

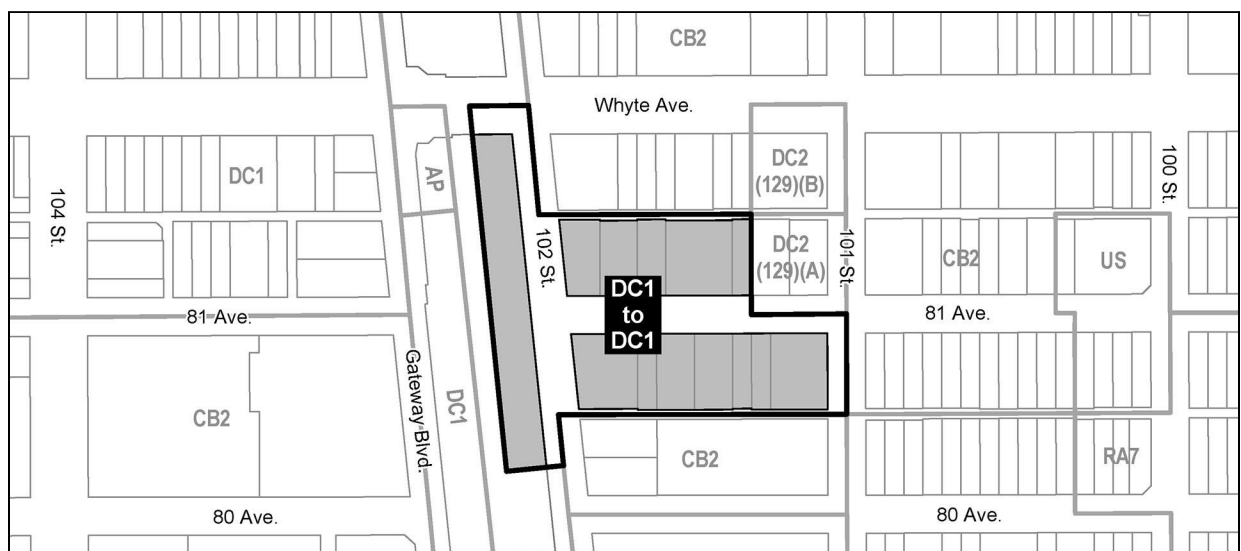


ADMINISTRATION REPORT **REZONING, PLAN AMENDMENT** RITCHIE & CPR IRVINE

10103 & 10115 to 10150 - 81 Avenue NW

8015, 8109 & 8128 - 102 Street NW

To expand potential new business opportunities.



Recommendation: That Bylaw 19987 to amend the Strathcona Area Redevelopment Plan and Charter Bylaw 19988 to revise the Historic West Ritchie (DC1) Direct Development Control Provision be **APPROVED**.

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

- the proposed list of allowable Uses ensures landowners in this area will not face unnecessary regulatory barriers for new businesses;
- it respects the unique character of the broader area and the intent of the current DC1 Provision; and
- it conforms with the Strathcona Area Redevelopment Plan and the intent of The City Plan.

Report Summary

This rezoning and plan amendment application was initiated by the City of Edmonton (Local Economy and Investment Services) on November 10, 2021. This was done in response to concerns from the Old Strathcona Business Association about desired businesses being denied permits due to outdated zoning.

The proposed revisions to the Historic West Ritchie (DC1) Direct Development Control Provision help ensure landowners in this area will not face unnecessary regulatory barriers for new businesses while also respecting the unique character of the broader area and the intent of the DC1 Provision.

The Strathcona Area Redevelopment Plan (ARP) directs the use of a small-scale DC1 Provision for this land which aligns with The City Plan by promoting Edmonton's history and encouraging a sense of local identity by preserving and enhancing heritage.

The Application

1. BYLAW 19987 to amend the Strathcona Area Redevelopment Plan (ARP) to remove the Historic West Ritchie (DC1) Direct Development Control Provision from the plan.

While it used to be standard practice to include DC1 Provisions within statutory plans, it is now considered more appropriate to have these zones exist in the Zoning Bylaw and not be duplicated within a plan. This also makes it easier to amend the zoning in the future, without a need to amend the plan (as long as any future proposed zoning amendment still complies with all policies and objectives of the plan).

2. CHARTER BYLAW 19988 to amend the Zoning Bylaw to revise the Historic West Ritchie (DC1) Direct Development Control Provision and Bylaw.

The allowable Uses in the current DC1 Provision are directed to be as prescribed in the (CB2) General Business Zone as it existed in 2011 when it was approved. Since that time, the CB2 Zone has evolved to include new and newly defined Uses, such as:

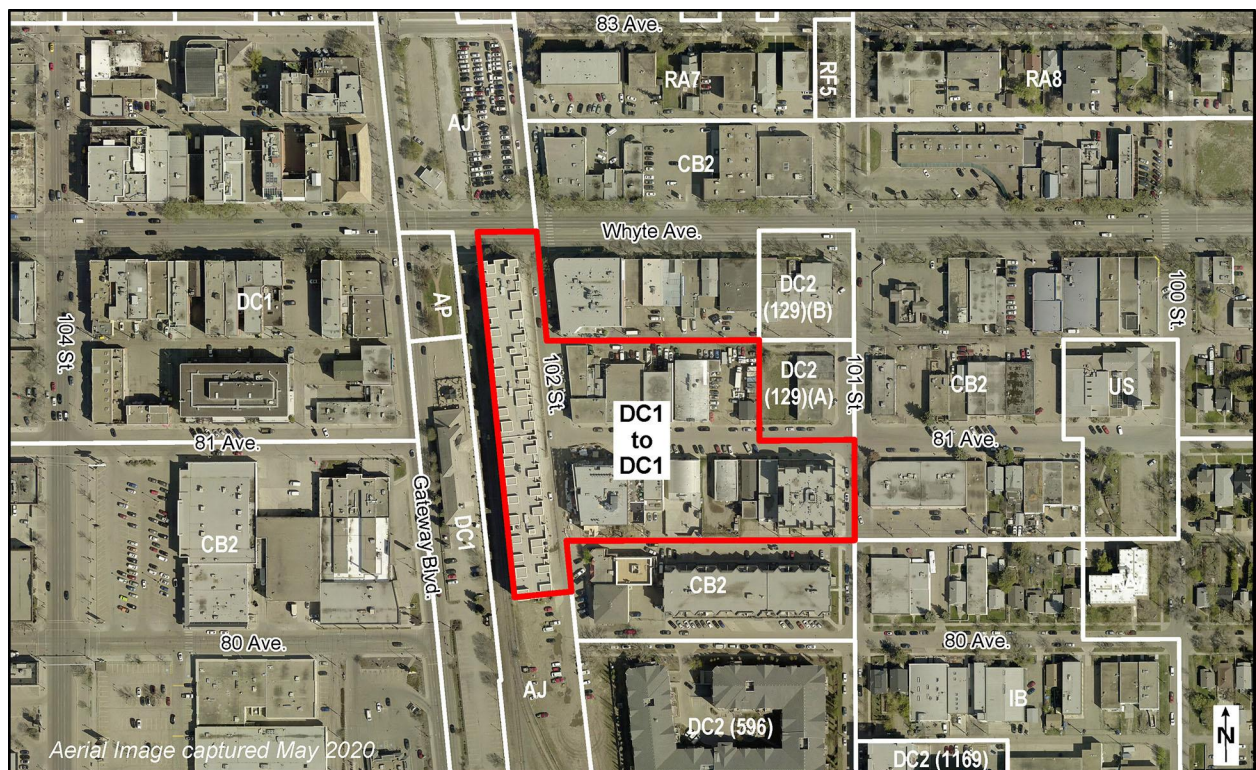
- Breweries, Wineries and Distilleries
- Cannabis Retail Sales (subject to separation distance requirements)
- Convenience Retail Stores
- Market
- Public Libraries and Cultural Exhibits
- Secondhand Stores
- Special Event
- Supportive Housing
- Urban Gardens
- Urban Indoor Farms
- Urban Outdoor Farms

The proposed DC1 Provision is rewritten to follow today's Direct Control writing standards. It contains a unique set of Uses and Regulations, based on the current CB2

Zone and Main Streets Overlay. As a result, a 'track changes' appendix would not be beneficial and has not been attached to this report. However, for comparison, the current DC1 Provision is attached as Appendix 1 to this report and the proposed DC1 Provision is attached as Schedule 'B' to Charter Bylaw 19988.

Site and Surrounding Area

West Ritchie is separated from adjacent neighbourhoods by arterial roadways and rail facilities and has a mix of commercial, industrial, residential and institutional Uses. The DC1 Provision covers most of the properties on both sides of 81 Avenue NW between 101 Street NW and 102 Street NW and the site west of 102 Street NW at 81 Avenue NW. The area is well connected to transit with the nearby 82 (Whyte) Avenue NW to the north being a Frequent Bus Route.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> Historic West Ritchie (DC1) Direct Development Control Provision 	<ul style="list-style-type: none"> 1-2 storey commercial buildings Three low rise mixed-use buildings
CONTEXT		
North	<ul style="list-style-type: none"> (CB2) General Business Zone (DC2.129) Site Specific Development Control Provision (AJ) Alternative Jurisdiction Zone 	<ul style="list-style-type: none"> 1-3 storey commercial buildings Vacant land (zoned for 12 storey mixed-use)

East	<ul style="list-style-type: none"> • (CB2) General Business Zone • (DC2.129) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • 1-3 storey commercial buildings • Vacant land (zoned for 12 storey mixed-use)
South	<ul style="list-style-type: none"> • (CB2) General Business Zone • (AJ) Alternative Jurisdiction Zone 	<ul style="list-style-type: none"> • One 2 storey commercial building • One 4 storey mixed use building • CP Railyard
West	<ul style="list-style-type: none"> • (AJ) Alternative Jurisdiction Zone • Canadian Pacific Railway Station (DC1) Direct Development Control Provision • (AP) Public Parks Zone 	<ul style="list-style-type: none"> • CP Railyard • Historic Canadian Pacific Railway Station • Public Park (unnamed)



SOUTH SIDE OF 81 AVENUE NW



NORTH SIDE OF 81 AVENUE NW

Planning Analysis

LAND USE COMPATIBILITY

The main change with this application is with the allowable Uses for this land. Administration is proposing a list of Uses that includes both Permitted and Discretionary Uses from the current CB2 Zone, but not all of them. The proposed Uses are compatible with this area and are allowed on surrounding blocks outside the DC1 Provision where there is CB2 Zoning. Selections were made based on the unique context of the area, technical review and stakeholder engagement. Appendix 2 of this report contains details of these selections. The proposed list of allowable Uses ensures landowners in this area will not face unnecessary regulatory barriers for new businesses while also respecting the unique character of the broader area and the intent of the DC1 Provision.

STRATHCONA AREA REDEVELOPMENT PLAN (ARP)

The general intent for the area is to build on West Ritchie's existing qualities so that it can become a vibrant, historically-referenced urban village with quality urban design and architecture. Policy 2 of the West Ritchie Area directs the use of a DC1 Provision to help achieve this intent:

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

While the view to the historic CPR Station has been obstructed by construction of a building in 2012, the proposed revised Historic West Ritchie (DC1) Direct Development Control Provision continues to help achieve the general intent as directed by the ARP. In particular, it retains special design regulations for historic false façades and the requirement to open up the 81 Avenue NW view corridor to the historic Canadian Pacific Railway Station, should future redevelopment occur on the site west of 102 Street NW. As such, this application conforms with the Strathcona Area Redevelopment Plan.

THE CITY PLAN

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 and jobs supported by mixed-use development and mass transit.

The purpose of this application to expand the businesses opportunities aligns with the City Plan goals for Primary Corridors. Moreover, The City Plan also includes policies to promote Edmonton's history and encourage a sense of local identity by preserving and enhancing heritage, which aligns well with the intent of this DC1 Provision.

HERITAGE

The current DC1 Provision was created to recognize the special character of the streetscape, which features a collection of 'false front' commercial facades and a special vista westward of the historic Canadian Pacific Railway Station. Arndt's Machine Shop located at 10131 - 81 Avenue NW is the one building within the DC1 Provision that is a designated Municipal Historic Resource. Built circa 1940, it is a one storey commercial building valued due to its modern variation on the commercial boomtown front design popular at the turn of the 20th century and shows the transition from previous commercial design to a more modern one. Southern Autobody, located at 10130 - 81 Avenue NW, is also listed on the Inventory of Historic Resources, but not designated.



ARNDT'S MACHINE SHOP

Technical Review

This application does not functionally change development rights for the land and the impacts of the proposed new Uses in the DC1 Provision are similar to Uses that are already allowed. As such, potential upgrade requirements for utilities or changes to site access will be reviewed at the Development Permit stage.

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

Community Insights

ADVANCE NOTICE November 30, 2021	<ul style="list-style-type: none"> • Number of recipients: 296 • Number of responses in support: 1 <ul style="list-style-type: none"> o The Old Strathcona Business Association supports this application as a means of addressing their concerns of businesses being denied permits due to outdated zoning. • Number of responses with concerns: 0
WEBPAGE	<ul style="list-style-type: none"> • edmonton.ca/ritchieplanningapplications

Conclusion

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

APPENDICES

- 1 Current DC1 Provision
- 2 Use Selection Details
- 3 Plan Context Map
- 4 Application Summary

CURRENT DC1 PROVISION

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION HISTORIC WEST RITCHIE

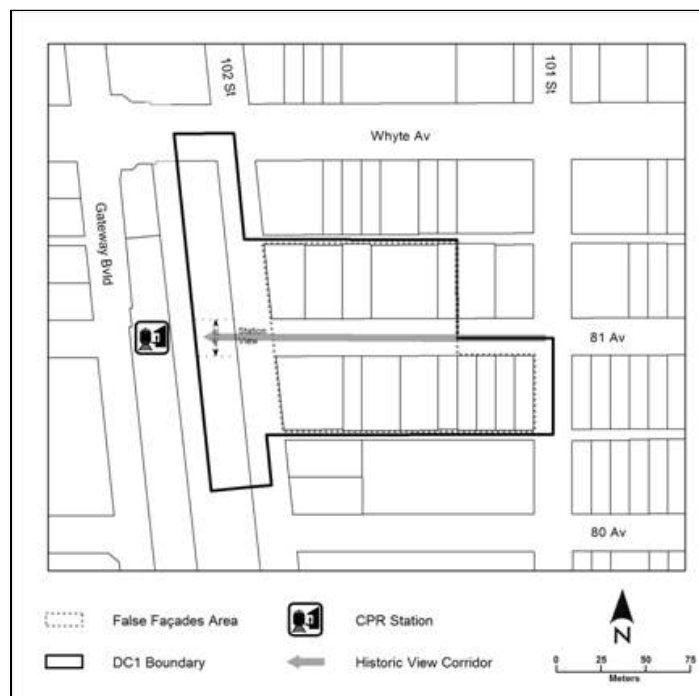
1. Purpose

The purpose of this Provision is to preserve the unique architectural character of a portion of 81 Avenue, provide for new commercial and compatible mixed use development opportunities and if possible preserve the view of the historic Canadian Pacific Railway (CPR) station to the west. This provision creates a unique pedestrian commercial shopping district while ensuring future development is compatible with the character of buildings with historic false Façades.

2. Area of Application

This Provision applies to those lots indicated on Schedule "A" of the Bylaw adopting this DC1 Provision, as well as Map A below, located on 81 Avenue between 101 and 102 Streets and south of Whyte Avenue as well as the lot on the west side of 102 Street at 81 Avenue (Lot 4, Block L, Plan 0521161) within the Ritchie and CPR Irvine neighbourhoods and the boundaries of the Strathcona Area Redevelopment Plan.

Map A. DC1 West Ritchie Historic Area



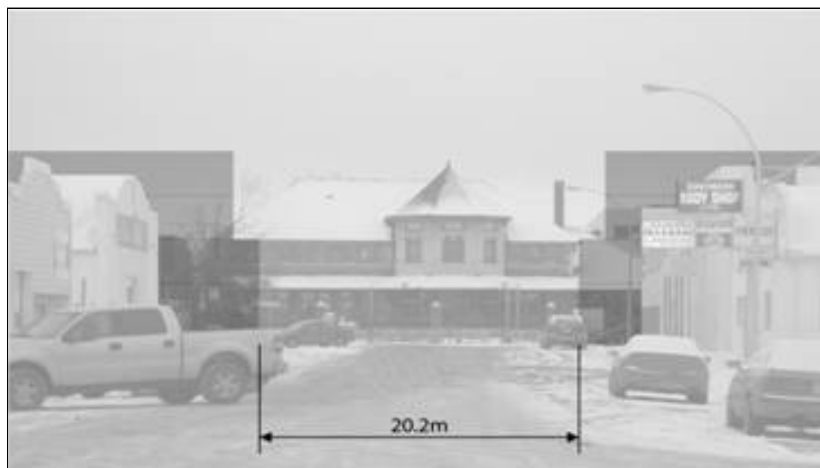
3. Permitted and Discretionary Uses

Permitted and Discretionary Uses in this Provision shall be as prescribed in the (CB2) General Business Zone with the addition of Live Work Units as a Permitted Use.

4. Development and Design Regulations

1. Except as modified below, development regulations in this Provision shall be as prescribed in the (CB2) General Business Zone and as modified by the Pedestrian Commercial Shopping Street Overlay, notwithstanding subsection 800.2(2)(a) of the Zoning Bylaw.
2. Historic View Corridor - Canadian Pacific Railway (CPR) Station
 - a. A 20.2 m historic view corridor, defined as the equivalent of an extension of 81 Avenue through Lot 4, Block L, Plan 0521161, on the west side of 102 Street, with the centre of the extension being aligned with the centre of the existing 81 Avenue right-of-way, is established as shown on Map A and Figure A.
 - b. Within the 20.2 m historic view corridor, no buildings shall be constructed, however limited development may be allowed as follows: outdoor Amenity Areas, pedestrian pathways, street furniture, landscaping provided no trees exceed a height of 3.0 m, driveways, driveway aisles and surface parking may be developed provided that the view of the Strathcona CPR Station is unimpeded to the satisfaction of the City of Edmonton's Development Officer and Heritage Officer (see Figure A).

Figure A. Historic View Corridor - Restricted Development Area



3. Exemption to Clause 4.2: west side of 102 Street at 81 Avenue, 10201 82 Avenue NW (Plan 0521161 Blk L Lot 4)
 - a. Notwithstanding Clause 4.2 in this Provision, the development as approved at the time of the Bylaw adopting this Provision located on the west side of 102 Street at 81 Avenue, 10201 82 Avenue NW (Plan 0521161 Blk L Lot 4), comprising a four-storey, commercial-residential mixed use building, including General Retail Uses on the first floor and Apartment Housing on the upper three floors, along with underground parking, is deemed to conform to the regulations of this Provision.
 - b. Any future development permit applications on this Site that do not comply with clause 4.2 in this Provision shall be required to comply with the development as approved at the time of the Bylaw adopting this Provision.
 - c. Any subsequent development permit applications on the same Site that do not comply with the development as approved on this Site as of the time of the Bylaw adopting this Provision shall be required comply with clause 4.2 and all other regulations of this Provision.
4. Historic False Façades
 - a. Historic false Façades shall be maintained, renovated or reconstructed as part of new development within existing buildings with historic false Façades within the area shown as "False Façades Area" as contained within the DC1 West Ritchie Historic Area Map A, (examples, Figure B).
 - b. One or more new false Façades in character with the historic false Façades of the area shall be requirement of development of new buildings.
 - c. New false Façades should be 1 ½ to 2 Storeys in height.
 - d. Notwithstanding subsection 819.3(6) of this Bylaw, in multi-Storey buildings there shall be a minimum 2.5 m Stepback above the first Storey to give prominence to the false Façade.
 - e. Multi-Storey development should be designed such that upper floors relate to the ground floor in style, material and/or architecturally to ensure the building reads as a cohesive unit.
 - f. Symmetrical false Façades, using stucco or cementious finishes, are encouraged.
 - g. The design of new false Façades and the renovation or reconstruction of existing buildings with historic false Façades shall be to the satisfaction of the City of Edmonton's Development Officer and Heritage Planner.
 - h. Alternative architecture that is not completely compliant with Clauses 4(d)(iii –vi) above shall be considered at the discretion of the City of Edmonton's Development Officer and Heritage Planner, provided that it

compliments and otherwise does not conflict with the existing character of the historic false Façades within this area.

- i. Where the Frontage of a Site exceeds 20.2 m, the front of the building shall be designed to break the appearance into sections with a maximum width of 20.2 m.
- j. The Development Officer shall consult with the Heritage Planner on any development permit application for a Sign prior to rendering a decision to ensure compatibility with the false Façades within this area.

Figure B. False Façades in West Ritchie



5. The following additional regulation shall apply to Live Work Unit developments:
 - a. Where a development contains two or more Live Work Units, a minimum of 7.5 m² of Amenity Area per Unit is required, in accordance with the provisions of Section 46 of this Bylaw
6. The following additional regulations shall apply to Apartment Housing and Live Work Unit developments:
 - a. Housing applications within 75 m of the CP Rail Yard and within 75 m of the CP railway shall include a noise and vibration study and any Development Permits shall include any required noise mitigation measures to meet standards as prescribed in the Community Standards Bylaw as well as by Canada Mortgage and Housing Corporation, as updated from time to time, to the satisfaction of the Development Officer, as long as the CP Rail Yard is operational.
 - b. Housing applications that are within areas greater than 75 m of the CP Rail Yard and greater than 75 m of the CP railway shall consider measures to mitigate any potential impacts of noise and vibration.

USE SELECTION DETAILS

Uses in the Zoning Bylaw are categorized as either Permitted or Discretionary Uses depending on the zone:

- Permitted Uses means those uses of land, buildings or structures for which Permits must be issued by the Development Officer, if the development meets all applicable regulations; and
- Discretionary Uses means those uses of land, buildings or structures for which Permits may be issued only at the discretion of the Development Officer and after notification to surrounding properties owners.

All Permitted Uses from the CB2 Zone are proposed to carry over into the proposed DC1 Provision, with the following exceptions/adjustments:

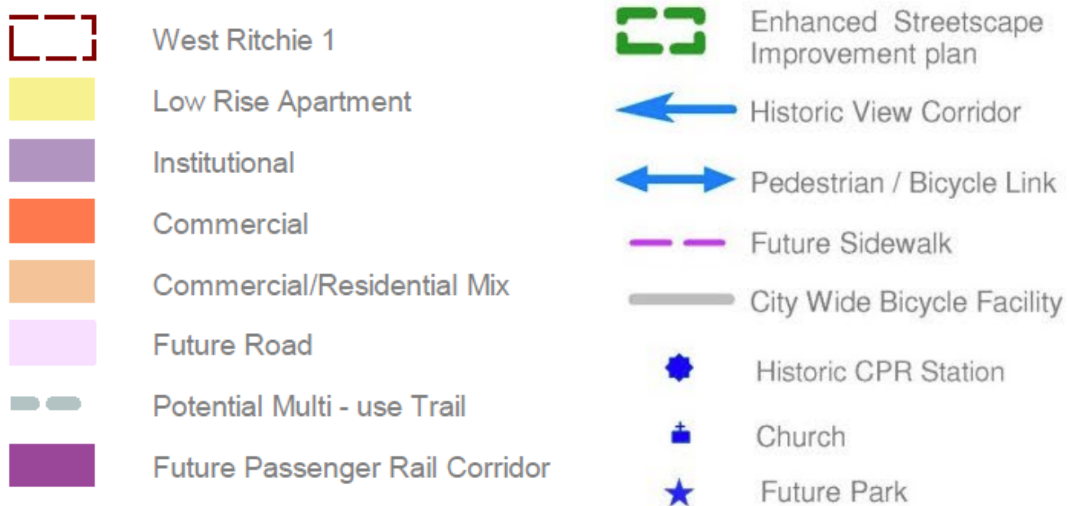
- Drive-in Food Service - Not included
- Freestanding On-premises Signs - Not included
- Gas Bars - Not included
- Minor Service Stations - Not included
- Recycling Depots - Not included
- Automotive and Equipment Repair Shops - Included, but would be limited to only those that exist at the time the revised DC1 Provision is approved.
- Warehouse Sales - Included, but limited in size to 400 m² of Floor Area.

The following Discretionary Uses from the CB2 Zone are proposed to carry over into the proposed DC1 Provision:

- Animal Hospitals and Shelters
- Child Care Services
- Government Services
- Liquor Stores (subject to separation distance requirements)
- Live Work Units
- Major Home Based Business
- Media Studios
- Minor Home Based Business
- Mobile Catering Food Services
- Multi-unit Housing
- Nightclubs, limited to a maximum of 240 m² of Public Space
- Private Clubs
- Residential Sales Centre
- Secondhand Stores
- Specialty Food Services, limited to a maximum of 240 m² of Public Space
- Spectator Entertainment Establishments
- Urban Indoor Farms
- Urban Outdoor Farms
- Vehicle Parking

PLAN CONTEXT MAP

Strathcona Area Redevelopment Plan Figure 9 - West Ritchie Land Use Concept



APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment, Rezoning
Bylaw/Charter Bylaw:	19987, 19988
Location:	Most of the properties on both sides of 81 Avenue NW between 101 Street NW and 102 Street NW and the site west of 102 Street NW at 81 Avenue NW
Addresses:	10103 & 10115 to 10150 - 81 Avenue NW 8015, 8109 & 8128 - 102 Street NW
Legal Descriptions:	Lot 4, Block L, Plan 0521161 Lot 13A, Block 51, Plan 1221272 Lots 1-10, Block 51, Plan I Lots 19-28, Block 60, Plan I
Site Area:	1.3 ha
Neighbourhoods:	Ritchie CPR Irvine
Ward:	papastew
Notified Community Organizations:	Ritchie Community League Strathcona Community League Central Area Council of Community Leagues Old Strathcona Business Association
Applicant:	City of Edmonton - Local Economy and Investment Services

PLANNING FRAMEWORK

Current Zone and Overlay:	Historic West Ritchie (DC1) Direct Development Control Provision with the Whyte Avenue Commercial Overlay
Proposed Zone and Overlay:	Historic West Ritchie (DC1) Direct Development Control Provision with the Whyte Avenue Commercial Overlay
Plan in Effect:	Strathcona Area Redevelopment Plan
Historic Status:	<ul style="list-style-type: none"> Arndt's Machine Shop located at 10131 - 81 Avenue NW is a designated Municipal Historic Resource Southern Autobody located at 10130 - 81 Avenue NW is on the Inventory of Historic Resources, but not designated.

Written By:
Approved By:
Branch:
Section:

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