

Planning Report Belvedere Dene

Edmonton

**12720, 12732, 12740, 12742, 12744, 12748, 12754, 12758, 12816,
12816A, 12834, 12844, 12866, 12890, 12910 – Fort Road NW, 12931 - 62
Street NW and 12820 - 64 Street NW**

Position of Administration: Support



Summary

Charter Bylaw 20477 proposes a rezoning from a (DC1) Direct Development Control Provision to the (CB2) General Business Zone and (DC1) Direct Development Control Provision to allow for commercial and service uses with the opportunity for (limited) residential uses, and accommodate the retention and redevelopment of the existing Transit Hotel site.

Public engagement for this application included a mailed notice and information on the City's webpage. No responses from notified property owners were received.

Administration supports this application because it:

- Will facilitate commercial redevelopment near LRT.
- Will encourage redevelopment and revitalization along two major corridors.
- Allows for the preservation of the Transit Hotel site as part of the unique history and identity along Fort Road.

Application Details

Charter Bylaw 20477 proposes to amend the Zoning Bylaw from DC1 to CB2 and DC1 to allow for a variety of commercial and services uses located along the north side of Fort Road NW between 62 Street NW and 66 Street NW. The proposed CB2 Zone includes the opportunity to develop residential uses on the second floor in the form of multi-unit housing or live work units. The Main Streets Overlay (Section 819 of the Zoning Bylaw) would be applied under the proposed CB2 Zone.

The existing DC1 Provision (Area F) will be amended under this Charter Bylaw by discharging the several properties in the area of application, except for the Transit Hotel site (addressed as 12720 Fort Road NW). The (new) proposed DC1 Provision contains regulations to allow for the retention of the Transit Hotel, as well as guide future redevelopment of the site as part of the revitalization and intensification strategy along this portion of Fort Road NW.

The rezoning application conforms to the Fort Road Old Town Master Plan and Belvedere Area Redevelopment Plan (ARP), which identified Fort Road as a Pedestrian Priority Zone.

This application was submitted by the City of Edmonton's Economic and Environmental Sustainability Branch on behalf of the landowners.

The proposed (CB2) General Business Zone would allow development with the following key characteristics:

- A range of business and service opportunities that are located along major roadways to provide good visibility and accessibility.
- A maximum height of 16 metres.

- A maximum FAR of 3.5.

The proposed (DC1) Direct Development Control Provision for the Transit Hotel site would allow development with the following key characteristics:

- Encourages the preservation of the Transit Hotel as a historically significant building along Fort Road, but also anticipates potential redevelopment of the site.
- A variety of commercial uses (based on the CB2 Zone) with the opportunity for stand-alone residential development or mixed use development.
- No front and side setbacks to encourage pedestrian-friendly urban design.
- Maintains a maximum height of 18 metres.
- A maximum FAR of 3.5.

Site and Surrounding Area

The site consists of several properties located along the north side of Fort Road NW between 62 Street NW and 66 Street NW. Of the properties containing buildings, there are a variety of businesses such as a restaurant (Transit Hotel site), an automotive parts and repair shop, U-Haul, a clothing store and an antique shop. Some lots are vacant and others are being used for surface parking.

	Existing Zoning	Current Development
Subject Site	(DC1) Direct Development Control Provision	Vacant lots Surface parking lots Variety of stores and services
North	CB1) Low Intensity Business Zone (RF1) Single Detached Residential Zone (RA8) Medium Density Residential Zone (RA9) High Density Residential Zone (AP) Public Parks Zone	Neighbourhood commercial uses Single detached homes 4- and 5-storey apartment housing & single detached housing 4- and 9-storey apartment housing Pocket park
East	(RF4) Semi-detached Residential Zone (CO) Commercial Office Zone	Semi-detached housing Belvedere Transit and LRT Station
South	(RA7) Low Density Residential Zone (RA8) Medium Density Residential Zone	Vacant Apartment housing (5-storeys)

West	(CB2) General Business Zone (RA8) Medium Density Residential Zone	Business, office and service uses 6-storey apartment housing
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View of the site looking southeast from Fort Road NW from 66 Street NW.

Community Insights

This application was brought forward to the public using the basic approach. A letter notice was prepared in order to provide additional information about the application to the owners within the DC1 area. Furthermore, the application general conforms to the approved plans for the area so an expanded catchment area was not necessary.

The basic approach included the following techniques:

Mailed Notice, November 18, 2023

- Notification radius: 61 metres
- Recipients: 274
- Responses: 0

Mailed Notice, July 18, 2023

- Notification radius: 61 metres
- Recipients: 277
- Responses: 0

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Belvedere Community League
- Balwin Community League
- Fort Road Business Association

Application Analysis



Site analysis context

The City Plan

The City Plan identifies Fort Road NW as a secondary corridor. Secondary corridors are generally smaller in scale compared to primary corridors; however, both are ideally developed as pedestrian-oriented streets with a mixture of residential and commercial uses.

The application aligns with the goals and policies of The City Plan to accommodate all future growth for an additional 1 million population by providing the opportunity to develop a variety of commercial and services uses with limited residential development. This will contribute towards promoting resilience through development, revitalization and renewal, utilizing land and infrastructure efficiently and integrating services, amenities, housing with active transportation networks.

Plans in Effect

The application conforms to the Belvedere Area Redevelopment Plan (ARP) and Fort Road Master Plan. The Old Fort Road Master Plan identifies Fort Road NW as a pedestrian main street. The Belvedere ARP identifies Fort Road as a pedestrian priority zone and calls for revitalization through the creation of an urban village. The urban village concept is characterized by a mixture of uses, diversity of housing types and densities, pedestrian-oriented streetscape, and provides focal points (such a village square or park spaces) for gathering and socializing.

Land Use Compatibility

The impetus to adopt standard zoning along this portion of Fort Road is to encourage redevelopment and revitalization, which has not occurred as envisioned under site-specific zoning. For instance, the 5-storey apartment building located south of the Fort Road NW was rezoned from DC1 to RA7 in 2020-2021 and has since been developed.

The existing DC1 Provision is more restrictive in terms of development regulations and allowable uses. Compared to the existing DC1 zoning, the proposed CB2 Zone allows for a greater range of commercial uses and does not require residential uses to be developed above the ground level.

The proposed CB2 Zone includes the opportunity to develop residential uses on the second floor in the form of multi-unit housing or live work units and is compatible with surrounding properties to the north, west and south that are developed with higher density residential uses (ranging from 4 to 9 storeys). Existing and future residential developments will provide a critical mass of people to support commercial and service uses along this portion of Fort Road NW.

With the Main Street Overlay (MSO) applied to the proposed CB2 properties, buildings must be stepped back (1 metre minimum) for any portion over 8.9 metres in height to create a vibrant, attractive and safe streetscape. This is accomplished through reduced setbacks that enable development at the front and side property lines, and through the requirement for stepbacks (of a 1 metre minimum) for any portion of the building over 8.9 metres in height.

The following table compares the development regulations under the existing DC1 Provision with the proposed DC1 and CB2 Zone, as well as the equivalent zone. The MU equivalent zone (see below) is applicable only to the proposed CB2 lots.

Existing DC1 & CB2 & (proposed) DC1 Comparison Summary

	Current DC1	Proposed DC1	Proposed CB2	Proposed ZBR Equivalent MU Zone
Typical Uses	Main floor commercial uses with residential uses above	Commercial uses with some residential uses (Transit Hotel site)	Commercial & service uses (with limited residential uses)	Uses to support housing, recreation, commerce and employment opportunities
Maximum Height	18.0 m	18.0 m	14.5 - 16.0 m	16.0 m
Front Setback (Fort Road)	0	0	0	0
Minimum Flanking Side Setback	0	0	4.5 m abutting public road (other than Lane)	0
Minimum Rear Setback (Lane)	2.0 m	2.0 m	0	0
Maximum Floor Area Ratio (FAR)	2.0	2.0	3.5	3.5
Landscaping	10% more than Zoning Bylaw	As per Zoning Bylaw	As per Zoning Bylaw	As per Zoning Bylaw

Impact of Zoning Bylaw Renewal

At the time of writing of this report, the draft Zoning Bylaw 20001 is set for consideration at a City Council Public Hearing on October 16, 2023 as part of the Zoning Bylaw Renewal Initiative. As a result, this report includes two outcomes contingent on whether Zoning Bylaw 20001 is approved. If Zoning Bylaw 20001 is approved in October, the proposed CB2 Zone will become the (MU h16.0f3.5cf) Mixed Use Zone effective January 1, 2024, and both zones are under consideration at this time. If Zoning Bylaw 20001 is refused, only the proposed CB2 zone is under consideration at this time.

Heritage

There are buildings within the proposed rezoning area that are listed on the Inventory of Historic Resources, including:

- Transit Hotel 12720 - Fort Road NW
- North Edmonton Post Office 12742 - Fort Road NW
- Kennedale Building 12748 - Fort Road NW
- Commercial Building 12754 - Fort Road NW
- Joe's Grocery 12844 - Fort Road NW

These buildings are eligible to be designated as legally protected Municipal Historic Resources, and access rehabilitation grant funding from the City's Heritage Conservation program, should owners choose to do so. Eligibility for designation is not dependent on site zoning.

The Transit Hotel is felt to have the most prominence and historic integrity of these buildings, and was included in the proposed DC1 to allow for certain development regulations to encourage its retention. The remaining Inventory buildings do have historic significance to the community; however, they have been altered to varying degrees, and some have deteriorated due to lack of maintenance, and appear to be less likely candidates for future designation.

Mobility

In accordance with Fort Road designation under the Main Street Overlay, vehicular access to the CB2 sites will be via rear lanes only. Lane improvements will be required as redevelopment occurs.

No access will be permitted to Fort Road.

The site is well-connected to transit, including numerous bus routes nearby on Fort Road NW, 66 Street NW and 129 Avenue NW. A range of service levels are available on these corridors including crosstown, local, school special and late night owl bus routes. The entire site is less than 100 m walking distance to bus stops along Fort Road NW and 129 Avenue NW. The entire

site is also within 400-700m walking distance to Belvedere Transit Centre and Capital Line LRT Station.

Utilities

Development allowed under the proposed zone would be required to include on-site stormwater management techniques utilizing a controlled outflow rate to mitigate its impact on the existing drainage infrastructure. Details of the required on-site stormwater management will be reviewed at the Development Permit stage.

The applicant/owner will be responsible for all costs associated with providing City standards for water supply including any changes to the existing water infrastructure required by the proposed zoning.

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

Appendices

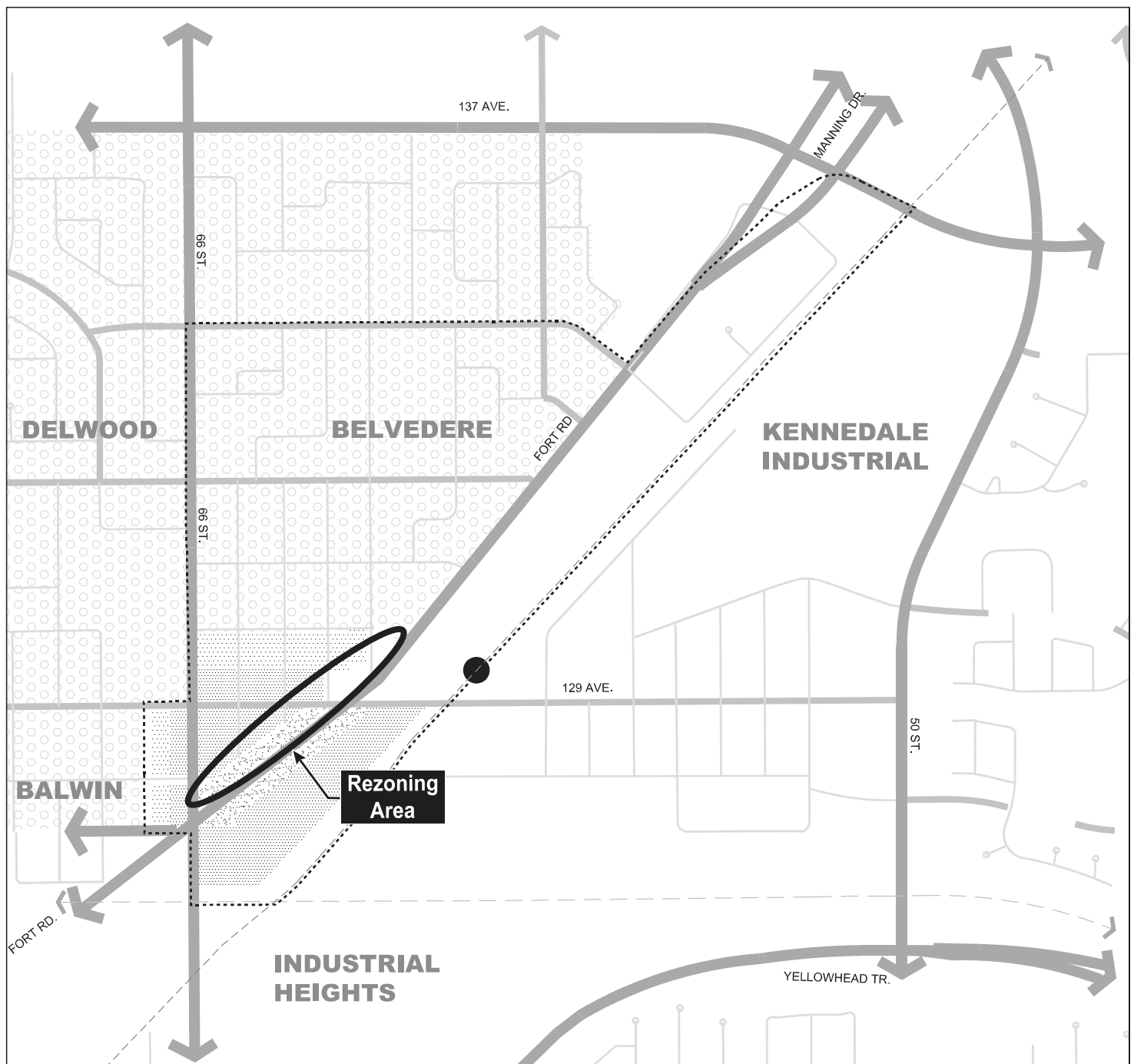
1. Context Map - Figure 12 Housing Strategy - Belvedere Station Area Redevelopment Plan
2. DC1 Provision - Bylaw #20477
3. Existing DC1 Provision (Area F) with Track Changes

Written By: Carla Semeniuk

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



LEGEND

	A. R. P. BOUNDARY		CANADIAN NATIONAL RAILWAY
	L.R.T. STATION		MEDIUM TO HIGH DENSITY
	L.R.T. RIGHT-OF-WAY		MIXED-USE, MEDIUM TO HIGH DENSITY RESIDENTIAL DEVELOPMENT
	ARTERIAL ROAD SYSTEM		MEDIUM DENSITY
	COLLECTOR ROAD SYSTEM		STABLE COMMUNITY
	LOCAL ROAD SYSTEM		

Figure 12
Housing Strategy



DC1 PROVISION BELVEDERE

1. General Purpose

To accommodate the retention and redevelopment of the existing Transit Hotel as part of the infill and intensification strategy along Fort Road NW as a transit-oriented, "urban village" within walking distance to the Belvedere LRT Station.

2. Area of Application

This Provision shall apply to Lots 38-39, Block 2, Plan 2552S, as shown in Schedule "A" of the Charter Bylaw.

3. Uses

- a. Minor Home Based Business
- b. Residential Sales Centre
- c. Bars and Neighbourhood Pubs
- d. Business Support Services
- e. Cannabis Retail Sales
- f. Creation and Production Establishments
- g. Commercial Schools
- h. Convenience Retail Stores
- i. General Retail Stores
- j. Health Services
- k. Hotels
- l. Indoor Participant Recreation Services
- m. Major Amusement Establishment
- n. Minor Amusement Establishment
- o. Liquor Stores
- p. Market
- q. Multi-unit Housing
- r. Personal Service Shops
- s. Professional, Financial, and Office Support Services
- t. Restaurants
- u. Specialty Food Services
- v. Supportive Housing
- w. Urban Gardens
- x. Veterinary Services
- y. Warehouse Sales
- z. Fascia On-premises Signs
- aa. Freestanding On-premises Signs
- bb. Projecting On-premises Signs

4. Development Regulations

1. Development applications for new buildings and major additions are required to go before the Edmonton Design Committee (EDC) prior to the issuance of a development permit.
2. The overall Site development shall be in accordance with the urban design criteria established herein and in the Fort Road Old Town Urban Design Plan.
3. The maximum Floor Area Ratio shall be 2.0.
4. The maximum Height shall not exceed 18.0 m.
5. No Front and Side Setbacks for the Transit Hotel are required. The Transit Hotel shall be built to the front (Fort Road) and flanking side (66 Street) property lines.
6. Where adjacent commercial buildings Abut the property line to form a pedestrian-oriented shopping street, no Setback shall be required.
7. A 2.0 m building Setback shall be provided at the Rear of the building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
8. Any redevelopment of the Transit Hotel site should be to the rear of the original structure, such that the original structure may be restored and maintained in appearance.
9. Exterior alterations and additions to the Transit Hotel shall be sympathetic to and compatible with the historic facade of the building, to the satisfaction of the Development Officer in consultation with the Heritage Officer.
10. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized.
11. All building facades should use compatible and harmonious exterior finishing materials.
12. Where feasible, developments should provide gardens or patios on building rooftops to improve rooftop aesthetics and provide additional amenity space.
13. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building and is not included in building height.
14. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways in accordance with the provisions of the Zoning Bylaw.
15. Any redevelopment or additions should, to the greatest extent possible, utilize infrastructure practices, site designs and building developments that reduce the consumption of water, energy, and materials consistent with sustainability programs such as Built Green Alberta or Leadership in Energy and Environmental Design (LEED) accreditation.
16. Signs shall comply with Schedule 59E of the Zoning Bylaw, with the intent to complement the pedestrian oriented environment, except that:
 - a. the maximum Height of a Freestanding On-premises Sign shall be 6.0 m;
 - b. one additional projecting sign may be permitted per building for the purpose of advertising businesses that do not have access at ground level;

- c. a Projecting Sign on a building three Storeys or higher shall not extend more than 75 cm above the floor of the third storey and
 - d. A maximum of 10% of the first Storey glazing may be covered by Signs. The remainder of the glazing shall remain free from obstruction.
- 17. A Comprehensive Sign Design Plan application shall be submitted at the time the Development application is made. If the development is for the Transit Hotel, consultation with the Heritage Officer is required.
- 18. Multi-Unit Housing may be permitted above a commercial building or a stand-alone building.
- 19. Multi-unit Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
- 20. Multi-unit Housing buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street.
- 21. The developer is encouraged to incorporate a minimum of 10% adaptable Dwelling units to ensure universal accessibility.

5. Development Regulations for Specific Uses

- 1. Professional, Financial, and Office Support Services shall not include loan offices and similar financial uses.

6. Development Regulations for Building Design and Features

- 1. The first floor of any residential frontage, including associated entranceway, shall have a maximum grade separation of 1 m from any adjacent public sidewalk.
- 2. The first floor of commercial frontage and entranceways shall be at grade with the property line.
- 3. The finishing of the podium portion of any development shall consist of a combination of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.
- 4. The use of stucco as a finishing material is not permitted on the podium portion of any development.
- 5. The Façade treatment shall wrap around the side of the building to provide a consistent profile facing both Fort Road and 66 Street.
- 6. Built form, public realm interfaces, streetscape elements and mobility connections shall consider the City of Edmonton's Winter Design Guidelines in their design and implementation.

7. Development Regulations Parking, Loading, Storage and Access

- 1. Parking, loading and passenger drop-off areas shall be easily accessible and designed to minimize pedestrian-vehicle conflicts, to the satisfaction of the Development Officer.

2. No direct access to parking will be permitted from Fort Road.
3. Surface parking and underground parking access shall be accessed off the Lane, located to the rear of the building, and screened from the street by appropriate orientation of the built form and enhanced landscaping measures.
4. Driveway ramps for underground parkades must not exceed a slope of 6% for the first 4.5 m from the property line and the ramp must be at Grade at the property line, to the satisfaction of the Development Officer.

8. Development Regulations for Landscaping, Lighting and Amenity Area

1. A Landscape Plan prepared and sealed and/or stamped by a registered Landscape Architect shall be submitted prior to the issuance of a Development Permit for the construction of the addition.
2. The landscape plan shall include landscaping as it relates to the design of special feature areas identified in the Urban Design Plan. Outdoor amenity spaces shall be landscaped for the purpose of achieving pedestrian connectivity, opportunities for play and social interaction.
3. Landscaping should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
4. Any development shall incorporate functional and decorative lighting to highlight the building's architectural features and enhance the appearance of the building during the winter months.

9. Other Regulations

1. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
2. Change of Use of Applications for Restaurants; Bars and Neighbourhood Pubs; Professional, Financial and Office Support Services; Specialty Food Services, Cannabis Retail Sales and Liquor Stores do not require a CPTED Assessment.

DC1 Provision (Area F) - Belvedere

1. General Purpose

To accommodate ~~a infill and intensification of the~~ **retention and redevelopment of the existing Transit Hotel as part of the infill and intensification strategy for Fort Road** ~~existing Fort Road commercial area as part of a transit-oriented and, residential mixed use development that creates a liveable "urban village" environment through the retention of identified heritage structures, use of urban design regulations, and the introduction of a diversity of housing types within walking distance to the Belvedere LRT Station. Commercial uses will be developed on the ground floor of a number of the buildings as part of this development project.~~

2. Area of Application

This Provision shall apply to **Lots 38-39, Block 2, Plan 2552S, as shown in Schedule "A" of the Charter Bylaw adopting this Provision.**

~~Lot 2-5, 6-9, Block 3, Plan 3600U; Lots 14, 15, 16-19, 20, 21, Block 7, Plan 2552S; and, Lot 30, 31, 32, 33, 34, 35, 36, 37, 38, and 39, Block 2, Plan 2552S, designated as Area F and shown on Appendix I.~~

3. Uses

- a. Minor Home Based Business
- b. Residential Sales Centre
- c. Bars and Neighbourhood Pubs, ~~for less than 100 occupants and 120 m2 of Public Space.~~
- d. ~~Business Support Services~~
- e. **Cannabis Retail Sales**
- f. **Creation and Production Establishments**
- g. **Commercial Schools**
- h. Convenience Retail Stores
- i. General Retail Stores, ~~not to exceed 3000 m2.~~
- j. ~~Health Services~~
- k. Hotels, ~~limited to the existing Transit Hotel~~
- l. **Indoor Participant Recreation Services**
- m. Major and Minor Amusement Establishment ~~as an accessory use to a restaurant.~~
- n. ~~Market~~
- o. Liquor Stores
- p. **Market**
- q. Multi-unit Housing
- r. Personal Service Shops

- s. Professional, Financial, and Office Support Services, ~~excluding loan offices and similar financial uses~~
- ~~t. Supportive Housing~~
- u. Restaurants, ~~for less than 200 occupants and 240 m² of Public Space~~
- v. Specialty Food Services, ~~for less than 100 occupants and 120m² of Public Space~~
- w. Urban Gardens
- x. Veterinary Services
- y. Warehouse Sales
- z. Fascia On-premises Signs
- aa. Freestanding On-premises Signs
- bb. ~~Temporary Freestanding On premises Signs, limited to project identification, building construction identification and real estate advertising signs during construction and initial sale excluding portable signs.~~
- cc. Projecting On-premises Signs

4. Development Regulations

- ~~1. The Developer shall provide proof satisfactory to the Development Officer, in consultation with Alberta Environment, and the Transportation and Streets Department that the lands have been remediated to allow the intended use prior to the issuance of a major development permit.~~
1. Development applications for new buildings and major additions are required to go before the Edmonton Design Committee (EDC) prior to the issuance of a development permit.
2. The overall Site development shall be in accordance with the urban design criteria established herein and in the Fort Road Old Town Urban Design Plan ~~for this Area.~~
- ~~3. Only Commercial Uses shall be located on the first (ground) floor in the areas identified on Appendix I.~~
- ~~4. 3. The maximum Floor Area Ratio for Lots within Area F shall be 2.0.~~
- ~~5. 4. The maximum Height for mid rise multi use housing apartments and buildings adjacent to Fort Road shall not exceed 5 Storeys nor 18.0 m.~~
6. No Front and Side Setbacks for the Transit Hotel are required. The Transit Hotel shall be built to the front (Fort Road) and flanking side (66 Street) property lines.
7. Where adjacent commercial buildings Abut the property line to form a pedestrian-oriented shopping street, no Setback shall be required.
- ~~8. The maximum Height for buildings adjacent to Fort Road shall not exceed 5 Storeys nor 18 m.~~
9. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building ~~and is not included in building height.~~
10. A 2.0 m building Setback shall be provided at the Rear of the building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.

- ~~11. A Minimum Private Outdoor Amenity Area of 7.5 m² per Dwelling for multi-unit housing units shall be provided. , none Dwellings no part of which is contained in the lowest Storey ¶~~
- ~~12. The second floor in the areas identified for Commercial Uses, as shown on Appendix I, may be used exclusively for either Residential Uses or Commercial Uses, excluding Restaurants, Bars and Neighbourhood Pubs.~~
- ~~13. All commercial and commercial related uses shall not be developed above the second storey of the building and shall be located as shown in the Appendix I.~~
- ~~14. A minimum of 3 storeys residential development shall be provided above any commercial development.~~
15. Multi-unit Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
16. A Landscape Plan prepared and sealed and/or stamped by a registered Landscape Architect shall be submitted prior to the issuance of a Development Permit for the construction of the addition.
17. Landscaping shall contain at least 10% more trees and shrubs within any Yard or Setback than are required under Section 55 of the Zoning Bylaw.
18. The landscape plan required through Section 55.4 of the Zoning Bylaw, shall include landscaping as it relates to the design of special feature areas identified in the Urban Design Plan. Outdoor amenity spaces shall be landscaped for the purpose of achieving pedestrian connectivity, opportunities for play and social interaction. Furthermore outdoor amenity spaces should create a sense of place, character and identity. In addition to landscaping, this shall be achieved through the use of park benches, pedestrian level lighting, waste receptacles and other means integrated with the landscaping and placed along public walking routes through the site to the satisfaction of the Development Officer.¶
- ~~2. Parking, loading and passenger drop-off areas shall be easily accessible and designed to minimize pedestrian-vehicle conflicts, to the satisfaction of the Development Officer.~~
- ~~3. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways in accordance with the provisions of Section 54.5 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning Bylaw.¶~~
- ~~19. Vehicular access shall be to a lane where one is available. No direct access to parking will be permitted from Fort Road.~~
- ~~20. All residential parking shall be underground or in a structure, visitor and customer parking may be provided at grade.~~
21. Driveway ramps for underground parkades must not exceed a slope of 6% for the first 4.5 m from the property line and the ramp must be at Grade at the property line, to the satisfaction of the Development Officer Transportation Department.
- ~~22. Vehicular parking shall be located at the rear of the building.~~
23. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.

4. Change of Use of Applications for Restaurants; Bars and Neighbourhood Pubs; Professional, Financial and Office Support Services, Specialty Food Services, Cannabis Retail Sales and Liquor Stores do not require a CPTED Assessment.
24. Signs in the areas identified for Commercial Uses shall comply with Schedule 59E of the Zoning Bylaw, with the intent to complement the pedestrian oriented commercial environment, except that:
 - a. a maximum Height of a ~~Temporary~~ Freestanding ~~On-premises~~ Sign shall be 6.0 m;
 - b. One additional projecting sign may be permitted per building for the purpose of advertising businesses that do not have access at ground level;
 - c. ~~a Projecting Sign may be used to identify businesses that are located entirely at the second Storey level; and~~
 - d. ~~the top Projecting Sign on a building three or more Storeys or higher shall not extend more than 75 cm above the floor of the second or third storey; and nor higher than the windowsill level of the second or third Storey.~~
 - e. A maximum of 10% of the first Storey glazing may be covered by Signs. The remainder of the glazing shall remain free from obstruction.

24. A Comprehensive Sign Design Plan application shall be submitted at the time the Development application is made. If the development is for the Transit Hotel, consultation with the Heritage Officer is required.

25. ~~In the areas identified for Commercial uses, a Comprehensive Sign Plan and Schedule, consistent with the overall intent of subsection 59.3 of the Zoning Bylaw, shall be prepared for the development and submitted, with the Development Application, to be approved by the Development Officer.~~

5. Development Regulations for Specific Uses

1. Professional, Financial, and Office Support Services shall not include loan offices and similar financial uses.

65. Development ~~Urban Design~~ Regulations for Building Design and Features

Site Planning

- a. ~~Surface parking and underground parking access for visitors and customers shall be accessed off the lane, located to the rear of each building fronting onto Fort Road and screened from the street by appropriate orientation of the built form and enhanced landscaping measures.~~
- b. ~~In the case of future redevelopment of the site no surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.~~

Street Wall

- a. ~~The maximum Frontage for Sites abutting a commercial shopping street shall be 10.06 m or consistent with the Frontage of other existing Sites abutting the shopping street and, where the Frontage for Sites abutting the commercial shopping street~~

~~exceeds 10.06 m or the consistent development pattern for the street, the front façade of the building shall be designed to break the appearance into 10.06 m sections or modules consistently sized with other buildings on the shopping street.~~

- ~~b. Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.~~

~~¶~~
~~¶~~

Mid Rise Apartments

- a. Multi-Unit Housing may be permitted above a commercial building or a stand-alone building.
- b. Multi-unit Housing Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street.
- c. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.

Building Setbacks

- a. ~~B~~Where the ground floor of any development is designed for Commercial Uses, buildings shall be built to the front and side property lines. The Development Officer may allow a maximum of 50% of the building to be setback by 1 m from the property line. This shall be done to create visual interest in the building. The Development Officer may allow an additional building setback, only to accommodate street related activities such as sidewalk cafes, colonnades, arcades or plazas.

~~¶~~

Building Stepbacks

- a. ~~Where Residential Uses are located above Commercial Uses, in a building, the residential portion of the building above the second floor of the building shall be setback a minimum 3 m from the lower portion of the building adjacent to Fort Road, as illustrated in the following diagram for interpretive purposes.~~

{IMAGE}

- b. ~~Where Residential Uses are located above Commercial Uses in a building, the residential portion of the building above the second floor shall be setback a minimum 2 m from the lower portion of the building adjacent to a public roadway, other than a Lane, as illustrated in the following diagram for interpretive purposes.~~

{IMAGE}

- c. All developments shall provide a minimum 7.5 m building Setback from the Rear property line. above the podium level of the building.
- d. The ground floor of any commercial development shall have a minimum of 50% of its floor space dedicated to commercial activity where all activity must abut the street frontages and be a depth of at least 10m.
- e. If parking uses front on the public street in any portion of the podium above the first and/or second storey level of the Multi Unit Housing mid-rise apartment building then:
- i. An enhanced architectural façade treatment, harmonious with the adjacent commercial or residential frontage, shall be provided on the podium portion to the

~~satisfaction of the Development Officer in consultation with the Urban Design Group; and~~

- ~~ii. Parking areas above second storey of the podium shall not be visible from the public street.~~

Entrances

- ~~a. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.~~
- ~~b. The first floor of any residential frontage, including associated entranceway, shall have a maximum grade separation of 1 m from any adjacent public sidewalk.~~
- ~~c. The first floor of commercial frontage and entranceways shall be at grade with the property line.~~
- ~~d. A separate and prominent access to residential buildings from Fort Road is required for any building whose podium portion fronts onto Fort Road.~~



Weather Protection

- ~~a. Where Commercial Uses are developed on the ground (first) floor of a building, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.~~

Architectural Control

- ~~a. The finishing of the podium portion of any development shall consist of a combination of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or pre-cast coloured concrete.~~
- ~~b. The use of stucco as a finishing material is not permitted on the podium portion of any development.~~
- ~~c. Special architectural treatment of building faces shall be provided as per Appendix I.~~
- ~~d. Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 70% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall consist be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.~~
- ~~e.~~
- ~~f. Any Development on the Site shall incorporate functional and decorative lighting to highlight the building's architectural features and enhance the appearance of the building during the winter months.~~
- ~~g. The Façade treatment shall wrap around the side of the building to provide a consistent profile facing both Fort Road and 66 Street.~~
- ~~h. Built form, public realm interfaces, streetscape elements and mobility connections shall consider the City of Edmonton's Winter Design Guidelines in their design and implementation.~~

6. Development ~~Regulations~~ Guidelines

- a. The developer is encouraged to incorporate a minimum of 10% adaptable dwelling units and to ensure universal accessibility.
- b. All building facades should use compatible and harmonious exterior finishing materials.
- c. Where feasible, developments should provide gardens or patios on ~~the top of the podium level and~~ building rooftops to improve rooftop aesthetics and provide additional amenity space.
- d. ~~Where feasible, Multi-unit Housing Dwellings should~~ ~~Dwellings and other elements of the development should~~ be sited and oriented to minimize their impact on other ~~Dwellings by considering such things as daylight, sunlight, ventilation, quiet, visual privacy and views.~~
- e. ~~Development in this Area~~ should, to the greatest extent possible, utilize infrastructure practices, site designs and building developments that reduce the consumption of water, energy, and materials consistent with sustainability programs such as Built Green Alberta or Leadership in Energy and Environmental Design (LEED) accreditation.
- f. ~~Landscaping of Sites in this Area~~ should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- g. ~~Parking, loading and passenger drop-off areas should be easily accessible and designed to minimize pedestrian vehicle conflicts.~~

Historic Resources

- a. Exterior alterations and additions to the Transit Hotel shall be sympathetic to and compatible with the historic facade of the building, to the satisfaction of the Development Officer in consultation with the Heritage Officer.
- b. ~~The identified structures in Appendix II, should be retained and incorporated into any redevelopment, so that their historic facades and those elements of merit in the first 5 m become an integral part of the development, to the satisfaction of the Development Officer in consultation with Planning Coordination (the Heritage Planning) Officer.~~
- c. ~~Any new development behind or above should be set back from the principal façade of the identified historic structures and shall be complimentary in its design.~~
- d. Any redevelopment of the Transit Hotel ~~site~~ should be to the rear of the original structure, such that the original structure ~~may~~ be restored and maintained in appearance.

~~[Charter Bylaw 19936 Map](#)~~

~~[Charter Bylaw 19936 Appendices](#)~~