

Bylaw 15147

A Bylaw to amend Bylaw 11618, as amended,
being the Oliver Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council on December 9, 1997, passed Bylaw 11618, as amended, being a bylaw to adopt the Oliver Area Redevelopment Plan; and

WHEREAS an application was received by the Planning and Development Department to amend Bylaw 11618, as amended, the Oliver Area Redevelopment Plan;

WHEREAS City Council considers it desirable to amend Oliver Area Redevelopment Plan;

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The Oliver Area Redevelopment Plan is hereby further amended by:
 - a. deleting from Section 1.3.2 “111” and substituting “112” after “Lands north of 104 Avenue, west of”
 - b. adding the following after the paragraph titled “Deletions”

“In 2010, the new Downtown ARP required two Oliver ARP boundary adjustments.

 1. The lands north of 104 Ave between 111 and 112 St are deleted to be incorporated into the Downtown ARP to accommodate the expansion of Grant MacEwan University.
 2. The lands south of Jasper Ave east of 110 St are deleted and to be incorporated into the Downtown ARP to bring the remainder of the block under a single zone and ARP.”
 - c. deleting all references to “Grant McEwan Community College (GMCC)” within the Plan and substituting with “Grant McEwan University”;
 - d. deleting from Section 12.1 “111” and substituting with “112”;
 - e. deleting “Map 1 Location of Oliver ARP Area in Relation to Other ARP Areas” and substituting the new “Map 1 Location of Oliver ARP Area in Relation to Other ARP Areas”, attached here to as Schedule “A”, and forming a part of this Bylaw;

- f. deleting “Map 2 Oliver ARP Boundary Amendments” and substituting the new “Map 2 Oliver ARP Boundary Amendments”, attached hereto as Schedule “B”, and forming a part of this Bylaw;
- g. deleting “Map 3 Major Plan Initiatives” and substituting the new “Map 3 Major Plan Initiatives”, attached hereto as Schedule “C”, and forming a part of this Bylaw;
- h. deleting “Map 4 Sub Area Boundaries” and substituting the new “Map 4 Sub Area Boundaries”, attached hereto as Schedule “D”, and forming a part of this Bylaw;
- i. deleting “Map 5 Oliver Existing Land Use” and substituting the new “Map 5 Oliver Existing Land Use”, attached hereto as Schedule “E”, and forming a part of this Bylaw;
- j. deleting “Map 6 Sub Area 1 – Zoning” and substituting the new “Map 6 Sub Area 1 – Zoning”, attached hereto as Schedule “F”, and forming a part of this Bylaw;
- k. deleting “Map 8 Sub Area 2 – Zoning” and substituting the new “Map 8 Sub Area 2 – Zoning”, attached hereto as Schedule “G”, and forming a part of this Bylaw;
- l. deleting “Map 9 Sub Area 3 – Zoning” and substituting the new “Map 9 Sub Area 3 – Zoning”, attached hereto as Schedule “H”, and forming a part of this Bylaw;
- m. deleting “Map 10 Sub Area 4 – Zoning” and substituting the new “Map 10 Sub Area 4 – Zoning”, attached hereto as Schedule “I”, and forming a part of this Bylaw;
- n. deleting “Map 11 Sub Area 5 – Zoning” and substituting the new “Map 11 Sub Area 5 – Zoning”, attached hereto as Schedule “J”, and forming a part of this Bylaw;
- o. deleting “Map 12 Sub Area 6 – Zoning” and substituting the new “Map 12 Sub Area 6 – Zoning”, attached hereto as Schedule “K”, and forming a part of this Bylaw;
- p. deleting “Map 13 Sub Area 7 – Zoning” and substituting the new “Map 13 Sub Area 7 – Zoning”, attached hereto as Schedule “L”, and forming a part of this Bylaw;
- q. deleting “Map 14 Sub Area 8 – Zoning” and substituting the new “Map 14 Sub Area 8 – Zoning”, attached hereto as Schedule “M”, and forming a part of this Bylaw;
- r. deleting “Map 15 Oliver’s Place in Central City Transportation Network” and substituting the new “Map 15 Oliver’s Place in Central City Transportation Network”, attached hereto as Schedule “N”, and forming a part of this Bylaw;
- s. deleting “Map 17 On-Street Parking Inventory” and substituting the new “Map 17 On-Street Parking Inventory”, attached hereto as Schedule “O”, and forming a part of this Bylaw;
- t. deleting “Map 18 Pedestrian and Bicycle Circulation System” and substituting the new “Map 18 Pedestrian and Bicycle Circulation System”, attached hereto as Schedule “P”, and forming a part of this Bylaw;
- u. deleting “Map 19 Oliver Parks and Recreation Facility Locations” and substituting the new “Map 19 Oliver Parks and Recreation Facility Locations”, attached hereto as Schedule “Q”, and forming a part of this Bylaw;
- v. deleting “Map 20 Location of Social Services and Seniors’ Activity Centres” and substituting the new “Map 20 Location of Social Services and Seniors’ Activity Centres”, attached hereto as Schedule “R”, and forming a part of this Bylaw; and

- w. deleting “Map 21 Oliver Zoning” and substituting the new “Map 21 Oliver Zoning”, attached hereto as Schedule “S”, and forming a part of this Bylaw.

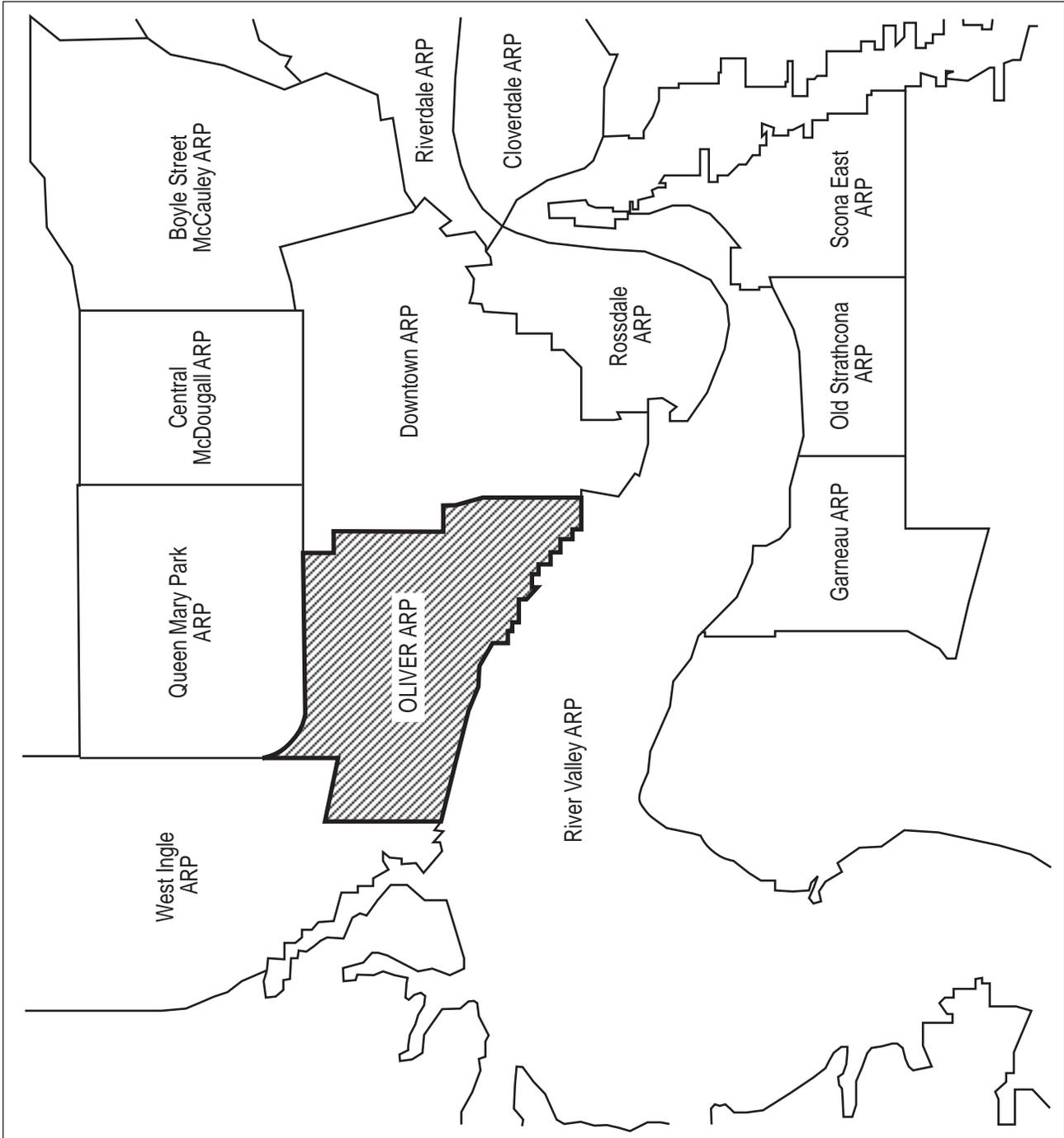
READ a first time this	day of	, A. D. 2010;
READ a second time this	day of	, A. D. 2010;
READ a third time this	day of	, A. D. 2010;
SIGNED and PASSED this	day of	, A. D. 2010.

THE CITY OF EDMONTON

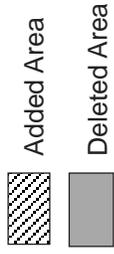
MAYOR

CITY CLERK

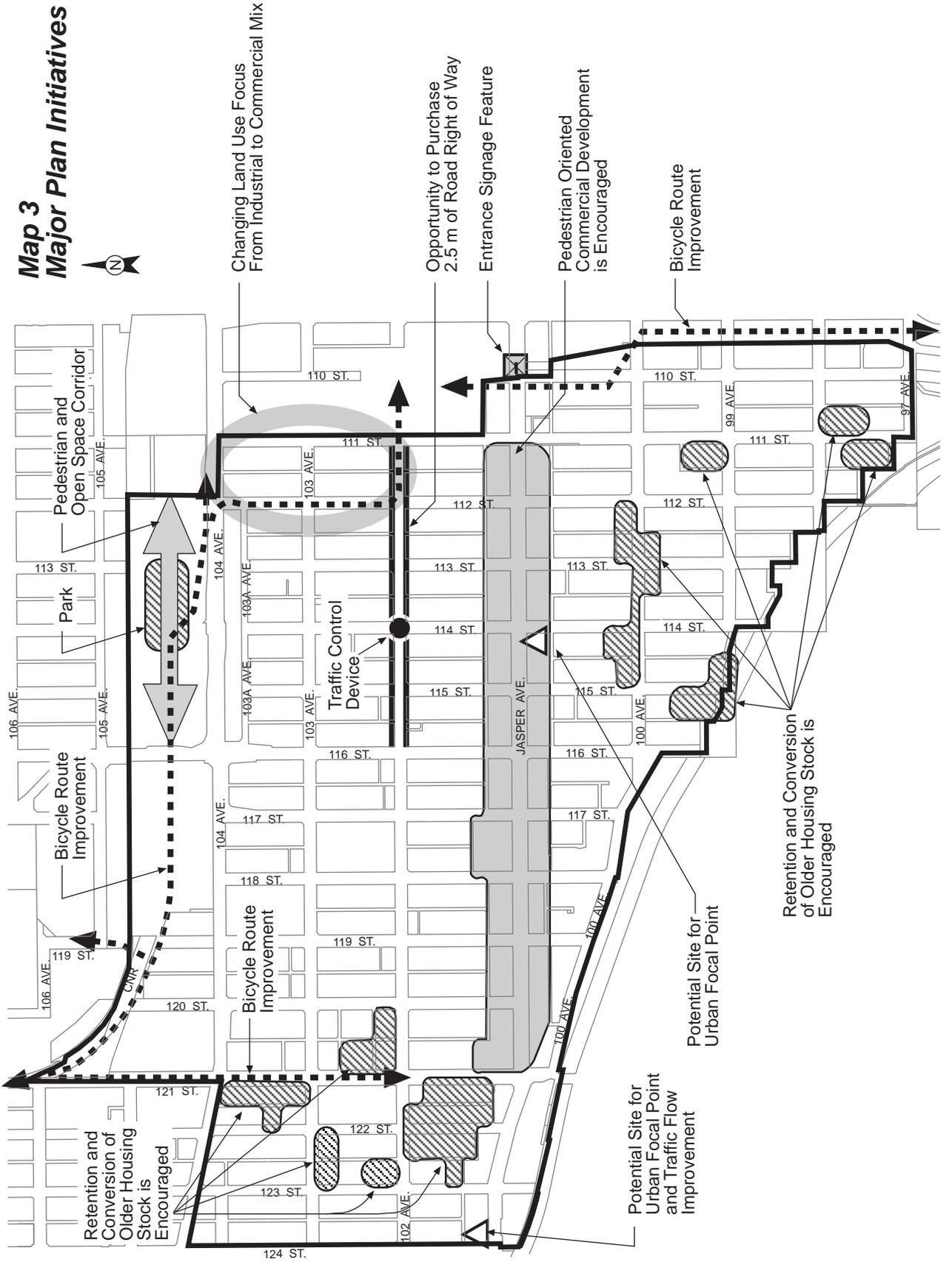
Map 1
Location of Oliver ARP
Area in Relation to
Other ARP Areas



**Map 2
Oliver ARP Boundary
Amendments**



Map 3 Major Plan Initiatives



Changing Land Use Focus
From Industrial to Commercial Mix

Opportunity to Purchase
2.5 m of Road Right of Way
Entrance Signage Feature

Pedestrian Oriented
Commercial Development
is Encouraged

Bicycle Route
Improvement

Pedestrian and
Open Space Corridor

Park

Bicycle Route
Improvement

Traffic Control
Device

Potential Site for
Urban Focal Point
and Traffic Flow
Improvement

Retention and Conversion
of Older Housing Stock is
Encouraged

Potential Site for
Urban Focal Point

Retention and
Conversion of
Older Housing
Stock is
Encouraged

Map 4
Sub Area Boundaries





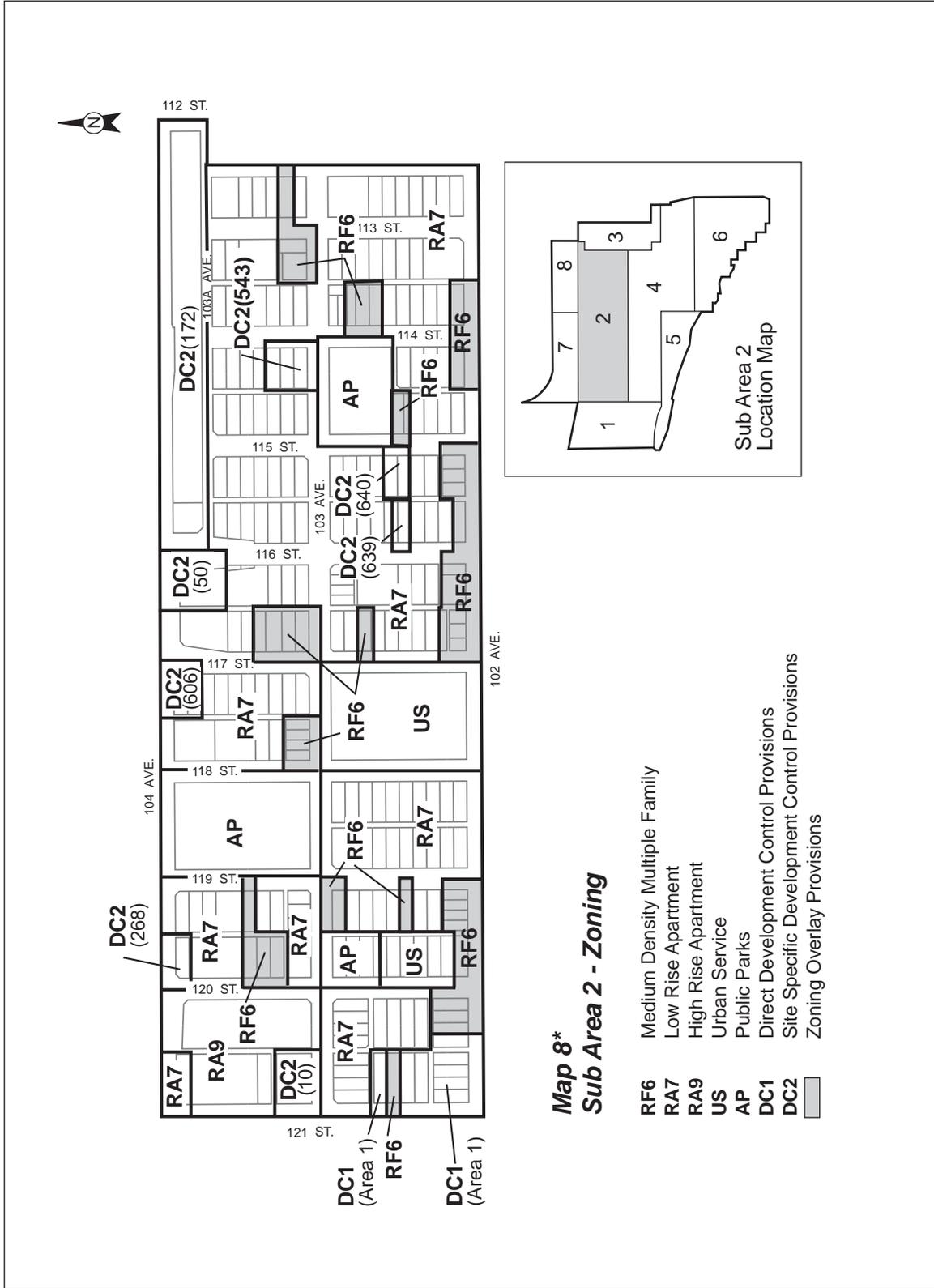
Map 5 Oliver Existing Land Use

Source: SELUS/LUMP September, 1997

-  One Unit Dwelling
-  Two Unit Dwelling
-  Multi Unit Dwelling
-  Apartment
-  High Rise Apartment
-  Other Residential
-  Commercial
-  Industrial/Utilities
-  Transportation
-  Open Space/Recreation
-  Institutional Uses
-  School
-  Religious Assembly
-  Other Institutional
-  Vacant/Undeveloped

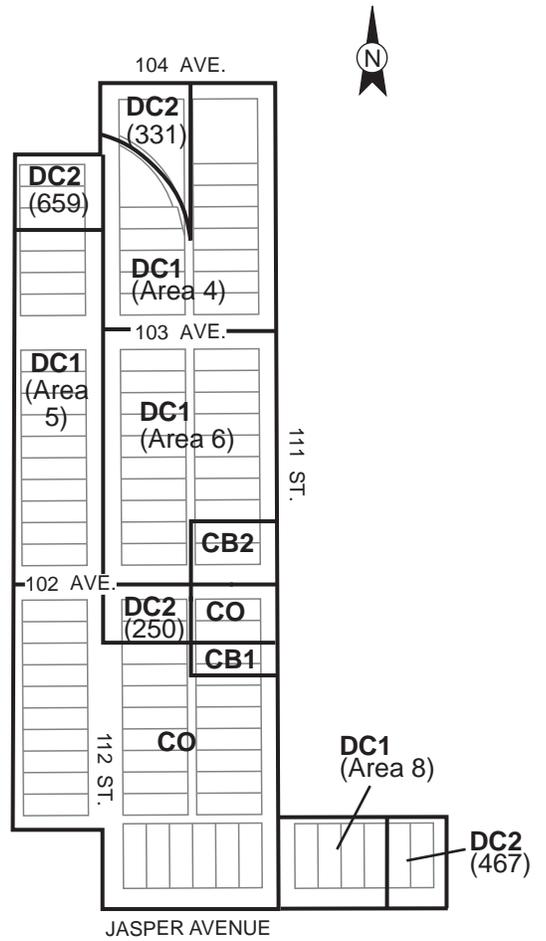
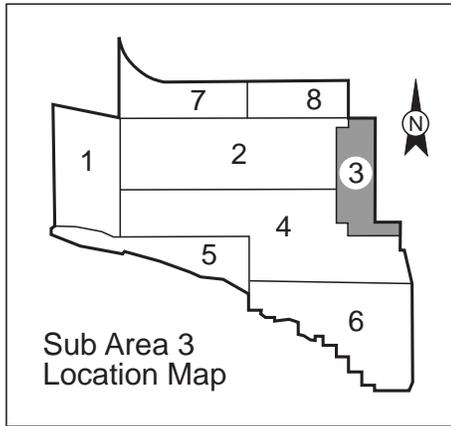


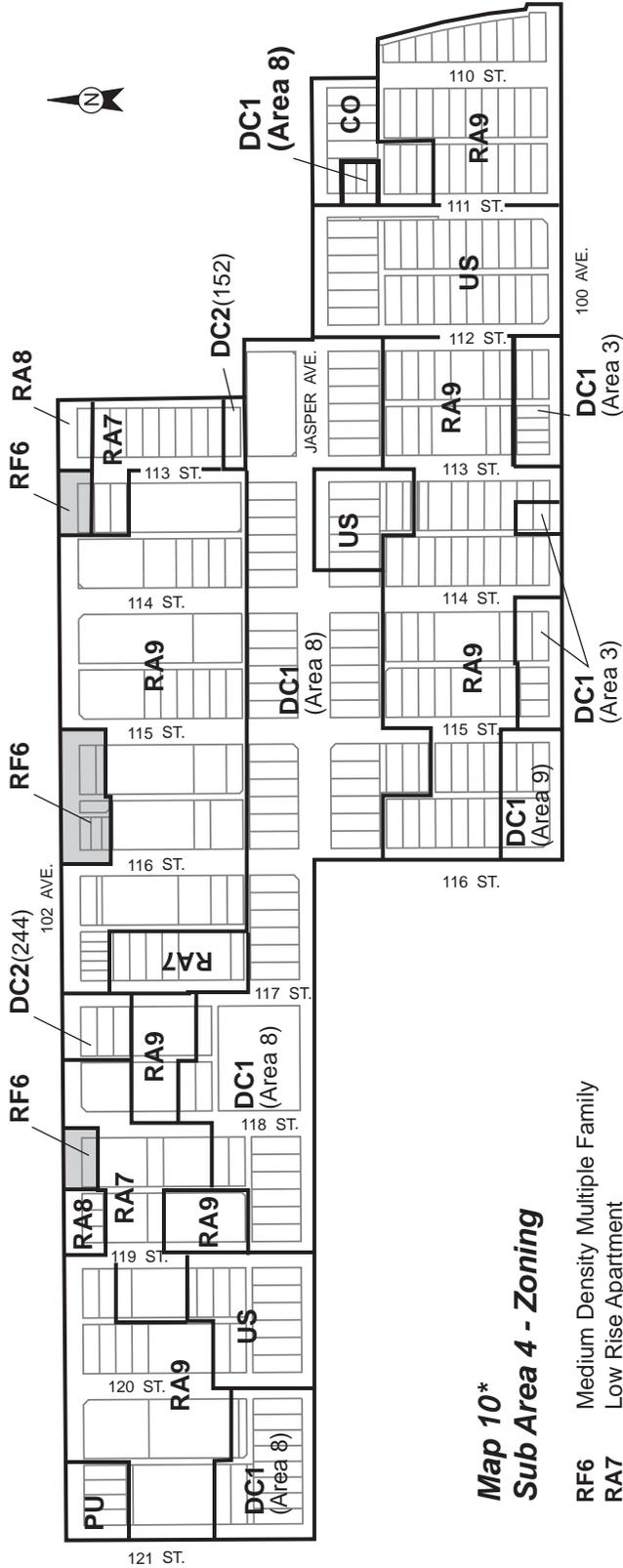
The City of Edmonton disclaims any liability for the use of this map.
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Map 9*
Sub Area 3 - Zoning

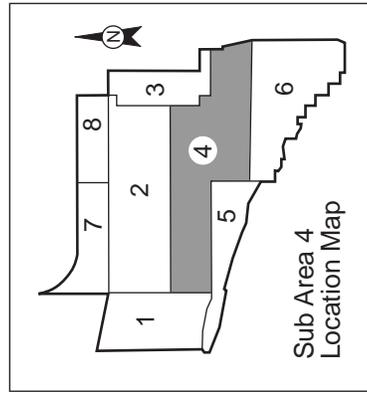
- CB1** Low Intensity Business
- CO** Commercial Office
- DC1** Direct Development Control Provisions
- DC2** Site Specific Development Control Provisions



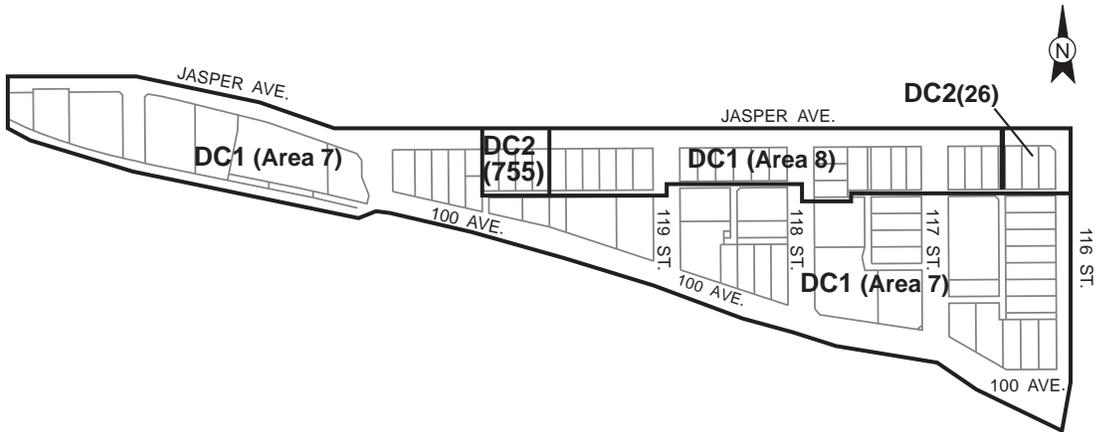


Map 10*
Sub Area 4 - Zoning

- RF6 Medium Density Multiple Family
- RA7 Low Rise Apartment
- RA8 Medium Rise Apartment
- RA9 High Rise Apartment
- CO Commercial Office
- US Urban Service
- PU Public Utility
- DC1 Direct Development Control Provisions
- DC2 Site Specific Development Control Provisions
- Zoning Overlay Provisions

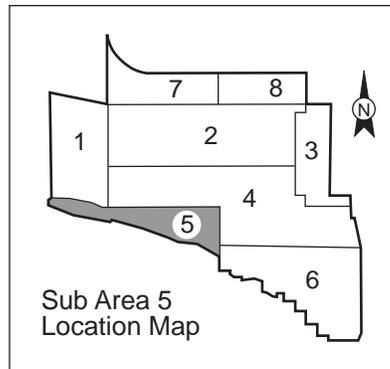


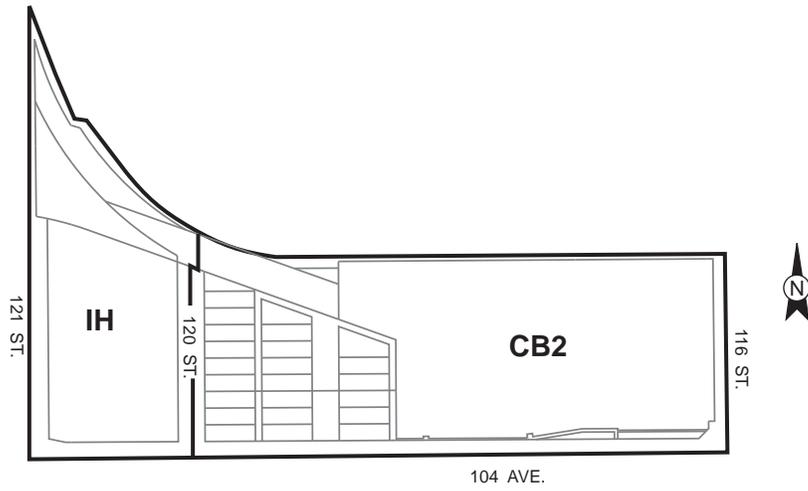
Sub Area 4
Location Map



Map 11*
Sub Area 5 - Zoning

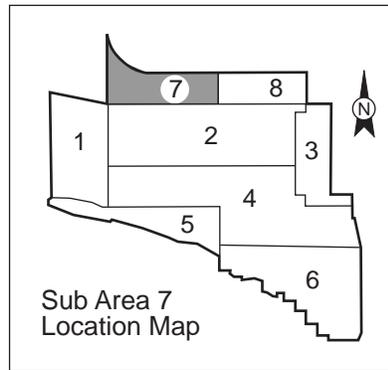
- DC1** Direct Development Control Provisions
- DC2** Site Specific Development Control Provisions

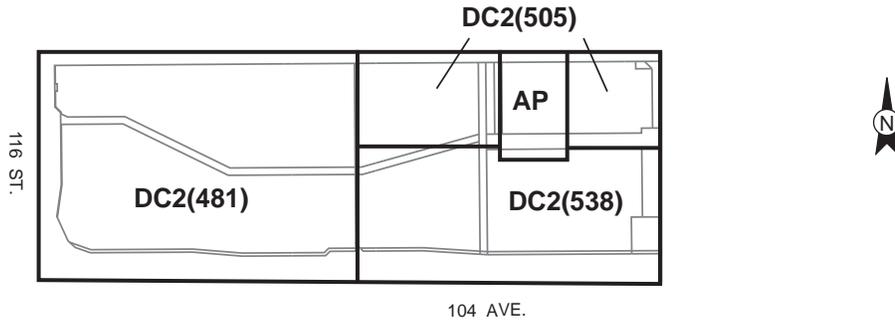




Map 13*
Sub Area 7 - Zoning

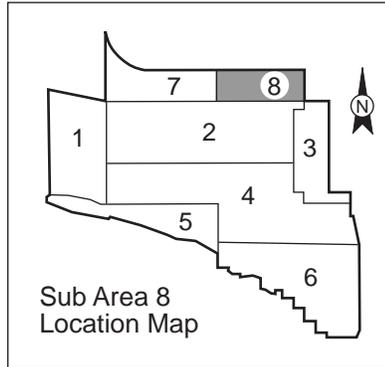
CB2 General Business
IH Heavy Industrial



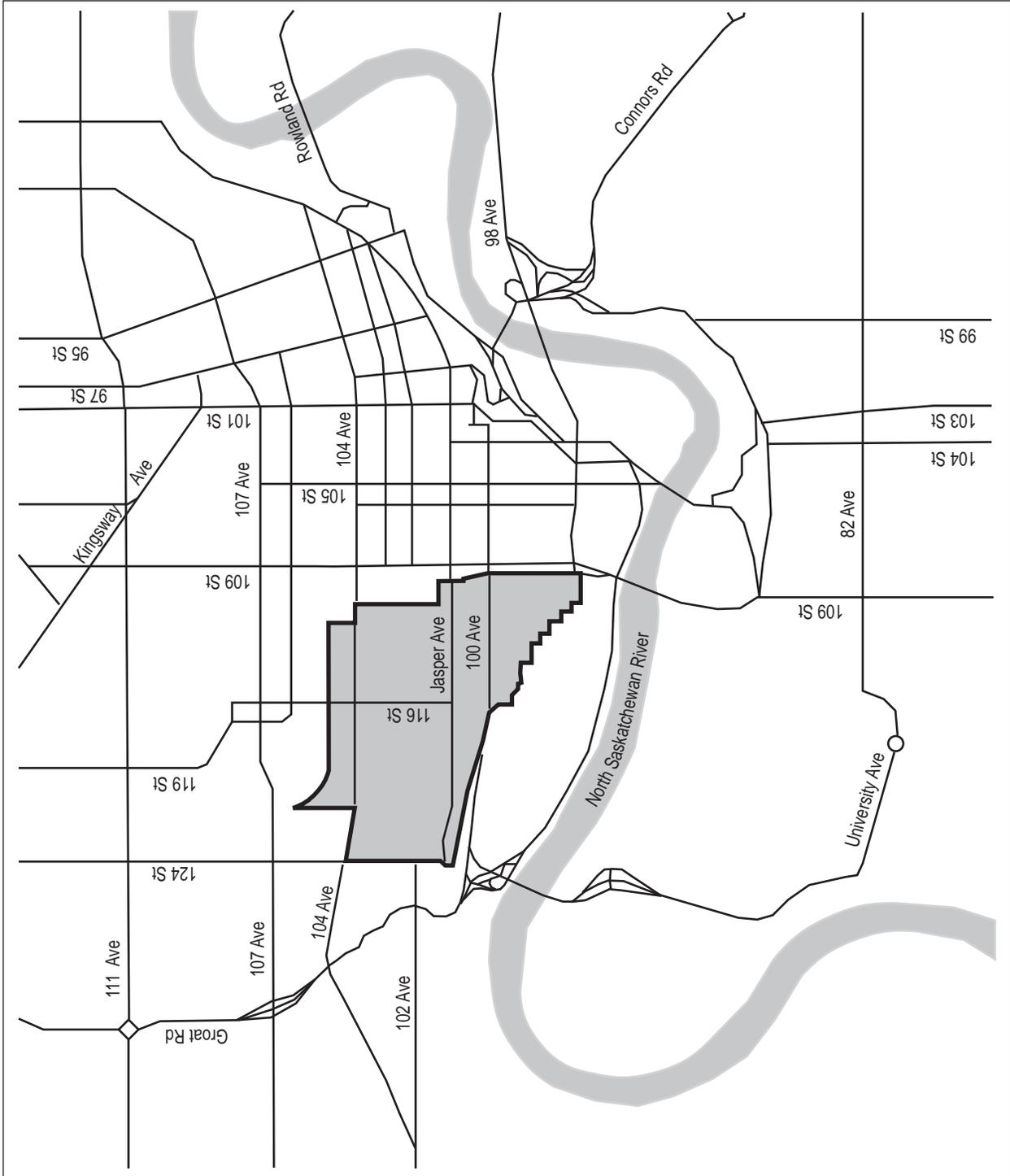


Map 14*
Sub Area 8 - Zoning

- AP Public Parks
- DC2 Site Specific Development Control Provisions



**Map 15
Oliver's Place
in Central City
Transportation
Network
(Only Arterial Roads
Shown)**



Map 17 On-Street Parking Inventory

- Timed Parking
- ▬ Metered Parking
- Permit Parking
- ▬ No Parking
- ▬ ARP Boundary



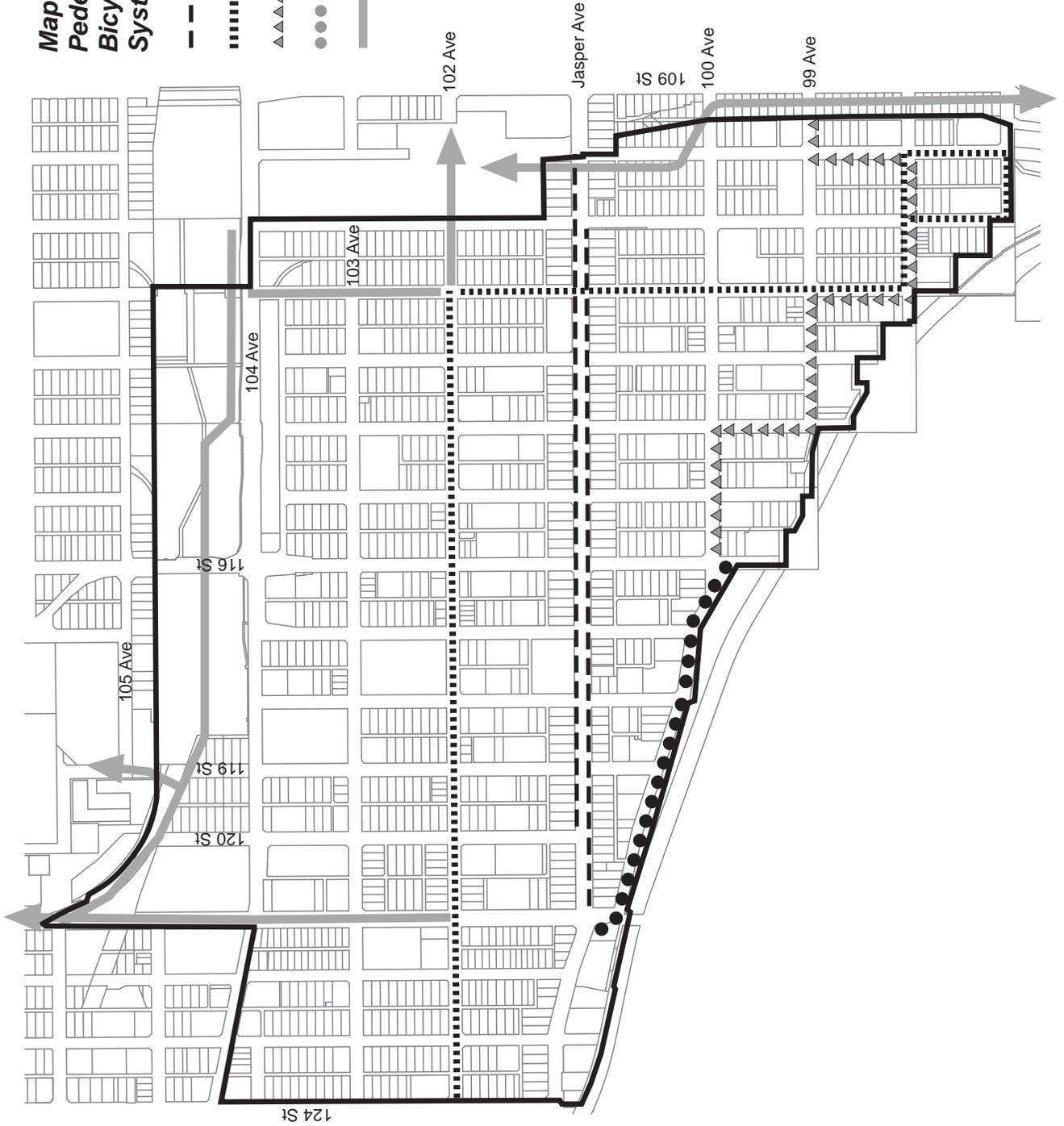
Note: Unrestricted on-street parking is permitted on the unmarked block faces on this map (within the Oliver area).

Note: Parking restrictions are illustrated in a general manner on this map. Localized parking restrictions such as loading zones; 5 minute zones for use of specific buildings, transit zones and school zones are not shown.

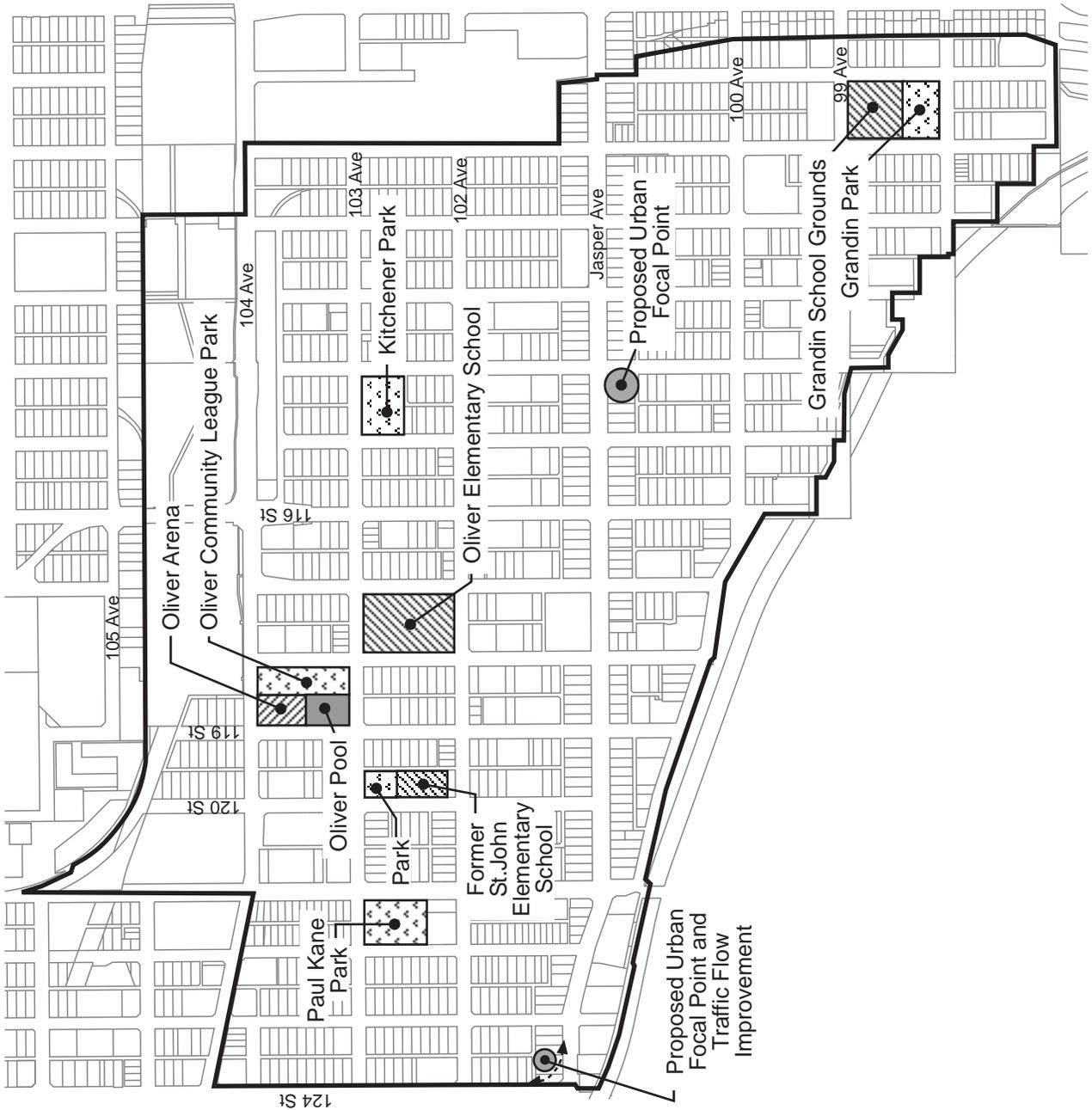
Map 18 Pedestrian and Bicycle Circulation System



- Bus Lanes (Bicycles Permitted)
- Signed Bicycle Route
- ▲▲▲▲ Heritage Trail
- Victoria Promenade
- Proposed Bicycle Route



Map 19*
Oliver Parks and Recreation
Facility Locations



* As amended by Bylaw 14174, January 2006

Map 20 Location of Social Services and Seniors' Activity Centres

- ① Alberta Committee of Citizens With Disabilities
- ② Native Employment Services
- ③ CNIB
- ④ Interfaith Association On AIDS
- ⑤ Jewish Seniors Drop-In Centre
- ⑥ The Support Network
- ⑦ AIDS Network of Edmonton
- ⑧ Greater Edmonton Foundation
- ⑨ West Edmonton Seniors
- ⑩ Edmonton General Hospital
- ⑪ Alzheimer Society of Edmonton
- ⑫ Edmonton Food Bank
- ⑬ Meals On Wheels



**ATTACHMENT 2
BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN**

DESCRIPTION: AMENDMENT TO THE OLIVER AREA REDEVELOPMENT PLAN

ADOPTION of the DOWNTOWN AREA REDEVELOPMENT PLAN

TEXT AMENDMENT to the ZONING BYLAW

ZONING BYLAW AMENDMENT from (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (EZ) Enterprise Zone, (MSC) Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone to (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (UW) Urban Warehouse Zone, (JAMSC) Jasper Avenue Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone; DOWNTOWN

LOCATION: Between 97 St. to 111 St., and between 97 Ave. to 105 Ave.

LEGAL DESCRIPTION: Multiple Properties

APPLICANT: Planning and Development Department

OWNER: Multiple Property Owners

ACCEPTANCE OF APPLICATION: February 9, 2005

EXISTING DEVELOPMENT: High Density Office, Residential, Institutional and Commercial Development, Historic Buildings, Single-Family Housing, Public Utilities and vacant lots.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

**PLANNING AND
DEVELOPMENT
DEPARTMENT'S**

RECOMMENDATION:

That Bylaw 15147 to amend the Oliver Area Redevelopment Plan be APPROVED;

That Bylaw 15200 to adopt the Downtown Area Redevelopment Plan be APPROVED;

That Bylaw 15201 to amend the text of Sections 910, 54 and 6 of the Zoning Bylaw, be APPROVED;

That Bylaw 15202 to amend the Zoning Bylaw AMENDMENT from (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (EZ) Enterprise Zone, (MSC) Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone to (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (UW) Urban Warehouse Zone, (JAMSC) Jasper Avenue Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone be APPROVED.

BACKGROUND

The project to prepare a new Downtown Plan began in 2006. At the time the project was initiated, it was anticipated that it would be a modest exercise involving some minor updating of the 1997 document. However, it soon became evident that a substantially new plan was required to address the significant amount of development that was occurring in the downtown and to reflect new and emerging policy direction being established in the City's Strategic Plan, the Transportation Master Plan, and the Municipal Development Plan.

Extensive consultation on draft versions of the Downtown Plan has occurred since 2006, including numerous workshops, surveys, open houses and public events. The Edmonton Design Committee and a professional planning firm evaluated the work in 2009 and recommended ways to strengthen the Plan, including testing of the proposed zoning and providing more details on how to implement the Plan.

The Planning and Development Department then identified the final steps to complete the Plan, which were approved on July 15, 2009 by the Executive Committee of City Council. The final stage included the establishment of a Downtown Planning Team, hiring of a specialized team of consultants to assist the team in completing the Plan, as well as the formation of Citizen Advisory and Technical Advisory Committees.

The project contract was awarded to the Livable City Design group, formed by Cohos Evamy integratedesign, an Edmonton-based leading national multidisciplinary design team. The group is made up of nationally recognized designers and planners from Vancouver and Edmonton, including: HB Lanarc, Urban Plans Consulting, Hotson Bakker Boniface Haden, Carlyle + Associates, ISL Engineering and Land Services, and Cohos Evamy integratedesign. In addition, Steer Davies Gleave consultants provided expertise on LRT route alignment and related design elements. The group also drew upon the expertise of internationally known specialists in the areas of sports arena planning (NBBJ) and land economics (GP Rollo & Associates).

A Citizen Advisory Committee provided input into the Plan over the last six months. The Committee is composed of the City Councillors for the Downtown, and representatives from the Downtown Business Association, Downtown Edmonton Community League (as of April 16, 2010), the arts community, social agencies, the downtown residential community, the design community, the development industry, downtown educational institutions and the Province.

A Technical Advisory Committee also provided input into the Downtown Plan over the last six months through indepth consultation. It is composed of representatives from City departments and internal and external agencies and utilities. Individuals from this committee also formed an editorial review board who examined and scrutinized the Zoning Bylaw amendments.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

DISCUSSION

1. The Application

The Capital City Downtown Plan takes a new approach to stimulating redevelopment and reinvestment in the Plan area. If the Downtown is to redevelop in a substantial way, it must have a competitive edge over other areas. The Administration proposes several catalyst projects that will intensify development, increase investment and create a livable Downtown. The catalyst projects are fundamental to the success of this project and reflect the belief that government has an important role to act as a catalyst for reinvestment.

The new Capital City Downtown Plan sets out a number of new policy directions and bold initiatives to meet the changing needs and aspirations of downtown stakeholders. The new Plan will renew the vision for Downtown by:

- Responding to the needs of residents, students, workers, business owners, and many other downtown stakeholders;
- Building on the achievements and momentum provided by the successes of the 1997 Plan;
- Capitalizing on other major initiatives underway within the Downtown and area;
- Providing up-to-date policies and competitive strategies for a stronger Downtown, to guide development for the next 10 years;
- Initiating a comprehensive 10 year Plan implementation program outlining a series of strategic public investments;
- Engaging a wide range of partners in Plan-related project implementation; and
- Providing updated design guidelines and zoning to raise the standard of design and to encourage sustainable development in the Downtown.

Bylaw 15200 will adopt the proposed Capital City Downtown ARP establishing a redevelopment concept for the area based on five districts and a 10-year implementation plan. The Plan is based on a format such that much of the policy direction typical of an Area Redevelopment Plan is contained in various chapters of the document with detailed implementation contained in the seven Downtown Special Area zones. The five districts include:

Commercial-Cultural Core

The Commercial Cultural Core is a concentration of high-density commercial uses combined with cultural facilities. It is home to City Hall, the Art Gallery of Alberta, the Winspear Centre, Citadel Theatre, Provincial Law Courts, and the City's main Library. All but one of Downtown's major office towers (25 storeys or greater) are located here.

Jasper Avenue

Jasper Avenue is Edmonton's Main Street. It contains a variety of retail and other commercial uses interspersed with several high-rise office towers. Recent initiatives have focused on reinvigorating underused buildings through the Façade and Storefront Improvement Program, and the redesign of the public realm and roadway configuration through the Jasper Avenue New Vision project.

Warehouse-Campus Neighbourhood

The Warehouse Campus Neighbourhood is an urban mix, made up of old warehouses converted to commercial, residential and other uses, and a large number of vacant properties. This area is less dense, with buildings ranging from one to thirty-six storeys high, while most buildings are one to three storeys. "Campus" was added to the neighbourhood's name to emphasize the growing importance of the education sector within the Downtown, namely the University of Alberta, NorQuest College and Grant MacEwan University.

McKay Avenue Neighbourhood

McKay Avenue Neighbourhood contains an established residential community with single detached housing as well as walk-up and high-rise residential units. The area has seen significant planning and development activity in the last five years, with an addition of several new high-rise development projects. The area is a well-established neighbourhood featuring mature tree lined streets, characterized by steep sloping topography, dramatic views of the River Valley, and a cluster of significant heritage structures.

Capital City Precinct

The Capital City Precinct is home to the Alberta Legislature buildings and grounds and several high quality mid rise office towers and associated commercial uses, along with notable heritage buildings.

The Capital City Downtown Plan proposes several catalyst projects that encourage more people to live work and play downtown; enhance the districts of downtown; and strengthen linkages within and to downtown.

More people living, working and playing downtown is a key opportunity to make the downtown sustainable and vibrant. With large areas of undeveloped land downtown, especially in the Warehouse Campus neighbourhood, the potential for residential infill is a key opportunity for downtown. Attracting more people to move – and stay – downtown will also make downtown a more attractive place to work, shop and learn.

Enhancing the districts of downtown is a key opportunity to make downtown well-designed. Each downtown district offers unique opportunities to help achieve the overall new vision for downtown. Many of the catalyst projects will leverage the strength of the individual neighbourhoods to the benefit of the entire downtown.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

Strengthening the linkages downtown is a key opportunity to make the downtown accessible. Linking the districts of downtown to each other, as well as to the adjacent neighbourhoods and the rest of the city, is key to making the downtown a more sustainable and livable place. Catalyst Projects are proposed to create the necessary momentum to stimulate timely change on the scale required. They have been identified for their ability to increase the number of people living in the downtown, enhance Downtown’s unique neighbourhoods and link the neighbourhoods together.

The New Catalyst Projects are:

1. Central Warehouse Area Housing Incentive Program	A catalyst for development of vacant land. \$10,000 grant for the first 1,000 units of medium density housing, dependent upon development meeting specific design requirements.
2. Warehouse Campus Neighbourhood Central Park	Acquire land in the Central Warehouse Area to create a major public amenity for residents and businesses and to serve as a catalyst for redevelopment.
3. Jasper Avenue New Vision	Phased improvements; narrowed roadway/wider sidewalks, high quality public realm, refined streetscape elements, increased design standards for private development, adjacent neighbourhoods taking ownership of their “Main Street”.
4. River Valley Promenades	Enhancement and extension of top of bank walkway, viewpoints and historical interpretive sites; variety of pedestrian connections to river’s edge.
5. Integration of street-level LRT	Coordinated design of LRT line and stations to ensure line positively impacts Downtown development objectives; optimal integration with residential and commercial land uses and the pedestrian environment.
6. High Profile Bikeway System	Highly visible, segregated and shared cycling routes, end-of-trip facilities for bicycle commuters in commercial buildings.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

7. Central Gathering Place for McKay Avenue	Acquisition of land and creative development of a central neighbourhood gathering place; possible design competition for this project
8. Green Building Strategy	Improving the energy performance of the buildings of downtown presents an important opportunity to bring about significant reductions in per capita GHG emissions. A Green Building Strategy would help the City establish appropriate energy performance targets and identify opportunities for improved energy efficiency in both City and industry buildings.
9. Green and Walkable Downtown	Phased, coordinated program – a highly interconnected pedestrian network, with street trees and landscaping on all downtown streets, well designed pedestrian-scaled lighting, and quality street furnishings.

Four Catalyst Projects are identified as concurrent. They are led by other agencies or have already been funded by the City but are critical for the success of the Downtown. See the table below.

The Concurrent Catalyst Projects Include:

1. Capital Boulevard – Ceremonial Street	Work with property owners to develop Capital Boulevard as one of the Downtown’s premier ‘Ceremonial Streets’ and to be a showcase of grand scale urban design.
2. Legislature Redevelopment	Alberta Legislature Grounds and river valley edge redevelopment; improved linkages to McKay Avenue neighbourhood; development of family-friendly amenities/recreation facilities for McKay Avenue and other downtown area residents.
3. Expansion of Downtown Universities and Colleges	Encourage the growth of the downtown knowledge economy by encouraging and supporting the growth of existing educational institutions and other training facilities and by attracting new learning institutions to locate downtown.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

<p>4. Proposed Sports and Entertainment District</p>	<p>Coordinated, transparent planning process with extensive public engagement to ensure best fit of a sports and entertainment complex into the downtown environment.</p> <p>Some Key Principles:</p> <ul style="list-style-type: none"> • The design of development should be of outstanding merit; • A significant, dynamic, publicly accessible and usable, and exterior open space should be provided at grade level; and • The development should be designed to maximize pedestrian activity on the streets
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Bylaw 15201 will amend Section 910 (Special Area Downtown), Section 55 (landscaping), Section 54 - Schedule 1 (parking) and Section 6 (general definitions) of the Zoning Bylaw. The following are some general changes:

- Section 910 (Special Area Downtown):
 - The Enterprise Zone (EZ) has been replaced with the Urban Warehouse (UW) zone to reflect the existing conditions of commercial, institutional, and residential uses;
 - The Main Street Commercial Zone (MSC) has been replaced with the Jasper Avenue Main Street Commercial Zone (JAMSC) to recognize the importance of Jasper Avenue as Edmonton’s Main Street;
 - Existing heights and densities have been maintained with the exception of the Urban Warehouse zone;
 - Building setbacks have been revised based on the Urban Design Framework;
 - Increased requirements for amenity space;
 - Child Care Services and Live Work use classes have been added to every zone;
 - In addition to standard development regulations, each zone provides urban design regulations that outline the desired urban form suitable for the area within its context;
 - The regulations within each zone have been reorganized to provide clarity and easier use of the Zoning Bylaw;
 - Freestanding Off-Premise Signs have been removed;
 - Zoning, Height and Floor Area Ratio maps are provided at the end of the zoning sections; and
 - Zones with existing permitted Bars and Neighbourhood Pubs use class have been limited in size and occupancy. Larger bars will be discretionary in zones where they were once permitted.
- Section 55:
 - The landscaping requirements of Section 55 will be applied to the CCA, HA, CMU, JAMSC and UW zones. Please note that the HDR and RMU zones are already included.

**BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN**

- Section 54:
 - Vehicular parking requirements have been reduced, and include a minimum and maximum number of required stalls.
- Section 6:
 - Definitions for Tower, Street Wall, Public Amenity Space, Floor Plate and façade have been added.

The following table compares the existing zoning with the proposed zoning related to Height, Floor Area Ratio (FAR) and Density.

Table 1 - Comparison of Section 910 Approved and Proposed Land Use Zones

Existing Zones	Existing Major Development Parameters			Proposed Zones	Proposed Major Development Parameters		
	Height	FAR	Density		Height	FAR	Density
CCA*	APO (~144m)	12 (E of 100 St) 16 (W of 100 St) 17.1 (Bound by 100 St and the N/S Lane W of 100 St, Jasper Ave & MacDonald DR)		CCA	APO (~144m)	12 (E of 100 St) 16 (W of 100 St) 17.1 (Bound by 100 St and the N/S Lane W of 100 St, Jasper Ave & MacDonald DR)	
CMU	45 (E of 109 St) 20 (W of 109 St)	14 (E of 109 St) 8 (W of 109 St)		CMU	45 (E of 109 St) 20 (W of 109 St)	14 (E of 109 St) 8 (W of 109 St)	
EZ*	APO	10	500	UW**	50 + 10 (discretionary for sites over 3,716 m2)	6 + 1 (discretionary for sites over 3,716 m2)	500
HA	32 (N of 102 Ave) APO* (~92m) (S of 102 Ave)	12 (N of 102 Ave) 14 (S of 102 Ave)		HA	32 (N of 102 Ave) APO* (~92m) (S of 102 Ave)	12 (N of 102 Ave) 14 (S of 102 Ave)	
HDR	45	4.5	500 (>1350m2) 370 (<1350m2)	HDR	45	4.5	500 (>1350m2) 370 (<1350m2)
MSC	45	14		JAMSC	45	10	
RMU	45	5.5	500	RMU	45	5.5	500

* Maximum height is limited to the Airport Protection Overlay (APO);

** Maximum height is as indicated or limited to the APO, whichever is lesser.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
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FILE: LDA08-0295
DOWNTOWN

Bylaw 15202 will apply Section 910 (Special Area Downtown) of the Zoning Bylaw, as amended, to the Downtown by amending the Zoning Bylaw from (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (EZ) Enterprise Zone, (MSC) Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone to (CCA) Commercial Cultural Core Zone, (HA) Heritage Area Zone, (UW) Urban Warehouse Zone, (JAMSC) Jasper Avenue Main Street Commercial Zone, (CMU) Commercial Mixed Use Zone, (RMU) Residential Mixed Use Zone, (HDR) High Density Residential Zone.

Bylaw 15147 will adjust the boundary of the approved Oliver ARP in two locations such that lands within the Oliver ARP are transferred to the Downtown ARP under Bylaw 15200. The first site is a vacant lot at the south east corner of Jasper Avenue and 110 Street. This change consolidates the blockface between 109 and 110 Street under a single Plan. The second site encompasses one city block and is located between 105 and 104 Avenues, west of 111 Street. This change will accommodate future expansion of Grant MacEwan University. The amendment appropriately rationalizes the text and graphics in the Oliver ARP plan document based on excluding portions of Sub Area 4 and 8.

In addition to the above mentioned Bylaws, there are two proposed rezonings which are considered to be administrative, and are included in the family of Bylaws being presented to Council. Please refer to the annotations for Bylaw 15474 and 15475.

2. Site and Surrounding Area

The Downtown ARP encompasses an area of approximately 160 hectares (roughly 82 City blocks) and the plan area is bound by 97 Street in the east, 97 Avenue in the south, 111 Street in the west and 105 Avenue in the north. The area is largely occupied by a wide variety of buildings, ranging from single detached homes to low and medium-rise commercial buildings, high-rise hotels, apartment buildings and office towers, but also features a number of vacant and under developed sites, primarily in the western and northern edge areas. Given its proximity to the North Saskatchewan River Valley and access to premium transit, the Downtown area is a growing urban lifestyle centre and has the potential to become a highly attractive community for living, working, learning and leisure.

ANALYSIS

1. Compliance with Approved Plans

Alberta Municipal Government Act (MGA)

The Alberta MGA provides City Council and the Civic Administration with the legislative framework to encourage and facilitate the development and redevelopment of land in a systematic, orderly, economically and environmentally responsible manner. It sets out the legal basis for the preparation of Area Redevelopment Plans. Bylaw 15200 has been prepared in accordance with the provisions of the MGA.

**BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN**

Capital Region Land Use Plan

The Capital Region Land Use Plan was created to provide an integrated, strategic and coordinated approach to regional growth and planning. The proposed Downtown Plan, supports all applicable Capital Region Land Use Principles and Policies. These include concentrating urban growth within the Downtown thereby minimizing impacts on the natural environment, emphasizing higher density development served by public transit, improvements to civic spaces (e.g. quality, accessibility), and provision of more housing opportunities and choices in support of a complete community.

“The Way Ahead” City of Edmonton Strategic Plan 2009-2018– Bylaw 15100 (July 2008)

The Strategic Plan is comprised of six (6) ten-year goals to focus and guide Edmonton’s future state. The Downtown Plan supports each of these goals in various ways which serve to: preserve and sustain the environment, improve liveability, transform Edmonton’s urban form and shift its transportation mode, ensure financial stability and diversify Edmonton’s economy.

“The Way We Grow” Municipal Development Plan – Bylaw 15100 (May 2010)

The City of Edmonton Municipal Development Plan (MDP) provides direction for future growth and development. The Capital City Downtown Plan supports the MDP directly in terms of managing growth, focusing development, and ensuring high quality design within Edmonton’s central core. This includes contributing to a strong downtown characterized by high density, mixed-use, transit, pedestrian orientation and excellent urban design.

“The Way We Move” Transportation Master Plan (TMP) – (September 2009)

The Transportation Master Plan establishes the framework for how the City of Edmonton will address its future transportation needs. The Capital City Downtown Plan conforms to the TMP emphasizing integration of land-use planning and transportation in order to create a more accessible, efficient and compact urban form.

Oliver Area Redevelopment Plan (December 1997)

The Oliver ARP is located along the western border of the Capital City Downtown Plan from 104 Avenue to 97 Avenue. Sub-neighbourhoods (Warehouse Campus, Jasper Avenue, and Capital City) within the Downtown Plan, border the Oliver ARP and serve to strengthen urban design along 104 Avenue, 109 Street, Jasper Avenue and Legislature areas; encourage a greater mix of residential density and development east of 109 Street; and improve pedestrian connection to proposed new and existing parks, open spaces and light rail transit.

Central McDougall / Queen Mary Park Area Redevelopment Plan (March 1998)

The Central McDougall / Queen Mary Park ARP is located along the northern boundary of the Capital City Downtown Plan from 112 Street to 101 Street. Both Warehouse Campus and Commercial Cultural Core sub-neighbourhoods provide a positive design interface along the Central McDougall and Queen Mary Park ARP boundary. A mix of housing densities offering greater choices and options is proposed

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

within the Warehouse Campus sub-neighbourhood along with greater emphasis on urban design, quality of pedestrian connections and linkages, open spaces and access to light rail transit along 104 Avenue.

The Quarters Downtown Area Redevelopment Plan (April 2009)

The Quarters Downtown ARP and proposed Capital City Downtown Plan are in alignment. The Quarters Downtown ARP is located along the eastern boundary of the Downtown Plan from 103A Avenue to 101A Avenue. The Station Lands and Arts District sub-neighbourhoods within the Commercial Cultural Core neighbourhood propose a mix of complimentary land uses along this boundary with emphasis on strengthening street activity (e.g. development of 97 Street as a retail street on both sides), design of the public realm, and connectivity to both Civic and Heritage Quarters within the Quarters Downtown ARP.

Boyle Street McCauley Area Redevelopment Plan (1994) and Boyle Renaissance (2008)

Improvements to pedestrian connectivity, access and overall quality of the public realm are proposed between the Capital City Downtown Plan and Boyle Street McCauley ARP. This includes the Boyle Street Renaissance area between 95 Street and 96 Street, from 103A Avenue north to the LRT tracks. Where the intent of the Boyle Street Renaissance is to meet local housing, social recreation and service needs of new and existing residents, the Downtown Plan has been designed with compatible land uses (i.e. high density commercial, office, retail and cultural facilities), immediately adjacent this area maintaining the character of both areas.

2. Transportation

Roadway Hierarchy

The Downtown Plan emphasizes the importance of maintaining a high quality roadway network that serves a diverse set of needs, manages congestion, provides access and ensures that different travel modes work in harmony with each other. Under the proposed plan, land use and transportation facilities will be designed and integrated to create a more walkable, vibrant and attractive compact mixed-use area.

Pedestrian Circulation and Cycling Downtown

The Plan's transportation policies focus on reducing reliance on the private automobile and making strategic investments on more sustainable forms of travel to and from the Downtown, as well as within the Downtown. A high priority is placed on creating a more walkable downtown, providing a highly visible and functional Downtown Bicycle Network and improving facilities and services for transit users.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

Light Rapid Transit (LRT) Network Plan

Under the Capital City Downtown Plan, Edmonton's downtown will function as a major city-wide and regional transit hub. It emphasizes the ongoing enhancement of transit services and pedestrian environment as an important factor in supporting a more accessible, walkable, attractive and sustainable Downtown. This work is further integrated with the LRT Network Plan which focuses on Downtown as the central focal point for the LRT system and includes the following LRT lines:

Downtown LRT Connector

With the decision in December 2009 to pursue future LRT expansions for West and Southeast LRT as a separate line, work is now underway through the Capital City Downtown Plan to determine a future alignment for the LRT corridor that will connect the future West LRT line at Grant MacEwan University (104 Avenue/109 Street) to the Southeast line at the future Quarters development (102 Avenue/96 Street).

Downtown LRT Circulator

The LRT Network Plan calls for the development of a Central Area LRT Circulator that will connect the downtown core to high activity areas near the University and Old Strathcona areas. Work underway through the Capital City Downtown Plan will define the corridors this circulator will use within the downtown core. Future study will be required to define how this would cross the North Saskatchewan River and connect through Old Strathcona to the future Southeast LRT line.

West Light Rapid Transit (WLRT) and Southeast Light Rapid Transit (SELRT)

Both West and Southeast LRT routes are reflected in the Plan. In December, 2009, City Council approved both the Southeast and West LRT lines and in February, 2010, passed a motion to make these lines the next priority after, or concurrent with, the NAIT line.

North Light Rail Transit (NLRT),

The approved North LRT route from Churchill Station to the Northern Alberta Institute of Technology (NAIT) is reflected in this plan. The North Edge Study Area of the Central McDougall ARP and the associated 105 Avenue Multi-use Trail connections are coordinated accordingly.

High Speed Rail (HSR)

The Province of Alberta is considering planning a high speed inter-city rail system between Edmonton and Calgary. This is in the preliminary stages of planning and definitive information is not yet available. In support of this work the City of Edmonton will collaborate with the Province to protect and plan for future High Speed Rail (HSR) alignments as well as examine multi-modal Light Rail Transit (LRT) and HSR facility options within the Plan. Opportunity exists within the Capital City sub-neighbourhood to provide a transfer point between a high speed inter-city rail system and Edmonton's Light Rapid Transit Network.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

Airport Protection Overlay (APO)

The Downtown lies beneath the main north-south flight path for the City Centre Airport (runway 34) and a small portion of the secondary flight path (runway 30). All proposed high-rise developments will be reviewed by NAV Canada, Transport Canada and the Edmonton Airport Authority. Upon closure of the City Centre Airport, the APO will be abandoned and the maximum heights for buildings provided in this plan will serve as a long term framework to accommodate growth in the downtown.

In summary, the Transportation Department has no objections to the proposed Capital City Downtown Plan. Recommendations regarding laneway upgrades, street illumination, roadway requirements, and public transit have all been incorporated into the development concept and regulations as appropriate. Bunt and Associates Engineering Ltd. have confirmed on a preliminary basis, to the satisfaction of the Transportation Department, that the proposed parking standards contained in the development concept can be accommodated. More detailed concerns can be addressed at the rezoning or development permit stage on a case by case basis.

3. Utilities and Infrastructure Improvement

A detailed review of existing infrastructure in the Downtown was undertaken in 2009 by Stantec Consulting Ltd. and Land Services with the direct involvement of several City Departments, EPCOR, ATCO, TELUS, and Shaw Cable. The review confirmed the area will require extensive upgrades to accommodate anticipated future development. Infrastructure upgrades will occur at first in response to development, and later with sustained development activity, in a more pro-active and anticipatory manner. Future preliminary engineering roadway and utility designs will need to be completed as necessary to confirm construction staging and costs.

In particular, Asset Management and Public Works Drainage Branch advises that in order to accommodate anticipated future development, stormwater overflow and piped major drainage must be updated. Upgrades are necessary in order to control for extreme rainfall events, improve stormwater quality, service, and to realize Low Impact Development (LID) initiatives (e.g. green roofs, bioswales, rain gardens) that contribute to a more eco-friendly urban core, improved watershed protection, and increased property values due to improved aesthetics and active recreation opportunities. The estimated cost of this upgrade is \$74 million (2009 dollars) as per “Sewer and Drainage Servicing Upgrading Plan for Infill Development in Downtown” Report (Stantec 2009). Additional collaboration between Planning and Development and Asset Management and Public Works Drainage Branch will be required to implement this upgrade and manage natural and material resources in a more sustainable manner.

EPCOR Water advises that additional water distribution infrastructure may need to be upgraded in order to support new development within the Downtown Plan. In keeping with EPCOR policy, and as per City of Edmonton Waterworks Bylaw 12585, developers will be responsible for all costs associated with required upgrades and adhere to the most recent version of the City of Edmonton Design and Construction Standards.

4. Park / Open Space

The Capital City Downtown Plan outlines a process to fulfill a longstanding objective of acquiring and developing more parks, plazas, gathering places and open space in the Downtown. Under the Downtown Plan, a number of important initiatives are proposed including:

- Acquisition of land for the development of a major new park in the Warehouse Campus Neighbourhood. This municipal catalyst project, a Central Park, would serve existing downtown residents and employees and be supported by a range of shops, cafes, recreation and other facilities fronting on to and addressing the park to increase local activity and neighbourhood residents' sense of belonging;
- Developing a program to establish a central gathering place (i.e. pedestrian-oriented community main street) to serve as a community focal point for the McKay Avenue Neighbourhood;
- Acquisition of land and development of midblock pedestrian 'Mews' (i.e. new off-street open spaces) between Beatrice Carmichael Park and Veterans' Park to create added amenity and provide a catalyst for redevelopment in the area;
- Improvements to riverfront and valley edge parks through further implementation of the Louise McKinney Riverfront Park vision and support for the Alberta Legislature Centre Redevelopment Master Plan; and
- Improvements to pedestrian connections between the top-of-bank Heritage Trail system in the Downtown and the riverbank, including the River Valley Trail System.

A 10-year budget and phased implementation program is further provided within the Downtown Plan. Future acquisition and improvement of parks and open spaces in Capital City Downtown Plan will be coordinated with Asset Management and Public Works, Parks Planning Branch.

5. Edmonton Design Committee

The Capital City Downtown Plan Project Team met with the Edmonton Design Committee (EDC) six (6) times throughout preparation of the Plan (i.e. August, November, December 2008 and March, April, May 2010). Concerns raised by the Committee (e.g. design quality of public realm, family oriented housing, building height, massing, setbacks) have been addressed in the Plan. On May 11th, 2010 the EDC gave the Plan its full support without conditions.

6. Affordable Housing

At the regular meeting of City Council April 30, 2008 Council approved a "Cornerstones Inclusionary Affordable Housing Strategy – Incentive Based- Approach". Specific direction was provided in this strategy to develop mechanisms that would require, where development intensification was facilitated through City supported up-zonings, a minimum of 5% of the total units provided would be affordable housing. Under the Capital City Downtown Plan, Council's direction on affordable housing is further

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

strengthened. In addition to encouraging a variety of housing types, tenureship, and price ranges within the downtown, the Plan intends to:

- Increase the number of affordable housing units in the Downtown through facilitating non-profit and for-profit organizations in taking advantage of the capital grant programs and other incentives available under the City's Cornerstones Program or any government capital incentive program with monies available for affordable housing;
- Establish an Affordable Downtown Housing Working Group to work with non-profit and for-profit housing organizations, affordable housing advocates, education institutions, members of faith community (etc.); develop strategies, and actions to provide affordable housing;
- Consider adopting regulations whereby up to 10% of units in each new multiple family development must be affordable housing units; and
- Maintain incentives for the provision of affordable housing units as well as regulatory requirements as a function of development approvals.

Implementation of Council's direction on affordable housing through the Capital City Downtown Plan will occur in further collaboration with key City Department, government and community stakeholders.

7. Sustainability

Sustainability in the Capital City Downtown Plan will focus on:

- Providing an urban environment that is healthy and ecologically sensitive. "Sustainability Street" Pilot Projects, urban forest renewal and reduction of light pollution are key policy initiatives;
- Mitigating climate change impacts by focusing on greater energy conservation and a shift toward renewable energy sources. Key policies include: provision of incentives for energy conservation and renewable sources, investigating neighbourhood energy systems to meet local energy needs, shifting toward more sustainable transportation modes (e.g. walking, cycling);
- Managing natural and material resources in ways that contribute to less waste and consumption of material goods. Water conservation and reuse, storm water and solid management, and support for local food production are important policies under the Capital City Downtown Plan;
- Pushing economic development to maintain and enhance Downtown's economic primacy and role as Alberta's capital city. Policies that emphasize office and retail growth, tourism, economic partnership, targeted investment and employment growth areas within Edmonton's downtown are highlighted within the plan; and
- Developing a healthy community and sense of place to encourage community and social interaction, and tolerance within the downtown. Design of gathering places that are child and senior friendly, strategic planning and delivery of social services, programmed events and festivities, and provision of a range of lifelong learning programs in the community form key policies of the Capital City Downtown Plan.

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

The Way We Green, will provide policies and initiatives to help address climate change issues at the local level.

8. Historic Resources

The Capital City Downtown Plan emphasizes the preservation and integration of historic buildings, art, sites of cultural relevance and significant views to make a memorable impact on visitors and residents alike. Policies within the Downtown Plan seek to prioritize preservation, realize the broader contribution historical resources make to local context, promote adaptive re-use of properties, require new development be designed so as to respect adjacent historical building character, and communicate Edmonton's historic resources through interpretive story and monuments.

Preservation of Edmonton's Downtown historic resources is administered through the use of the Register of Heritage Resources in Edmonton and through the City's 'Policy to Encourage the Designation and Rehabilitation of Municipal Historic Resources in Edmonton'. Within the plan boundary, fourteen Municipal Historic Resource Sites are designated by City Council due to their architectural and/or historical significance. Of special note, McLeod Block (10132-10136 - 100 Street) and Armstrong Block (10125-10127 - 104 Street) are identified as Provincial Historic Resources. Another forty-seven buildings are currently identified on the Historic Resources Inventory. In all cases, zoning for these sites/buildings will remain unchanged.

9. Public Art

The Capital City Downtown Plan promotes and supports all forms of artistic activities in addition to reinforcing Edmonton's regional, national and international role for the development of the arts. Accordingly, a number of policies contained within the Downtown Plan support public art initiatives, enhancements, programs, promotions, artist and financial support. The Capital City Downtown Plan is in alignment with the Edmonton's Public Art Master Plan and as development occurs, further implemented under City Policy C458 B - "Percent for Art to Provide and Encourage Art in Public Areas".

STAKEHOLDER CONSULTATION

Stakeholder consultation for the Capital City Downtown Plan project occurred over a 5 year period and included over 1,000 persons. A chronology of public involvement over the course of the plan preparation (not including internal stakeholder consultations) is as follows:

2005 Public Involvement

- Vision Workshop (June)
- 2 Public Open Houses – Coast Terrace Plaza, Coast Edmonton Hotel (June)
- Presentation to Downtown Business Association (DBA) Operations Committee (September)
- Two Day Design Workshop (November)

BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN

2006 Public Involvement

- Downtown Stakeholder Forum (January)
- Community League Representation Workshop (June)

2007 Public Involvement

No formal public consultation undertaken due to change in project scope and team.

2008 Public Involvement

- Speech to Chamber of Commerce (May)
- Key Stakeholder Discussions (May-June)
 - Grant MacEwan University
 - Urban Development Institute
 - Building & Owners Managers Association (BOMA)
 - University of Alberta
 - NorQuest College
 - Downtown Business Association
 - Downtown Edmonton Community League (DECL)
 - Edmonton Chamber of Commerce
 - Capital Health
- Web-Survey (August-September)
- 5 Public Information Booths around Downtown (September)
- Open House / Public Meeting at Winspear Centre (September)
- 3 Edmonton Design Committee Meetings (August, November, December)

2009 Public Involvement

- CCDPlan Citizen Advisory Committee inaugural Meeting (September)

2010 Public Involvement

- 3 Edmonton Design Committee Meetings (March, April, May)
- Public Open House – City Hall (April)
- Key Stakeholder Discussions (May-June)
- 4 CCDPlan Citizen Advisory Committee Meetings (January, February, March, May)
- City Council Public Hearing (June)

IMPLEMENTATION

The Capital City Downtown Plan outlines an action plan to foster a complete downtown community, to enhance the role of Downtown as the heart of the Capital Region and create an enviable and world class sense of place through good urban design and city planning. An implementation plan and series of recommended actions consisting of potential projects, programs and policies are proposed to realize the Plan.

**BYLAW 15147
FILE: LDA08-0338
BYLAW 15200
BYLAW 15201
BYLAW 15202
FILE: LDA08-0295
DOWNTOWN**

Emphasis is on capital stimulus or catalyst projects that will directly confront the challenges of Downtown, build on existing strengths, and leverage participation from all of those who benefit from the Downtown. This strategy serves to guide the City and downtown advocacy groups in focusing support, setting priorities, allocating budgets, and monitoring progress.

Investments in municipal infrastructure and improvements made early in the rehabilitation process are expected to attract investment and confidence in the area. Any borrowing made to undertake the early investment is then repaid using the lift in taxation generated by redevelopment in the area.

JUSTIFICATION

The Planning and Development Department recommends that Bylaws 15147, 15200, 15201, and 15202 be APPROVED on the basis that together they establish the policy, regulatory, guideline and incentive framework necessary to trigger development in the Capital City Downtown Plan that is compact, sustainable, inclusive, diverse, and complete relative to providing future residents and visitors a full range of housing choice, work opportunities, and amenities in Alberta's Capital.

Written by: Brian Murray and Michael Strong
Approved by: Greg Barker
Planning and Development Department
May 17, 2010