

104 AVENUE CORRIDOR

AREA REDEVELOPMENT PLAN

BYLAW 17251

APPROVED

As to Form _____
Jamie Johnson, Law Branch

Bylaw 17251

A Bylaw to adopt the 104 Avenue Corridor Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council considers it appropriate to provide planning policy to guide the future redevelopment of certain lands within portions of the Oliver and the Westmount neighbourhoods between 111 Street and the alley west of 123 Street and generally between 103 Avenue and 105 Avenue, the 104 Avenue Corridor;

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to pass the 104 Avenue Corridor Area Redevelopment Plan Bylaw; and

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 lands shown outlined on Figure 1 of Schedule “A” are hereby designated as a redevelopment area pursuant to Section 634(a) of the Municipal Government Act, S.A. 2000, c. M-26, for the purposes defined therein.

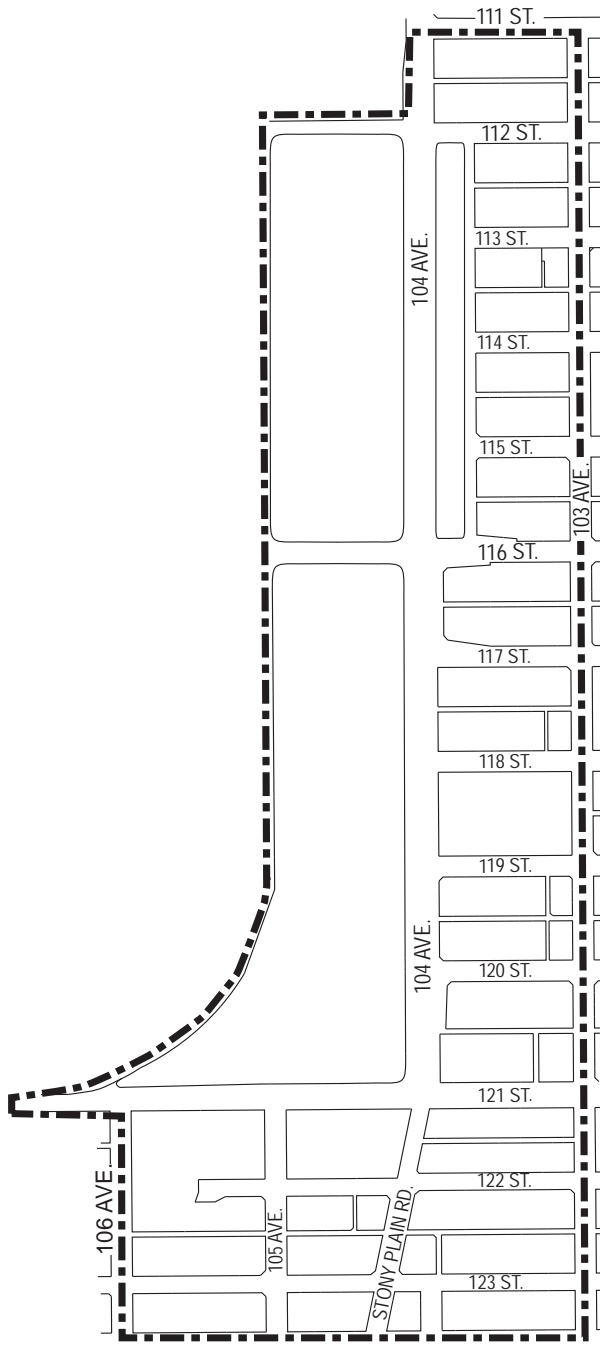
2. The 104 Avenue Corridor Area Redevelopment Plan annexed hereto as Schedule “A” is hereby adopted as the 104 Avenue Corridor Area Redevelopment Plan pursuant Section 634(b) of the Municipal Government Act, S.A. 2000, c. M-26.

READ a first time this	day of	, A. D. 2015;
READ a second time this	day of	, A. D. 2015;
READ a third time this	day of	, A. D. 2015;
SIGNED and PASSED this	day of	, A. D. 2015.

THE CITY OF EDMONTON

MAYOR

CITY CLERK



BYLAW 17251
104 AVENUE CORRIDOR
Area Redevelopment Plan

--- Boundary of 104 Avenue Corridor ARP

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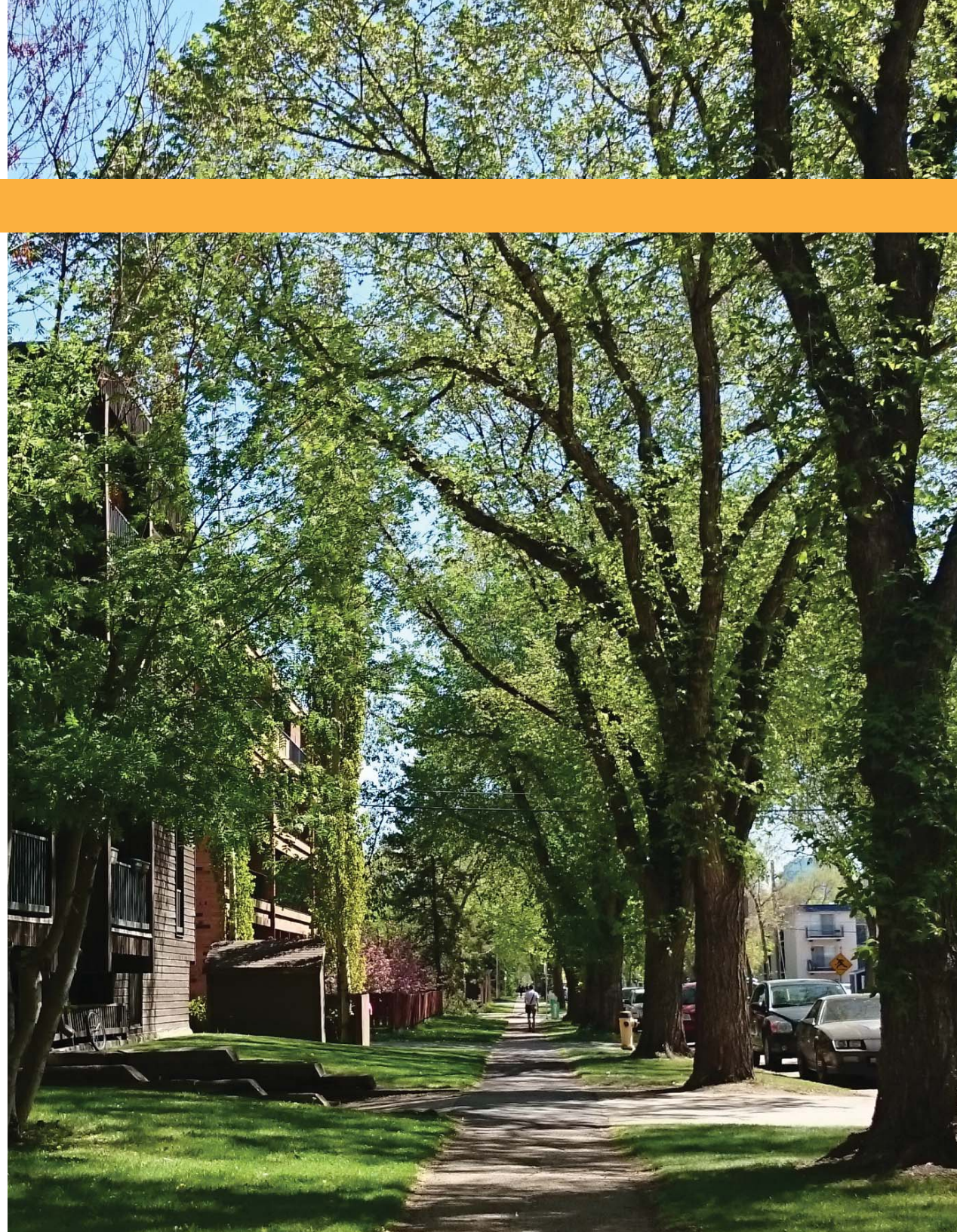
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An artist rendering of 104 Avenue Corridor looking west at 116 Street

INTRODUCTION

Within the next 25 years, the City of Edmonton's population is expected to reach approximately 1.3 million. A significant portion of that growth will occur in the suburbs as well as within the City's mature neighbourhoods. To manage this growth and mobility demand, the City has adopted more sustainable development practices, and plans to extend its LRT network city-wide.

In 2012, Council adopted a Concept Plan for the entire Valley Line from Mill Woods to Lewis Farms, traversing in part, land within the 104 Avenue Corridor. Further, in February 2012, City Council adopted the Transit Oriented Design (TOD) Policy and Guidelines which establish land use and design criteria for developments around LRT stations.

With large underutilized parcels, an abundance of older housing stock, and

redevelopment of the Brewery District underway, the time was opportune to capitalize on this momentum and leverage the Light Rail Transit (LRT) and infrastructure investment as an agent of change.

The primary purpose of the 104 Avenue Corridor Area Redevelopment Plan (ARP) is to establish a clear and collective vision, supported by principles and policy directions to guide public and private redevelopments in response to market pressures. Aligning the mobility network, land use, built form, and public realm improvements will contribute to the strengthening of the area's economic sustainability and support its evolution into a vibrant, high density, mixed-use district based on TOD principles, and community input and history.

What is Transit Oriented Development?

Transit oriented development (TOD) is development that is planned and integrated with transit stations to make the most efficient use of both land and infrastructure. In a TOD housing, shopping and employment are concentrated along a network of walkable and bikeable streets. The high density, mix of uses, and high quality public realm encourage people to make use of transit infrastructure and increase ridership.

1.2 PLAN AREA

The 104 Avenue Corridor ARP is divided into five sections:

- **Section One** provides an introduction to the ARP, outlines the plan area, history and the planning process;
- **Section Two** highlights the planning context for the Corridor, including the existing policy context, the area's land use, zoning, physical characteristics, market conditions, and future infrastructure needs;
- **Section Three** outlines the vision and principles to guide the evolution of the 104 Avenue Corridor and illustrates a potential outcome of the implementation of the policies of this ARP;
- **Section Four** provides the 104 Avenue Corridor ARP objectives and policies on connectivity and accessibility, the open spaces between buildings, the types of uses to be developed, and the way those uses are designed and accommodated;
- **Section Five** presents an overview of the implementation strategies and monitoring tools to realize the dreams, vision and potential of the community.

1.2.1 Plan Boundary

The boundary of the 104 Avenue Corridor ARP is shown in Figure 1: Plan Area. The area incorporates several City blocks directly north and south of 104 Avenue, between 111 Street and the lane west of 123 Street in the Oliver Neighborhood. It also includes the eastern portion of the Westmount neighborhood south of 106 Avenue and west of 121 Street. The area of the Corridor is 58 hectares or approximately 28 blocks, and is of sufficient size to accommodate the transit oriented development associated with the three future Valley Line LRT stations located at 112 Street, 116 Street and 120 Street.

1.2.2 NEIGHBOURHOOD AND CITY CONTEXT

Carved out of portions of adjacent neighborhoods, the 104 Avenue Corridor is influenced by the surrounding neighborhoods' populations and its growing demand for services within the area. Over 45,000 people live in the neighborhoods immediately surrounding the Corridor, with tens of thousands using 104 Avenue and its connecting road network to commute to and from other communities within the City and Capital Region.

On the Corridor's eastern boundary, MacEwan University, a growing urban campus brings thousands of students and staff to the area each day. Adjacent to the northern boundary is the North Edge, a former light industrial area within Queen Mary Park currently transitioning into an area of high density residential and employment uses. To the west is 124 Street, a popular tourist attraction and shopping street featuring an assortment of retail including restaurants, cafes, boutiques, and art galleries. Oliver to the south, is the city's densest residential neighborhood and is home to a diverse demographic. All of these adjacent communities make use of the commercial areas and services within the 104 Avenue Corridor. In turn, the evolution of the Corridor presents an opportunity to stitch these neighborhoods together and provide superior access to the station hubs, employment centres, housing and amenities for residents and visitors alike.

FIGURE 1. Plan Area



As a gateway to Downtown, 104 Avenue is an important and heavily used commuting route linking communities and neighbourhoods to the east and west. Currently, more than 37,000 daily vehicle trips are made on this portion of the Avenue. The importance of 104 Avenue as a mobility corridor will remain with the future Valley LRT Line that will extend from Millwoods through Downtown to Lewis Farms (Figure 2 City Context). This line will complement the Capital and Metro lines and transform the neighborhoods along the network. As a vital link in close proximity to Downtown, the three LRT Stations identified within the Plan Corridor will be developed in the future as Enhanced Stations that have the potential to influence a modal shift to transit, cycling and walking, and contribute to building a viable community over time.

The 104 Avenue Corridor ARP & TOD

Transit oriented development focuses on an area within comfortable walking distance of a transit hub or station. This is generally considered to be the area within 400 meters, or a five minute walk. The entire 104 Avenue Corridor ARP is within 400 meters of the future LRT stations making the Corridor ideal for TOD. Under the City of Edmonton's TOD Guidelines, the three LRT stations within the Corridor are all designated as Enhanced Neighborhood Stations, and as such, are appropriate for mixed-use, high density development with high architectural quality.

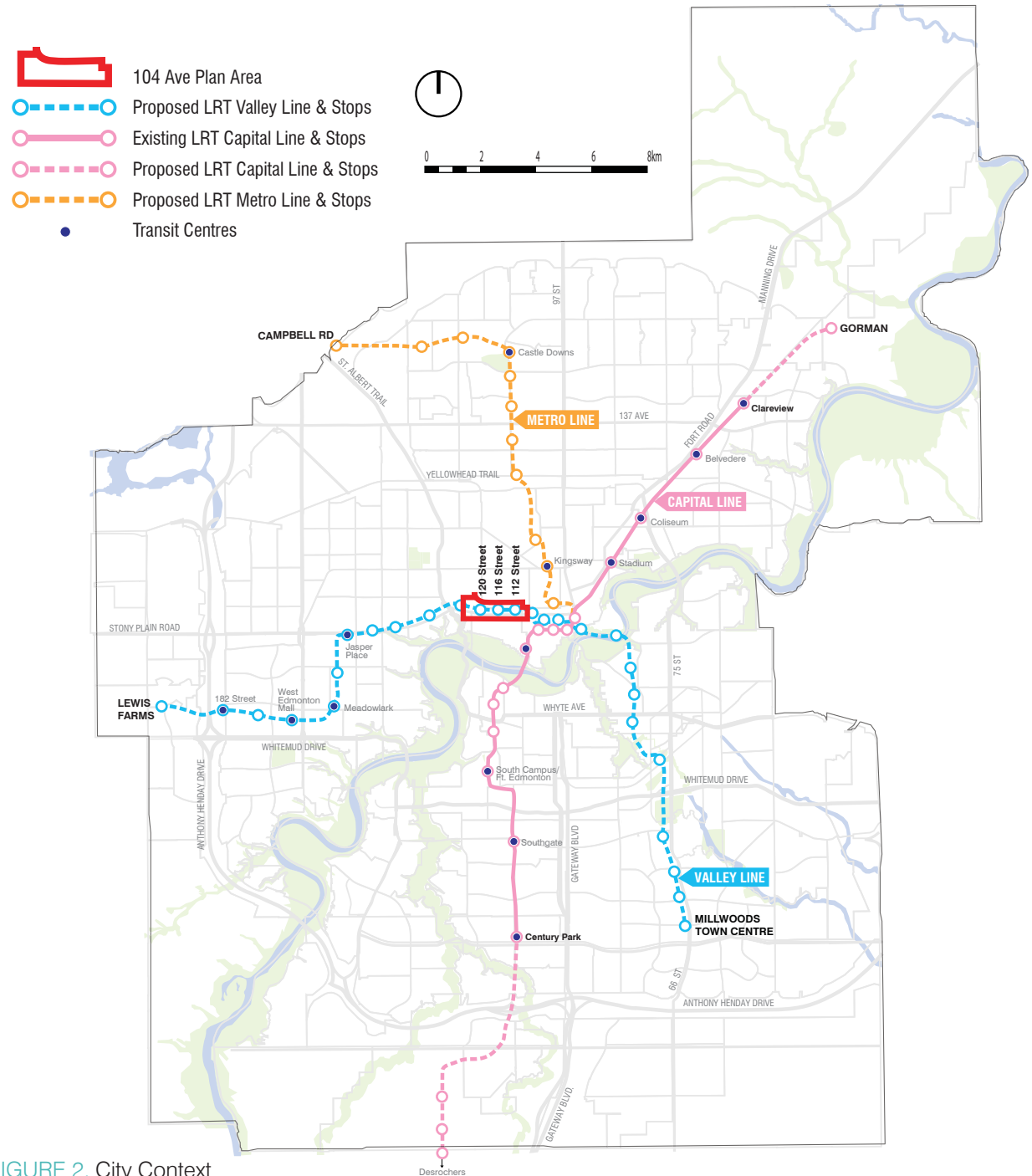


FIGURE 2. City Context

1.2.3 104 AVENUE CORRIDOR HISTORY

The 104 Avenue Corridor has a long history involving rail operations and associated industrial and commercial uses that has impacted its development pattern over the last century.

For decades, the area north of 104 Avenue and east of 116 Street was occupied by a Canadian National (CN) rail yard. After the rail yards were dismantled in 1989, the CN Lands ARP was created to provide planning direction that encouraged a transition from light industrial to commercial mixed use, including medium density residential uses.

Unlike the CN Lands ARP, the area north of 104 Avenue and between 116 and 121 Streets that included the original Edmonton Brewing and Malting Company, later the Molson Brewery, and an auto dealership, had no specific planning policies to govern development. To cover this oversight and sporadic development, the area was added to the Oliver ARP as Sub Area 7 in 1997. The area has since begun to transition to commercial and residential uses, with a major commercial complex currently under construction creating a future hub of activity in advance of the LRT. This transition to commercial residential mixed use is also occurring in the areas west of 121 Street that were formerly included in the West Ingle ARP.

The area south of 104 Avenue was also influenced by rail activities and ancillary development of both the CN rail yard and the former CP rail yard, which was located east of 111 Street where Rail Town

and the Ribbon of Steel shared use path are today. Residential uses have always been prevalent south of 104 Avenue and remain there today.

Until the community's involvement with the preparation of the 104 Avenue Corridor ARP, the area lacked a clear and cohesive vision. This led the Corridor to become inward facing and disconnected from neighbouring communities, and an uncelebrated major entrance to the Downtown.

Through the planning exercise that involved the community, property owners, key stakeholders and advice from planning experts, this ARP was developed to provide a holistic vision and array of policies and initiatives for the integration and transformation of the 104 Avenue Corridor into a transit supportive, sustainable community.



Historic photo of the Corridor-1955



Historic photo of the CN rail yard-1989

1.2.4 PLANNING PROCESS

Project Initiation

This Project was initiated at the request of City Council on August 26, 2013 directing the Administration to prepare a Study for the Oliver portion of the 104 Avenue Corridor and future LRT stations. In March 2014, the project began with the establishment of an Internal Stakeholder Committee and the hiring of an expert consultant team led by Urban Strategies Inc. with support from ISL Engineering and Cushman Wakefield, to assist in the preparation of the ARP.

The drafting of the 104 Avenue Corridor ARP involved an extensive analysis of the contextual planning issues and opportunities, and new strategic city-wide plans that form the underlying framework of a clear vision and set of policies to implement the ARP. This process consists of four basic stages:

- Project Initiation
- Identification of Issues and Opportunities
- Preparation of Concept Plans and Policies
- Preparation of a draft Plan for Approval and Implementation

Public Consultation

Public engagement with stakeholders is an integral aspect of any planning process that affects peoples' lives. Public consultation was incorporated into each phase of the 104 Avenue Corridor ARP's preparation. City of Edmonton Civic Departments and agencies were regularly consulted as technical experts during the development of the Plan. A robust consultation process was employed which involved key stakeholders including: Community Leagues, Business Revitalization Zones, major landowners, and surrounding institutions affected by the 104 Avenue Corridor ARP to obtain their input and gain a better understanding of local issues. Input was gathered through one-on-one interviews, group discussions, larger public workshops and open houses, workbooks and online surveys, and progress was updated through an email list with over 100 subscribers.

Figure 3: Planning Process highlights the key milestones in the creation of this Plan, including key meetings with the public. The following is a summary of four significant consultation activities:

- The first public workshop was held on June 23, 2014 at Robertson-Wesley United Church. Over 85 people attended the workshop. The purpose of the workshop was to introduce the Corridor ARP project to the community, outline the work program, explain the concept and benefits of TOD, discuss the preliminary analysis of the Corridor, and identify major issues and suggestions for change.
- A second public workshop was held on September 17, 2014 at MacEwan University's Robbins Health Learning Centre where results of the mobility network, market and infrastructure analyses were shared. Approximately 70 persons attended the workshop. Participants provided feedback on: a set of draft guiding principles developed based on public input from the first workshop, three conceptual scenarios for the Corridor, and three alternative cross sections for 104 Avenue were also discussed.



FIGURE 3. Planning Process

- A third and final public workshop was held on February 2, 2015 at MacEwan University's Robbins Health Learning Centre and was attended by 75 participants. The purpose of the Workshop was to garner feedback on the Draft ARP and policies to effect changes. Feedback from questionnaires indicated more than 70% supported the major directions of the Plan. Common comments included:

- Support for new north-south connectivity and east-west greenway;
- Support for the focus on pedestrians, safety and pedestrian crossings at key intersections and the LRT station hubs;
- Identification of a lack of park spaces and requests for a diversity of public spaces;
- Support for enhanced streetscaping along 104 Avenue and maintaining the character and street canopy throughout Oliver, new streets and developments;

- Support for mixed uses, housing diversity and increased densities; and
- Expressed concerns over LRT crossings, reduction in vehicle capacity, and transition to lower scale developments.

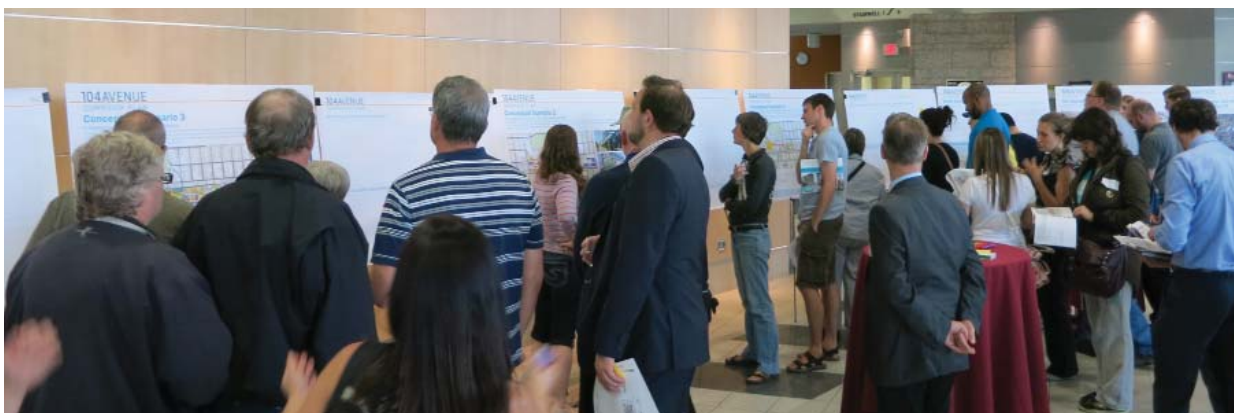
Most of the concerns and suggestions for improvements are addressed in the Plan.

Edmonton Design Committee

On February 3, 2015, the draft 104 Avenue Corridor ARP was presented to the Edmonton Design Committee. The Committee recommended support with suggestions to provide greater flexibility regarding assignment of height and density throughout the Corridor. This issue has been addressed through Plan policy designed specifically to implement the policies and objectives of the Plan.



Alternative scenario development



Participants viewing panels at the second public workshop

Planning Context

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2.1

ENABLING LEGISLATION, PLANS AND POLICIES

The City of Edmonton, through its Transforming Edmonton policy documents, plans and guidelines has articulated a strong desire for a more compact city and a modal shift to public transit and active transportation. New Area Structure Plans and Area Redevelopment Plans, among other supporting development activities must follow or address the requirements of these policy documents, as well as the relevant Sections outlined in the Province's Municipal Government Act RSA 2000 M.

Alignment with Other Plans and Legislation

The 104 Avenue Corridor ARP is in alignment with the following legislation, statutory documents and key City of Edmonton policy initiatives:

Alberta Municipal Government Act (MGA)

The Alberta MGA provides City Council and Administration with the legislative framework to encourage and facilitate the development and redevelopment of land in an orderly, economically and environmentally responsible manner. The 104 Avenue Corridor ARP complies with Sections 634 and 635 of the MGA, which sets out the legal basis for the preparation of Area Redevelopment Plans and opportunities for members of the public, school boards and other affected parties to provide input during the planning process.

The Capital Region Growth Plan

The Capital Region Growth Plan was created to provide an integrated, strategic and coordinated approach to regional growth and planning. The 104 Avenue Corridor Plan supports a number of Capital Region land use principles and policies including concentrating urban growth within the central city, emphasizing higher density development served by public transit and improving civic spaces.

The Way Ahead, Strategic Plan (2009-2018)

Edmonton's Strategic Plan sets out a 30 year vision for the future. City Council identified a series of 10 year strategic goals to focus the City's action on achieving the vision. The 104 Avenue Corridor ARP policies support each of these goals by encouraging transit use, active transportation, infill and densification, year round open spaces, low impact development, sustainable building practices, a mix of uses, quality built form, and the use of existing infrastructure.

The Way We Grow, Municipal Development Plan, Bylaw #15100

The City of Edmonton Municipal Development Plan (MDP) provides direction on land use, growth and development for the city as a whole. Policy 3.3.1.5 of *The Way We Grow* specifically directs the City to "*prepare transit oriented development (TOD) plans around existing LRT nodes, and in association with expansion of the LRT system.*" The 104 Avenue Corridor ARP is in alignment with the MDP strategic goals of sustainable urban form, integrated land use and transportation, complete healthy and livable communities and urban design.

The Way We Move, Transportation Master Plan, Bylaw #15101

The Transportation Master Plan (TMP) establishes the framework for how the City will address its future transportation needs. The 104 Avenue Corridor ARP conforms to the TMP, which is a provincially legislated requirement under the City Transportation Act. Policies within both documents address the need to encourage active transportation through the integration of land use and transportation planning.

The Way We Live: Edmonton's People Plan

The Way We Live envisions Edmonton as a vibrant, connected, engaged, welcoming, caring, inclusive, affordable, safe, attractive and sustainable city that celebrates life, and provides direction for people services that will help achieve these goals. While the 104 Avenue Corridor ARP does not directly address people services, it indirectly contributes to these goals through land use, built form, mobility and open space policies.

The Way We Green

The Way We Green is an environmental strategy that addresses water, air, fossil fuel, minerals and soil, climate, renewable resources, ecosystem services and waste absorption. The 104 Avenue Corridor ARP addresses these issues through policy related to environmentally sustainable design including provisions for: a compact urban form, low impact development, improvement of the active transportation network, integration of the LRT, and sustainable building design.

Transit Oriented Development Guidelines

The 104 Avenue Corridor ARP was developed within the framework of the Transit Oriented Design (TOD) Guidelines which direct appropriate development around LRT stations and transit centres. Both the TOD Guidelines and the 104 Avenue Corridor ARP encourage and support planning in advance of LRT to integrate transit and land use. The ARP provides direction for the implementation of design policies that align with the TOD Guidelines for land uses, building and site design, public realm, urban design and CPTED principles.

FRESH

Edmonton's Food and Urban Agriculture Strategy recommends new approaches to food and urban agriculture that can make Edmonton an even better place to live, work, plan and invest. The 104 Avenue Corridor ARP aligns with FRESH's strategic direction to enliven the public realm through a diversity of food activities through its focus on an improved public realm and enhanced place making.

Winter City Strategy

The Winter City Strategy provides a holistic approach to transform Edmonton into a more inviting, vibrant and prosperous place throughout the winter months. The document puts forward 10 social, cultural and economic strategies to improve quality of life in the City during winter. The 104 Avenue Corridor ARP was written through a winter lens and considers winter design outcomes in its policies for the mobility network, built form, and the public realm.

2.2 EXISTING CONDITIONS

A vital step in the preparation of the Corridor ARP is an understanding and assessment of the existing land use patterns, market conditions, infrastructure requirements and development potential to effect meaningful change and maximize returns in public and private investments.

Today, the 104 Avenue Corridor is an area comprised of a variety of residential and commercial uses. It is defined by mature boulevard trees, a mix of architectural periods and styles, an array of green spaces to the south of 104 Avenue, and vehicle-oriented commercial developments along 104 Avenue. Given its location and proximity to destinations such as Downtown, the North Saskatchewan River Valley and MacEwan University, the area is attractive to a wide demographic including young professionals, families, students and seniors.

2.2.1 LAND USE, ZONING AND BUILT FORM

The Plan area consists of a variety of land uses including commercial, institutional, light industrial/manufacturing, and low, medium and high density residential spatially distributed as shown in Figure 4: Existing Land Use.

The associated zoning for these properties at the time of this Plan preparation is shown in Figure 5: Existing Zoning. The CB2 (General Businesses) Zone and the DC2 (Site Specific Development Control) Provisions are used extensively north of 104 Avenue for businesses that require larger sites, high visibility and accessibility, or those requiring residential architectural control due to proximity to vehicular oriented commercial uses.

South of 104 Avenue, most of the properties are zoned RA7 (Low Rise Apartments) and RA9 (High Rise Apartments) with a few smaller sites zoned RF6

(Medium Density Multiple Family). The use of a DC2 Provision on the strip commercial between 112 to 116 Streets was due to site and access constraints. The DC1 (Direct Control) Provision that was placed on the area west of 121 Street is used to ensure that existing older residential structures are retained, and will be carried forward with this Plan. To implement the policies and objectives of this new ARP a new set of zoning regulations will be required.

The Corridor contains a variety of building forms and orientations. North of 104 Avenue the area is characterized by a mix of large format suburban style commercial uses, surface parking and newer medium density residential uses in a variety of architectural styles. Most of these commercial buildings are significantly setback from the Avenue behind large surface parking lots. Smaller standalone commercial or office buildings are sometimes located fronting onto access streets.

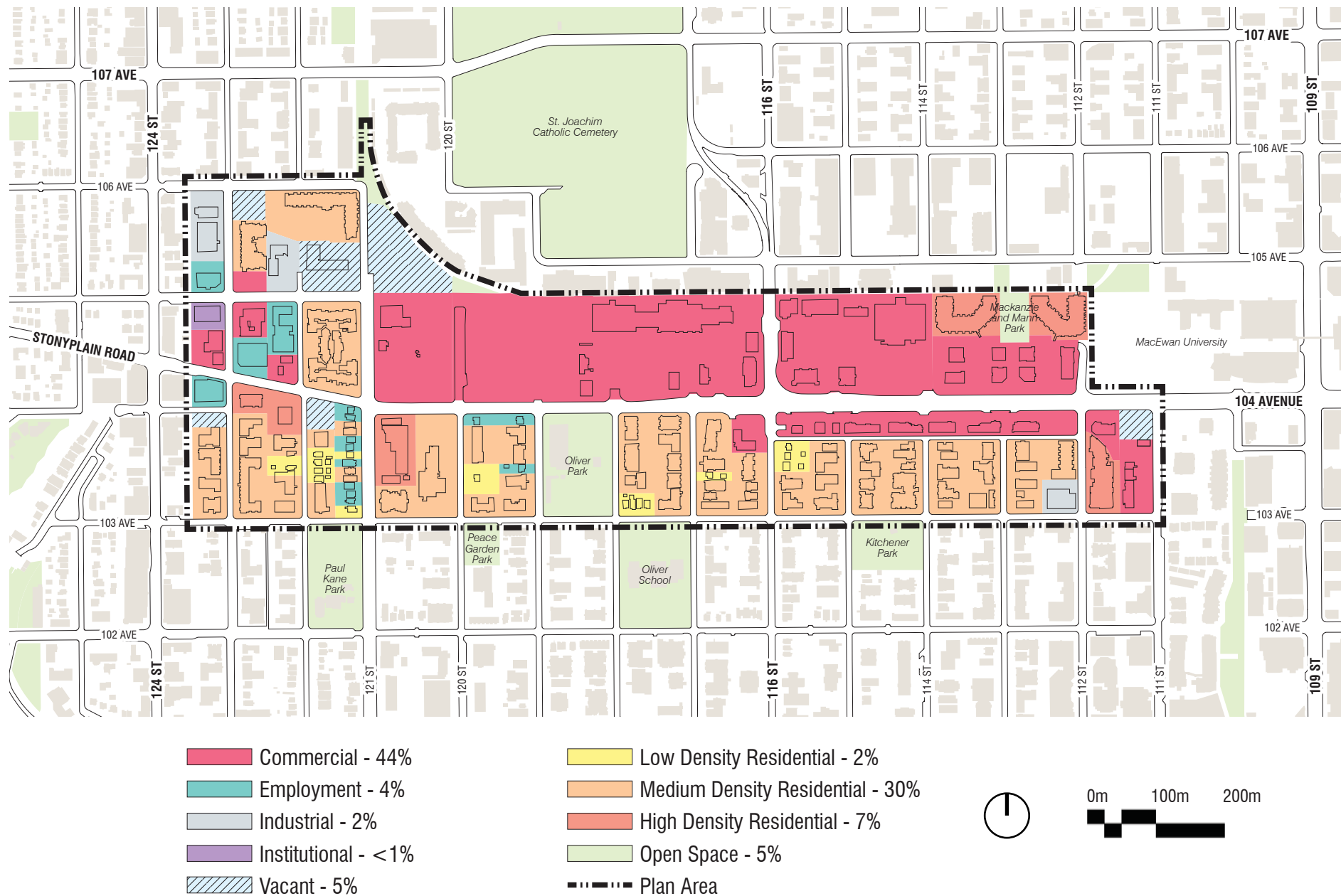


Commercial development on the north side of 104 Avenue



Typical 3-storey walkup apartment

FIGURE 4. Existing Land Use



A photograph of a snowy residential street in winter. A sidewalk leads through snow-covered lawns and bare trees towards a row of brick houses. A red awning is visible on the right.

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Properties south of and adjacent to 104 Avenue are defined by mix of architectural styles and a single storey strip-retail commercial development with constrained access and surface parking fronting the Avenue. This pattern results in an undefined street edge which contributes to the unfriendly pedestrian environment along 104 Avenue.

Residential development in the Oliver neighborhood south of 104 Avenue is more urban in form, consisting primarily of 3- to 5-storey multi-unit buildings and some high-rise development with moderate, consistent setbacks. Single family homes remain sporadic south of 104 Avenue.

Applications for more intensive buildings in the range of 8 – 15 storeys have recently been submitted in the western portion of the Corridor.

Public realm amenities consist of Oliver Park, smaller Mackenzie and Mann Park, and an additional pocket park under development on the north border of the Area. There is a general lack of quality pedestrian amenities along and north of 104 Avenue. While the surrounding neighborhoods are defined by mature boulevard trees and contain a number of community amenities, including schools, parks and community centres that are accessible to residents of the Corridor, the Corridor itself is deficient in park spaces.

The 104 Avenue Corridor provides a mix of services in proximity to major destinations such as the Downtown, MacEwan University, Jasper Avenue and 124 Street shopping. A diversity of housing choices will continue to be attractive to a wide demographic including young professionals, families, students and seniors alike. Additional parks, public square and safe pedestrian linkages will contribute to a pedestrian focused community for all ages.



104 Avenue Corridor in 2014

2.2.2 MARKET CONDITIONS

Apartments in the form of medium density 3-4 storey walk-up and high rise apartments are a well-established form of development in the Corridor. The rental apartment vacancy rate for the area was 1.4% in 2014, slightly lower than the city-wide average. Based on the existing development character and market trends, and with planned residential intensification in the Corridor, it is expected that medium and higher density development ranging from 4 – 6 storey medium rise buildings and 10 – 15 storey tower buildings, with 60 – 100 apartment units, will be the norm in the future. The Corridor is expected to accommodate between 2,200 and 2,600 dwelling units by 2039 without the introduction of the LRT, or 2,600 – 3,900 units with the LRT. This will result in an increase in neighbourhood population of 4,000 – 6,000.

Currently the Corridor does not attract a significant amount of the city's office market share due to its location. The area is removed from Downtown and its amenities and does not have the advantage of ease of access like the suburbs. Office development will tend to be in the form of smaller office buildings or part of mixed-use developments, with absorption ranging from 1,400m² to 2,300m² every two years with capacity for 20,000 m² over the next 25 years.

The Corridor and abutting neighbourhoods contain an extensive inventory of retail space, consisting of strip and small box retail development, larger scale neighbourhood shopping centres, and the forthcoming Brewery District development. Given this large supply and changing retail trends, a modest increase of 4,000m² to 5,500m² of new retail space is anticipated within the 104 Avenue Corridor with future densification and introduction of the LRT. Most of that increase will likely occur as residential related uses, at the base of residential blocks in pedestrian priority shopping areas or apartment towers and at the future station hubs.

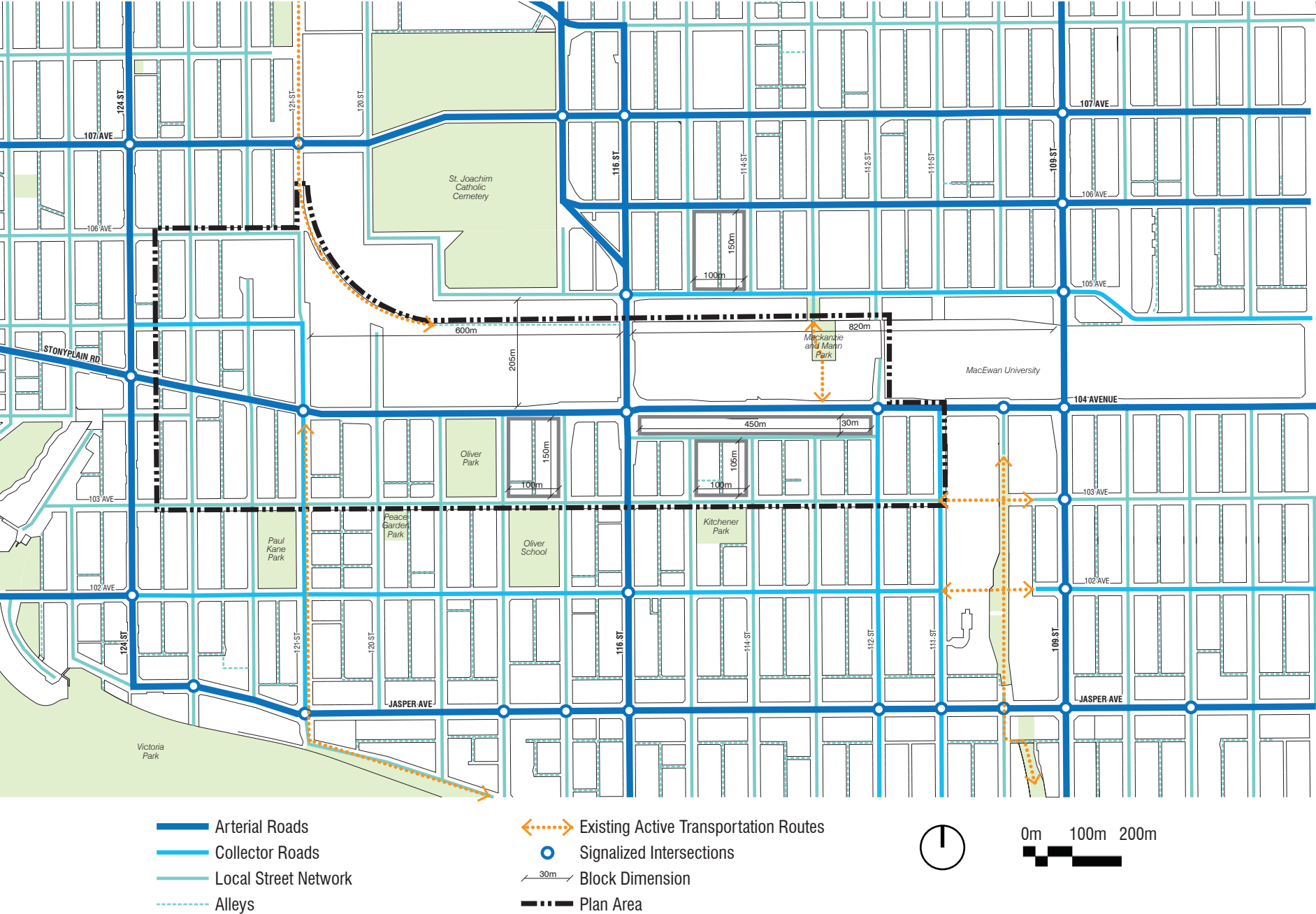
2.2.3 MOBILITY NETWORK

The Corridor Plan area is dominated by 104 Avenue, a busy east-west arterial with 6 to 7 lanes carrying over 37,000 vehicles per day. It also serves as a major east-west transit route through central Edmonton with 6,200 passengers per day. Only two roadways, 116 Street and 121 Street, fully cross the Corridor in a north-south orientation. Sidewalks are present along both sides of 104 Avenue along the Corridor. They are, however, generally curbside with little separation between pedestrians and traffic.

The street network surrounding the Corridor, as shown in Figure 6: Existing Mobility Network, is defined by its consistent, rectilinear grid of streets and 100x150m block sizes. The network is broken within the 104 Avenue Corridor ARP by a series of large blocks north of 104 Avenue (some as large as 200x600m) and by commercial strip development south of 104 Avenue. These large blocks restrict north-south connectivity for pedestrians, bicycles and vehicles.

There are multiple existing or planned east-west bicycle routes to the north and south of the Corridor. Planned routes along 105 and 102 Avenue will help to fill in the gap between existing routes to the northwest along the former rail alignment to 118 Avenue and to the southeast along the Ribbon of Steel to the High Level Bridge.

FIGURE 6. Existing Mobility Network



2.2.4 MUNICIPAL SERVICES & UTILITIES

In the future, the Valley LRT line will occupy the central portion of 104 Avenue, with stations located at 112 Street, 116 Street and 120 Street. The Valley LRT is being designed as an urban system with close stop spacing and low-floor LRT vehicles running within the street, making it easier to integrate within its surroundings. One eastbound and one westbound travel lane on 104 Avenue will be removed to accommodate the LRT, leaving two travel lanes in each direction with left turn lanes at key intersections where possible. West of 121 Street the roadway will narrow further to one lane in each direction. Bus stops have been planned for both sides of 104 Avenue.

Traffic modeling using the planned Valley LRT line indicates that in 30 years, 104 Avenue will experience congestion during peak hours due to increased vehicular volumes and lane removal. While some traffic may be redistributed to nearby arterials (such as 107 or 111 Avenues), the increased congestion will likely increase LRT ridership, resulting in the need for expanded and improved pedestrian amenities.

The use of existing infrastructure is a major advantage in cost reduction in intensification for the inner city neighborhoods. Preliminary assessment of the 104 Avenue Corridor indicates, however, that a number of municipal servicing upgrades (water, wastewater, and stormwater) will be required to address ageing and inadequate infrastructure.

It is anticipated that a number of local watermain will require replacement due to deterioration from old age, outmoded technologies, and inadequate capacity to meet current fire flow requirements. The exact nature of these upgrades will be dependent on site specific development and determined at conceptual and preliminary engineering design stages.

The 104 Avenue Corridor and surrounding neighbourhoods are primarily serviced by combined sewers, which often present overflow issues during major rain events. To address this issue and the general ageing of the infrastructure, sewer separation is proposed. This involves replacement or rehabilitation of the existing combined sewers for wastewater use and the creation of a new storm sewer system. This new system will be supported by site-specific and district-wide low impact development approaches that require all developments to reduce run-off by providing on-lot stormwater storage or a combination of this with other stormwater management options such as green roofs, cisterns, over-sized storm pipes, and roof-top storage.



A residential street in the Oliver neighbourhood



Sidewalk condition on 104 Avenue in winter



104 Avenue looking west from 109 Street

2.3 ISSUES AND OPPORTUNITIES

City growth, particularly in the Central area, presents challenges relating to sustainability, the environment and the way we live. Over the last couple of decades, the northern portion of the Corridor has transitioned into an auto oriented shopping district with large expanses of parking visible along 104 Avenue. The overall environment is currently not conducive to the creation of a sustainable, complete neighborhood. Steps must be taken to address these problems and take advantage of the introduction of the Valley Line LRT and its transformative effects by integrating transit and transit supportive land use activities along the Corridor.

Following an in depth analysis of the Area's development history and extensive discussions with members of the public, residents, affected stakeholders and property owners, a number of inter-related issues and challenges have emerged that require persistent, incremental changes to realize the opportunities and vision of the Corridor.

2.3.1 MAJOR ISSUES

1. The existence of large format suburban style commercial development with buildings generally dispersed or set back farther from the street edge have resulted in large surface parking lots and a visually poor pedestrian environment.
2. The design and heavy use of 104 Avenue as a major east-west arterial has created a distinct barrier for pedestrians to access services within the Corridor; and limits north - south road penetrators to surrounding neighborhoods.
3. Inadequate pedestrian and bicycle infrastructure that severely limits connectivity and use of existing trails and linkages in surrounding neighborhoods.
4. A lack of accessible and useable public realm amenities, including: active parks, squares, and green connections to create memorable experiences, places and health benefits.
5. A lack of diversity in housing choices to accommodate the demand for rental apartments and small families in the Corridor.
6. A number of Municipal Services and Utilities require replacement or update due to aging and inadequate infrastructure to enable intensification within the Corridor to proceed,
7. Inadequacy of standard zoning regulations to allow for appropriate transit supportive developments.



Large format retail with surface parking



Current bicycle path on north edge of Corridor

2.3.2 TRANSFORMATIVE OPPORTUNITIES

1. Create a long term 25 year Vision backed by strong Implementation.
2. Establish a fine grained road network within the Corridor through the introduction of new roads and lanes that increases accessibility, facilitates redevelopment and reduces the barrier effects of 104 Avenue.
3. Enhance connectivity to the Corridor and surrounding neighborhoods by providing new and improved pedestrian and cycling connections, and infrastructure.
4. Enhance pedestrian experience, safety and mobility by providing a diversity of interconnected public parks, squares, landscaped boulevards and open spaces. Focus on creation of new pedestrian priority areas and gathering places, and refurbishment of older facilities.
5. Provide a variety of housing options, tenure and price suitable for a range of family types and sizes, including units with two bedrooms or more, grade-related housing, townhouses and flex homes.
6. Identify a funding mechanism to pay for needed infrastructure, utility and servicing in a timely manner to accelerate development when opportunities arise.
7. Prepare a new suite of zoning regulations and/or urban design guidelines to accommodate the diversity in land uses, building forms and intensity of development supportive of transit and to achieve the goals and objectives of this Plan.



A mixed use station hub

Vision, Guiding Principles & Illustrated Concept



3.1

VISION

As a gateway to Downtown, the 104 Avenue Corridor will evolve over the next 25 years towards a compact, well designed built environment incorporating a mix of uses in support of transit oriented development.



An illustration of future potential 104 Avenue Corridor

The fine-grained street network of surrounding areas will be extended through the 104 Avenue Corridor, providing improved connectivity for all modes of transportation. Improved sidewalks, new bike lanes and shared-use paths will prioritize the needs of pedestrians and cyclists. Diverse new open spaces will connect with key pedestrian and cyclist routes to enhance open space provision in the community.

104 Avenue itself will become an urban boulevard providing a comfortable pedestrian experience with a generous public realm framed by development and animated by active uses adjacent to the LRT stations.

Over time, the large-format retail plazas and surface parking lots along 104 Avenue will redevelop in

a more urban format including residential units, offices, and retail. Incremental infill will renew the housing stock in the Oliver neighbourhood while respecting the unique character of the area. New development will cater to different income levels and family types and emphasize sustainability and design excellence.

3.2

GUIDING PRINCIPLES

1. Acknowledge that the Corridor will evolve over time

The public and private investments that will transition the 104 Avenue Corridor into a compact, walkable and vibrant neighbourhood will occur over many years, responding to market conditions and the timing of LRT construction. For plan implementation to evolve the Corridor towards the long term vision, plan policies and initiatives advanced in this plan do not preclude future intensification and creation of new open spaces, roads, pathways, and cycling connections.

2. Pursue environmentally sustainable design excellence

Development in the 104 Avenue Corridor will adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community. A focus on high quality and enduring design and innovative technologies in both built form and the public realm will support long term sustainability in the Corridor.

3. Improve connectivity within and across the Corridor

The 104 Avenue Corridor ARP offers the opportunity to establish both north-south and east-west connectivity that has never been possible in the area due to the historic land use constraints. A fine-grained transportation network will be created, building on the existing network by connecting interrupted road segments and introducing new roads, bike routes

and pathways. The barrier effect of 104 Avenue will be reduced, helping to stitch together the neighbourhoods of Oliver, Queen Mary Park, and Westmount.

4. Improve the public realm and focus on enhanced placemaking

As the Corridor develops over time, it is important for new development to foster a distinct sense of place and create diverse community open spaces such as neighbourhood parks, squares, urban plazas and pocket parks. These places can be visually and symbolically integrated within the neighbourhood by extending the surrounding neighbourhoods' boulevard trees into the Corridor's new streets and celebrating community history through public art.

5. Create an improved pedestrian experience throughout the Corridor

Ensuring a safe, comfortable, and visually interesting environment is an essential component of creating a transit-supportive neighbourhood. Recognizing that most transit journeys begin and end as a pedestrian movement, a more comfortable pedestrian experience must be created. The pedestrian experience is improved both through new development that will provide visual interest and amenity and through improvements to the public realm.

6. Leverage transit investment through transit oriented development

Transit oriented development maximizes the return on transit investment by creating dense, dynamic, and functional environments that increase levels of transit ridership. The greatest development intensification will take place around the station hubs in support of major commercial centres, retail areas, and institutions creating vibrant destinations along the Corridor.

7. Pursue dense mixed use development to create a viable and livable community

A diversity of uses and building typologies creates a comfortable and livable area for different users at all times of the day. The Plan will provide a mix of residential and commercial uses accommodating a variety of family types, income levels, types and sizes of businesses to ensure the Corridor's economic health and resiliency. Intensification will be accommodated through a range of building types providing context sensitive design with appropriate transitions creating a human-scaled environment.

8. Actively pursue Plan implementation

Development of the principles and policies of this Plan is only the first step towards realizing change. Driving implementation forward with a clear path and set of mechanisms to turn this vision into reality is foundational to the success of the Corridor.

3.3

ILLUSTRATED DEVELOPMENT CONCEPT

The illustrated development concept depicts what the 104 Avenue Corridor could look like more than 25 years into the future when the majority of sites are built out. It is a representation of a potential physical outcome of the implementation of the principles and policies of this Plan. The concept is not meant to be representative of which sites are anticipated to develop during this time period, but rather is a depiction of the scale, form and character of place that is envisioned for the corridor.

Key moves

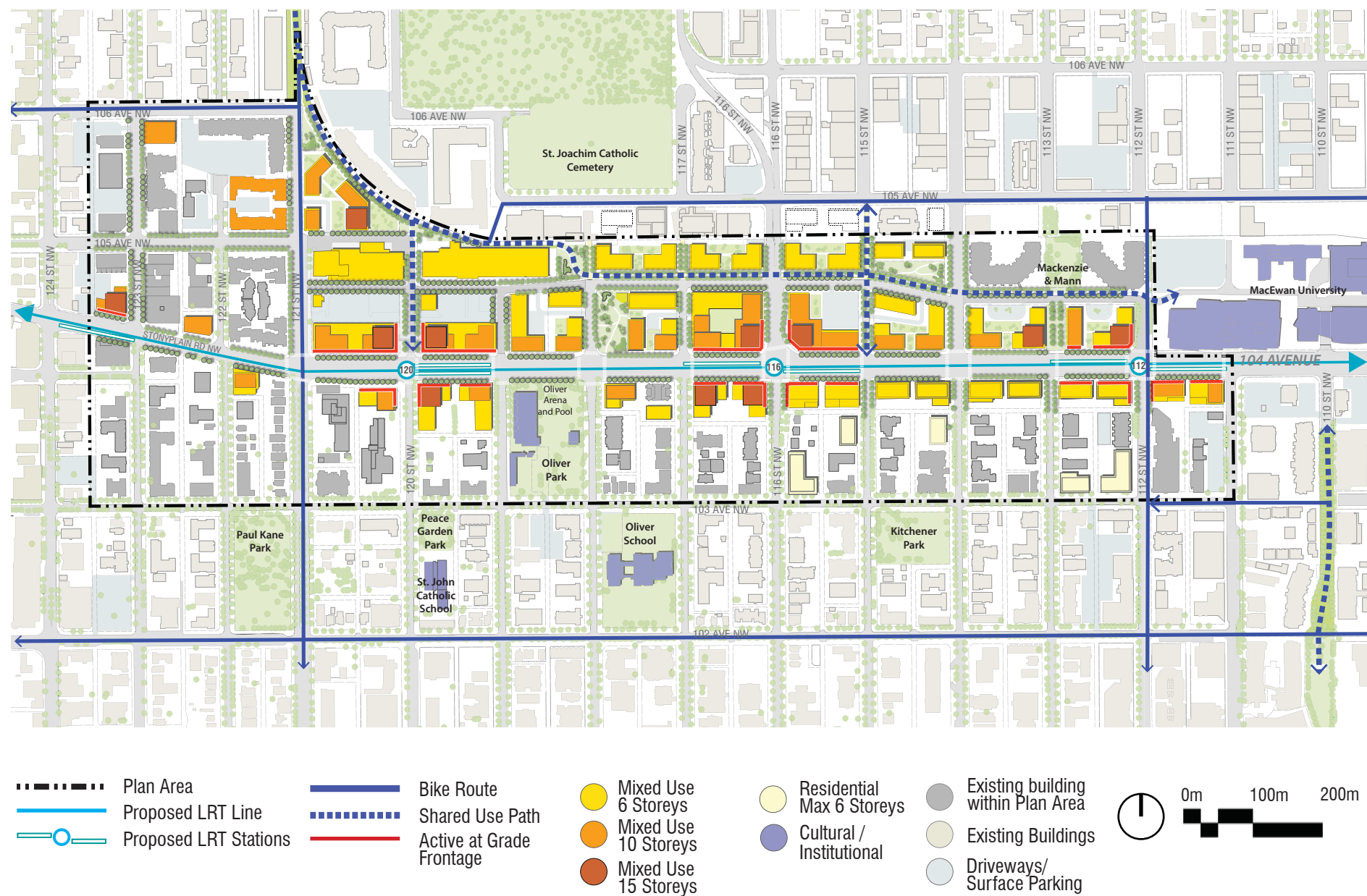
- North-south streets are connected to provide better access to 104 Avenue and stitch together the neighbourhoods of Oliver and Queen Mary Park;
- Street grid is extended to the north of 104 Avenue;
- A new east-west greenway improves connectivity and provides a unique experience for pedestrians and cyclists;
- New cycle routes provide access to LRT stations;
- 103A Avenue is converted to a Commercial Alley permitting larger parcels south of 104 Avenue;
- New neighbourhood open spaces provide gathering places for the community (locations shown are conceptual);
- Enhanced streetscaping creates a positive pedestrian experience throughout the Corridor;
- Over time, streets north of 104 Avenue, west of and including 121 Street, are reconfigured to a more urban cross section;
- Mixed-use development is encouraged along and north of 104 Avenue;
- Active at-grade frontages are required adjacent to each LRT station;
- Greatest density of development is concentrated around LRT stations creating hubs of activity;
- Large format retail is provided in an urban format;
- Sensitive infill development takes place south of 104 Avenue over time (locations shown are conceptual); and
- Development transitions in scale from 104 Avenue to surrounding neighbourhoods.

Policy Framework

The policies contained in this ARP provide guidance in the areas of mobility, public realm, land use, and built form to advance the vision and principles for the 104 Avenue Corridor.

The four topic areas are designed to work in concert with one another generating a system of interventions that advance the 104 Avenue Corridor towards a series of thoughtfully designed station hubs with intense activity connected by high quality public amenities. The mobility network provides the base building block for the evolution of the Corridor, upon which the public realm can then be established, and both elements should be early priorities. The desired land uses and their built form will come afterwards with private development, and may take some time to transition to what is envisioned in this ARP.

FIGURE 7. Illustrated Development Concept



Policies

4

4.1

MOBILITY

A comprehensive mobility network is fundamental to the achievement of the objectives outlined in this ARP. It is the backbone upon which the Corridor will evolve into a more urban environment in support of TOD. The mobility network is designed to ensure comfortable, convenient travel and movement of goods throughout the Corridor for all modes of transportation while emphasizing the needs of pedestrians and cyclists.

Improved north and south connectivity along the Corridor will provide greater accessibility along and across 104 Avenue and stitch together the surrounding neighbourhoods. This section provides specific policies and initiatives for improvements to the road, transit, and active transportation networks.

Objectives

1. Establish a mobility network that enhances connectivity, facilitates redevelopment and reduces the barrier effect of 104 Avenue.
2. Establish a fine-grained road network within the Corridor through the introduction of new roads to increase accessibility and visibility of development.
3. Design LRT station hubs as urban environments that prioritize the needs of pedestrians and cyclists as potential transit users.
4. Enhance connectivity to the Corridor and surrounding neighbourhoods through new linkages and improved pedestrian and cyclist connections.
5. Design and locate parking, servicing and vehicular access to support development while minimizing its negative impact on the site and adjacent properties.



Narrow street with parking on both sides

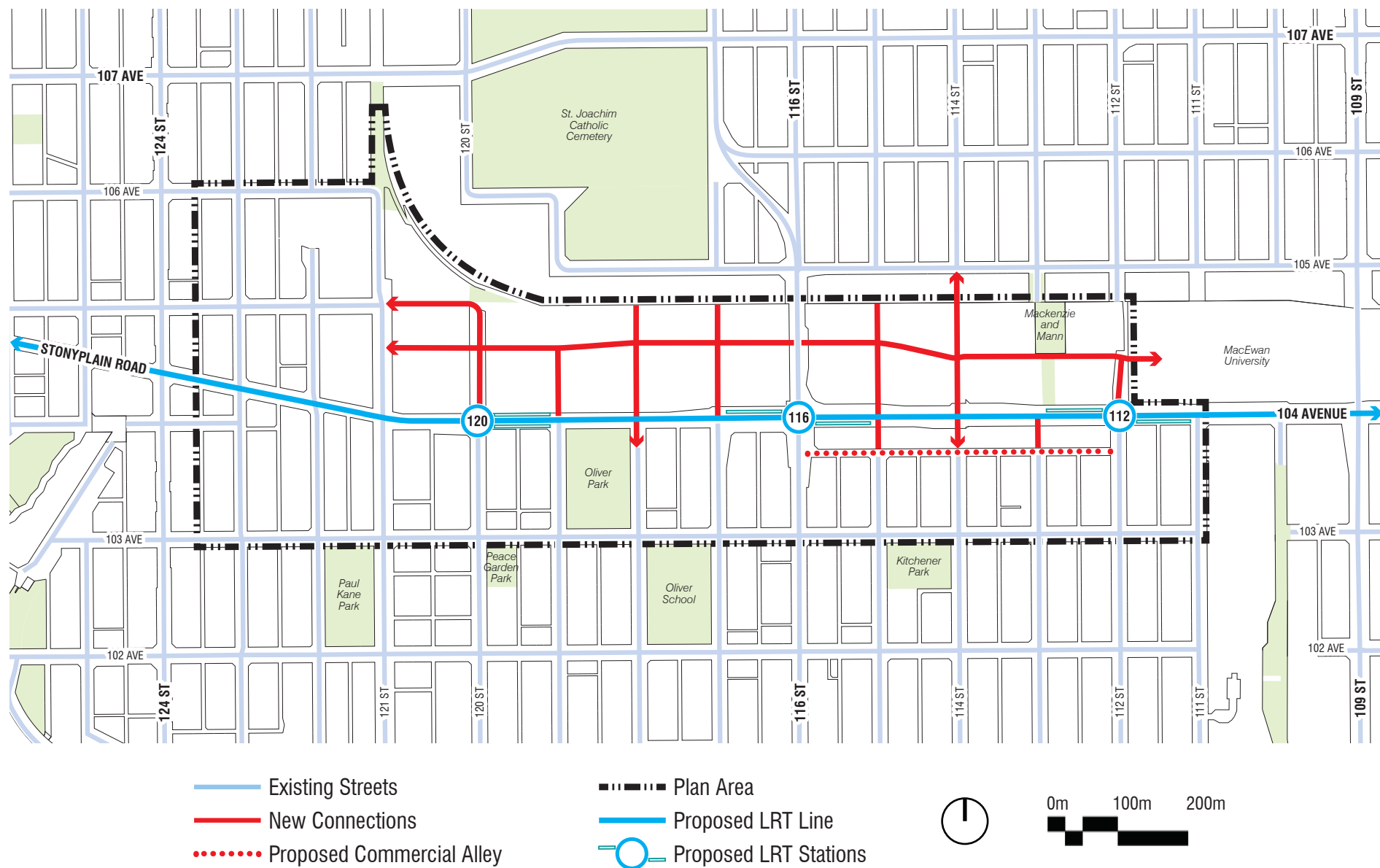
4.1.1 ROAD NETWORK

The existing roadway network reflects the legacy of the CN rail yards and has resulted in large development parcels and disconnected neighbourhoods. Establishing a fine-grained road network within the Corridor through the introduction of new roads and linkages will increase accessibility and visibility of development. Connectivity in general, and north south connectivity in particular, was brought forth as a key issue by the public. In response, the road network in the 104 Avenue Corridor ARP has been designed to establish both north-south and east-west connectivity. While facilitating the safe and efficient movement of goods and people, the network creates new development blocks supporting intensification and a diverse mix of land uses.

Policies

1. Establish a fine-grained road network to enhance connectivity as illustrated in Figure 8: Road Network.
2. Develop complete streets that accommodate pedestrians, cyclists, transit and automobiles as appropriate.
3. Design private roads to function similar to public roads and integrate seamlessly with the surrounding road network by providing the following elements:
 - a. A Pedestrian Boulevard consisting of a sidewalk and landscape zone, as shown in Figure 13: Pedestrian Boulevard (see Section 4.2.2: Streets and Lanes);
 - b. Include street trees, pedestrian and street furnishings such as benches, lighting and bicycle racks in the landscape zone;

FIGURE 8. Road Network



- c. On-street parking to serve commercial and residential development as appropriate; and
- d. Travel lanes.
- 4. Redevelop the existing east-west private drive aisle north of 104 Avenue, as a roadway to provide improved accessibility between 112 Street and 121 Street.
- 5. Improve north-south connectivity by extending 113, 114 and 115 Streets from 103A Avenue to 104 Avenue as redevelopment of the site takes place.
 - a. Redevelop 103A Avenue as a Commercial Alley to create viable development parcels fronting 104 Avenue and provide opportunity for increased north-south connectivity, as shown in Figure 9: Repurposing 103A Avenue as an Alley.
 - b. Develop 114 Street as a priority roadway connection.
 - c. Connect 113 Street and 115 Street to as pedestrian and cyclist connections or roadways.



Street with parking and boulevard

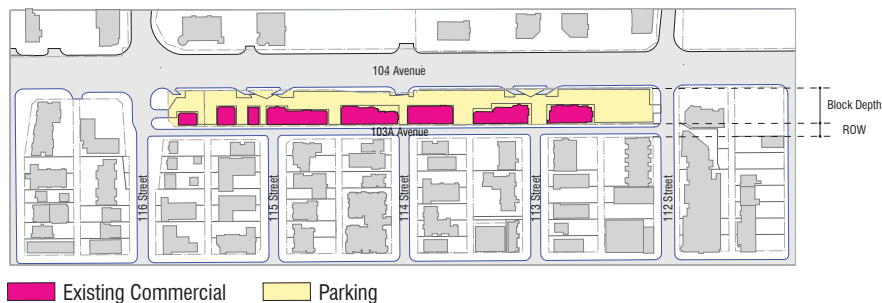


Active transportation facilities

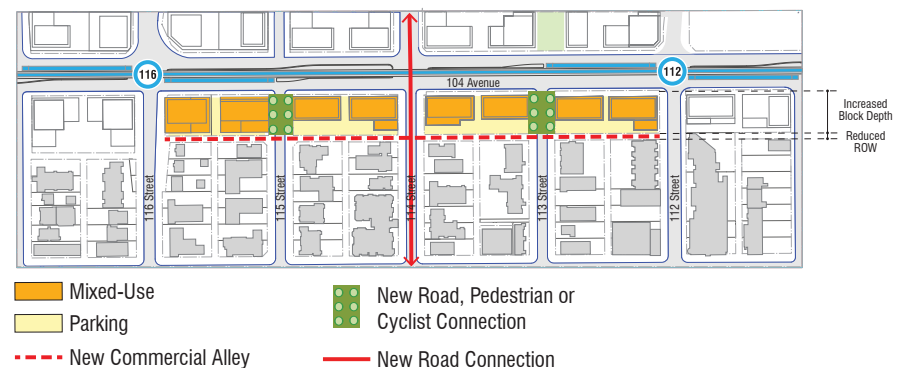
- 6. Provide or make provisions for new connections at time of rezoning or at the development stage.
- 7. Employ a range of implementation strategies to achieve the mobility network including: public/private partnerships, land swaps, provision of private roads that look and function like public roads, access easements and dedication of road right-of-way through subdivision.

FIGURE 9. Repurposing 103A Avenue as an Alley

103A Avenue Existing Conditions



New Commercial Alley



4.1.2 TRANSIT

The introduction of the Valley Line LRT on 104 Avenue will be a major catalyst for transformation by supporting further development and the economic vitality of the Corridor. In order to leverage this public investment in transit infrastructure and support increased transit ridership, the design of the LRT station hubs and surrounding environment must prioritize the needs of pedestrians and cyclists as potential transit users. Making transit use as comfortable, safe and convenient as possible will facilitate a modal shift.

Policies

1. Design the LRT infrastructure and 104 Avenue recognizing it as a high density and constrained Corridor and acts as an extension of Downtown.
2. Provide safe and convenient pedestrian crossings at both ends of LRT stations to facilitate pedestrian access from both the north and south side of 104 Avenue.
3. Design pedestrian waiting zones at LRT stations and bus stops as safe and comfortable environments in all seasons with provision of street furniture, pedestrian scaled lighting and weather protection.
4. Minimize walking distance between bus stops and LRT stations.
5. Discourage Kiss'n'ride drop off facilities.
6. Design each of the three LRT stations to have a distinct theme or character to help create a Corridor identity.



TOD development around Light Rail Transit



Pedestrian waiting zone at transit stop with public art



Pedestrian crossing to LRT station

4.1.3 ACTIVE TRANSPORTATION NETWORK

A comprehensive active transportation network is essential to support the existing community and future evolution of the Corridor. A well-connected and complete network, with amenities and facilities along the way, will encourage walking and cycling both to and throughout the Corridor. The active transportation network in the 104 Avenue Corridor ARP recognizes that LRT users are pedestrians as well, and prioritizes their safety, convenience and comfort as they navigate the area. To strengthen the existing network, new connections and linkages will be provided to facilitate efficient movement and access to destinations throughout the Corridor.

Policies

Pedestrian Network

1. Improve pedestrian safety and accessibility to LRT stations and 104 Avenue by enhancing existing and providing new pedestrian crossings at locations shown as “Key Pedestrian Crossings” in Figure 10: Active Transportation Network. 104 Avenue crossings will be reviewed at detailed LRT design phase.
2. Provide sidewalks on both sides of public and private roads along with the provision of a landscape zone, as shown in Figure 13: Pedestrian Boulevard (see Section 4.2.2: Streets and Lanes).
3. Provide pedestrian and/or cyclist connections where streets cannot be extended to enhance

north-south connectivity between the Corridor and areas to the north. Figure 17: Recommended 115 Street Pedestrian and Cyclist Connection Cross Section illustrates the suggested configuration of these paths.

Cycling Network

4. Enhance and connect the existing cycling network with additional bike routes and shared use paths, as illustrated in Figure 10: Active Transportation Network.
5. Connect the bicycle network to each LRT station.
6. Include provisions for bicycle parking facilities in all new street designs and adjacent to LRT stations.
7. Encourage the provision of end-of-trip facilities (change rooms, secured bicycle lock-up area etc.) in non-residential developments.
8. Explore the feasibility of a publicly accessible bicycle station at or near an LRT station. If feasible, this bicycle station should include covered bicycle parking and a bicycle repair stand.

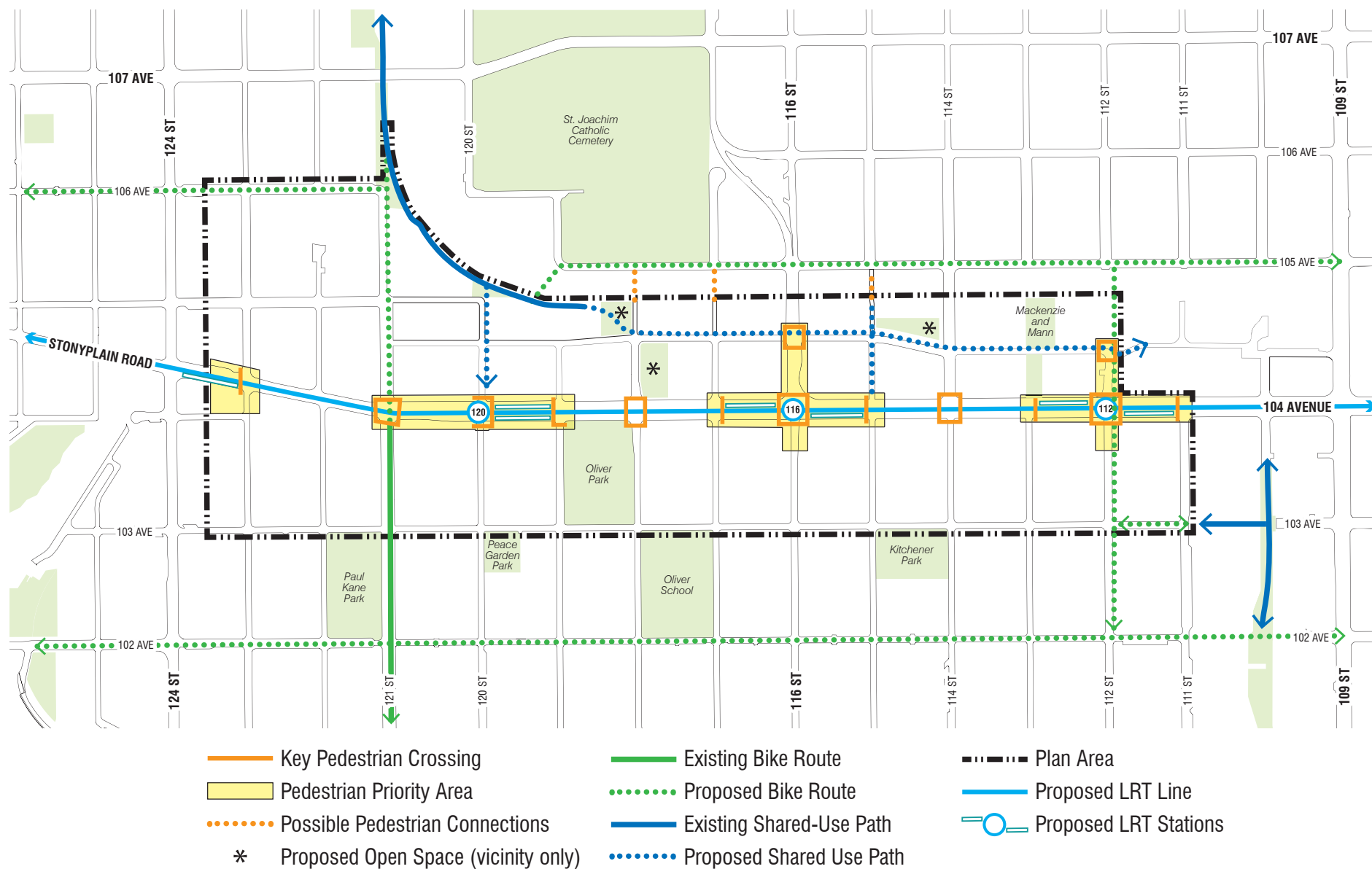
Active Winter Transportation

9. Design and maintain pedestrian walkways and bike routes for ease of use during winter.
10. Consider opportunities to designate portions of the east/west Greenway linking MacEwan University with the Shared Use Path along 121 Street (former CN rail line) for active winter transportation.



Shared use path

FIGURE 10. Active Transportation Network



4.1.4 PARKING, SERVICING & SITE ACCESS

To ensure the economic health of the Corridor and support area businesses, adequate parking will be provided. The policies below balance these requirements while guiding the format and location of new parking to minimize its impact on the pedestrian experience as the Corridor transitions into a more urban, transit oriented area.

Policies

Parking Provision

1. Ensure adequate Parking is provided to support area business and residential development.
2. Allow reductions in minimum vehicle parking requirements to promote healthy communities, alternative transportation modes, car share programs and TOD.
3. Allow on-street, off-peak vehicle parking on 104 Avenue where appropriate, prior to LRT construction, to help create a condition of pedestrian comfort and additional parking for businesses.
4. At time of LRT operation, undertake a parking impact study to assess the need of a parking management strategy south of 104 Avenue and the area north of 104 Avenue and west of 121 Street.

Parking Locations

5. Limit surface parking to encourage a more efficient use of land and reduce its visual impact.

6. Require all residential parking to be provided underground with the exception of visitor parking, which may be provided at the rear or side of buildings.
7. Allow commercial parking to be provided underground, in structured parking, or to the rear or side of buildings.
8. Surface parking is not allowed between the front of a building and the road to limit the impact on the pedestrian environment.
9. Surface parking is not allowed immediately adjacent to Pedestrian Priority Areas fronting on 104 Avenue.
10. Limit side lot surface vehicular parking to no more than 20 meters of consistent length adjacent to 104 Avenue.
11. Where surface parking is adjacent to a road, provide a landscaped buffer to reduce the visual impact on pedestrians.



Landscaping used to screen parking

12. Locate structured parking internal to the block. If structured parking must be located adjacent to a road, reduce the visual impact by wrapping it in active-at-grade uses, as depicted on Figure 11: Parking Structure Wrapped with Active Uses; screening the parkade and parked cars from view through the use of walls, windows or parapets etc.

Access and Servicing

13. Vehicular and service access is not allowed from 104 Avenue and 114 and 116 Streets.
14. Where lanes are present, require all vehicular and servicing access to be from the lane.
15. Where lanes are not present, design and locate vehicular and servicing access to minimize the visual impact and reduce conflicts with pedestrians. Encourage shared access to reduce the number of access points.
16. Service access is to be oriented away from residential developments and designed to create a safe environment for pedestrians.
17. Implement sustainable best practices and Low Impact Development to manage stormwater runoff in surface parking lots.

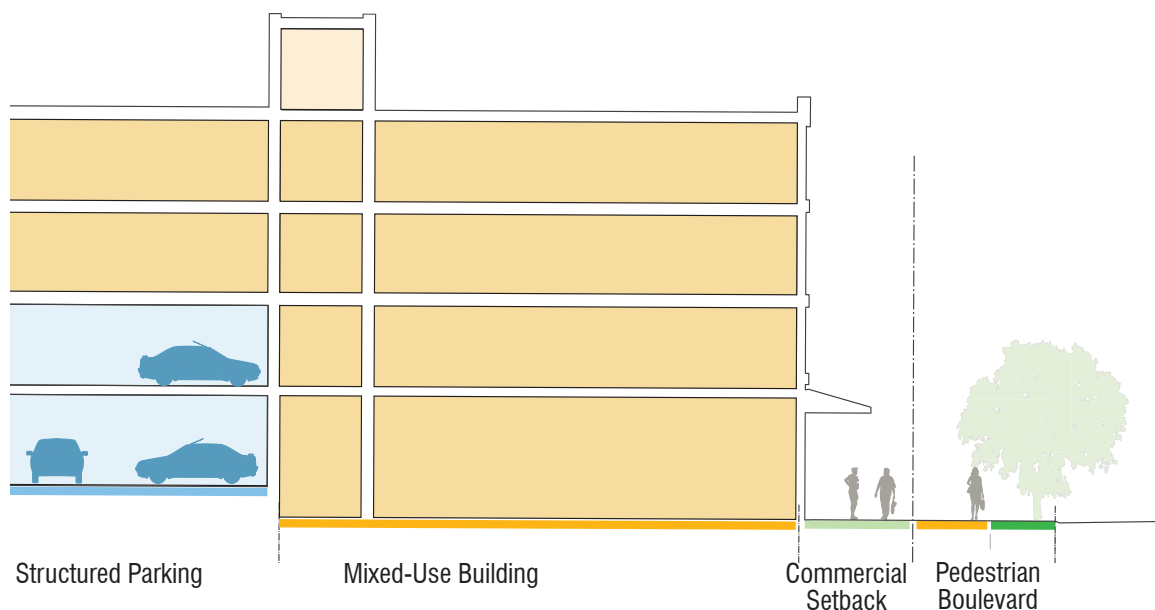


FIGURE 11. Parking Structure Wrapped with Active Uses



Bicycle Parking

4.2 THE PUBLIC REALM

A high quality public realm offers a range of experiences and contributes to the identity and livability of a neighbourhood. A well designed public realm in the station hubs and the abutting areas of influence can also encourage transit use and active transportation by making the overall trip more enjoyable.

The 104 Avenue Corridor ARP identifies a number of improvements to the public realm, including new parks, streetscape improvements, a focus on improving the pedestrian experience on 104 Avenue, and a new east-west greenway. This section sets out the policies to guide these improvements.



Public open spaces should be designed for year-round use

Objectives

1. Enhance the pedestrian experience by creating a sense of place through the parks and open space network, street design and pedestrian priority areas.
2. Provide a diversity of open spaces that support increased density and contributes to the long term livability and sustainability.
3. Ensure a distribution of safe, publicly accessible open spaces throughout the Corridor.
4. Design streets to provide a safe, comfortable, and attractive pedestrian experience through pedestrian scaled lighting, wayfinding, street furniture, and extension of the urban tree canopy throughout the Corridor.
5. Create an urban boulevard on 104 Avenue by enhancing the quality of the linear open space to make it an attractive feature within the community.



Open spaces used by office workers

6. Establish Pedestrian Priority Areas integrated with LRT stations through the provision of animated public spaces, amenities and connections.

4.2.1 PARKS AND OPEN SPACE

Parks and open spaces offer neighbourhood residents and transit users an opportunity to sit, relax, connect with others, or be active. The creation of new parks, squares and open spaces staged with new development will provide visual relief, create opportunities for leisure, help define the Corridor's character, and support its long term sustainability. This section provides policies regarding the acquisition, locational characteristics, and design of parks and open spaces. Figure 12: Public Realm, illustrates conceptual locations for new parks and open spaces.



Active use of public open space



Some open spaces should include child play areas

Policies

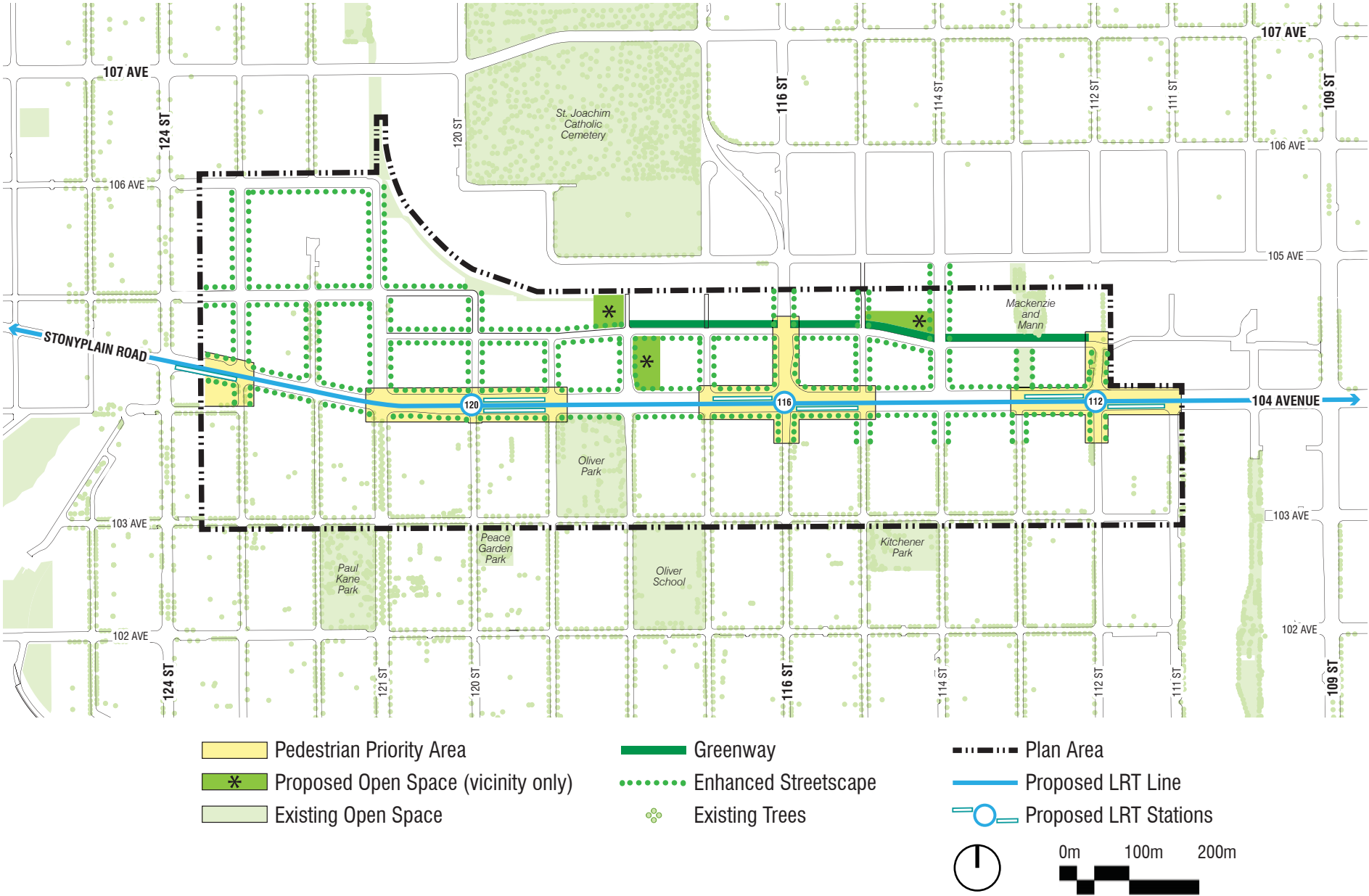
1. Provide a range of parks and open spaces in the Corridor to reflect the needs of the community including residents, workers, visitors and transit users.
2. Maintain and enhance the existing park space in the Corridor.
3. Oliver Park is an essential amenity to the Corridor and surrounding neighborhood. Require community involvement in the redevelopment of Oliver Park to enhance its design and functionality.
4. Acquire new parks and open spaces through multiple options, including the dedication of municipal reserve and provision of open space for additional development rights.
5. Introduce a minimum of two new parks or open spaces north of 104 Avenue, one east and one west of 116 Street to ensure an even distribution of park space.
6. Explore opportunities for an urban open space, such as a hardscaped plaza, through redevelopment of land west of 121 Street and in proximity to the 124 Street station to provide additional amenities for transit users and the community.
7. Design parks and publicly accessible open spaces to respond to surrounding land uses and scale of development.
8. The design and location of parks and open spaces are flexible and shall consider the following criteria:
 - a. Have at least one frontage along a road, but preferably on a corner site;
 - b. Minimize frontage on arterial roads;
 - c. Connect to other open spaces through the active transportation network;
 - d. Be animated year round and throughout the day;
 - e. Optimize sunlight exposure;
 - f. Incorporate child and family friendly activities where appropriate;
 - g. Incorporate winter design elements;
 - h. Reflect the distinct character and heritage of the area;
 - i. Be Universally Accessible; and
 - j. Incorporate CPTED principles.



Open Space

9. Pursue environmentally sustainable design in parks and open spaces through the incorporation of low impact development (LID). Specific features may include: rain gardens, rain water harvesting, permeable paving, subsurface integrated tree and stormwater systems, use of local materials, use of native plant material and species that support biodiversity.

FIGURE 12. Public Realm



4.2.2 STREETS AND LANES

Streets perform a vital role in the efficient movement of people, vehicles and goods. Just as importantly, streets are the primary locations where people experience a neighbourhood. Their design impacts movement patterns and pedestrian safety. Streets within the 104 Avenue Corridor require special attention and will be designed to ensure that they contribute to a comfortable and enjoyable experience.

Policies

1. Design all streets to provide a Pedestrian Boulevard consisting of a landscape zone and sidewalk as illustrated in Figure 13: Pedestrian Boulevard.
2. Incorporate appropriate streetscape furniture within the Pedestrian Boulevard such as benches, bike racks, lighting and garbage receptacles, to support the pedestrian environment.
3. Extend the urban tree canopy throughout the Corridor to reinforce the distinct character of the surrounding neighbourhood and implement an “enhanced streetscape” on all new and existing roads as indicated on Figure 12: Public Realm.
4. Reconfigure roads north of 104 Avenue and west of and including 121 Street to a more urban cross-section, to reflect the area’s transition from a light industrial to a mixed-use district.
5. Design streets to be attractive and sustainable by:
 - a. Incorporating high quality, attractive and durable materials;
 - b. Providing safe and well lit environments including pedestrian scaled lighting;
 - c. Incorporating a diverse range of vegetation in the landscape zone and ensuring sustainable growing conditions;
 - d. Incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;
 - e. Incorporating the ability to store snow on the boulevard; and
 - f. Reducing visual clutter through the consolidation of utilities, signage and streetscape elements.

FIGURE 13. Pedestrian Boulevard



104 AVENUE

104 Avenue is the central spine of the Corridor and is envisioned to evolve into an urban boulevard. Providing an environment that makes pedestrians feel safe and comfortable is essential to promoting the urban development of the Corridor and supporting increased density and transit use. With construction of the LRT, 104 Avenue will be redesigned to accommodate a broader range of mobility modes. The new road configuration will establish a generous public realm improving the pedestrians experience as they move within and throughout the Corridor.

Policies

1. Design 104 Avenue to provide a safe and comfortable pedestrian experience in support of transit as shown in Figure 14: Recommended cross section within approved 104 Avenue Right-of-Way.
2. Require a minimum Pedestrian Boulevard of 3.0 m, consisting of a sidewalk and landscape zone. Exact width will be further analyzed at detailed LRT design phase.
3. Acquire the minimum Pedestrian Boulevard through a variety of mechanisms including: reducing travel lanes, maximizing efficiency of the transit-way, and additional land acquisition if necessary.
4. Require buildings to be set back from the right-of-way to achieve a distance of 6.0-8.0 m between the curb and building face to create an attractive and comfortable pedestrian walking or shopping experience.

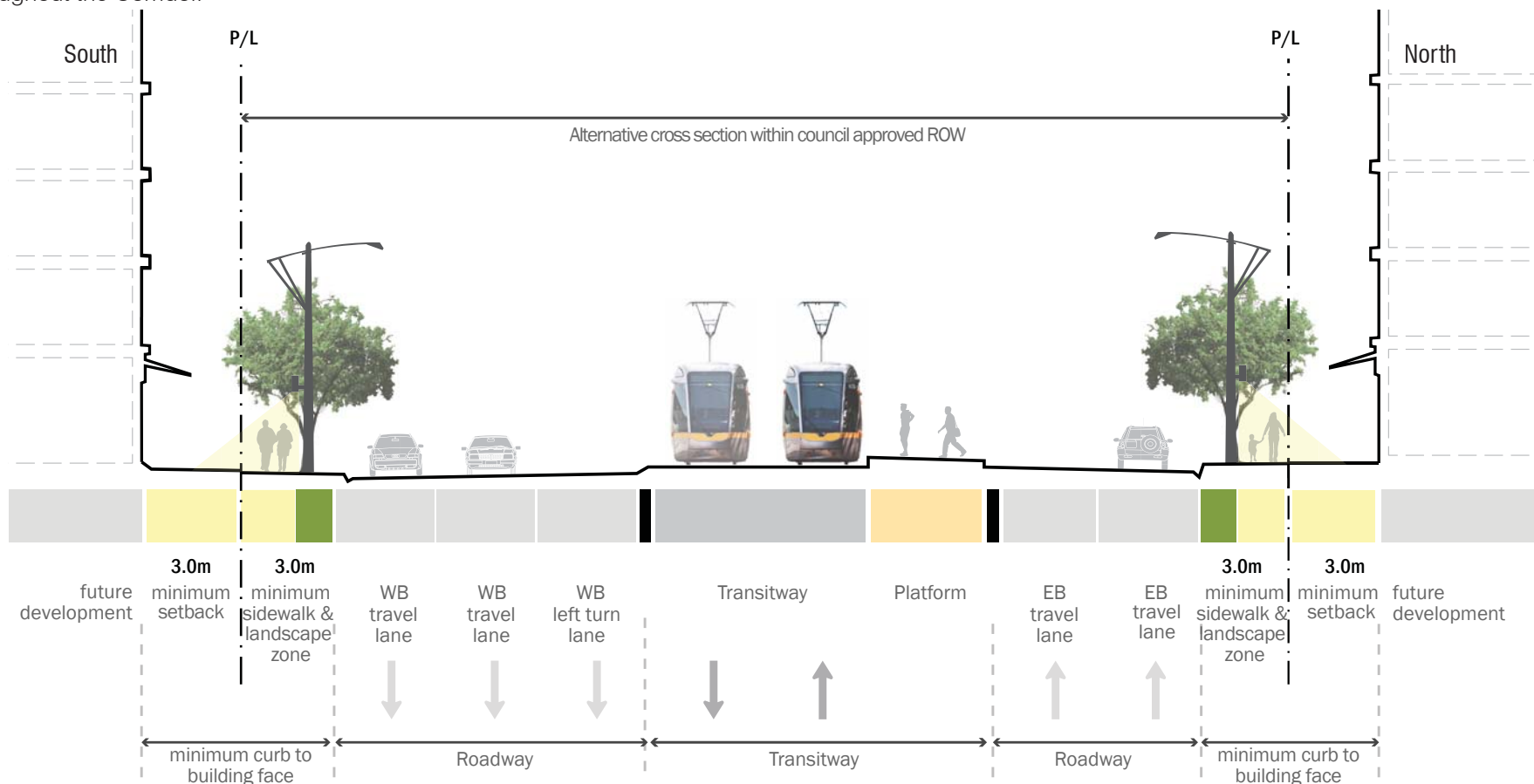


FIGURE 14. Recommended Cross Section within Approved 104 Avenue Right-of-Way

East-West Greenway

A new east-west greenway between 112 and 118 Streets, parallel to the new road north of 104 Avenue, will provide a pedestrian and cyclist connection from MacEwan University to the existing shared use path. The greenway and roadway are characterized by:

- A shared use path or hard surfaced walkway and a double row of trees on the north side;
- A Pedestrian Boulevard consisting of a sidewalk and landscape zone on the south side;
- A vehicular travel lane in each direction and on-street parking on at least one side of the road;
- A green connection to parks and open spaces and other destination points; and
- Adjacent development is setback to accommodate retail spill out or patio space for commercial development or to separate public and private space and provide amenity space for residential development.

FIGURE 15. Recommended East-West Greenway Section

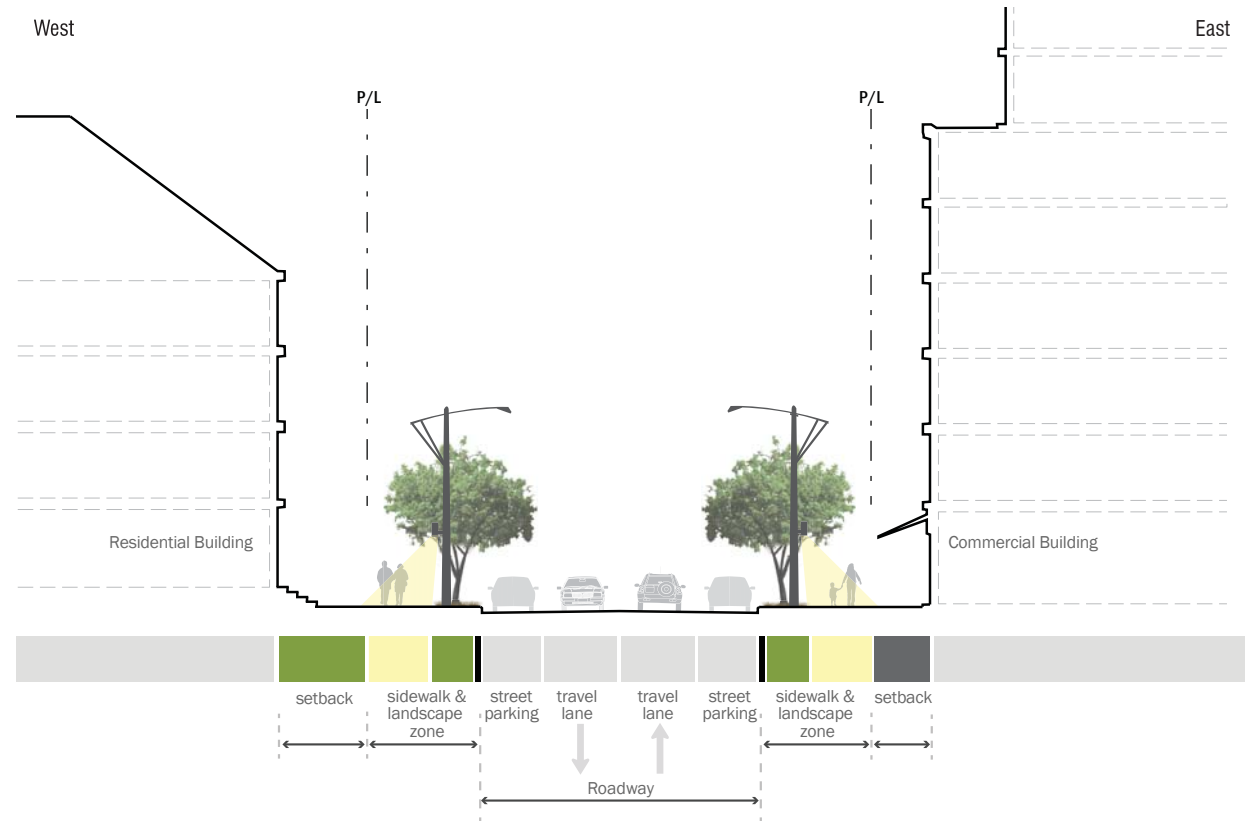


114 Street north of 104 Avenue

To improve north-south connectivity and help stitch together the neighbourhoods of Oliver and Queen Mary Park, 114 Street will be extended across the Corridor. The new street is characterized by:

- A Pedestrian Boulevard consisting of a sidewalk and landscape zone on both sides;
- One vehicular travel lane in each direction and on-street parking on both sides of the road;
- Adjacent development is setback to accommodate retail spill out or patio space for commercial development or to separate public and private space and provide amenity space for residential development.

FIGURE 16. Recommended 114 Street Cross Section



Pedestrian and Cyclist Connection

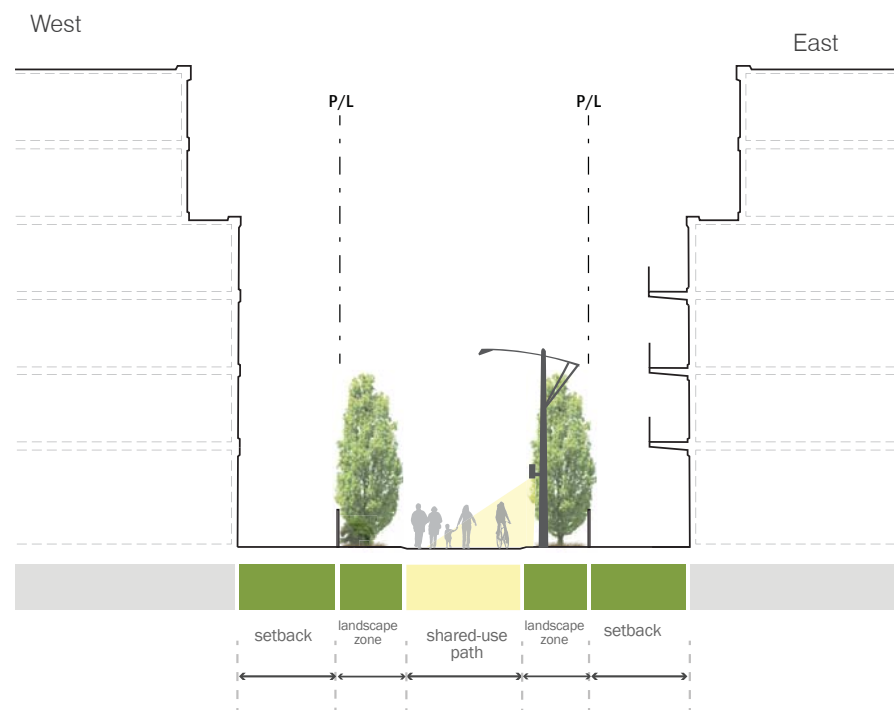
To maximize north-south connectivity within the Corridor and increase accessibility to 104 Avenue via active transportation pedestrian and cyclist connections are encouraged where it is not possible to extend the street network. Pedestrian and cyclist connections are characterized by:

- A shared use path or hard surfaced walkway with a landscape zone on either side; and
- Building setbacks, transparency and permeability result in sufficient separation and provide a safe, comfortable environment through passive surveillance.



A Pedestrian and Cyclist Connection between residential buildings

FIGURE 17. Recommended 115 Street Pedestrian and Cyclist Connection Cross Section

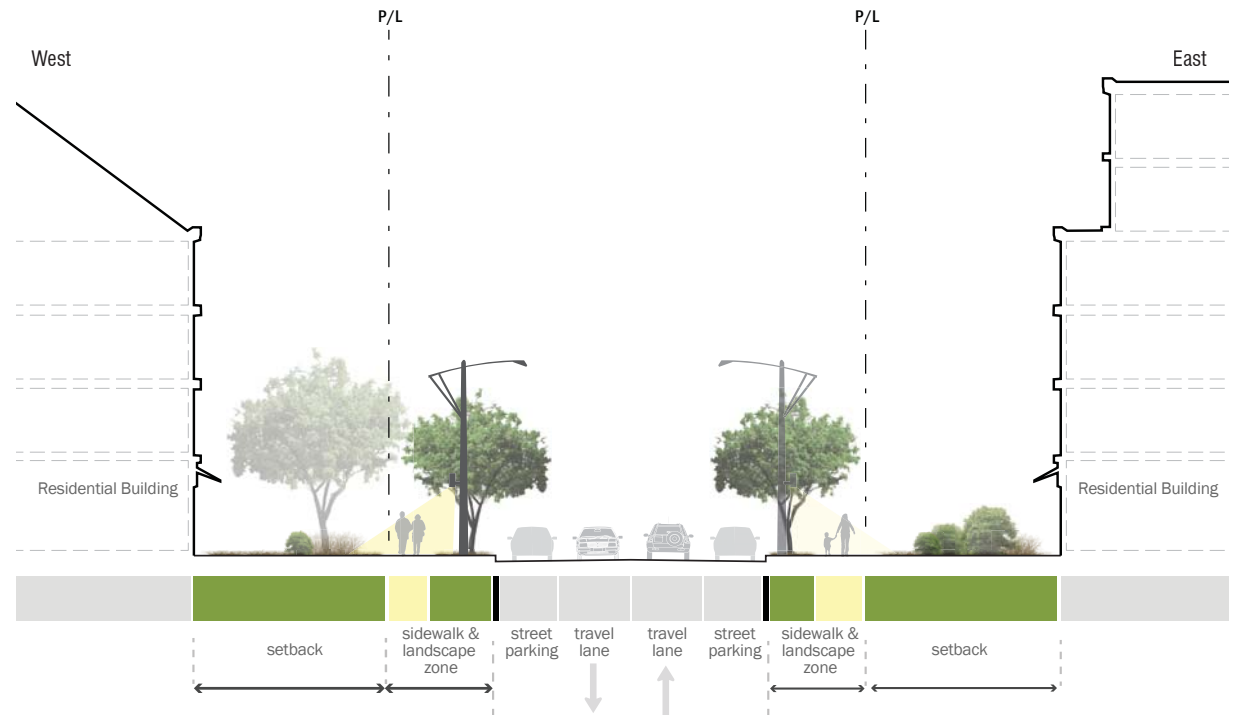


North/South streets south of 104 Avenue

One of Oliver's defining characteristics is the wide planted setbacks and urban tree canopy that create an idyllic setting as remarked during the consultation activities. Incremental residential development within this area should respect and reflect this unique and desirable existing condition. These streets are characterized by:

- A generous Pedestrian Boulevard consisting of a sidewalk and landscape zone on both sides of the road;
- One vehicular travel lane in each direction and on-street parking on both sides of the road;
- New residential development respecting the existing development setbacks; and
- Reinforcement of the existing tree canopy that characterizes the neighbourhood by encouraging tree planting in setbacks.

FIGURE 18. Example Street Cross Section South of 104 Avenue



4.2.4 PEDESTRIAN PRIORITY AREAS

The areas surrounding and leading to each LRT station require special consideration due to the added complexity of activity that they must support and the ability to provide a unique experience when combined with adjacent development. These are the areas where people switch from one transportation mode to another, sometimes in great volumes during rush hour or special events. The intent of distinguishing these areas from the rest of the Corridor is to direct effort and investment into creating a safe, comfortable and attractive environment for pedestrians in the places that will receive the most use and will have the greatest demands put upon them. The location of the Pedestrian Priority Areas are shown in Figure 10: Active Transportation Network and an illustrated diagram is shown in Figure 19: Example Pedestrian Priority Area.

Policies

1. Pedestrian Priority Areas are to be designed to incorporate the distinct themes of each LRT station and provide different amenities as to develop a set of unique destinations within the Corridor.
2. Design the road, Pedestrian Boulevard, and adjacent buildings to support high volumes of pedestrian activity by creating a safe, welcoming and animated environment



High quality public realm amenities



Pedestrian friendly environment

3. Create enhanced pedestrian crossings to LRT platforms and at major intersections.
4. Implement a complete streets approach to design the north-south streets in the Pedestrian Priority Areas such that there is a comfortable environment for pedestrians which may include reduced crossing distances, textured paving materials and on-street parking to provide a buffer etc.
5. Provide wayfinding to support transfers between different transportation modes and to key destinations.
6. Pedestrian connections to LRT stations be designed and maintained to be clear of snow and ice.
7. Minimize curb cuts and vehicular access points.

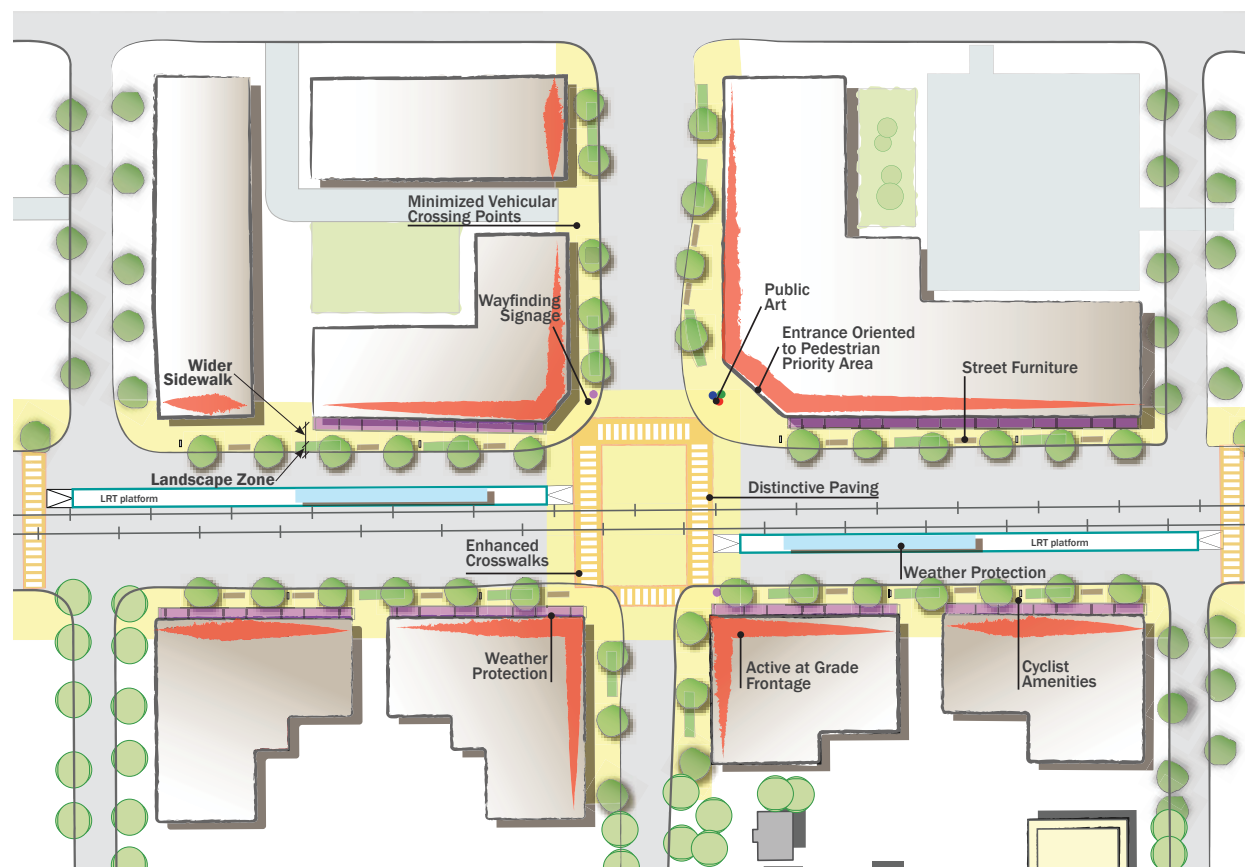
Public Realm Design

8. Prioritize Pedestrian Priority Areas for public realm improvements.
9. Design roads, sidewalks and crossings within Pedestrian Priority Areas to include pedestrian supportive and visually distinguishing features such as differentiated paving materials, enhanced landscaping, clearly marked pedestrian crossings, pedestrian scale lighting, street furniture, weather protection, public art, signage and wayfinding.
10. Provide a minimum of 4.5 meter Pedestrian Boulevard within Pedestrian Priority Areas, consisting of a wider sidewalk and landscape zone.

Adjacent Development

11. Require development to have active at-grade uses adjacent to Pedestrian Priority Areas as described in Section 4.3 Land Use.
12. Encourage development adjacent to the Pedestrian Priority Areas to integrate building design elements that support pedestrian and transit users, such as entrances oriented to the Pedestrian Priority Area, a high degree of glazing, waiting areas integrated into the ground floor of buildings, outdoor seating areas, pedestrian scale lighting and weather protection elements.

FIGURE 19. Example Pedestrian Priority Area



4.3

LAND USE

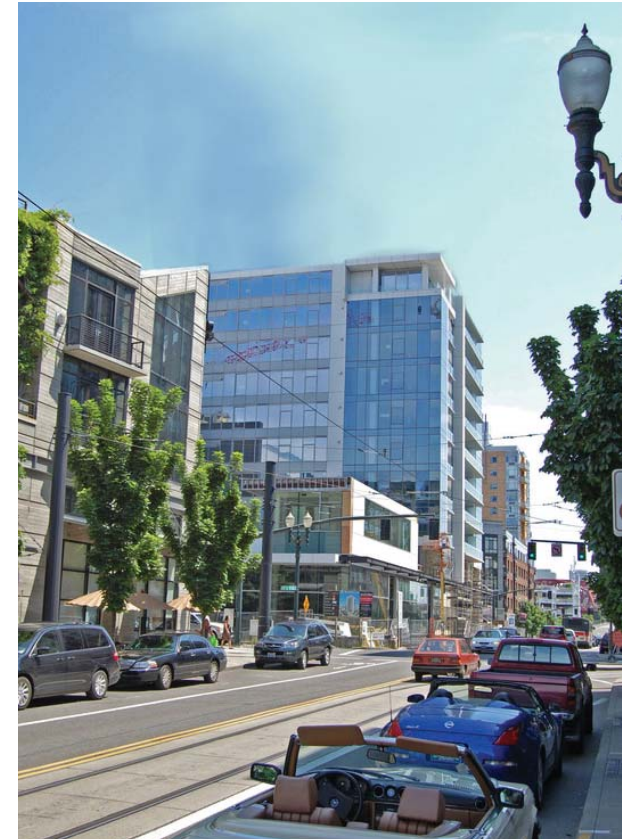
The land use strategy and accompanying policies and objectives are designed to accommodate the expected growth and guide the transition of the 104 Avenue Corridor into a diverse, liveable and transit-supportive community.

The greatest concentration and mix of uses is directed around the future LRT stations, creating nodes of economic and social activity along the Corridor. Supported by active street frontages these station hubs become destinations.

With the policies and accompanying built form standards, future commercial mixed use, institutional and residential developments are provided to maintain a diverse population and provide a variety of services throughout the Corridor.

Objectives

1. Introduce a mix of land uses around station hubs and in the north part of the Corridor to create vitality at all times of day.
2. Provide a mixture of commercial uses to meet the needs of the surrounding neighbourhoods.
3. Encourage new development to provide retail at grade to animate streets and open spaces.
4. Provide high quality, safe, and attractive housing for all.
5. Provide a diversity of housing types that cater to a range of household sizes, abilities, ages, incomes and lifecycle needs such as family oriented housing, student housing, seniors' housing, and affordable housing.
6. Encourage the adaptive reuse of heritage structures to facilitate their preservation.



An urban mixed-use corridor

4.3.1 LAND USE PRECINCTS

Within the 104 Avenue Corridor, three land use precincts are employed to provide structure and an ability to identify place specific elements to advance the policies of the Plan. These are areas that have distinct features and roles in achieving the vision of the Corridor and have been loosely defined to capture areas with similar current or planned characteristics (Figure 20: Land Use Precincts).

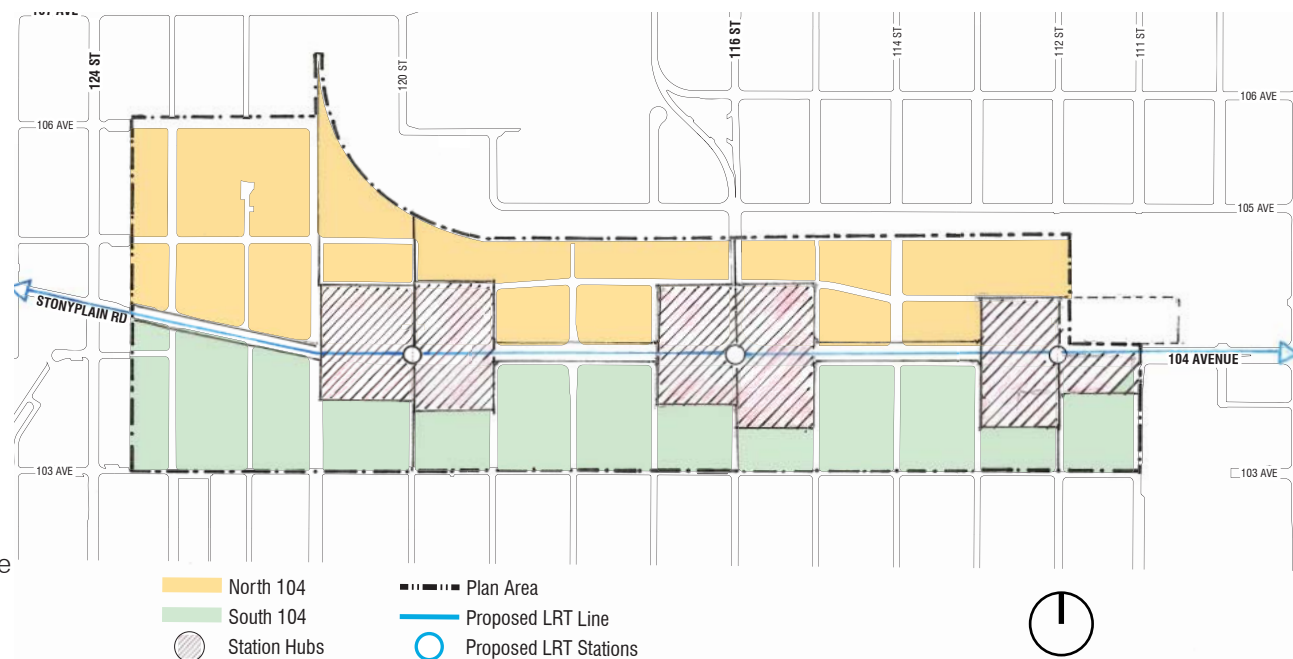
Policies

Station Hubs

Areas directly adjacent to the future LRT stations will be the focus of increased activity. The greatest intensity and height of development in the corridor is directed towards these areas. Developments will be required to provide active frontages at-grade to support a high quality pedestrian environment while serving as destinations while moving through the Corridor.

1. Direct the most intense development to this area of the Corridor in support of transit.
2. Encourage a mix of uses to integrate vertically including commercial, residential, and/or institutional.
3. Require active at-grade uses on blocks immediately adjacent to LRT stations complimenting the Pedestrian Priority Areas to create a high quality pedestrian environment.

FIGURE 20. Land Use Precincts



North 104

The area currently provides and will continue to provide many of the commercial and retail services for the Corridor and surrounding neighborhoods.

New development will support the transition of the precinct to a more walkable, mixed-use destination accessible by transit. Retail, office, and entertainment uses are retained and focused adjacent 104 Avenue with opportunity for residential above and where appropriate, at-grade. Residential mixed-use is focused along to the northern boundary of the plan area mirroring the adjacent development outside the plan area.

Commercial mixed-use with opportunities for residential is directed west of 121 Street where there is a current mix of commercial, residential and light industrial uses and is an area in transition.

4. Develop a broad mix of uses to support the economic and commercial viability of the corridor.
5. Encourage a range of retail uses in an urban format to provide for the needs of the population within the Corridor and surrounding neighbourhoods.
6. Develop medium to high density residential uses.
7. Provide institutional and community uses to support an increasing population.

4.3.2 LAND USE TYPES AND LOCATIONS

South 104

This precinct is currently comprised of a mix of residential development from single family dwellings to high-rise apartment buildings, with the majority being three to four storey walk-up apartments. Commercial uses are found fronting 104 Avenue.

Mixed use, mid-rise buildings will line 104 Avenue and transform it into a more pedestrian-friendly environment complimenting development across the Avenue to the north. New buildings along 104 Avenue will be designed to provide an appropriate height and massing transition to the south where existing three and four storey residential uses will gradually be replaced by taller five to six storey residential buildings. This reflects the strong desire of the community, as expressed during the public consultation, to reinforce the predominant residential use, scale and distinct setback characteristics of the neighbourhood. The existing DC1 Character Area west of 121 Street will be retained with allowances for greater flexibility in use.

8. Develop pedestrian oriented retail east of 116 Street with opportunities for vertical mixed use.
9. Allow a mix of uses fronting 104 Avenue, west of 116 Street.
10. Redevelop existing residential south of 104 Avenue with increased density and height while maintaining the residential character of the area.

11. Allow variances in FAR and residential densities in the (RA7) Low Rise Apartment Zone up to the maximums outlined in the (RA8) Medium Rise Apartment Zone subject to Section 823.6 of the Zoning Bylaw 12800 and the development meeting the policies as outlined in this ARP.

In the DC1 Character Area:

12. Permit a variety of uses including office, retail, service commercial and residential uses containing one or more dwelling units.
13. Maximize flexibility of uses to make adaptive reuse or reconditioning of these structures economically viable.
14. New development and conversions will be of a scale and design that is complementary to the existing low density residential dwellings in the area.

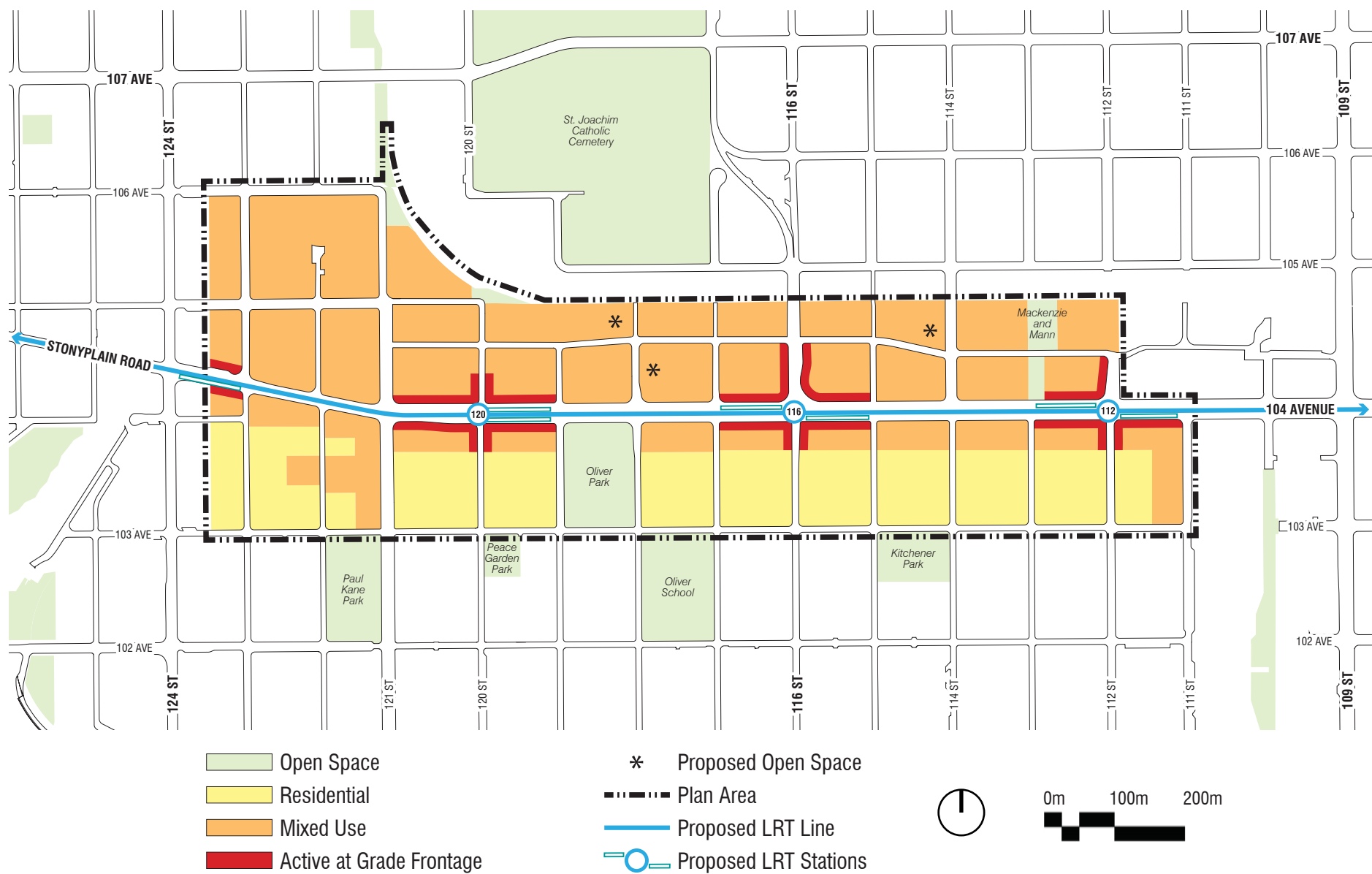
A variety of land uses are planned along the Corridor. The majority of the Corridor will be mixed use, with uses either vertically integrated within one building or located adjacent to each other on a block. The area south of 104 Avenue and the interior of the Oliver neighbourhood will remain predominately residential, reinforcing its current character. The exception is the Character Area, which requires flexibility in land use policy in order to encourage preservation of heritage assets.

Policies

To facilitate the development of the 104 Avenue Corridor as a vibrant, mixed-use place, plan for the following land uses, in accordance with Figure 21: Land Use Concept:

1. **Mixed Use** – Areas that permit a broad range of uses, where possible integrated within the same building. Primary uses will be residential, office, institutional and retail.
2. **Active At-Grade Uses** – Frontages designated for Active-At-Grade Uses are required to contain active uses such as retail, restaurants, institutional (e.g. libraries) or community uses (e.g. daycares) at ground level.
3. **Residential** – Areas that are relatively stable, but can accommodate sensitive redevelopment of individual parcels in a complementary format to existing development.
4. **Open Space** – Areas designated for public open space, which may take various forms appropriate to the location and the needs of the community, including parks, plazas, squares and playgrounds.

FIGURE 21. Land Use Concept



4.3.3 HOUSING OPTIONS

Interactions among residents with different household incomes, types, ages and abilities contribute to the stability, safety, and character of a community. The 104 Avenue Corridor ARP is designed to offer increased housing choices to accommodate families with children, students, seniors and those with special needs.

As the Corridor develops, it will continue to provide affordable housing options for its residents to call home and the ability to age-in-place gracefully.

Policies

1. Provide a diverse mix of housing types, tenure and price range that caters to a broad spectrum of households, incomes and lifecycle needs.
2. Encourage affordable housing in new and retrofitted developments to take advantage of Government grant programs and initiatives to reduce the cost of home ownership and rental accommodations.



3. Provide a variety of housing options suitable for a range of family types and sizes, including units with two bedrooms or more, ground oriented housing, townhouses and flex homes.
4. Ensure a variety and adequate amount of amenity spaces are provided to accommodate the needs of different family types. This may include the provision of landscaping, children's play areas and indoor amenity facilities.
5. Encourage the provision of housing appropriate for students, including smaller rental units and/or multi-bedroom apartments in recognition of the Corridor's proximity to MacEwan University and other educational institutions.
6. Encourage seniors housing to accommodate persons with special needs and aging-in-place opportunities.
7. Encourage new housing in the Corridor to incorporate universally accessible and age-friendly design.



Different types and densities of housing are appropriate along the Corridor

4.3.4 ECONOMIC HEALTH

Maintain and enhance the Corridor's role as a retail, employment, and commercial destination for the surrounding neighborhoods. As population and intensity of development increases, it will be important to provide and strengthen the commercial services offered throughout the Corridor. This will allow residents and visitors alike to be able to meet their needs within a walkable and transit supportive community.

Policies

1. Allow a range of retail uses to provide for the needs of the population within the Corridor and in neighbouring areas.
2. Allow larger format retail in a more urban format.
3. Allow office uses to create employment opportunities in support of the local economy.
4. Encourage community service amenities such as daycares or medical clinics to locate within the Corridor.

4.3.5 COMMUNITY AND INSTITUTIONAL SUPPORT

Directly east of the 104 Avenue Corridor ARP is MacEwan University, a major institution. Capitalizing on the thousands of students and employees that attend the University by developing student related services, housing, and amenities close by will help support the Corridor's development over time. In addition, the Corridor will continue to provide the existing community facilities that it does today and reinforce its role as a place to access services for the surrounding neighbourhoods.

Policies

1. Encourage institutional and community services to locate within the Corridor.
2. Develop community facilities to support livability and overall health of the neighbourhood.



Neighbouring Institution

4.3.6 NON TRANSIT-SUPPORTIVE USES

Auto-oriented development focuses on the needs of vehicle movement, access and convenience instead of the pedestrian. As a result, it contributes to an urban environment that is more spread out, segregated, and low density in nature that weakens the pedestrian experience, walkability, transit ridership, and livability of the Corridor.

Policies

1. Land uses, such as drive thrus and vehicle services, fronting onto 104 Avenue that are not supportive of the vision for a walkable, urban, transit oriented corridor are not allowed.
2. Non-accessory surface parking lots shall not be allowed.



Drive thrus next to 104 Avenue

4.3.7 ACTIVE-AT-GRADE USES

Active-at-grade uses are required around the station areas to promote an interesting and vibrant pedestrian streetscape while supporting transit use. Frontages designated for active-at-grade uses are required to contain active uses such as retail, restaurants, institutional (e.g. libraries) or community uses (e.g. daycares) at ground level.

Policies

1. Require active at-grade uses along blocks immediately adjacent to LRT stations as shown on Figure 21: Land Use Concept:
2. Maintain flexibility of buildings fronting onto 104 Avenue by requiring a minimum ground floor height sufficient to accommodate active commercial uses in order to support the economic health and resiliency of the Corridor as market conditions change over time.

4.4

BUILT FORM

This section identifies the physical characteristics of development in the 104 Avenue Corridor ARP. As the Corridor redevelops into medium and high density development, it is crucial that the greatest density is directed to appropriate locations and that new development is designed to create a comfortable, inviting, and livable urban experience. Key considerations include building heights and transitions, massing, building and site design, and the celebration of heritage. These urban design elements establish the Corridor and station hubs as visible and memorable destinations that provide a human scaled environment promoting a walkable and transit supportive neighbourhood.

Objectives

1. Establish a compact built form that supports and complements a high quality urban environment.
2. Direct tall buildings around station hubs and along the Corridor while sensitively transitioning height down to the north and south.
3. Utilize a range of building types and massing techniques to create a human-scaled environment while accommodating desired intensification.
4. Ensure site design and building arrangement foster a dynamic street interface that actively engages the public realm.
5. Ensure all new developments adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community over time.
6. Incorporate sustainable development practices to create a more healthy livable built environment.
7. Encourage the preservation, adaptive reuse, and celebration of the Corridor's heritage resources.

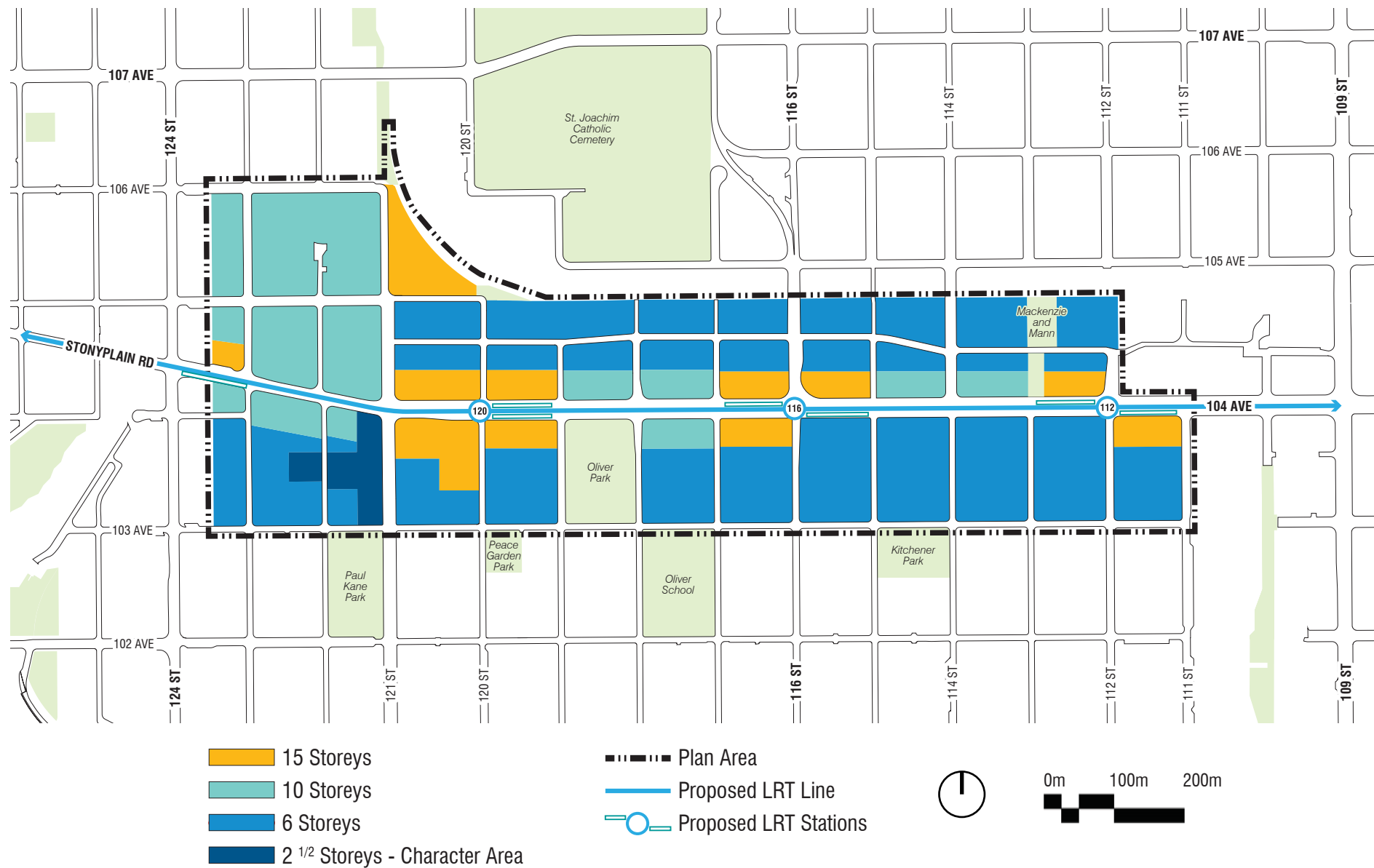
4.4.1 BUILDING HEIGHTS

Building heights in the 104 Avenue Corridor are shown in Figure 22: Building Height Strategy. In general, the tallest buildings are permitted on the blocks surrounding LRT stations to promote intensification around the station hubs. The exception is the area on the south side of 104 Avenue between 112 Street and 116 Street, where the narrow depth of parcels restricts the ability of higher buildings to transition appropriately to the area south. Transitioning down from 104 Avenue, mid-rise and smaller scale buildings provide opportunity for sensitive infill redevelopment.

Policies

1. Maximum permitted building heights are shown in Figure 22: Building Height Strategy.
2. Provide a compact urban form by requiring new development to be generally a minimum of four storeys, except in the DC1 character area and in conflict with heritage resources.
3. Require the provision of community amenities where the height and/or FAR allowances of the existing zones at the time of passage of this Bylaw are exceeded.
4. Consider supporting rezoning applications that exceed the maximum heights outlined in Figure 22: Building Height Strategy if it can be demonstrated that the additional height supports the principles and policies of this ARP and appropriate transitions to adjacent areas can be achieved. Require the provision of additional community amenities for these developments.
5. Prioritize the community benefits to be achieved through incentive zoning as detailed in Section 5.2 Zoning Strategy.

FIGURE 22. Building Height Strategy



4.4.2 MASSING & TRANSITIONS

A variety of building typologies are encouraged throughout the 104 Avenue Corridor ARP. This variety will allow the sensitive transition of massing and height to the surrounding streets, open spaces and adjacent buildings, creating a more comfortable, human scaled environment. Appropriate massing and transitions will help to mitigate wind and shadow impacts, support a diversity of housing and commercial units, and maintain the unique character elements of the Corridor. Figures 24 demonstrates an example redevelopment block illustrating some of these policies.

Policies

1. Encourage buildings to appropriately frame streets and open spaces and provide a strong sense of street address.
2. Sensitively integrate larger scale buildings into their surroundings by using techniques to vary massing such as setbacks, stepbacks, and transitions.
3. Reduce the visual scale of large, long buildings or podiums by breaking up the façade through fenestrations and variation in massing, material, colour and texture to establish a vertical/horizontal rhythm.
4. Limit the length of buildings to be no more than 100 meters.
5. Transition tall buildings down to adjacent low or mid-rise development by use of massing techniques such setbacks and stepbacks to mitigate negative environmental impacts.
6. Ensure appropriate transitions in mass and height between buildings fronting onto 104 Avenue and the residential area to the south, to respect the character of the neighbourhood.
7. Require a stepback to be incorporated on mid-rise residential infill buildings south of 104 Avenue of 4 to 6 storeys at the 4th or 5th floor to transition down to lower scale residential development within the Corridor.
8. Stepback mid-rise buildings of over 6 storeys at the 4th, 5th or 6th storey to limit perceived massing at street level and create a human scaled street wall.
9. High-rise buildings above 10 storeys shall be designed with the following elements:
 - a. Design development over 10 storeys to be built with a proportional podium of 2 to 6 storeys and a tower component.
 - b. Design high-rise buildings to have an identifiable base, middle and top.
 - c. Require tower components to have a stepback of at least 3 meters from the podium.
 - d. Restrict residential tower floorplate sizes to no greater than 750 square meters.
 - e. Minimize shadow impacts and maintain the availability of views and sunlight by requiring a minimum separation distance between towers of 25 meters.



Mid-rise building with stepbacks



Building with stepbacks and articulation

4.4.3 BUILDING AND SITE DESIGN

The built form and how it interacts with abutting streets and public spaces is an important factor in a lively public realm. Street-oriented buildings with transparent and permeable storefronts provide sense of enclosure while creating a vibrant, comfortable environment for pedestrians. The Corridor's architecture will create a distinctive visual identity and memorable landmarks that distinguish it from other neighbourhoods.

Larger scale buildings currently present in the Corridor provide vital neighbourhood retail amenities. As redevelopment and new development occurs, larger buildings should be accommodated in a more urban and pedestrian friendly manner.

Policies

Building Design

1. Design all facades fronting onto a road with architectural treatments that contribute to an animated streetscape.
2. Require ground floor facades to wrap and continue around corners providing consistent materiality to promote visual and pedestrian interest.
3. Encourage architectural features or foci, including entrances, at all corner building locations to enhance visual prominence and identity.
4. Design buildings to contribute to a permeable, active, pedestrian-scaled streetscape through the use of generously proportioned windows, window bays and frequent entryways.
5. Provide a minimum of 70% transparent glazing on the ground level of non-residential uses.
6. Require the primary entrance to buildings to be designed to be clearly identifiable, prominent and sited for maximum street visibility and accessibility.
7. Require separate at-grade entrances for commercial and residential uses in mixed use buildings.
8. Require direct street level access to ground floor residential units where appropriate.
9. Ensure that tower elements contribute positively to the design of the Corridor by providing 360 degree architectural treatment.
10. Incorporate or screen mechanical penthouses to contribute to an attractive skyline.
11. Design large format retail development in an urban format by:
 - a. Limiting the frontage of larger uses by incorporating smaller retail bays with usable front entrances at-grade onto the street;
 - b. Encouraging multi-level development to minimize building footprint;
 - c. Incorporating larger uses into the podium of mixed-use buildings;
 - d. Providing articulation, building breaks, or material change to visually break up and

Corner building facades should address both frontages



reduce the perceived massing of the building;
and

- e. Orienting buildings to the street and limiting front setbacks except to accommodate a greater setback for retail spill out and patio space.

- 12.** Encourage new development within the Corridor to incorporate universally accessible and age friendly design.

Site Design

- 13.** On larger sites, design development, including the siting of buildings, parking and circulation patterns, in a manner that will accommodate and will not preclude denser redevelopment in the future.

- 14.** Facilitate pedestrian movement throughout the site by providing a direct, continuous and clearly marked pedestrian circulation system that connects to the surrounding pedestrian network including roads and pathways.

- 15.** Locate and organize vehicle parking, access, service areas and utilities to minimize impacts on the site and surrounding property.

- 16.** Provide an adequate setback for non-residential uses, where appropriate, to allow for patios and retail displays to promote street activity and interest.

- 17.** Provide a setback for residential uses to achieve an adequate separation of public space and



Low-rise development and mid-rise bar building with stepback

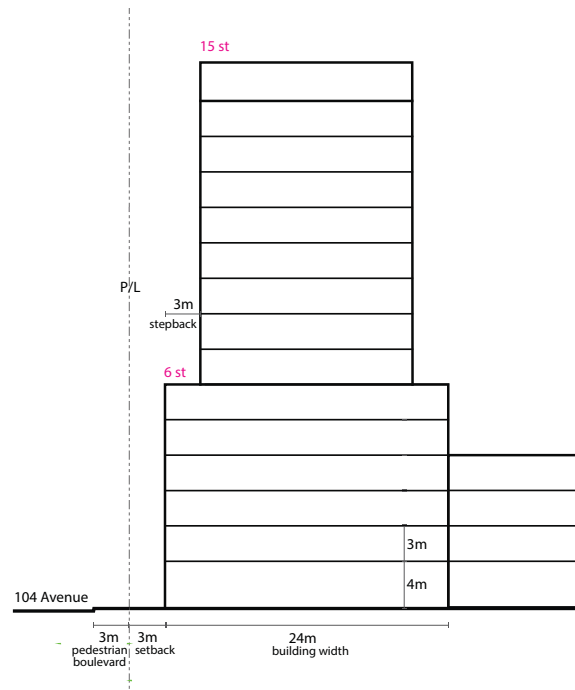


FIGURE 23. Tower-Podium Building



High-rise tower-podium building

private space. This may be accomplished by incorporating visual cues such as landscaping, materials and level changes.

18. Generally maintain a consistent setback with existing residential buildings fronting onto Streets south of 104 Avenue to contribute to the distinct character of the Oliver neighbourhood as illustrated on Figure 18: Example street Cross Section South of 104 Avenue.
19. Locate buildings as close to the street as possible to frame the street and promote passive surveillance while respecting the setback provisions of this ARP.
20. Design all public and private spaces and facilities to comply with the guidelines contained in the Design Guide for a Safer City and CPTED principles.
21. Require CPTED assessments to be conducted for Pedestrian Priority Areas.

Winter-friendly Design

22. Design buildings to take into account wind and solar orientation to mitigate adverse environmental impacts on public realm and adjacent properties.
23. Encourage provision of weather protection elements where commercial or retail uses are located at grade.
24. Design development and open spaces to accommodate snow storage and removal.

Sustainable Design

25. Consider the City's Green Building Plan in the design of buildings and the public realm to encourage sustainable development in the Corridor.
26. Design buildings to include on-site alternative energy sources, where feasible,
27. Encourage use of high quality, durable building materials.
28. Incorporate green building and site design to reduce the consumption of energy and materials.
29. Incorporate low impact development solutions in site design, where feasible.



Large format retail provided in an urban format



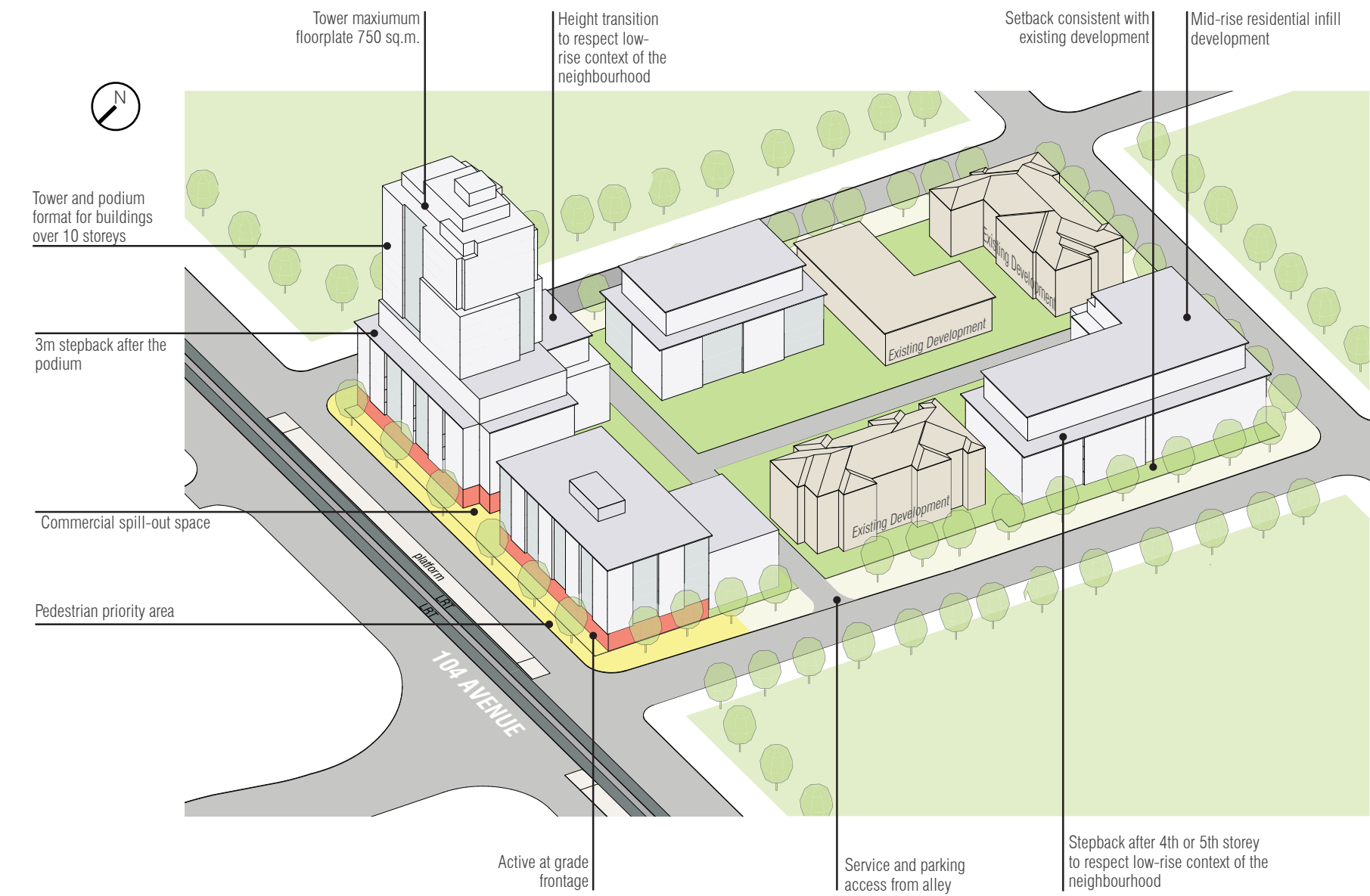
Weather protection



Long building with strong articulation

The following block illustration show examples of how the some of the Built Form policies of this ARP might come together within the 104 Avenue Corridor.

FIGURE 24. Illustrated Block South of 104 Avenue



4.4.4 HERITAGE

With its transition from industrial rail yards to a major commercial corridor and transit-oriented community, the 104 Avenue Corridor is evolving with a distinct character and history. The preservation and celebration of heritage resources as the area continues to redevelop will act as a reminder of community history and help foster community identity.

Policies

1. Prioritize the preservation of buildings and structures that are of historical or architectural significance. Encourage their protection and incorporation into future development plans.
2. Preserve buildings of value from any period.
3. Require development adjacent to heritage buildings to respect its character.
4. Promote understanding of cultural and historical associations/events within the Corridor by incorporating interpretive and artistic elements into buildings, public space designs, and public art commissions.
5. Promote the re-use of historic properties by providing incentives, exemptions and regulatory relaxations that enable adaptive reuse and continued preservation.

DC1 Character Area

6. Discourage demolition of any of the older housing stock within the DC1 Character Area.
7. Limit new development within the Character Area to single detached housing, semi-detached housing, duplex housing or row housing structures which are designed to evoke the architecture of the older houses in the area.
8. Maintain the current scale, design and siting of the surrounding built form in order to preserve the unique character of the area.

Inventory of Historic Resources

9. Encourage consultation with the Heritage Officer when redevelopment of the properties and substantial renovation or addition to the existing buildings listed on the City's Inventory of Historic Resources is contemplated. The Inventory currently includes:
 - Sandford Oils Building: 10336 - 111 Street NW
 - Edmonton Brewing & Malting Co Ltd (Building 11 and 12): 10449 - 121 Street NW
 - Freeman Stanley Residence: 10312-121 Street NW
 - Alex Nicol Residence: 10319-120 Street NW.



Edmonton Brewing & Malting Co Ltd



121 Street Character Area

Implementation

5

5.1 Implementation

Implementation of the 104 Avenue Corridor Area Redevelopment Plan will take place over a long period of time depending on funding, LRT construction and market driven development.

Adoption of the ARP is the first step in implementing the vision, objectives and policies described in this Plan. To achieve this, a purposeful and focused implementation strategy is proposed that will transform the Corridor and the way we do business by prioritizing strategic projects and creating the conditions for private sector investment.

To support the envisioned transformation, the building of partnerships and coordination of planned private and public investment is required to realize the necessary infrastructure upgrades and to support the development of the Corridor.

The supporting mechanisms include:

1. Adoption of the Area Redevelopment Plan;
2. Providing an appropriate regulatory framework to accommodate Transit Oriented Development;
3. Aligning City, industry and stakeholders' projects and initiatives to achieve the vision;
4. Leveraging planned public investments in infrastructure to align with project development; and
5. Monitoring progress toward achieving the vision, policies and objectives of the ARP.

5.1.1 REGULATORY FRAMEWORK

An appropriate regulatory framework will facilitate the realization of the envisioned transit oriented development proposed for this Corridor.

It is critical to ensure that new Zones or strategic amendments to existing Zones are aligned with the policies and objectives outlined in the 104 Avenue Corridor ARP. The Zoning provides a means to regulate use, design, and quality of development. As such, rezoning of land will establish appropriate uses, design standards and regulations.

The City and land owners will use this ARP, associated Zoning regulations, and approval processes to prepare and evaluate redevelopment proposals in the Corridor.

Zoning Bylaw Amendments

1. Lead the implementation of the Plan by adopting Zoning regulations that guide development in a manner that respects the policies of this ARP.
2. Follow the general framework provided in Section 5.2 Zoning Strategy.
3. Provide a Zone that ensures Station Hubs and Pedestrian Priority areas accommodate a variety of destination retail and entertainment uses, large format commercial uses designed in an urban format with active street frontages, highest densities and architecture to celebrate the prominence and function in the community.
4. Allow for Mixed Use Zones to include a vertical mix of residential, commercial and office or institutional uses with higher density along 104 avenue and appropriate transitions to lower scale developments in the corridor.

5. Provide a new Medium Density Residential Infill Zone or modify standard zones to accommodate the TOD intent of the Corridor land use concept.
6. Incorporate Incentive Zoning regulations for the provision of community amenities and benefits in exchange for height, density and/or FAR allowance increases that do not negatively impact the development intent of the adjacent properties in area and meet the policies of this ARP.
7. Incorporate environmentally sustainable provisions in every Zone employed in the Corridor to result in a built environment that is comfortable and livable for a broad demographic population within the community.
8. Where feasible, use existing conventional zoning to implement developments within the Corridor if it meets the land use, intensity and built form performance as outlined in the ARP.
9. Where the intent of the ARP cannot be achieved through conventional zoning, the following options may be used:
 - a. Creation of new conventional zones;
 - b. Site Specific Development Control Provision (DC2) , a (DC1) Direct Development Control Provision; or
 - c. Special Area Zone

Development Application Review

10. Review applications within the Corridor for consistency with the ARP.
11. Ensure that right-of-way identified for new streets and new open spaces is provided or dedicated through subdivision.
12. Require necessary infrastructure upgrades to serve the development as determined by City Departments and utility agencies at the time of application.
13. If required, Mobility Assessments in support of development should prioritize pedestrian, bicycle, and transit movements.

5.1.2 STRATEGIC PARTNERSHIPS

The 104 Avenue Corridor ARP is designed to align with the goals and objectives of the City of Edmonton's Strategic Plan-*The Way Ahead* which guides the City's decision-making and funding commitments. The Plan's six 10 year strategic goals are to transform the city's urban form, enhance use of public transit and active modes of transportation, improve its liveability, preserve and sustain its environment, ensure its financial sustainability and diversify its economy.

The 104 Avenue Corridor ARP will implement these goals, as well as the City's directional plans, by creating strategic partnerships to guide and manage the transformation of the Corridor over time and facilitate a modal shift to more sustainable modes of transportation, and in particular, the shift from an auto-oriented corridor to a more urban environment.

To assist in the transformation of the Corridor and fulfilling the goals of the strategic plans, Administration is committed to using its resource to spur redevelopment in numerous ways.

1. Implement the policies of this plan through the coordinated efforts of applicable Civic Departments and by working with individual land owners.
2. Establish the regulatory framework, in consultation with property owners, by making amendments to the Zoning Bylaw to reflect the policies of the ARP.

3. Support a stable funding mechanism to foster timely infrastructure upgrades in support of new development.
4. Establish a fair and transparent mechanism to allow community benefits in exchange for development uplift (increases to height, FAR or Density) to support the vision and objectives of the Corridor.
5. Ensure that the ARP is able to adapt to reflect the changing context of the Corridor over time.

5.1.3 LEVERAGE PUBLIC INVESTMENT

Transformation of the corridor into a thriving urban transit supportive community requires careful management of limited City financial resources and assurance that LRT extension of the Valley Line from Downtown to Lewis Estates will remain a priority. This enables the private sector to invest and plan ahead with a degree of certainty that funding for the Valley Line LRT and its infrastructure is prioritized and budgeted accordingly in the near future.

Where key capital projects are identified as necessary to implement the Plan, priorities and a funding mechanism will be further developed as part of the City's 2019-2022 Capital and Operational Budget process in alignment with other corporate objectives.

A set of key projects are proposed for the Corridor to kick start neighborhood reinvestment. If funded, these initiatives may serve as incentives to initiate significant redevelopment prior to the Valley Line construction. The key initiatives are summarized below and detailed further in Section 5.3 Implementation Matrix.

Fund Valley Line LRT Extension

1. Ensure LRT detailed design implements the policies of this ARP through the coordinated efforts of applicable Civic Departments and agencies.
2. Ensure that LRT construction budgets are adequate to construct infrastructure necessary to support the development of pedestrian priority areas. These areas are larger than the current transit priority areas identified by Transportation Services.
3. If funding cannot be secured for the entire Phase Two Valley line, explore line extension to 120 Street.

Mobility Improvements

4. Construct the extension of 114 Street between 103A Avenue and 105 Avenue. This capital project will secure funds to design and build a new pedestrian focused public roadway to improve inter-neighborhood access to the future LRT Stations and amenities of the Corridor.
5. Secure funding to convert the southern curb-side lane along 104 Avenue between 116 Street and 112 Street to provide on-street off-peak parking in advance of LRT construction, in support of local retail and mode shift.
6. Budget for the acquisition of land, design and construction of new or repurposed public streets, streetscaping, and bicycle station infrastructure, as determined through approved business cases and rezoning negotiations for the following projects:

- a. Bicycle route on 112 Street from 102 Avenue to 105 Avenue. This capital project will provide bicycle infrastructure along 112 Street from 105 Avenue to 102 Avenue connecting the future LRT station to the City-wide network;
- b. Streetscaping 121, 122, and 123 Street north of 104 Avenue to 106 Avenue and 105 and 106 Avenue west of 121 Street to 124 Street. This capital project will explore provision of streetscape improvements (street trees) in conjunction with neighbourhood renewal; and
- c. 104 Avenue Corridor Bicycle Infrastructure Improvements and Station. This project will explore options and recommendations to provide improvements in support of routing, access, connectivity and bicycle station amenities (e.g. bike storage, repair, cycle sales/rental, cycling information, bike wash, showers, clothes washing/drying).

Improve Connectivity

7. Consider a range of strategies to achieve the mobility network outlined in this plan including:
 - a. Public/private partnerships;
 - b. Land trade (i.e. swap);
 - c. Provision of private roadways to function at a public standard; and
 - d. Dedication of public road right-of-way through subdivision.
8. Work closely with landowners and applicable Civic Departments to provide new roadways, shared use pathways, pedestrian and bicycle linkages identified within the plan.

Infrastructure Upgrades

9. Require watermain upgrades, where necessary, as a condition of development.
10. Explore opportunities for cost-sharing with other City initiatives to implement infrastructure improvements. Initiatives include:
 - a. West leg of the future Valley Line LRT (currently not scheduled or funded);
 - b. The Downtown Intensification Strategy sewer separation initiative (approved and partially funded); and
 - c. The Opportunistic Sewer Separation Program, which is a part of the CSO Control Strategy (approved and funded).

Public Realm Enhancements

11. Beautify the corridor with the introduction of an enhanced urban streetscape and pedestrian boulevard through:
 - a. Ensuring a minimum width for a comfortable pedestrian experience along 104 Avenue is allocated with LRT design, development and construction;
 - b. Requiring construction of public realm improvements with adjacent development;
 - c. Extending the urban tree canopy throughout the Corridor; and
 - d. Coordinating with neighbourhood renewal.

5.1.4 MONITORING THE ARP

- 12.** Pursue the provision of parks and open space at time of rezoning, subdivision, and development permit applications.
- 13.** Consider a range of strategies to facilitate new parks and open spaces within this Plan including:
 - a. Public/private partnerships;
 - b. Land trade (i.e. swap);
 - c. Provision of private open space that is publicly accessible; and
 - d. Dedication of municipal reserve at time of subdivision or in return for additional development rights (i.e. height, FAR, density).
- 14.** Work closely with landowners, community residents and other stakeholders to plan and develop parks and open spaces within the ARP.
- 15.** Include in the new Open Space Master Plan an 'urban park/open space' typology and design performance standards for the Corridor and other urban neighbourhoods.

Conditions will naturally change along the 104 Avenue Corridor as time passes, the market evolves and redevelopment takes place. To ensure that the ARP remains relevant, effective and continues to meet the needs and expectations of residents, landowners and local businesses, it is important to monitor the ARP and amend it as necessary to respond to these changing conditions.

- 1.** Prepare amendments to this ARP as necessary to ensure that it remains a useful and relevant framework for transit oriented development along the 104 Avenue Corridor.
- 2.** Recognize that there will be new ideas that are not anticipated by this ARP and may be constrained by certain policies within the plan and existing City Standards. Where such new ideas respond to and meet the intent of the objectives of the plan or offer a creative solution to a particular problem, efforts shall be made to find ways to allow for their implementation.
- 3.** Monitor the success and progress of meeting the policies and objectives of the 104 Avenue Corridor ARP, and recommend ways to improve livability and sustainability of the Corridor. This on-going assessment will identify potential problems and identify the need for corrective actions, as well as celebrate its success and growth as an urbane transit supportive community in the years to come.

5.2 Zoning Strategy

This section provides a framework that will act as a guide for the development of future zones within the Corridor. Future zones will follow and respect the land use, built form, mobility and public realm policies set out within the 104 Avenue Corridor ARP.

The following outlines Corridor-wide direction, elements that need to be addressed, the general intent of each zone, special characteristics that reflect the distinctive features of each area, and an incentive zoning approach.

Corridor-wide Direction

1. Where not acquired through other means the zones must demonstrate the:
 - a. Provision of new road connection and design standards including pedestrian boulevard;
 - b. Provision of new active transportation, greenway and design standard; and
 - c. Provision of Open Space and design standards.
2. Demonstration of how less intense development will not preclude more intense development and location of open space in the future through the requirement of a comprehensive site plan at rezoning or development permit stage.

General Application

New Zones within the Corridor will address the following (where applicable):

3. Uses
4. Height
5. FAR
6. Density
7. Setbacks
 - a. 104 Avenue setbacks for provision of pedestrian boulevard
 - b. Setbacks to provide for active commercial uses or public/private space separation for residential units
 - c. Pedestrian connections and amenities
8. Landscaping
 - a. Setbacks
 - b. Adjacent to 104 Avenue and integration into pedestrian boulevard
9. Private Amenity Areas
10. Urban Design
 - a. Street wall design
 - b. Step backs and transitions
 - c. Entrances
 - d. Transparency and permeability
 - e. Articulation
 - f. Massing
 - g. Building facades
 - h. Tower design

- i. Tower separation
- j. Roof top design

11. Parking

- a. Form, location and design criteria
- b. Restricted adjacent to Pedestrian Priority Areas
- c. Reduction of minimums
- d. Bicycle parking and facility provision

12. Loading and Storage

- a. Vehicle access restrictions
- b. Safe, attractive, and minimize impacts on property and adjacent property

Avenue and Station Hub Commercial Mixed Use

The purpose of this zone is to provide a ribbon of mixed-use destination development with retail, office, institution, entertainment, and residential uses along 104 Avenue accessible by transit. The area will be characterized by dynamic station hubs that have a higher density, height, and intensity of activity combined with at-grade retail commercial uses and human scale design characteristics.

Area of Application:

North and south parcels adjacent to 104 Avenue for the length of the Corridor.

Special Characteristics

- 1.** Maximum Heights range from 6 to 15 storeys depending on parcel size and location.
- 2.** Non-transit supportive uses are not permitted
- 3.** Large format retail is provided in an urban format
- 4.** Creation of the Station Hubs, geographically described as one block east and west of 112, 116, and 120 Street, by providing:
 - a. Greatest height and density of development
 - b. Active-at-grade retail
 - c. Highest degree of architectural quality
 - d. Special landscaped setback provisions for the expanded Pedestrian Boulevard and Pedestrian Priority Areas
- 5.** Development appropriately transitions to lower scale uses to the north and south.

North Commercial Residential Mixed Use

The purpose of this zone is to provide an area of commercial residential mixed use that is characterized by its strong retail and entertainment presence, accessibility, and sensitive interface between developments.

Area of Application:

All parcels north and directly adjacent to the south of the new east / west road between 104 and 105 Avenue from 121 to 112 Street.

Special Characteristics:

- 1.** Maximum Heights range from six to 15 storeys depending on parcel size.
- 2.** Commercial retail activity is maintained as redevelopment occurs
- 3.** Residential is introduced as secondary uses above commercial activity or as stand-alone buildings addressing the street.
- 4.** A sensitive interface is provided between development facing the Greenway and development to the north of the Plan boundary. Particular attention is required on the Greenway to balance commercial back-of-house needs and the need for an attractive street:

South Residential Infill

This zone provides for medium density residential development with urban design regulations to sensitively incorporate new developments into the existing neighbourhood.

Area of Application:

Generally, parcels north of 102 Avenue and south of parcels directly adjacent to 104 Avenue.

Special Characteristics:

- 5.** Maximum Heights are six storeys to maintain lower scale development.
- 6.** Predominantly Residential Uses
- 7.** Setbacks generally consistent with adjacent buildings
- 8.** Ground floor units to have individual at-grade access where appropriate.

West Office, Commercial, Residential Mixed Use

To provide for an area of commercial office employment and allow residential infill development in support of the 120 Street station hub and 124 Street shopping area

Area of Application:

Generally west of 121 Street and north of the parcels directly adjacent to Stony Plain road.

Special Characteristics:

1. Maximum Height is 10 storeys.
2. Office and employment uses found throughout.
3. Vertical and horizontal mix of uses encouraged.

121 Street Character Area

To provide for a mixed use area that encourages the retention of existing older residential structures by providing opportunity for the conversion of these older structures to small scale, low impact commercial uses. New development and conversions will be of a scale and design that is complementary to the existing low density residential dwellings in the area.

Area of Application:

A portion of the area located between Stony Plain Road and Jasper Avenue from 123 Streets to 121 Street.

Special Characteristics:

1. Maximum Height is 2 ½ storeys.
2. New development and conversions will be of a scale and design that is complementary to the existing low density residential dwellings in the area.
3. Maximize flexibility of uses to make adaptive reuse or reconditioning of older structures economically viable.
4. Permit a variety of uses including low intensity office, retail, service commercial and residential uses containing one or more dwelling units.

Incentive Zoning Strategy

1. Require the provision of community amenities / contributions where the height, density and/or FAR allowances of the existing Zones at the time of passage of this ARP are exceeded, except for residential infill areas.
2. Consider rezoning applications that exceed the maximum heights outlined in Figure 22: Building Height Strategy; if it can be demonstrated that the additional height supports the principles and policies of this ARP, and appropriate transitions to adjacent areas can be achieved. Require the provision of additional community amenities / contributions for these developments.
3. Prioritize community benefits to be achieved through incentive zoning as follows:
 - a. Improvements indicated in the ARP adjacent to or on site, which include:
 - East-west greenway
 - Pedestrian and cyclist connections
 - Bike routes
 - Parks and Open spaces
 - Streetscape improvements
 - Pedestrian crossing improvements
 - b. Other benefits, which may include:
 - Provision of affordable housing
 - Provision of family oriented housing
 - Provision of public art
 - Use of green building practices/ sustainable targets
 - Preservation or incorporation of historic resources

5.3 Implementation Matrix

Initiative	Key Action	Process	Lead Role	Funding	Mechanism	Timeframe
Zoning Bylaw Amendments						
5.3.1 Zoning Bylaw Amendments	Provide zoning to achieve policies in Land Use and Built Form					
	North of 104 and east of 121 Street	Create a zone to achieve mixed-use destination with active uses and greatest intensity is focused around station hubs and large uses incorporated in a pedestrian friendly manner in conjunction with those initiatives requiring a zoning mechanism	City-led / Industry led	Public	Rezoning	Short
	South and adjacent to 104 Avenue	Create zoning to allow a vertical mix of uses, active frontages and greatest intensity around station hubs and sensitive transition to adjacent southern properties in conjunction with those initiatives requiring a zoning mechanism	City-led / Industry led	Public	Rezoning	Short
	Residential Infill	Create a standard zone for medium density development with urban design guidelines respecting existing development with first rezoning opportunity in conjunction with those initiatives requiring a zoning mechanism	City-led / Industry led	Public	Rezoning	Short
5.3.2 Zoning Bylaw Amendments	Incentive Zoning					
	Achieve policies and initiatives of the ARP	Require the provision of community amenities where the height, density and/or FAR allowances of the existing zones at the time of passage of this bylaw are exceeded except for residential infill areas.	City / Industry - led	Public	Rezoning	Short
	Acquire additional community amenities	Applications that exceed the maximum heights in the ARP and demonstrate the urban design principles can be met, require provision of additional community amenities.	Industry / City - led	Private	Rezoning	Development Driven
Fund Valley Line LRT Extension						
5.3.3 Fund Valley Line LRT Extension	Ensure ARP policies affecting future LRT extension are captured at detailed design engineering stage.	Key ARP policies are documented under a City memorandum of understanding (MOU) and form part of future detailed design engineering of LRT stations within the Corridor	City-led	Public	Detailed Design Engineering	Short
5.3.4 Fund Valley Line LRT Extension	Build necessary pedestrian priority area infrastructure that will support transit oriented development.	Prepare business case prior to 2019-2022 budget cycle.	City-led	Public	Capital Budget Cycle	Medium

Initiative	Key Action	Process	Lead Role	Funding	Mechanism	Timeframe
Mobility Improvements						
5.3.5 Mobility Improvements	Consider a pilot-project to reallocate a portion of roadway along the south curb-side of 104 Avenue to on-street off-peak parking to serve adjacent retail and support mode shift.	Prior to LRT construction, convert the southern curb-side lane along 104 Avenue between 116 Street and 112 Street to provide on-street parking.	City-led	Public	Capital Budget Cycle	Medium
5.3.6 Mobility Improvements	Determine bicycle station amenities and or additional infrastructure to support cycling	Prepare business case prior to 2019-2022 budget cycle.	City-led	Public	Capital Budget Cycle	Medium
5.3.7 Mobility Improvements	Determine feasibility of snow/ice removal program for pedestrian priority areas	Discuss with Roads and Maintenance	City-led	Public	Operational	Medium
Improve Connectivity						
5.3.8 Improve Connectivity - Roads	Provide new roadways identified on Road Network					
	112, 115, 117, 118, 119, and 120 Street from 104 Avenue to north plan boundary; E/W road parallel and north of 104 Avenue from 112 to 121 Street; 105 Avenue from 121 to 120 Street.	Provision and design for connections requiring construction with adjacent development	City-led	Public	Rezoning	Short
		Provide connection with set standards	Industry-led	Private	Development, Easement	Development Driven
5.3.9 Improve Connectivity - Roads	114 Street					
	North of Plan boundary	Acquire necessary land for connection and align with 105 Avenue streetscape plan. Prepare business case prior to 2019-2022 budget cycle	City-led	Public	Capital Budget Cycle	Medium
	North of 104 Avenue	Acquire connection at time of redevelopment of Safeway site	City-led	Public	Capital Budget Cycle, Road Plan	Development Driven
		Provision and design for connections requiring construction with adjacent development	City-led	Public	Rezoning	Short
		Provide connection with set standards. Dependent on redevelopment of Safeway site.	Industry-led	Private	Development, Easement	Development Driven
	South of 104 Avenue	Acquire connection through land swap for reduced width of 103A Avenue	City / Industry - led	Private	Development, Easement	Development Driven
5.3.10 Improve Connectivity - Roads	Convert a portion of 103A Avenue between 116 Street and 112 Street to facilitate transit oriented development fronting onto 104 Avenue.					
	113, 114, 115 Street connections	Acquire connections through land swap for reduced width of 103A Avenue and increased development parcel depth. 114 to be priority roadway connection and 113 and 115 road or enhanced pedestrian connections	City / Industry - led	Private	Rezoning, Road Closure, Road Plan, Easement	Development Driven
5.3.11 Improve Connectivity - Roads	Provide an enhanced streetscape for the Westmount portion of the Plan Area (North of 104 Avenue and west of 121 Street).	Design and construct with neighbourhood renewal	City-led	Public	Neighbourhood Renewal, Detailed Design	Short

Initiative	Key Action	Process	Lead Role	Funding	Mechanism	Timeframe
5.3.12 Improve Connectivity - Active Transportation	Provide new shared use paths and or bicycle linkages identified on Active Transportation Network					
	E/W Greenway; 112, 115, 120 Street connection	Identify in City Wide bicycle network. Provision and design for bicycle network requiring construction with adjacent development and in conjunction with road network (5.3.8)	City-led	Public	Rezoning	Short
		Provide connection to set standards	Industry-led	Private	Development, Easement	Development Driven
	112 Street south of 104 Avenue; 103 Avenue connection to Ribbon of Steel	Identify in bicycle network. Priority connection prior to LRT connection and loss of 110 Street and 104 Avenue intersection	City-led	Public	Priority connection prior to LRT construction	Medium
	120 Street and 106 Avenue	Design and construct with neighbourhood renewal	City-led	Public	Neighbourhood Renewal detailed design	Short
5.3.13 Improve Connectivity - Active Transportation	Provide new pedestrian connections as shown in the Active Transportation Network					
	Provide Key Pedestrian Connections	Provide at time of LRT construction (5.3.3)	City-led	Public	Detailed Design Engineering	Short
	Explore pedestrian connections north of Plan boundary as identified on Active Transportation Network	Encourage connections at development review stage in particular at 115 street to connect the bicycle network from 105 to the Greenway	City-led	Private	Development, Easement	Development Driven
Public Realm Enhancements						
5.3.14 Public Realm Enhancements - Parks and Open Space	Provide parks and open spaces as identified on the Public Realm					
	Assemble open space north of 104 Avenue and east of 121 Street through negotiation with land owners	Acquire through subdivision; or	City / Industry - led	Private	Subdivision	Development Driven
		Provision for open space as development intensity increases; e.g. XXm2 of open space to be required for every XXm2 of gross floor area developed	City / Industry-led	Public	Rezoning	Short
		Construction of open space	Industry-led	Private	Development, easement	Development Driven
	Assemble open space north of 104 Avenue and west of 121 Street	Provision of open space with increase in development rights on a opportunity basis.	Industry / City-led	Public	Rezoning	Development Driven
		Construction of open space	Industry-led	Private	Development, easement	Development Driven
5.3.15 Public Realm Enhancements - Parks and Open Space	Redevelop Oliver Park	Undertake master planning for future facilities with civic departments and community engagement	City-led	Public	Operational Budget	Medium-Long
5.3.16 Public Realm Enhancements - Parks and Open Space	Provide a range of private amenity space that contributes to public realm	Provision for amenity space as development occurs	Industry-led	Private	Rezoning; Development Permit	Short-Medium
5.3.17 Public Realm Enhancements - Parks and Open Space	Provide urban/open space typology	Update the City's Urban Parks Management Plan to include 'urban park/open space' to guide the planning, design and development of parks and open space within the plan area	City-led	Public	UPMP Update	Short

Initiative	Key Action	Process	Lead Role	Funding	Mechanism	Timeframe
5.3.18 Public Realm Enhancements - 104 Avenue	Provide pedestrian boulevard on 104 Avenue					
	Provide minimum 3.0 meter public pedestrian boulevard on 104 Avenue.	Reconfigure proposed 104 Avenue cross-section to achieve pedestrian boulevard and provide at time of LRT construction (5.3.3)	City-led	Public	LRT Construction	Medium-Long
	Provide extended pedestrian boulevard through use of building setbacks	Protect for future extension through enforcement of existing 3.0 m setback	City-led	Public	Development Permit	Short-Medium
		Provision of minimum setbacks and landscaping requirements to increase comfort, attraction, and safety	City-led	Public	Rezoning	Short-Medium
		Construction of additional extended boulevard				
		Pre-LRT; negotiated standard	Industry	Private	Development	Development Driven
5.3.19 Public Realm Enhancements - Pedestrian Boulevard	Provide pedestrian boulevard					
	North of 104 Avenue and east of 121 Street	Provision and design for pedestrian boulevard requiring construction with adjacent development and in conjunction with road development where appropriate (5.3.8)	City-led	Public	Rezoning	Short
		Construct pedestrian boulevard with set standards	Industry-led	Private	Development	Development Driven
	North of 104 Avenue and west of 121 Street	Design and construct with neighbourhood renewal where appropriate (5.3.11)	City-led	Public	Neighbourhood Renewal detailed design	Short
	South of 104 Avenue between 112 and 116 Street	Provide at 113, 114, 115 Street where appropriate (5.3.10)	City / Industry - led	Private	Rezoning, Road Closure, Road Plan, Easement	Development Driven
	South of 104 Avenue between 112 and 116 Street	Maintain and enhance existing boulevard and urban tree canopy	City-led	Public	Tree management policy	Ongoing

Glossary

Active At-Grade Frontage

At-grade uses and building design features that support pedestrian activity and amenity and promote a high degree of visual and physical interaction between the building interior and adjacent public realm.

Active Transportation

Any mode of transportation requiring people to use their own energy to power their motion. The most common forms of active transportation are walking and cycling.

Active Use

A use that animates the street frontage by promoting a high degree of visual and physical interaction between the building interior and adjacent public realm.

Affordable Housing

Housing that requires no on-going operating subsidies and that is targeted for occupancy by households who earn less than the median income for their household size and pay more than 30 percent of that income for housing and require no in-situ support services.

Age-friendly Design

Design that facilitates seniors' ability to remain and live safely in their own homes and communities.

Area Redevelopment Plan

A statutory plan that is primarily applied to mature areas and may designate an area for the purpose of preservation or improvement of land and buildings;

rehabilitation of buildings; removal of buildings and/or construction and replacement of buildings; or, the relocation and rehabilitation of utilities and services.

Arterial Roads

Roads that are intended to carry large volumes of traffic between areas ("through" traffic) with fewer access opportunities to adjacent developments and are defined by the Transportation System Bylaw.

Bicycle Station

A covered or enclosed facility where amenities such as bike lockers, bike storage, changing rooms and/or repair facilities are located.

Bike Route

A marked reserved lane that separates the bicycle right-of-way from motor vehicle traffic and parking.

Built Environment

Artificially created fixed elements, such as buildings, structures, devices, and surfaces, that together create the physical character of an area.

Collector Roads

Roads that accommodate neighbourhood travel between local and arterial roads and provide direct access to adjacent developments.

Commercial Alley

The standard commercial alley width is 6.0 m

Complete Community

A community that meets all the daily and life-cycle needs of local residents. Complete communities include a range of housing types and commercial, recreational, institutional and public spaces. A complete community provides a physical and social environment where residents can live, learn, work and play.

Complete Streets

Streets that are designed, operated, and maintained to enable safe, convenient and comfortable travel for all modes of transportation.

Connectivity

The directness of routes between origins and destinations and the density of connections in a pedestrian or road network. A connected transportation system allows for more direct travel between destinations, offers more route options, and makes active transportation more attractive.

Crime Prevention Through Environmental Design (CPTED)

A proactive crime prevention approach that focuses on an analysis of how the features of the environment and the policies that govern its management and use can constrain criminal activity. CPTED strategies are based on the premise that the proper design and effective use of the built environment can lead to a reduction in the incidence of crime.

Density

The number of dwelling units, square meters of floor space, or people per acre or hectare of land.

Edmonton Design Committee

A City Council appointed board that reviews major development applications, all direct control zoning applications and public projects within a defined geographical area including the Downtown and surrounding area. The purpose of the EDC is to improve the quality of urban design in the city of Edmonton.

Family Oriented Housing

Housing that is suitable for families with children. This form of housing includes features such as: ground orientation (direct access to the street); clearly defined private open space; and adequate floorspace for two or more bedrooms.

Greenway

Linear park or public open space that connects parks and other public open spaces to one another

Infill Development

Development in the existing areas of a city, occurring on vacant or underutilized lands.

Intensification

The development of a site or area at a higher density than currently exists.

Kiss'n'ride Drop-Off Facilities

Areas adjacent to transit stations that are designed for the drop off and pick up of passengers.

Landscape Zone

A landscaped buffer between the sidewalk and the road that enhances pedestrian safety, accommodates street furniture, lighting and other pedestrian amenities, and provides space for snow storage. A landscape zone may also be provided on one or both sides of a Shared Use Path in the case of a pedestrian and cyclist connection.

Light Rail Transit (LRT)

Electrically powered rail transit running on light gauge rail and operating in exclusive rights-of-way or dedicated running ways below, above, or at grade in trains of multiple articulated cars.

Livability

The environmental and social quality of an area as perceived by residents, employees, customers and visitors. This includes safety and health, local environmental conditions, the quality of social interactions, opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources.

Mixed Use Development

Development that includes a mixture of different land uses such as residential, commercial, and institutional. Mixed use development includes horizontal mixed use, where different uses are provided adjacent to one another on the same site, and vertical mixed use, where different uses are provided within one building.

Mobility

The ease of movement of people and goods. Mobility is higher when average travel times, variations in travel times, and travel costs are low.

Municipal Development Plan (MDP)

A statutory plan which guides the future growth and development of a municipality.

Municipal Government Act (MGA)

The primary provincial legislation that governs municipalities. The MGA sets out the legislated roles and responsibilities of municipalities and municipal officials.

Municipal Infrastructure

The physical assets developed and used by a municipality to support its social and economic activities. The City of Edmonton's infrastructure inventory includes such diverse assets as drainage, roads and right-of-way infrastructure, parks and green spaces, buildings, fleet vehicles, LRT and transit facilities, buildings, traffic control infrastructure, recreation facilities, computer networks, affordable housing and library resources.

Municipal Reserve

Land that is acquired at the time of subdivision for schools, parks and other municipal purposes pursuant to the Municipal Government Act, R.S.A. 2000, c. M-26.

Open Space

Land that is undeveloped (no commercial, residential or industrial buildings) and is accessible to the public. Open space is an important community amenity, providing relief from the built environment.

Park

A type of open space that is controlled or maintained by the City.

Pedestrian Boulevard

The portion of the ROW (see below) designed for pedestrian circulation, consisting of a generous and unobstructed sidewalk to accommodate pedestrian movement and a landscape zone to protect pedestrians from traffic and provide space for pedestrian amenities.

Pedestrian Friendly

Designed in a manner that responds to the needs of pedestrians, for example by providing direct routes, wide sidewalks, and amenities such as pedestrian-scaled lighting and benches.

Pedestrian Priority Area

Areas surrounding LRT stations where increased pedestrian amenities are required to support a high level of pedestrian activity.

Public Art

Art which is accessible to the general public. Public art can be used to add character and visual interest to a neighbourhood, and is often obtained as a community benefit through the development process.

Right of Way (ROW)

Land between property lines that accommodates the pedestrian and vehicle circulation network.

Setback

The distance that a development must be set back from a property line or lease boundary.

Stepback

The setting back of the façade of the upper storeys of a building from the facade of the base building.

Shared-Use Path

A facility for active transportation that supports multiple non-motorized modes of transportation, such as walking, bicycling, and inline skating.

Spill-out Space

The area immediately outside a retail unit or restaurant that is used for additional merchandising space or seating.

Streetscape

All the elements that make up the physical environment of a street and define its character, including: the road, sidewalk, landscaping, setbacks, paving treatments, trees, lighting, pedestrian amenities and street furniture.

Sustainability

A way of living which meets the needs of the present and does not compromise the ability of future generations to meet their own needs.

Transit Centre

A major focal point or activity centre specifically designed and developed for Edmonton Transit System (ETS) services. Transit Centre locations often coincide

with other major activity nodes such as shopping centres and spectator sports venues to promote multi-purpose trips and provide convenient route interchange facilities. Transit Centres are the interfaces between 'main line' and express service routes and local feeder and community bus services.

Transit Corridor

A corridor along which LRT vehicles or buses operate on street in dedicated lanes or mixed traffic, depending on the transit service provided.

Transit Oriented Development (TOD)

Urban development that is integrated with transit to make the most efficient use of both land and infrastructure. In TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets within 400 metres of a transit station.

Universally Accessible Design

The design of buildings, roads, transportation systems, and public spaces to accommodate the widest range of potential users. This is accomplished by removing barriers for those with mobility, visual and hearing impairments, and accounting for other special needs.

Urban Design

The art of arranging the external physical environment to support human activities. It evolves from many public and private decisions, made over time, in land use planning, architecture, engineering and development. Urban design plays a fundamental role in

creating environments that foster strong local business, create strong communities, and contribute to quality of life.

Urban Form

The physical layout and design of the city.

Utilities

Facilities for gas, electricity, telephone, cable television, water, stormwater and sanitary sewer.

Valley LRT Line

Planned LRT line which will eventually extend from Millwoods in the southeast, through Downtown to Lewis Farms in the west of the city

Walkability

The extent to which the built environment allows people to walk to get to everyday destinations for work, shopping, education and recreation. Walkability can be affected by street connectivity, mix of land uses, and pedestrian infrastructure.

Winter City

A concept for communities in northern latitudes that encourages the planning of transportation systems, buildings, and open spaces so as to be pleasant and comfortable for users in all seasons of the year.

Zoning Bylaw

The land use bylaw that divides the city into zones and establishes procedures for processing and deciding upon development applications. The zoning bylaw sets out rules which affect how each parcel of land in the city may be used and developed.

104 Avenue Corridor Area Redevelopment Plan DC1 District- Area 1

1. Area of Application

A portion of Sub Area 1, located between Stony Plain Road and Jasper Avenue from 123 Street to 121 Street; and a portion of Sub Area 2, located at 121 Street and 102 Avenue, designated DC1 (Area 1) in Bylaw 11619, amending the Land Use Bylaw.

2. Rationale

To provide for a mixed use area that encourages the retention of existing older residential structures by providing opportunity for the conversion of these older structures to small scale, low impact commercial uses. New development and conversions will be of a scale and design that is complementary to the existing low density residential dwellings in the area.

3. Uses

The following uses are prescribed for lands designated DC1 (Area 1) pursuant to Section 710.3 of the Land Use Bylaw:

- i) Business Support Services*
- ii) Child Care Services*
- iii) Commercial Schools*
- iv) Community Recreation Services
- v) Custom Manufacturing Establishments*
- vi) Duplex Housing
- vii) Eating and Drinking Establishments, Minor*
- viii) Essential Utility Services
- ix) Foster Homes
- x) Group Homes
- xi) Group Homes, Limited
- xii) Health Services*
- xiii) Home Occupations, Major
- xiv) Home Occupations, Minor
- xv) Minor Impact Utility Services
- xvi) Personal Service Shops*

- xvii) Private Education Services*
- xviii) Professional, Financial and Office Support Services*
- xix) Professional Offices*
- xx) Retail Stores, Convenience*
- xxi) Row Housing
- xxii) Secondary Suites
- xxiii) Semi-detached Housing
- xiv) Single Detached Housing

(Note: Commercial uses identified by an asterisk shall be only be allowed if located in a converted older residential structure, and shall not be allowed within a new development.)

4. Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

- a) The maximum Floor Area Ratio shall be 1.0.
- b) The maximum Height shall not exceed 10 m (32.8 ft.) nor 2.5 storeys.
- c) The maximum density for Residential Uses shall be 42 dwellings/ha (17.0 dwellings/acre).
- d) The maximum site area shall be 2,787 m² (30,000 ft²).
- e) The minimum Front Yard shall be the average depth of the Front Yards of the two adjacent lots. Where an adjacent site is vacant, it shall be deemed to have a Front Yard depth of 6 m (19.7 ft.) for the purposes of this subsection. On a corner site where the building fronts on a flanking public roadway other than a lane, the minimum Side Yard abutting the flanking public roadway shall be 4.5 m (14.8 ft.). Notwithstanding this, at the discretion of the Development Officer, the area of a porch or verandah or portion thereof which does not have a principal building above may be allowed to be developed up to a maximum of 2 m (6.6 ft.) into a required Front Yard.
- f) A minimum Side Yard of 1 m (3.3 ft.) shall be provided, except where a Side Yard abuts a flanking public roadway other than a lane, not less than 3 m (9.8 ft.) shall be provided.
- g) The minimum Rear Yard shall be 7.5 m (24.6 ft.).
- h) Notwithstanding the above, no minimum yard requirements shall apply to conversions of old single detached residential housing stock, except to the

extent where an addition to such a structure is to occupy additional area within the site.

- i) Vehicular access to a garage or parking area shall be from an abutting lane, where a lane abuts a site.
- j) Architectural treatment of new developments shall ensure that elements common to the residential architecture of the area are emphasized through the inclusion of features such as the following:
 - i) porches and verandahs;
 - ii) brick, clapboard or stucco as prominent exterior finishes;
 - iii) gambrel, pyramidal, gable or hip roofs; or
 - iv) dormers and bay windows.
- k) The Development Officer shall use the following guidelines when reviewing an application for conversion of a Single Detached Dwelling to a commercial use:
 - i) activities will be confined to a small-scale of operation with a staff of not greater than 5 persons;
 - ii) Minor Eating and Drinking Establishments shall be limited to a maximum of 70 seats; and
 - iii) the design shall maintain the appearance of a Single Detached Dwelling.
- l) Single Detached, Semi-detached, Duplex Housing and Secondary Suites in this District shall be developed in accordance with the provisions of the RF4 District.
- m) All exterior trash collection areas shall be screened from view in accordance with Section 69.4(4) of the Land Use Bylaw.
- n) Notwithstanding other regulations in this District:
 - i) Minor Home Occupations shall be developed in accordance with Section 84 of the Land Use Bylaw.
 - ii) Major Home Occupations shall be developed in accordance with Section 85 of the Land Use Bylaw.
 - iii) Professional Offices shall be developed in accordance with Section 88 of the Land Use Bylaw.
 - iv) Essential Utility Services shall be developed in accordance with Section 90 of the Land Use Bylaw.
 - v) Group Homes shall be developed in accordance with Section 91 of the Land Use Bylaw.
 - vi) Child Care Services shall be developed in accordance with Section 93 of the Land Use Bylaw.
 - vii) Secondary Suites shall be developed in accordance with Section 99 of the Land Use Bylaw

104 Avenue Corridor Area Redevelopment Plan DC1 Districts- Area 4

1. Area of Application

A portion of Sub Area 3, located north of 103 Avenue and east of 112 Street, designated DC1 (Area 4) in Bylaw 11619, amending the Land Use Bylaw.

2. Rationale

To encourage the development of an entertainment oriented precinct that will provide entertainment opportunities for the nearby Grant MacEwan Community College market, Downtown employees and shoppers, and eventually for the emerging residential development on the former CP Rail lands and CN Lands.

3. Uses

The following uses are prescribed for lands designated DC1 (Area 4) pursuant to Section 710.3 of the Land Use Bylaw:

- i) Alcohol Sales, Minor
- ii) Amusement Establishments, Major
- iii) Amusement Establishments, Minor
- iv) Apartment Housing
- v) Boarding and Lodging Houses
- vi) Business Support Services
- vii) Child Care Services
- viii) Commercial Schools
- ix) Community Recreation Services
- x) Custom Manufacturing Establishments
- xi) Duplex Housing
- xii) Eating and Drinking Establishments, Major
- xiii) Eating and Drinking Establishments, Minor
- xiv) Essential Utility Services
- xv) Foster Homes
- xvi) Government Services
- xvii) Group Homes

- xviii) Group Homes, Limited
- xix) Health Services
- xx) Home Occupations, Major
- xxi) Home Occupations, Minor
- xxii) Household Repair Services
- xxiii) Minor Impact Utility Services
- xxiv) Personal Service Shops
- xxv) Private Clubs
- xxvi) Professional, Financial and Office Support Services
- xxvii) Professional Offices
- xxviii) Public Libraries and Cultural Exhibits
- xxix) Retail Stores, Convenience
- xxx) Retail Stores, General
- xxxi) Row Housing
- xxxii) Secondhand Stores, Minor
- xxxiii) Secondary Suites
- xxxiv) Semi-detached Housing
- xxxv) Single Detached Housing
- xxxvi) Spectator Entertainment Establishments
- xxxvii) Stacked Row Housing

4. Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

- a) The maximum Floor Area Ratio shall be 4.0, except for wholly commercial developments the maximum Floor Area Ratio shall be 2.0.
- b) The maximum Height shall not exceed 23 m (75.5 ft.) nor 6 storeys.
- c) The maximum density for Residential Uses shall be 325 dwellings/ha (131.5 dwellings/acre).

- d) The minimum Front Yard shall be 3 m (9.84 ft.), except where adjacent commercial buildings abut the front property line to form a pedestrian-oriented street, no Front Yard shall be required.
- e) The minimum Rear Yard shall be 7.5 m (24.6 ft.).
- f) Residential uses shall have a minimum Side Yard of 1 m (3.3 ft.) for each storey or partial storey, up to a maximum of 3 m (9.84 ft.). A Side Yard shall not be less than 3.0 m (9.8 ft.) where it abuts a flanking public roadway other than a lane.
- g) Developments within the Major Eating and Drinking Establishments Use Class shall be limited to a maximum of 200 seats.
- h) Single Detached, Semi-detached, Duplex and Secondary Suites in this District shall be developed in accordance with the provisions of the RF4 District.
- i) All exterior trash collection areas shall be screened from view in accordance with Section 69.4(4) of the Land Use Bylaw.
- j) Notwithstanding other regulations in this District:
 - i) Minor Home Occupations shall be developed in accordance with Section 84 of the Land Use Bylaw.
 - ii) Major Home Occupations shall be developed in accordance with Section 85 of the Land Use Bylaw.
 - iii) Boarding and Lodging Houses shall be developed in accordance with Section 86 of the Land Use Bylaw.
 - iv) Professional Offices shall be developed in accordance with Section 88 of the Land Use Bylaw.
 - v) Essential Utility Services shall be developed in accordance with Section 90 of the Land Use Bylaw.
 - vi) Group Homes shall be developed in accordance with Section 91 of the Land Use Bylaw.
 - vii) Child Care Services shall be developed in accordance with Section 93 of the Land Use Bylaw.
 - viii) Minor Alcohol Sales shall be developed in accordance with Section 98 of the Land Use Bylaw.
 - ix) Secondary Suites shall be developed in accordance with Section 99 of the Land Use Bylaw.

104 Avenue Corridor Area Redevelopment Plan DC1 Districts- Area 5

1. Area of Application

A portion of Sub Area 3, located on the west side of 112 Street between 102 Avenue and 103A Avenue, designated DC1 (Area 5) in Bylaw 11619, amending the Land Use Bylaw.

2. Rationale

To provide a mix of residential and low intensity commercial uses, intended to buffer the predominantly residential areas fronting onto 113 Street, from the higher intensity commercial lands located on the east side of 112 Street.

3. Uses

The following uses are prescribed for lands designated DC1 (Area 5) pursuant to Section 710.3 of the Land Use Bylaw:

- i) Amusement Establishments, Minor
- ii) Apartment Housing
- iii) Boarding and Lodging Houses
- iv) Business Support Services
- v) Child Care Services
- vi) Commercial Schools
- vii) Community Recreation Services
- viii) Custom Manufacturing Establishments
- ix) Duplex Housing
- x) Essential Utility Services
- xi) Foster Homes
- xii) Government Services
- xiii) Group Homes
- xiv) Group Homes, Limited
- xv) Health Services
- xvi) Home Occupations, Major
- xvii) Home Occupations, Minor

- xviii) Household Repair Services
- xix) Minor Impact Utility Services
- xx) Personal Service Shops
- xxi) Private Clubs
- xxii) Professional, Financial and Office Support Services
- xxiii) Professional Offices
- xxiv) Public Libraries and Cultural Exhibits
- xxv) Retail Stores, Convenience
- xxvi) Retail Stores, General
- xxvii) Row Housing
- xxviii) Secondary Suites
- xxix) Secondhand Stores, Minor
- xxx) Semi-detached Housing
- xxxi) Single Detached Housing
- xxxii) Stacked Row Housing

4. Development Criteria

The following development criteria shall apply to the prescribed uses pursuant to Section 710.4 of the Land Use Bylaw:

- a) The maximum Floor Area Ratio shall be 2.0.
- b) The maximum Height shall not exceed 14 m (45.9 ft.) nor 4 storeys.
- c) The maximum density for Residential Uses shall be 125 dwellings/ha (50.6 dwellings/acre).
- d) A minimum Yard of 3 m (9.84 ft.) shall be required where a site abuts a public roadway other than a lane except:
 - i) where adjacent commercial buildings abut the property line to form a pedestrian-oriented shopping street, no Front Yard shall be required; and
 - ii) where there is no vehicular access to the site from the public roadway the minimum Yard shall be not less than 1.5 m (4.93 ft.).
- e) For Residential Uses, vehicular access to required off-street parking shall be from an abutting lane, where a lane abuts a site.

- f) The minimum Side Yard shall be 1 m (3.3 ft.) for each storey or partial storey, except that a total of at least 2 m (6.6 ft.) shall be provided in all cases. A Side Yard shall not be less than 4.5 m (14.8 ft.) when it abuts a flanking roadway other than a lane.
- g) Commercial uses shall provide a minimum Side Yard of 3 m (9.84 ft.) where the rear or side lot line abuts the lot line of a site in Residential use.
- h) Single Detached, Semi-detached, Duplex and Secondary Suites in this District shall be developed in accordance with the provisions of the RF4 District.
- i) All exterior trash collection areas shall be screened from view in accordance with Section 69.4(4) of the Land Use Bylaw.
- j) Notwithstanding other regulations in this District:
 - i) Minor Home Occupations shall be developed in accordance with Section 84 of the Land Use Bylaw.
 - ii) Major Home Occupations shall be developed in accordance with Section 85 of the Land Use Bylaw.
 - iii) Boarding and Lodging Houses shall be developed in accordance with Section 86 of the Land Use Bylaw.
 - iv) Professional Offices shall be developed in accordance with Section 88 of the Land Use Bylaw.
 - v) Essential Utility Services shall be developed in accordance with Section 90 of the Land Use Bylaw.
 - vi) Group Homes shall be developed in accordance with
 - vii) Child Care Services shall be developed in accordance with Section 93 of the Land Use Bylaw.
 - viii) Secondary Suites shall be developed in accordance with Section 99 of the Land Use Bylaw.

