

99 STREET DC2 REZONING PUBLIC HEARING BYLAW #19424

9854/ 9860 – 90 Avenue and 9009/9013 – 99 Street

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SITE PLAN & ELEVATIONS



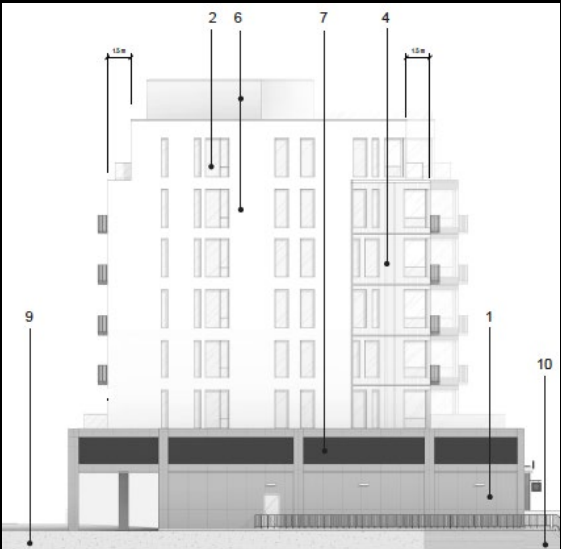
WEST ELEVATION



SOUTH ELEVATION



EAST ELEVATION



NORTH ELEVATION

SUPPORTING POLICIES – CITY PLAN

2. Big City Move: A Rebuildable City

- 600,000 additional residents will be welcomed into the redeveloping area; and
- 50% of net new units added through infill city-wide.

1.3.1.1 Establish and invigorate districts where daily life, work and play intersect.

1.3.1.3 Encourage diverse design and development in all neighbourhoods so communities can continue to evolve over time.

1.3.1.5 Encourage high quality urban design that celebrates the unique physical pattern of the city's systems, networks and places

1.3.3.4 Enable all districts to achieve more income diverse neighbourhoods and a greater mix of land uses.

2.2.1 Promote compact, mixed use development within districts that supports equitable access to employment, education and amenities.

2.2.1.1 Design and retrofit street layouts to facilitate intensification and ongoing adaptability.

2.2.1.5 Facilitate housing and job growth and intensification within nodes and corridors.

2.2.1.6 Enable ongoing residential infill to occur at a variety of scales, densities and designs within all parts of the residential area.

2.2.3 Ensure that walkable and attractive mixed-use development occurs at nodes and along corridors in a manner that is integrated with accessible mass transit.

2.3 Edmonton's growth and development mutually benefit the city and region.

2.3.1 Promote opportunities to accommodate growth through the compact development of new and existing neighbourhoods.

2.3.1.6 Enable and encourage new growth in alignment with priority areas as outlined in Managing Growth in Edmonton.

4.1.1.4 Enhance street design through building and renewal to improve connectivity, amenity space and beauty.

Secondary Corridors

- Desired overall density: minimum 75 people and/ or jobs per hectare (higher at intersections or connections with nodes)
- Potential size/ scale: 1 block on either side of the street, at least 5 blocks.
- Typical massing/ form: low-rise and mid-rise



SUPPORTING POLICIES

Residential Infill Guidelines – Large Residential Infill

Parking

- Parking should be provided in an underground or above ground parking structure, accessible from an adjacent lane.

Built Form + Design

- Building mass should be arranged to minimize shadowing/optimize access to sunlight on adjacent lots.
- Building articulation, setbacks, and careful placement of windows/doors/patios/balconies should maintain privacy of units and adjacent lots.
- Building facades should be punctuated/varied to reduce appearance of building bulk and create visual interest.
- Building length should be no more than 48m.
- Buildings should front onto a street.
- Ground floor retail should be developed in buildings that front onto a commercial street or that are part of a comprehensively planned site.

Site Design + Streetscape

- Access to sunlight should be optimized on adjacent properties and common outdoor amenity areas.
- Fencing/screening/landscaping should be used to maintain privacy of adjacent homes.
- Common outdoor amenity space should accommodate needs of residents and be located where there is surveillance/sunlight/weather protection.
- Building design and landscaping features should integrate infill into existing pattern of development in the neighbourhood.
- Buildings along street frontages should have prominent front entrances.

Infill Roadmap 2.0

Action 1: Build an approach to prioritize infill at key transit nodes and corridors.

Action 7: Address land assembly and mixed use.

PERSPECTIVE RENDERINGS

