement has not been obtained on private property, development shall be restricted as follows:
  - a. no new buildings shall be allowed to be constructed;
  - b. temporary developments, including tents, covered enclosures and Signs shall be allowed on an interim basis; and
  - c. the width of a Future Avenue where development is restricted shall be the same width of the existing road right-of way of the avenue of which the Future Avenue is an extension, unless otherwise prescribed by Subdivision and Development Coordination (Transportation).
9. Construction of roadways within areas identified in Appendix 2 as Future Avenues shall comply with the following:
  - a. construction of roadways within the Future Avenues shall be a requirement of comprehensive developments (new buildings or major expansions) on Sites that include or that abut a Future Avenue, whether it is public road right-of-way or an easement on private property, except where a building already exists within the Future Avenue and is to be retained;
  - b. roadway construction shall include the entire area of the Future Avenue; and
  - c. construction of Future Avenue roadways shall be designed to:
    - i. allow vehicular traffic to and from Gateway Boulevard ~~and NW and~~/or connecting portions of existing avenue stubs east of 104 Street NW;
    - ii. have sidewalks on both sides with a minimum clear walking width

- of 2.0 m and mid-block crosswalks at logical locations;
    - iii. minimize the number of vehicular accesses crossing the sidewalks to the Future Avenue;
    - iv. have pedestrian-oriented street lighting;
    - v. have street trees and curbside parking on at least one side but not necessarily the same side; and
    - vi. be to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation).
- 10. At the discretion of the Development Officer in consultation with Subdivision and Development Coordination (Transportation), a Traffic and/or Parking Impact Assessment prepared by a registered Professional Engineer shall be required as part of the application for a ~~development permit~~Development Permit. Issuance of the ~~development permit~~Development Permit shall be subject to there being sufficient capacity on the adjacent roadway network, adequate access to and from the Site and where warranted a Development Agreement to construct or pay for the construction of any ~~offsite~~off-site improvements needed to accommodate the additional pedestrian and/or vehicular traffic associated with the development.
- 11. Buildings shall not exceed 14.0 m nor four Storeys in Height, except that buildings east of 104 Street NW in Area 1 and within Area 2 shall be permitted an increase in Height up to 23.0 m, not to exceed six Storeys, provided that:
  - a. any building above four Storeys is subject to a minimum 2.0 m Stepback for that portion of the building above four Storeys (see Figure 1); and

**Figure 1**



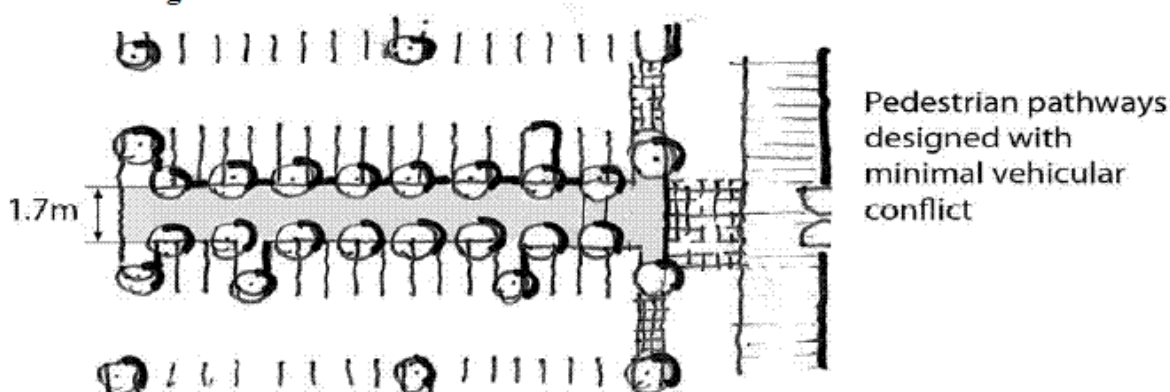
- b. massing and sun/shadow impacts are addressed to the satisfaction of the Development Officer.
- 12. The maximum Floor Area Ratio shall be:
  - a. 4.0 for office and commercial developments and mixed office, commercial

- and residential developments; and
- b. 2.0 for industrial developments.
- 13. Building entrances shall be at street level.
- 14. All buildings over one Storey in Height shall be designed to include a ~~discernable~~discernible top, middle and bottom by use of different architectural elements and treatments to break up vertical massing.
- 15. Façade treatments of new or substantially renovated buildings shall incorporate canopies, awnings or arcades, entrance features or other features to enhance pedestrian comfort and visual interest along the street.
- 16. On Corner Lots the Façade treatment shall wrap around the side of the building to provide a consistent profile facing both public roadways, and special treatments such as a corner entrance shall be considered.
- 17. Where a Hotel is to be developed, a maximum 30% of the first Storey Frontage along the public roadway shall be used for lobbies, with the remaining floor space used for Commercial Uses.
- 18. Signs shall be provided with the intent to complement a pedestrian-oriented environment. Signs shall comply with the regulations found in Schedule ~~59-E~~59E, except that:
  - a. the maximum Height of a Freestanding Sign shall be 6.0 m;
  - b. a Projecting Sign may be used to identify businesses that are located entirely at or above the second Storey level; and
  - c. the top of a Projecting Sign on a building two Storeys or higher shall not extend more than 75 cm above the floor of the second or third Storey, nor higher than the windowsill level of the second or third Storey.
- 19. The number of vehicular accesses to Sites will be minimized by means of limiting access to an adjacent ~~alley~~Lane, cross lot access or as a shared access with an adjacent land owner where possible.
- 20. Loading docks shall be fully screened from public roadways other than a Lane and from Future Avenues as identified in Appendix 2.
- 21. The following development regulations shall apply to parking:
  - i. ~~the minimum vehicular parking requirements of Section 54.2, Schedule 1 of the Zoning Bylaw shall not be exceeded by more than 10% for surface parking lots to the satisfaction of the Development Officer in consultation with Subdivision and Development Coordination (Transportation);~~
  - a. development will locate and organize vehicular parking to improve the safety and attractiveness of adjacent streets and any open spaces by:
    - i. integrating any above-ground parking structures with building design, and having commercial or other active Uses at grade~~ground level~~ facing adjacent streets, parks and open spaces;
    - ii. designing pedestrian routes within ~~surface parking lots~~Surface

Parking Lots of over 30 ~~stall~~spaces to connect building entrances, open spaces, parking spaces, public sidewalks, future transit stops and any other pedestrian destinations as illustrated in Figure 2, this shall include:

- A. a barrier-free pathway with a minimum clear width of ~~1.7m~~7 m;
- B. landscaping along both sides of the pathway;
- C. pedestrian-scale lighting to illuminate and define the route;
- D. orientation of parking spaces to minimize the number of traffic aisles that pedestrians must cross;
- E. wheel stops or other barriers to ensure vehicles do not overhang into the pedestrian pathway; and
- F. a clear division from vehicular areas;

**Figure 2**



- iii. in addition to the requirements of ~~subsection~~Section 55.4 of ~~this~~the Zoning Bylaw, ~~landscaping~~Landscaping shall be used to separate public pathways (including sidewalks) from the ~~parking lot~~Surface Parking Lot and to separate the ~~parking lot~~Surface Parking Lot from a public or internal private roadway; and
- iv. on Sites where surface parking is proposed and comprises an area of 1500 m<sup>2</sup> or greater, a concept plan shall be provided for new development applications demonstrating how a minimum Floor Area Ratio of 0.8 could be achieved through future phases of development. Such concept plans are intended to illustrate how

future densification could be accommodated without prejudicing future development, and shall not imply a commitment or obligation to such future development.

22. All mechanical equipment, including roof mechanical units, shall be concealed by screening so that the equipment is not visible from the viewpoint of a pedestrian viewing the building from any abutting public or private roadway, in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
23. Prior to the issuance of any Development Permit, the applicant shall provide proof, through a Phase 1 Environmental Impact Assessment, and, where required, subsequent environmental impact assessments, satisfactory to the Development Officer in consultation with Alberta Environment and Parks, Alberta Health Services and ~~Subdivision and Development Coordination~~ (Transportation Infrastructure Planning and Design (Engineering Services)) that the lands have been remediated or are otherwise suitable to allow the intended Uses in the following cases:
  - a. any Development Permit for a change of Use to a ~~residential~~ Residential Use, or for a change of Use that includes an accessory ~~residential~~ Residential Use, including ~~Apartment~~ Multi-unit Housing, Apartment Hotels and Live Work Units; and
  - b. at the discretion of the Development Officer, any Development Permit for a new structure or additions not covered in ~~(i) above.~~ Section 7.23(a) of this Provision (above).
24. The following regulations shall apply to ~~Apartment~~ Multi-unit Housing and Live Work Unit developments where permitted in Area 1 and Area 2:
  - ii. ~~Apartment Housing shall only be allowed above non-residential uses;~~
    - a. ~~Apartment~~ Multi-unit Housing shall only be allowed above Non-Residential Uses, except at 10333 - University Avenue NW (legally described as Lot 43, Block 41, Plan 0620356), where the building existing on the date of approval of the Charter Bylaw adopting this Provision shall be allowed to convert the entire building, including the ground level Storey, to Multi-unit Housing;
    - b. Multi-unit Housing shall not be permitted in Area 2 unless a detailed risk assessment completed to the satisfaction of the ~~City of Edmonton's City Planning Branch~~ Development Officer in consultation with Development Services (Planning Coordination) provides assurance that risk levels are acceptable;
    - c. the housing component of any mixed-use building shall be designed and sited to minimize any impacts from the commercial component of the development related to noise, traffic, circulation or loss of privacy;

- d. where ~~Apartment~~Multi-unit Housing development contains two or more Dwellings, a minimum of 7.5 m<sup>2</sup> of Amenity Area per Dwelling is required, in accordance with the provisions of Section 46 of ~~this~~the Zoning Bylaw; and
  - e. a noise study prepared by a registered professional shall be submitted with any residential Development Permit application. If the study demonstrates that exterior Façade sound levels at any edge of the Site exceed Leq 60 dBA in a 24- hour period, then any Development Permit shall include a requirement for mitigation measures that would achieve a projected interior noise level of 45 dBA.
25. Green building and Landscaping features such as geothermal heating, solar orientation, natural ventilation, green roofs, bioswales, rain gardens and permeable pavement should be considered as part of new development and conversions in order to minimize their environmental impact.
26. Public art should be considered for inclusion within publicly accessible open spaces to make the buildings and their open spaces more attractive and interesting.
- f. ~~Auctioneering Establishments and Equipment Rentals, as a Use are permitted provided that all goods and equipment are contained within an enclosed building.~~
  - g. ~~Cannabis Retail Sales shall be developed in accordance with Section 70 of the Zoning Bylaw~~
8. **Additional Development and Design Regulations – Area 1**
- 1. Each Bars and Neighbourhood Pubs Use shall be limited to 240 m<sup>2</sup> of Public Space.
  - 2. Nightclubs shall only be permitted on the east side of 104 Street NW, shall be limited to 240 m<sup>2</sup> of Public Space per Use, and shall only be permitted where the Use does not share a Site with, nor does the Site Abut, any Residential or Residential-Related Uses.
  - 3. Buildings shall be built to the front and side ~~property~~Lot lines. The Development Officer may allow building Setbacks up to 2.5 m to accommodate street related activities such as sidewalk cafes, architectural features and Landscaping that contribute to the pedestrian- oriented character of the area.
  - 4. The maximum Frontage for Sites abutting 104 Street NW shall be 10.06 m and where the Frontage for Sites abutting 104 Street NW exceeds 10.06 m, the front Façade of the building shall be designed to break the appearance into 10.06 m sections or modules, each with its own entrance.
  - 5. A minimum of 50% of the width of the ground floor level portion of the front Façade shall be comprised of clear, non-reflective glazing.

6. Development on Sites that ~~abut~~Abut the existing north-south Lane located east of 104 Street NW shall be designed to:
  - a. facilitate pedestrian connections between the development and the Lane;
  - b. ~~-~~maximize sight lines between the development and the Lane with potential lighting and where possible through building and window orientation;
  - c. improve the overall appearance of the development abutting the Lane through building and Site design; and
  - d. provide adequate parking and loading facilities accessed by the Lane so as to minimize the need for parking along 104 Street NW and the avenues.
7. A minimum landscaped Yard of 6.0 m shall be required where the Rear or Side Lot Line of the Site abuts a Residential Zone.
8. A minimum 2.0 m landscaped Yard shall be required where the Rear or Side Lot Line of the Site abuts the Lane on the west side of 104 Street NW.
9. Development on Sites between Allendale Road NW, 105 Street NW, the Lane south of 64 Avenue NW and the Lane west of 104 Street NW shall be oriented to Allendale Road NW and 105 Street NW. There shall be a minimum setback of 6.0 m from the ~~lane~~Lane south of 64 Avenue NW and a minimum landscaped ~~yard~~Yard of 2.0 m, and site planning and building massing shall minimize the sun-shadow effect on properties to the north.

9. **Additional Development and Design Regulations – Area 2 and Area 3**

1. Each Bars and Neighbourhood Pubs Use shall be ~~for less than 200 occupants or limited to~~ 240 m<sup>2</sup> of Public Space.
2. Nightclubs shall ~~only not~~ be permitted ~~on the east side of 104 Street, for less than 200 occupants and 240 m<sup>2</sup> of Public Space, provided the Use does not to~~ share a Site ~~with that includes~~, nor ~~be on~~ a Site that Abuts, is adjacent to any Residential or Residential-Related Uses.
3. General Industrial Uses shall have all equipment and goods contained within an enclosed building.
4. Freestanding On-Premises Signs shall only be on Sites abutting ~~any residential or residential-related Uses.~~  
Gateway Boulevard NW.

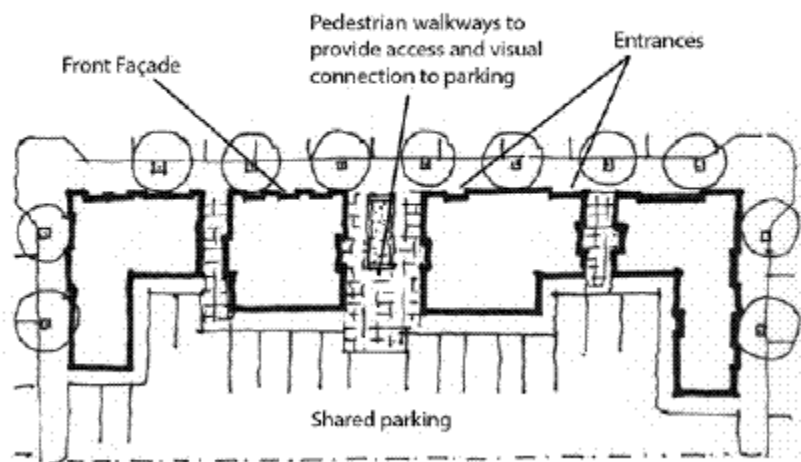
2. **Additional Development and Design Regulations – Area 2 and Area 3**

5. No single General Retail Store or Warehouse Sales ~~establishment~~Use shall exceed 6,500 m<sup>2</sup> of Floor Area.
6. The front Façade of a building shall be built to the ~~property~~Lot line abutting a public roadway other than a Lane or to the edge of an area identified in Appendix 2 as a Future Avenue. The Development Officer may allow buildings to be set

back 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 area.

7. A building's main entrance(s) shall be located on its front Façade. See Figure 3.

**Figure 3**



8. A minimum of 50% of the width of the ground floor level portion of the front Façade shall be comprised of clear, non-reflective glazing.
9. Where a Façade of a building facing Gateway Boulevard [NW](#), or any Avenue or Future Avenue as shown in Appendix 2 (either as a public or private roadway), is more than 15 m long, any new buildings or substantial renovations of existing buildings shall be designed to add architectural interest and reduce the perceived mass of the building. This shall be done through features that articulate the Façade at minimum 15 m intervals, through one or more of the following:
  - a. The use of non-reflective glazing;
  - b. Recessions and projections that may include arcades, porticos, colonnades, awnings, or public spaces; and
  - c. The use of colour, texture and materials.
10. The following additional regulations shall apply to General Retail Stores or Warehouse Sales establishments having a single Floor Area greater than 3,000 m<sup>2</sup> to the maximum 6,500 m<sup>2</sup>:
  - a. at the development permit stage, a generalized, non-binding concept plan shall be submitted for all new building development or substantial redevelopment of existing buildings for the purpose of illustrating how the proposed development will integrate with existing and future surrounding and on-site development. The concept plan shall show the location of existing and future buildings, parking areas, vehicular and pedestrian routes and amenity area(s);
  - b. the building shall be a minimum of two Storeys and shall incorporate a

mix of uses including ~~at-grade~~ground level retail commercial and a minimum of one of the following uses: office commercial and/or residential located above non-residential uses. Non-retail uses shall be a minimum of 60% of the Floor Area of the General Retail Store or Warehouse Sales establishments. Exposed roof area above the first Storey shall have some amount of landscaping and be physically accessible for use; or if not a flat surface, must provide a visually interesting roof line; and

- c. buildings shall be designed to support street-level pedestrian activity with features such as multiple independent entrances, extensive clear glazing, canopies and awnings. Facades along Gateway Boulevard NW are exempted from this but ~~will be~~are required to be articulated and architecturally enhanced.

11. The following regulations shall apply along the west side of Gateway Boulevard NW:

- a. landscaped Yards with a minimum depth of 4.5 m shall be provided adjacent to the west side of Gateway Boulevard NW. The Development Officer may use variance power to reduce this requirement to a minimum depth of 3.0 m provided that the average depth of the landscaped Yard is not less than 4.5 m;
- b. the Setback for buildings along the west side of Gateway Boulevard NW shall be no greater than the landscaped Yard as determined in ~~subsection~~Section 9(g)(i.11(a) of this Provision (above);
- c. a hard surfaced shared use path with a minimum width of 3.0 m is required either on public road right of way or private property by means of a public access easement along the west side of Gateway Boulevard NW. The following regulations shall apply to shared use paths on the west side of Gateway Boulevard NW:
  - i. subdivision applications may require the dedication of additional road right-of way along the west side of Gateway Boulevard NW to accommodate pathways with a minimum width of 3.0 m;
  - ii. where no subdivision occurs, a public access easement is required located on private property along the west side of Gateway Boulevard NW to accommodate pathways with a minimum width of 3.0 m;
  - iii. regardless of whether or not shared-use pathways are located within public road right-of-way or wholly or partially on private property, the following separations must be maintained:
    - A. 2.5 m between the eastern edge of shared-use pathway and the curb of Gateway Boulevard NW; and

- B. 2.5 m between the western edge of the shared-use pathway and any building;
  - C. where an applicant elects to move a shared-use pathway consistent with the regulations in ~~9(g)~~Section 9.11 of this Provision, the cost of moving the pathway shall be paid by the applicant; and
  - D. in cases where an existing or future shared-use pathway is located within private property the Landscaped Yard may include the shared-use pathway or a portion of the shared-use pathway.
- a. Landscaping along the west side of Gateway Boulevard ~~NW shall visually screen any parked vehicles, but not completely obstruct views so that adequate sight lines are maintained to support vehicular and pedestrian safety and security.~~
  - b. ~~Landscaped Yards with a minimum depth of 3.0 m shall be provided adjacent to the east side of Gateway Boulevard.~~
  - 12. ~~Landscaping along the east side of Gateway Boulevard~~ shall visually screen any parked vehicles, but not completely obstruct views so that adequate sight lines are maintained to support vehicular and pedestrian safety and security.
  - c. ~~Bars and Neighbourhood Pubs~~Landscaped Yards with a minimum depth of 3.0 m shall be ~~for less than 200 occupants or 240 m<sup>2</sup> of Public Space.~~
  - d. ~~Nightclubs shall not be permitted to share a Site that includes, nor a Site that is provided~~ adjacent to ~~any residential or residential-related Uses.~~
  - e. ~~General Industrial Uses are permitted provided that all equipment and goods are contained within an enclosed building.~~
  - 13. ~~Freestanding On-Premises Signs are permitted only on Sites abutting~~the east side of Gateway Boulevard NW.
  - 14. Landscaping along the east side of Gateway Boulevard NW shall visually screen any parked vehicles, but not completely obstruct views so that adequate sight lines are maintained to support vehicular and pedestrian safety and security.

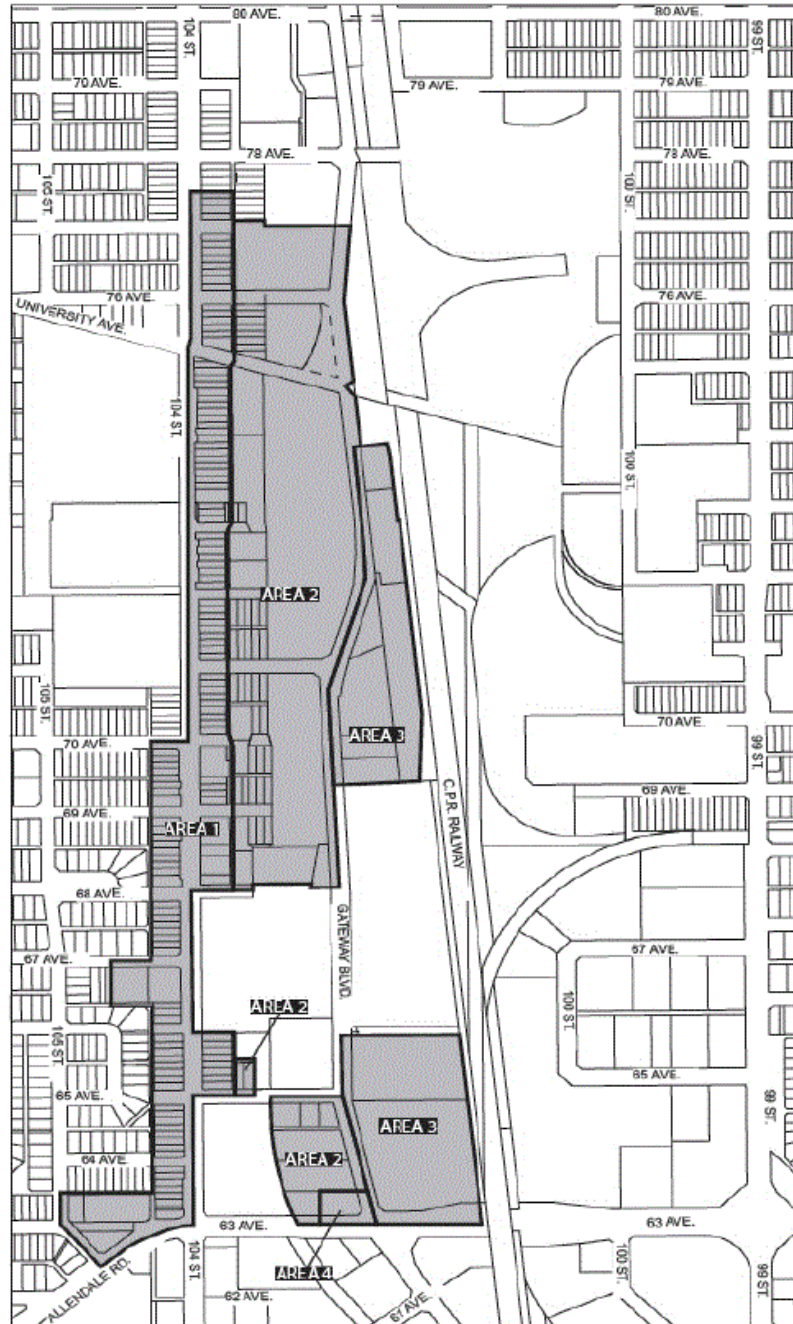
#### 10. **Addition Development and Design Regulations - Area 4**

- 1. Notwithstanding the Regulations found in Sections 7 and 9 of this ~~DC1~~ Provision, the existing buildings, as shown on Appendix 3 – Area 4 Site Plan, shall not be subject to the regulations of this Provision.
- 2. In the case of General Industrial Uses within existing buildings in existence at the time of creation of this Area 4, as shown on Appendix 3 – Area 4 Site Plan, all equipment and goods must be contained within enclosed buildings.
- 3. The existing buildings, at the time of creation of this Area 4, as shown on Appendix 3 – Area 4 Site Plan, shall not be enlarged or added to and no structural alterations shall be made thereto or therein.

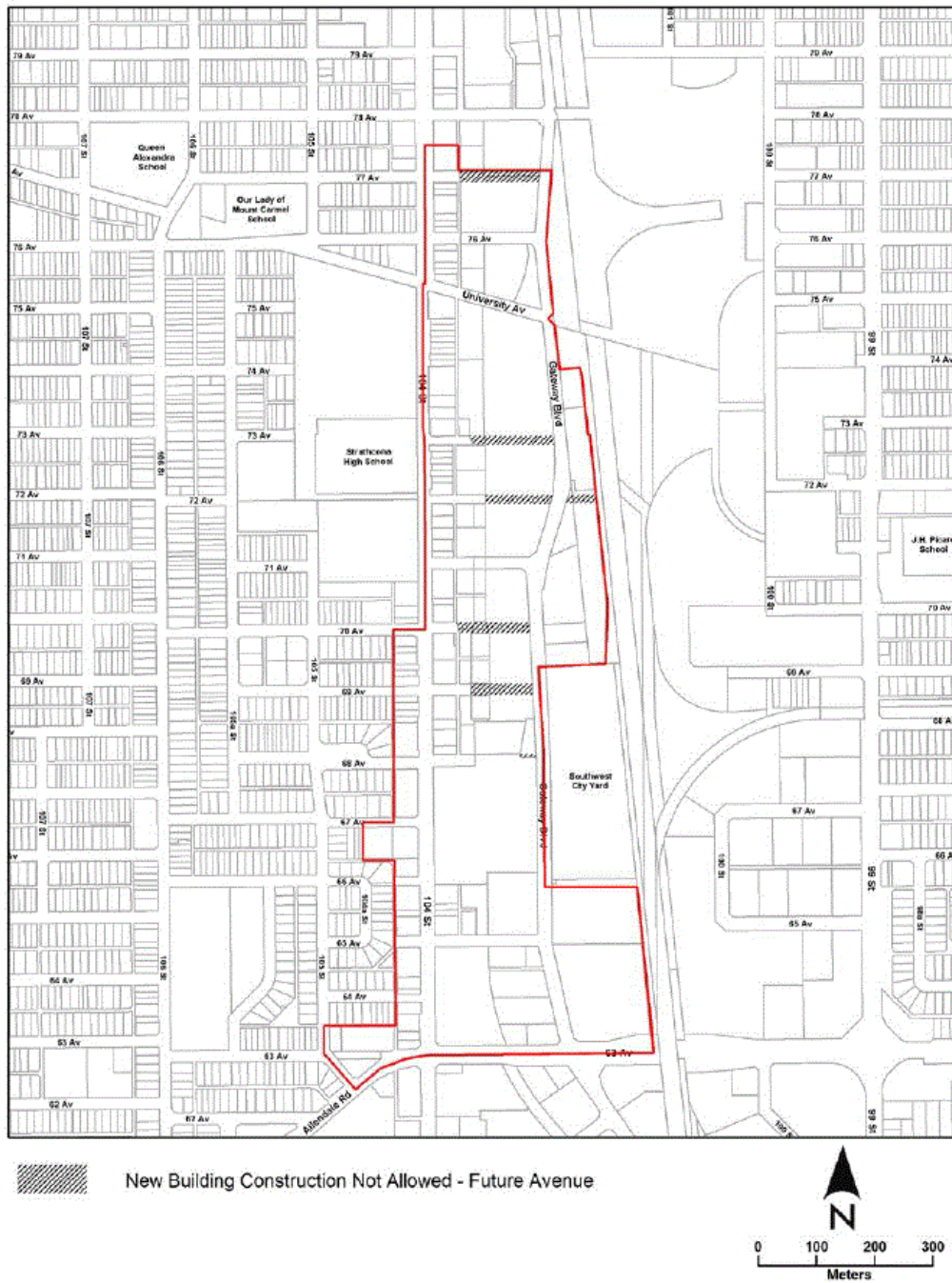
4. Upon demolition of any existing buildings at the time of creation of this Area 4, as shown on Appendix 3 – Area 4 Site Plan, all new Development shall comply with the Regulations found in Sections 7 and 9 of this Provision.
5. If any existing buildings at the time of creation of this Area 4, as shown on Appendix 3 – Area 4 Site Plan, are damaged or destroyed to more than 75% of the value of that building above its foundation, then that building may not be repaired or rebuilt unless it complies with the Regulations found in Sections 7 and 9 of this Provision.

**APPENDIX 1 – DC1 Areas (Area 4 added)**

**APPENDIX 1 - DC1 Areas**



## APPENDIX 2 Building Construction Not Allowed

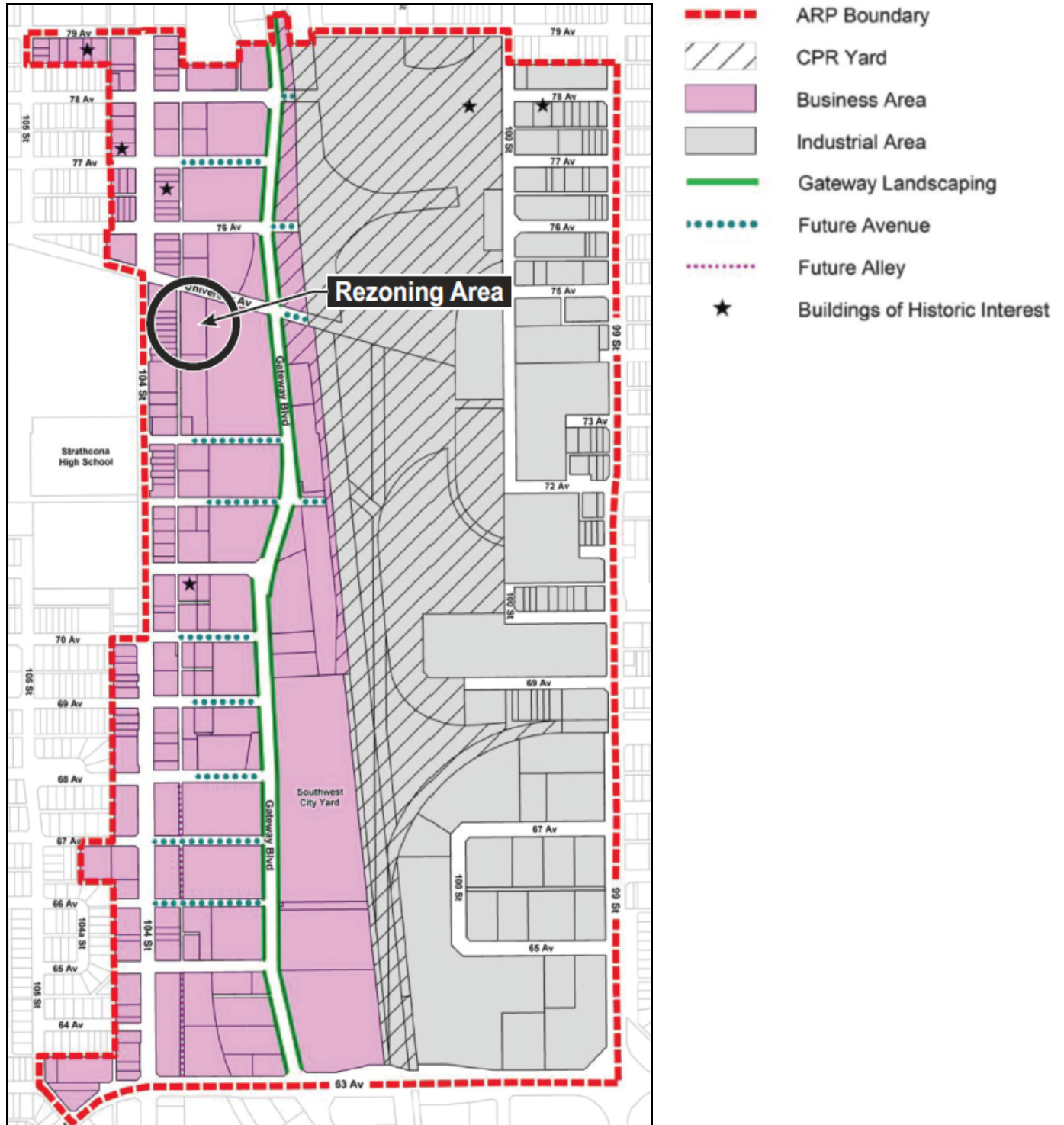


APPENDIX 3 – Area 4 Site Plan



## PLAN CONTEXT MAP

### Strathcona Junction Area Redevelopment Plan Map 6 - Development Concept



## APPLICATION SUMMARY

NOTE: The information below is for the subject site within the broader rezoning area as explained in the main Administration Report.

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19986
Location:	South side of University Avenue NW, between Gateway Boulevard NW and 104 Street NW (Calgary Trail)
Address:	10333 - University Avenue NW
Legal Description:	Lot 43, Block 41, Plan 0620356
Site Area:	4,148 m <sup>2</sup> (0.4 ha)
Neighbourhood:	Strathcona Junction
Ward:	Papastew
Notified Community Organizations:	Allendale Community League Hazeldean Community League Queen Alexandra Community League Ritchie Community League Yellowbird (East) Community League Old Strathcona Business Association Edmonton Federation of Community Leagues Central Area Council of Community Leagues
Applicant:	L7 Architecture

### PLANNING FRAMEWORK

Current Zone:	CPR West (DC1) Direct Development Control Provision
Proposed Zone:	CPR West (DC1) Direct Development Control Provision
Plan in Effect:	Strathcona Junction Area Redevelopment Plan
Historic Status:	None

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