

THE WAY WE GROW

109 STREET CORRIDOR AREA REDEVELOPMENT PLAN

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DRAFT
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TRANSFORMING | **EDMONTON**
BRINGING OUR CITY VISION TO LIFE



Table of Contents

1.0 INTRODUCTION	2
1.1 PLAN PURPOSE AND OBJECTIVE	2
1.2 PLAN AREA	2
1.3 PLANNING CONTEXT	5
1.4 PLAN PROCESS	6
1.5 POLICY CONTEXT	10
1.6 HOW TO USE THE PLAN	10
2.0 109 STREET CORRIDOR VISION AND GUIDING PRINCIPLES	11
2.1 A VISION FOR 109 STREET	11
2.2 GUIDING PRINCIPLES	11
3.0 DEVELOPMENT CONCEPT	14
3.1 BALANCING THE USES OF THE CORRIDOR FOR BOTH LOCAL AND NON-LOCAL USERS	14
3.2 MIXED-USE COMMERCIAL DISTRICT: TRANSFORMING TO A MIXED USE MAIN STREET	21
3.3 MEDIUM-SCALE RESIDENTIAL DISTRICT: INTENSIFYING RESIDENTIAL OPPORTUNITY WITH MIXED USE FOCAL POINTS	31
4.0 IMPLEMENTATION	41
4.1 COMPREHENSIVE STREETScape IMPROVEMENT PLANNING	41
4.2 EDMONTON DESIGN COMMITTEE	41
4.3 DEVELOPMENT APPLICATION REVIEW & INFRASTRUCTURE UPGRADES	42
4.4 EDMONTON ZONING BYLAW	42
4.5 PLAN MONITORING AND FUTURE AMENDMENTS	43
4.6 AMENDMENT TO OTHER EXISTING PLANS	43
5.0 GLOSSARY	46
MAPS AND FIGURES	
MAP 1: PLAN AREA WITHIN CITY CONTEXT	3
MAP 2: EXISTING LAND USE 2012	4
MAP 3: EXISTING ZONING 2012	7
MAP 4: CORRIDOR DEVELOPMENT CONCEPT	15
MAP 5: ACTIVE TRANSPORTATION NETWORK	20
MAP 6: MIXED-USE COMMERCIAL DISTRICT	22
MAP 7: MEDIUM-SCALE RESIDENTIAL DISTRICT	32
MAP 8: OVERLAYS	44
MAP 9: EXISTING PLAN BOUNDARY CHANGES ALONG THE 109 STREET CORRIDOR	45
FIGURE 1: COMPLETE STREETS PRINCIPLES	17
FIGURE 2: CONCEPTUAL PRIVATE AND PUBLIC REALM INTERFACE	19

1.0 INTRODUCTION

1.1 PLAN PURPOSE AND OBJECTIVE

The *109 Street Corridor Area Redevelopment Plan (ARP)* will guide development and civic improvements along a twenty-eight block stretch of 109 Street between 60 Avenue and the High Level Bridge. The primary objective of the plan is:

To improve the quality and appearance of development and the streetscape on 109 Street to achieve a better environment for pedestrians and a better balance between all users of this important transportation corridor.

1.2 PLAN AREA

109 Street, between the High Level Bridge and 60 Avenue, is a prominent thoroughfare in south-central Edmonton. It bisects the Garneau neighbourhood and borders five other established communities - Queen Alexandra, McKernan, Parkallen, Allendale and Pleasantview (Map 1).

The street links this series of established communities with both the river valley and Edmonton's downtown. This role is reinforced by its proximity to the University of Alberta, the University of Alberta medical complex, the Jubilee Auditorium and Whyte Avenue commercial area. In some respects, this thoroughfare serves as a main street for these neighbourhoods, while at the same time it provides a significant commuter route connecting outer suburbs with central Edmonton.

The street is a six lane arterial roadway with two distinct character areas. North of Whyte Avenue is mostly a commercial shopping area that is in the process of evolving into a more urbanized area. South of Whyte Avenue, the area becomes mostly residential in character; although it is interspersed with small pockets of commercial activity every few blocks (Map 2).



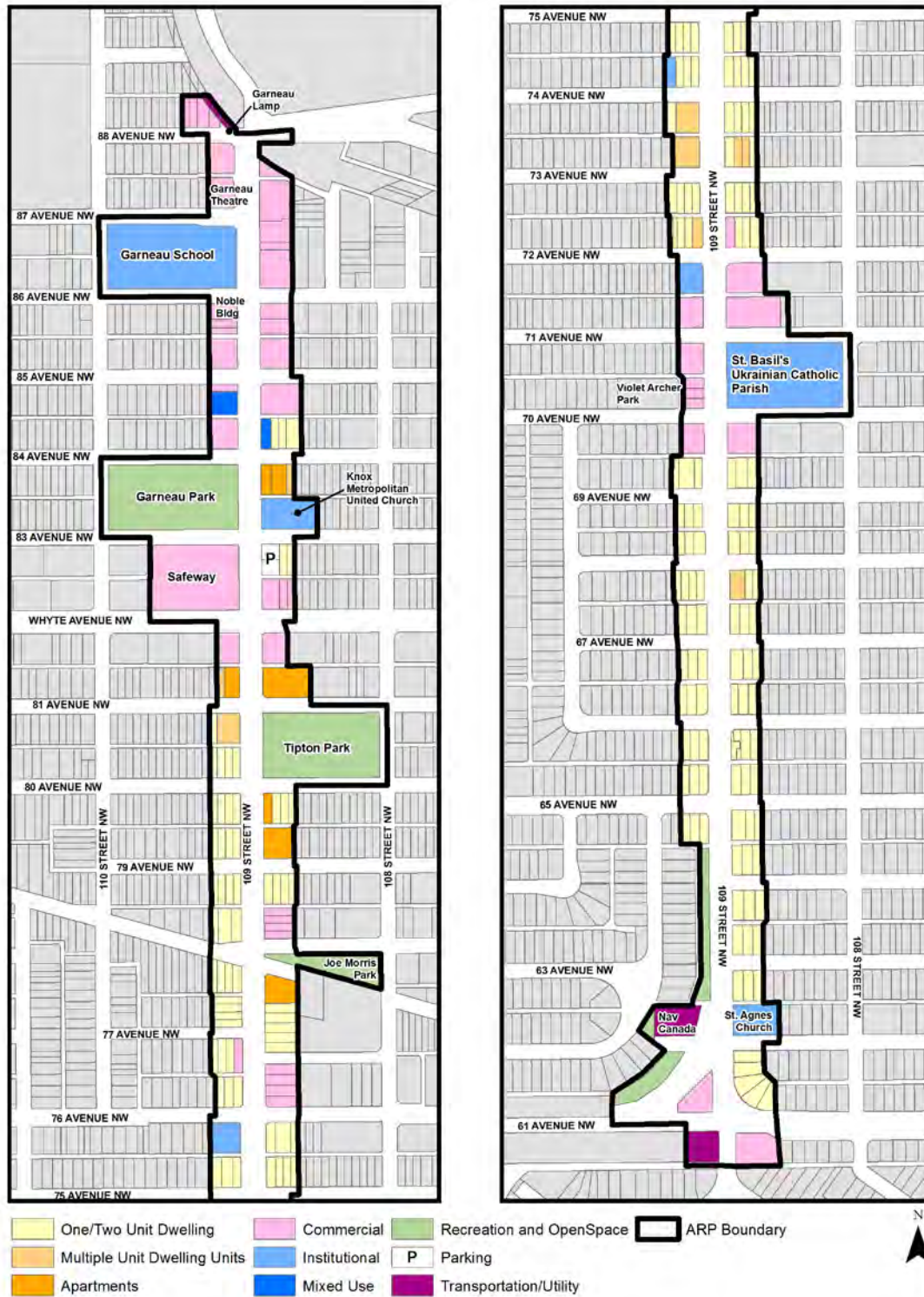
MAP 1: PLAN AREA WITHIN CITY CONTEXT



-  109 Street Corridor Plan Area
-  Neighbourhood Boundary



MAP 2: EXISTING LAND USE 2013



1.3 PLANNING CONTEXT

The *109 Street Corridor Area Redevelopment Plan* area (hereafter referred to as *the Corridor*) is special to the city for a variety of reasons. In addition to the linkages with significant Edmonton institutions and geographic landmarks, the area also:

- Serves as a major commuter route through attractive neighbourhoods with mature tree-lined streets and boulevards.
- Intersects the river valley edge with scenic views into the valley and across to the downtown skyline.
- Is an important transit corridor and will continue to be so even after LRT expansion to the south is completed.
- Has defined limits by the river valley to the north and a shift in grid pattern to the south at 61 Avenue.

These unique qualities, in combination with the high degree of visibility of the route for daily commuters and local residents, contribute to the Corridor being a mature area that has potentially significant redevelopment opportunity. In recent years, the Corridor has been in a state of transition due to an increasing demand to open new businesses and construct more intensive forms of housing along portions of the street.

In an environment featuring high volumes of vehicular traffic, noise and sparse landscaping, some single family homes bordering the street have deteriorated to the point that they either sit vacant or have been demolished. Other single family homes have been replaced by apartments and other forms of redevelopment.

Over the past few years, community residents have expressed concern over the deterioration of the existing homes and the relatively poor quality of infill redevelopment projects along 109 Street.



Proposed rezoning along 109 Street



A redeveloped yet austere streetscape



Vacant home along 109 Street

Concern has been raised about how such development will relate to the character of adjacent well-established residential areas.

Concern also exists regarding the impact of rezoning applications on the future urban character of the plan area.

In addition, the concentration of drinking establishments in the area is of concern to the community, particularly in close proximity to the university.

Residents would like to see an improvement in the quality, types and distribution of redevelopment and the overall public realm shaped by a clearly articulated vision.

Residents would also like to see improvements to the Corridor that will address the challenge that 109 Street has become a major barrier for pedestrians, cyclists, and motor vehicles travelling east-west between communities, to access schools, business and other community destinations.



New infill development

1.4 PLAN PROCESS

109 STREET CORRIDOR STUDY:

In response to these concerns, City Council launched the *109 Street Corridor Study* project (hereafter referred to as *the Study*) in 2005 to develop strategies and an implementation framework to guide redevelopment in the Corridor. Completed in 2008, the Study recommended more intensive forms of residential and mixed-use development along 109 Street, along with streetscape and transportation changes in order to create an improved balance between traffic movement and neighbourhood livability.

Recommendations were derived through extensive research and consultation with residents and other stakeholders, primarily at the following key events:

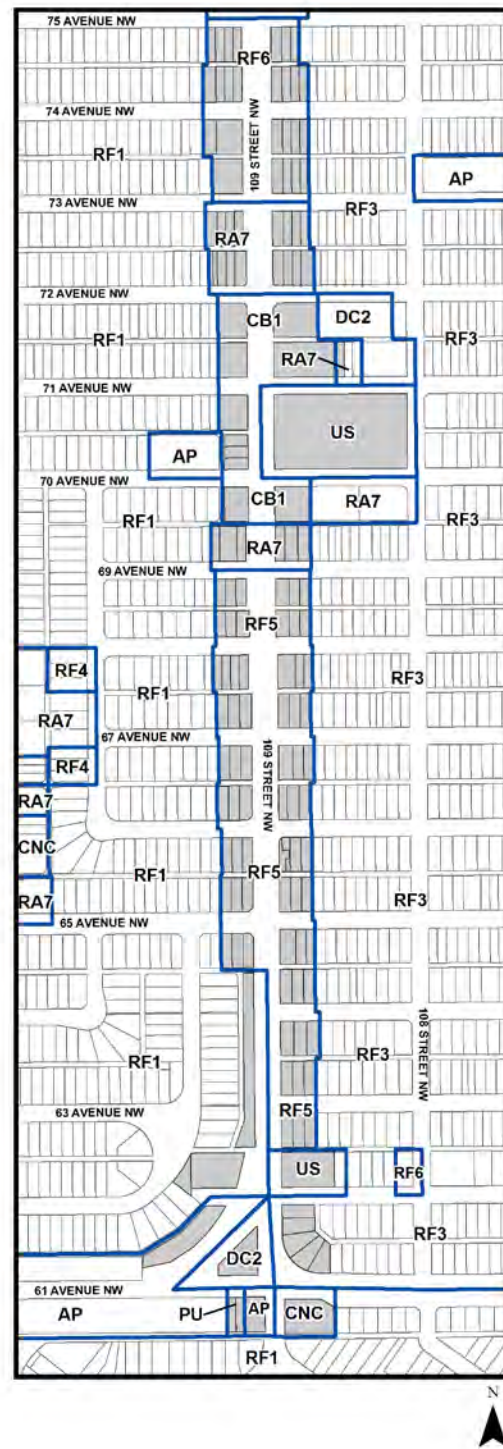
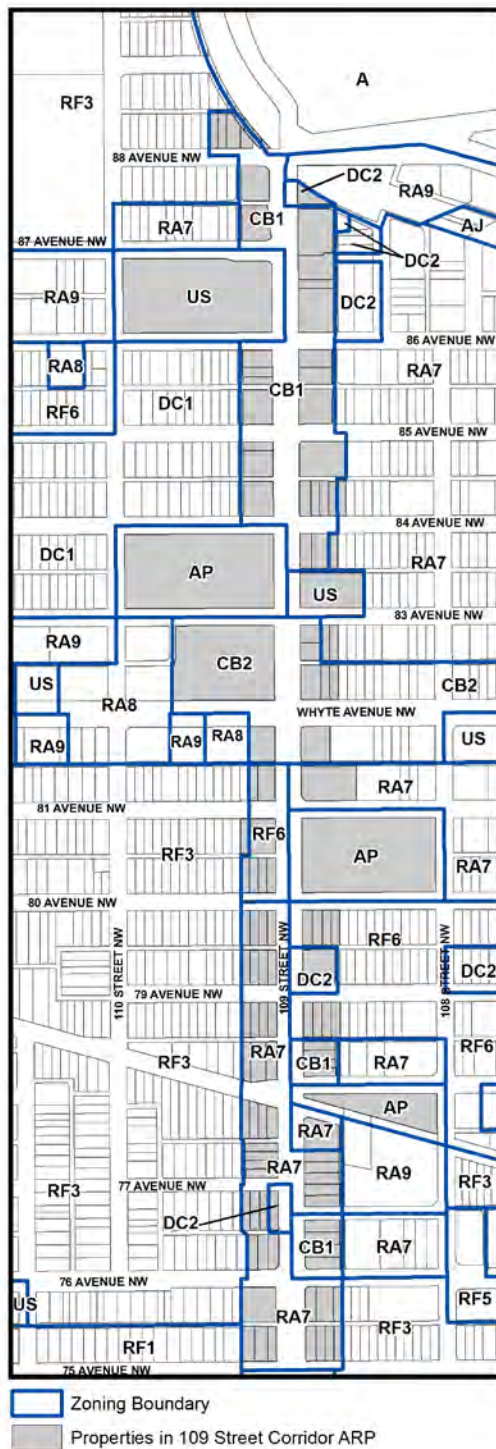
- 109 Street Corridor Ideas Workshop - June 2006
- Open House - October 2006
- Community stakeholders meetings - September 2006 to December 2006 and February 2007 to January 2008, with communities upon request

109 STREET REZONING INITIATIVE:

In October 2008, the *109 Street Corridor Study* was presented to City Council whereupon the Planning and Development Department (now the Sustainable Development Department) was directed to prepare zoning changes consistent with principles identified in the Study for land parcels along the Corridor.

In July 2010, City Council approved the rezoning of a significant number of properties within the Corridor (Bylaw 15390 - July 19, 2010) in order to accommodate more intensive commercial and residential development (Map 3). Some of the zones are subject to the overlays identified on Map 8.

MAP 3: EXISTING ZONING 2013



The following key public events were undertaken prior to the rezoning initiative:

- Open House - November 2009
- Meetings with communities - December 2009, January 2010, May 2010
- Presentation to Edmonton Design Committee - December 2009 and January 2010
- Open House - June 2010

Council also approved related amendments to the *Garneau Area Redevelopment Plan* and the *Belgravia-McKernan-Parkallen Community Development Plan*.

Amendments to text and maps in both plans were primarily focused on the shift in policy that allowed for more intensive commercial and residential redevelopment activity, in addition to recognizing the need for a more pedestrian-oriented streetscape to accompany such development.

109 STREET CORRIDOR AREA REDEVELOPMENT PLAN:

A subsequent motion was passed by Council directing "That Administration provide a report to Executive Committee on the *109 Street Corridor Study*." The report indicated that while the *109 Street Corridor Study* had provided some recommendations that had been adopted by Council for the rezoning initiative, it continued to serve solely as a reference document containing the most current analysis and best practices recommendations. In January 2011, on the basis of this report, City Council elevated the status of the Study by directing, "That Administration prepare a bylaw package for the 109 Street Corridor and other appropriate bylaw amendments for a Statutory Public Hearing as the Administration deems suitable."

In October 2011, a preliminary draft plan was prepared that transformed to policy many of the 106 recommendations summarized in the Study. Some land use and zoning recommendations from the Study had already been implemented with rezoning approvals by City Council in 2010.



Public Open House - June 13, 2012

The preliminary draft plan was presented individually to the six communities abutting the Corridor. The Central Area Council of Community Leagues (CACCL) requested that the Plan be drafted using an integrated team approach, including representation from the six affected communities and key civic departments. The integrated team met four times in early 2012 to review key elements of the planning document, notably the Development Concept and policy directives.

In May 2012, a status update was presented to CACCL, and a meeting was held with representatives from the Garneau and Queen Alexandra neighbourhoods to review preliminary amendments required to the *Garneau ARP* and the *Strathcona ARP*.

On May 24, 2012, a revised version of the draft 109 Street Corridor Area Redevelopment Plan was posted on the City's website. More than 5000 property owners were invited to attend a Public Open House/Information Session on June 13, 2012.

More than 150 citizens attended the event to view panel displays and a presentation, complete surveys, ask questions, and voice key concerns. Notable concerns were implementation of future streetscape improvements and the possibility that portions of 109 Street may eventually

evolve into a bar and nightclub area. Survey results and open house presentation materials were posted on the City's website. City staff continued to respond to questions from the affected communities. The draft ARP was revised in response to the Open House and subsequent input from the integrated team of representatives from the six communities and the Central Area of Community Leagues (CACCL).

In Fall 2012, a series of meetings were held with the Garneau Community League to address concerns specific to their neighbourhood and changes to the existing *Garneau ARP* required for adoption of the *109 Street Corridor ARP*. A new draft of the Plan was released in November. At a meeting in November 2012, the integrated team requested further time to review the November 2012 draft and provide comments.

Following additional discussions and commentary in early 2013, another draft version of the Plan was prepared in March 2013, and two further meetings were held in April and May 2013 with the integrated team, City staff and Councillors. A final June 2013 draft was posted to the City's website in advance of a Public Information Session held in July 2013.



1.5 POLICY CONTEXT

The *109 Street Corridor Area Redevelopment Plan* incorporates key recommendations of the *109 Street Corridor Study* and builds upon 2010 Council rezoning of many of the properties within the Corridor.

The *109 Street Corridor ARP* contributes to the implementation of a variety of City of Edmonton programs and policies. It contributes to the City's Strategic Plan (*The Way Ahead*) goals of transforming Edmonton's urban form and shifting transportation modes by increasing population density along an important transit corridor. The plan has been developed in the spirit of Edmonton's People Plan (*The Way We Live*) by acknowledging the municipal government's role in bringing people together to create a more pedestrian-friendly environment.

The ARP is also consistent with the Municipal Development Plan (*The Way We Grow*) and the Transportation Master Plan (*The Way We Move*). Both documents call for denser urban forms, walkability, and cycle-able mixed-use communities connected through premium transit. Both plans have designated 109 Street as a Transit Avenue where increased density, supported by frequent transit service to the University and downtown, should occur.

In addition to providing integrated land use and transportation strategies, this ARP aligns with strategic Municipal Development Plan goals, such as Sustainable Urban Form, which calls for the renewal and infilling of established portions of the city and urban design requiring a higher quality of urban spaces, buildings and streets. The ARP is also supportive of objectives in Edmonton's Environmental Strategy (*The Way We Green*) which, in addition to better integrating land use and transportation planning decisions that promote increased transit use and walkability, also calls for construction of

more energy-efficient building stock in Edmonton.

1.6 HOW TO USE THE PLAN

As a Council-approved City of Edmonton bylaw, the *109 Street Corridor ARP* provides direction with respect to planning and development activity proposed within the planning area. All activities must be consistent with the ARP vision, guiding principles and policies.

Should priorities or goals for this area change, amendments to the Plan will be required. Amendments to the Plan should be carefully assessed in accordance to the Plan's vision and guiding principles and relevant policies that support the Plan's development concept. Plan amendments will be prepared through processes that respect legislative requirements in the Municipal Government Act and City of Edmonton Public Involvement Policy requirements.

Applications for development permits must be reviewed in the context of the policies laid out in this plan. Chapter 2.0 – 109 Street Corridor Vision and Guiding Principles provide a summary of principles that will apply along the entire Corridor. The Corridor also consists of two management areas or Districts, each identified primarily on the basis of their General Intent statement on land use. The policy direction for these two distinctive areas that collectively define the Corridor is provided in Chapter 3.0 – Development Concept and more specifically in Subsections 3.2 and 3.3. The combination of various uses, roadways, sidewalks, boulevards, and other public right-of-ways form the streetscape within the Corridor. Each proposed development application must therefore be reviewed on its own merit and in the context of the specific District in which it is situated.

Chapter 4.0 provides a summary of procedures and initiatives necessary to administer and implement the ARP.

2.0 109 STREET CORRIDOR VISION AND GUIDING PRINCIPLES

2.1 A VISION FOR 109 STREET

The 109 Street Corridor will evolve to an attractive and vibrant main street gathering place with a balance of commercial and residential uses and mixed use developments. 109 Street will support the transportation needs of adjacent communities, other Edmontonians and visitors while enhancing the viability of and connections between adjacent neighbourhoods. Quality redevelopment sensitive to adjacent communities combined with improved shopping and public realm improvements will enhance the walkability of this major arterial linking outlying neighbourhoods, the river valley and downtown.

2.2 GUIDING PRINCIPLES

The following principles work to attain the 109 Street Corridor Vision:

Enhance the public and private realm to provide for a safe, visually appealing streetscape for all users.

- Enhance the pedestrian environment along 109 Street by widening the sidewalk and improving the connections and crossings from the corridor to the adjacent communities.
- Encourage a continuous public space along the Corridor, with a regular rhythm of green spaces.



A safe, attractive, comfortable and welcoming roadway for all users.

- Transition to a network that is more sustainable and safe, while providing public spaces that are inviting to people and businesses, following the City's Complete Streets Principles. Offer a more balanced approach for road design to reflect the surrounding area's characteristics and all street users (pedestrians, cyclists, transit vehicles, transit riders, goods and services, and automobiles).

Create a vibrant residential and commercial mixed-use street.

- Support the desired urban character for the Corridor with a balanced mix of commercial and residential uses, including mixed use developments integrated with a range of transportation modes and public realm improvements.

Encourage appropriate high quality medium-scale development to increase the vitality of the Corridor.

- Provide a greater degree of housing choice with medium scale developments, such as low rise apartments, varied types of row housing, affordable housing, or work/live arrangements. Buffer adjacent lower density development from the impacts of a vital arterial entrance to downtown and create new opportunities for small scale commercial and employment uses.

Encourage future development in the Corridor to demonstrate a high quality of landscaping, building materials and design quality to minimize adverse impacts.

- Support sensitive building design and re-development that minimizes impacts on adjacent low density residential properties.



Medium-scale apartment-style residential



Stacked row housing



Medium-low density scale interface

Encourage environmentally sustainable development practices.

- Support adherence to the City's new Low Impact Development Guidelines to preserve natural landscape features that contribute to the management of storm-water close to its source.
- Support opportunities for renewal of this corridor to restore ecological connectivity, provide native landscaping, or include geothermal heating, natural ventilation, green roofs and other ecological and habitat features in building design.



Commercial public/private realm interface

Establish a high standard of design for an important high profile entranceway.

- Pursue excellence in architecture, design, building materials, landscaping and streetscape. The Corridor is a major entry point into the City's downtown from the south and has a significant visual impact on its users. The appearance of the buildings and the public and private realm streetscape has an important influence on how it is perceived by both commuters and local residents.



Residential public/private realm enhancement



Energy efficient building

3.0 DEVELOPMENT CONCEPT

The development concept consists of two distinct districts, each with an emphasis on the principal mixed use/commercial and medium-scale residential uses that define those portions of the 109 Street Corridor. This overall development concept is illustrated on Map 4.

3.1 BALANCING THE USES OF THE CORRIDOR FOR BOTH LOCAL AND NON-LOCAL USERS

As redevelopment leads to increased population density within the Corridor, it is anticipated that local transit ridership will increase along this arterial which is designated as a “transit avenue” in *The Way We Move*.

Furthermore, increased development and the increase in population will inevitably lead to a demand for additional on-street parking. On-street parking will provide pedestrians with a degree of separation from moving traffic, and will slow vehicular traffic and public transit movement along the arterial roadway.

The challenge is in balancing those portions of the public realm devoted to the movement of vehicles, including public transit and bicycles, with those devoted to citizens who reside and regularly walk within and across the Corridor.

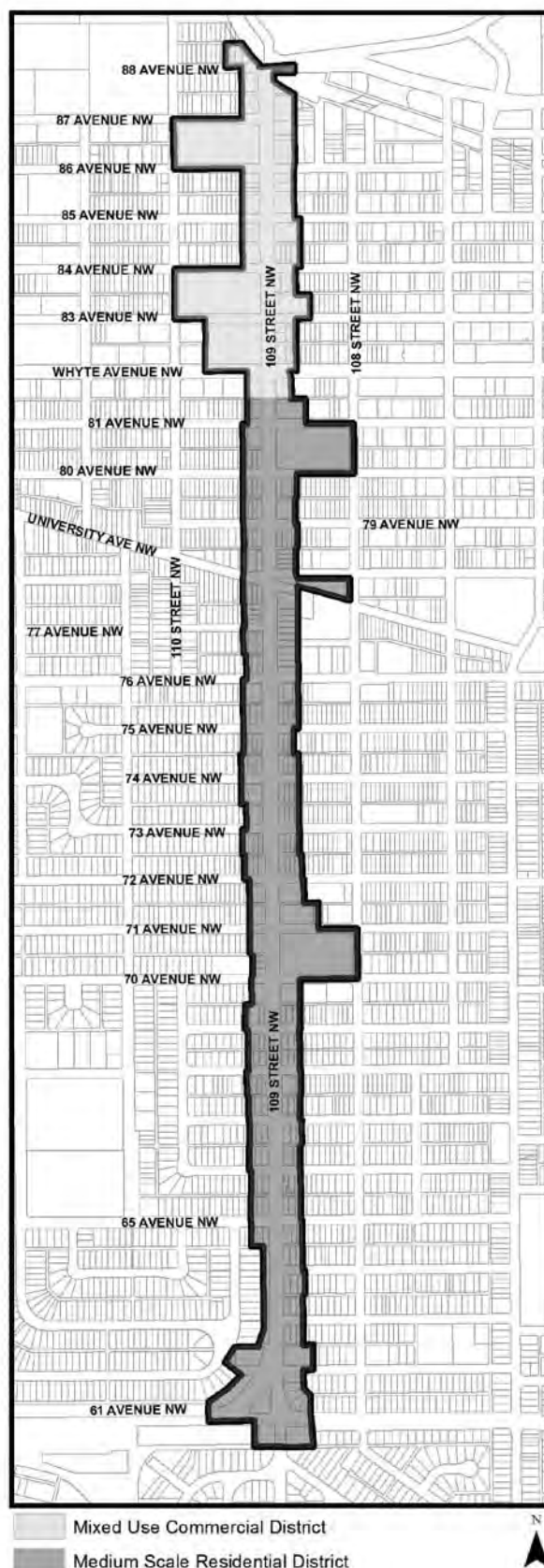
The 109 Street road right-of-way, a significant part of the public realm within the Corridor, will continue to serve as an arterial route to central Edmonton. The 109 Street Corridor is primarily a north-south connector for vehicles, pedestrians and cyclists, and acts as an east-west connector between neighbourhoods, schools, commercial establishments, and downtown.



Over 800 pedestrians and 1,200 cyclists per day were counted using the High Level Bridge in September of 2012. The High Level Bridge has a high rate of pedestrian and cyclist activity as it is the only crossing to downtown that does not require navigating the river valley. In addition, 109 Street provides an attractive cycling route because, as a designated arterial roadway, it receives a higher priority for snow removal.

The following policies focus on components of the public realm, including the roadway itself and the curbside area, which currently consists of a sidewalk and intermittent landscaped boulevard areas that separate pedestrians from roadway vehicles.

MAP 4: CORRIDOR DEVELOPMENT CONCEPT



3.1.1 STREETSCAPE IMPROVEMENT

There are two ways in which streetscape improvements may occur along the Corridor:

- Incrementally, with private and public realm investments that accompany individual redevelopments, as directed by this plan or the Zoning Bylaw.
- More holistically through a Comprehensive Streetscape Improvement Plan aligned with the Complete Streets Principles (see Figure 2).

In 2008, the Study emphasized that a coordinated streetscape program involving local property owners and businesses, the City of Edmonton and other funding agencies should prioritize and phase streetscape improvements through a comprehensive implementation strategy. A coordinated and integrated strategy would ensure that, rather than implementing improvements on a block-by-block basis, improvements to landscaping, furnishings, and public amenities will be implemented consistently and be of a higher quality.

A Comprehensive Streetscape Improvement Plan is required to address the entire length of 109 Street from 60 Avenue up to and including the intersection situated at the junctions of Walterdale Hill Road and 88 Avenue. Each of the two Districts within the Corridor has specific locations where enhancements to public space should be considered.

Any future Comprehensive Streetscape Improvement Plan for either of the Districts will address the following topics in the following manner:

- 3.1.2.1 **Sidewalks** of a clear walking width generally free of obstructions, for a more inviting pedestrian environment.
- 3.1.2.2 **Inclusion of a curbside zone** to accommodate features such as light poles, street landscaping, benches, parking ticket dispensers, bicycle racks, newspaper boxes, post boxes

and litter receptacles which otherwise may obstruct pedestrian movement.

- 3.1.2.3 **Street landscaping and tree spacing** that contribute to the image and quality of life along the street while integrating with the adjacent community and following the principles of Crime Prevention through Environmental Design.
- 3.1.2.4 **Pedestrian-oriented lighting** that serves both roadway and pedestrian scales in a customized fashion that is glare-free, continuous along the street and extends along the side avenues as far as the lane or the equivalent distance where an alley does not exist.
- 3.1.2.5 **Public seating** provided along the street particularly at key street corners, either within the public right-of-way or at a publicly accessible location at a private development. In addition to conventional benches, seating may also be provided along the ledges of planters and stairs. Movable chairs may also be made available to serve as seating for pedestrians.
- 3.1.2.6 **Bicycle parking** provided in a manner that is easily identifiable and clearly visible, yet does not obstruct the flow of pedestrians.
- 3.1.2.7 **Review of traffic lane widths** along the Corridor to explore opportunities to improve the pedestrian environment. South of 72 Avenue, traffic lane reduction may be considered to create a landscaped median, boulevards, curbside zone extension and/or other street amenities. Traffic lane reductions will be considered only where analysis demonstrates that traffic and bus operations would not be severely affected.
- 3.1.2.8 **Angle parking on side streets** where roadway cross-section widths permit. This may include public seating

and/or landscaping at the 109 Street end of the row of parking to enhance the pedestrian landscape. Developer-funded, side-street angle parking may also be considered in conjunction with adjacent redevelopment, outside of the streetscape improvement process.

3.1.2.9 East-west alley closures or semi-closures and the introduction of alleys parallel to 109 Street will be considered in conjunction with redevelopment proposals (developer-funded), or as part of part of a comprehensive streetscape plan for the Corridor. These will be considered on the basis of evaluations that determine changing impacts on access, egress, and circulation patterns for both vehicles and pedestrians in the adjacent neighbourhood.

3.1.2.10 Connection with potential viewpoints overlooking the North Saskatchewan River Valley, including provision of appropriate and safe access to and across 109 Street.

3.1.2.11 Garneau School - Upon negotiation with the Edmonton Public School Board, the City may acquire a small easement along the eastern perimeter of the school site to allow for sidewalk widening and/or the establishment of a small public seating area at the corner of 87 Avenue and 109 Street. Access directly from the school site to adjacent residential areas should be maintained or enhanced, as deemed necessary.

Principles — Complete Streets in Edmonton are intended to:

- ❖ *Provide travel options for all users and trip purposes in a safe, accessible, context sensitive way in all seasons.*
- ❖ *Form a network of streets that together accommodate all users and allow for efficient and high quality travel experiences.*
- ❖ *Be adaptable by accommodating the needs of the present and future through effective space allocation for the many functions of the street.*
- ❖ *Contribute to the environmental sustainability and resiliency of the city.*
- ❖ *Consider both direct and indirect costs, as well as the value of the roadway and the adjacent real estate.*
- ❖ *Be vibrant and attractive people places in all seasons that contribute to an improved quality of life.*

Figure 1: Complete Streets Principles

3.1.2 ROADWAY COMPONENTS AND CONNECTIVITY

The Roadway Components include the 109 Street road right-of way, the sidewalk (clear walking area), and a curbside zone.

3.1.1.1 Curb lanes will be designed to accommodate cyclists, given that 109 Street provides the most direct connection to the High Level Bridge, and to provide additional space for snow storage prior to removal.

3.1.1.2 Pedestrian crossings will be regularly evaluated by Transportation Services to ensure street lighting and traffic controls, such as crosswalk markings, amber flashers and pedestrian signals, are sufficient to improve visibility and to meet the needs of changing pedestrian demands as a result of significant redevelopment within the Corridor. Consideration will be given to pedestrian crossing control improvements to encourage greater connectivity across the Corridor for both pedestrians and cyclists.

3.1.1.3 Transportation Services will regularly evaluate transit stops and other related amenities ensuring that service is sufficient to address existing demands, as well as changing demands as a result of significant Corridor redevelopment.

3.1.1.4 As blocks within the Corridor redevelop to a higher density, additional on-street parking will be considered, while also accommodating priority for public transit services in curb lanes if necessary.

3.1.1.5 83 Avenue is identified as a priority route in the city-wide bicycle network; as such, the crossing of 109 Street at 83 Avenue will incorporate treatments to identify the route as a bicycle boulevard,

with appropriate controls to facilitate east-west connectivity.

3.1.1.6 Direct access by vehicle driveways that cross sidewalks along 109 Street will be discouraged, as such vehicle crossings interrupt the continuity of the pedestrian environment and invite conflicts between pedestrians and vehicles.



Pedestrian crossing at 83 Avenue

On the east and west sides of 109 Street the public realm currently consists of varied sidewalk widths that are occasionally separated from the curbside by a grassy strip or boulevard. A boulevard creates physical separation from traffic in residential areas. In the residential areas boulevards can be designed for treed landscaping and lighting that compliments pedestrian movement. In an ongoing effort to improve the Corridor for pedestrians, the following policies provide for a more consistent streetscape with respect to residential and commercial/mixed-use areas within the Corridor:

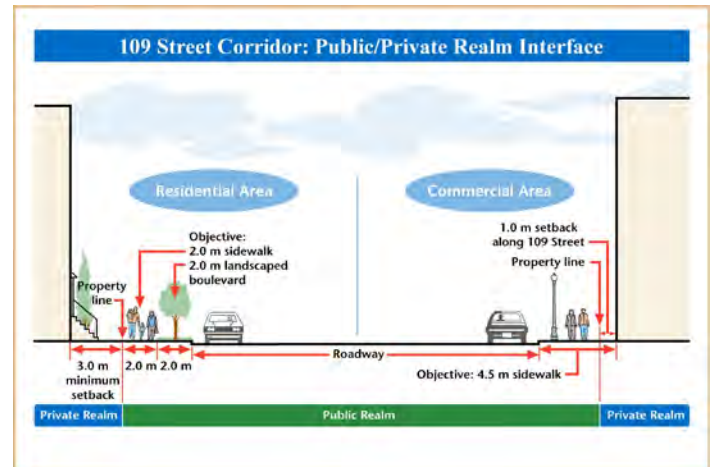
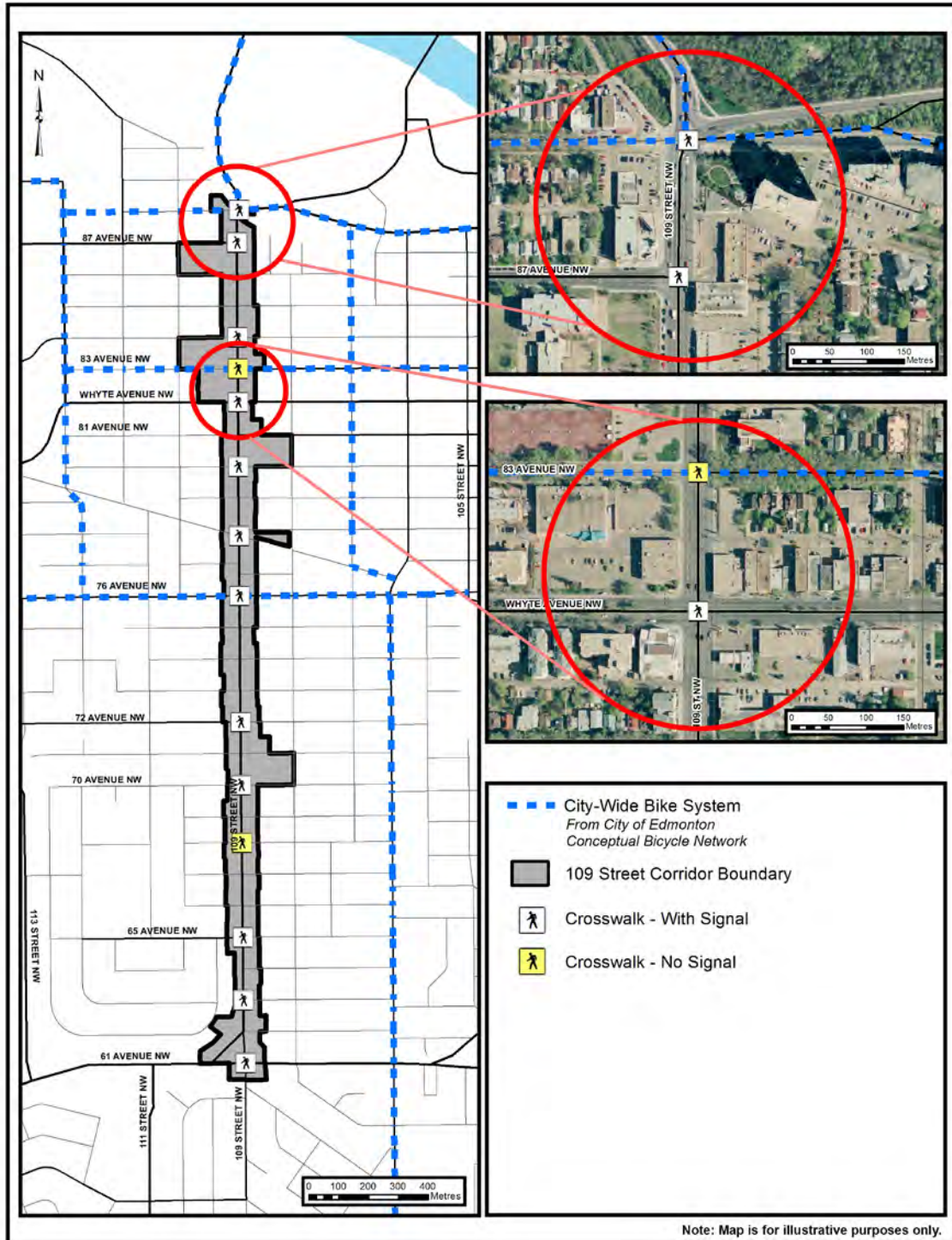


Figure 2: Conceptual public and private realm interface

- 3.1.1.7 Sidewalk and curbside for properties identified as **Residential in Concept Map 7**: Sidewalks should have a preferred clear walking width of 2.0 m and where possible be separated from the roadway by a 2.0 m landscaped boulevard lined with trees to enable separation of pedestrians from the road and provide for temporary storage of snow.
- 3.1.1.8 Sidewalk and curbside for properties identified as **Commercial in Concept Maps 6 and 7**: Sidewalks, paved with a smooth slip resistant surface, should have clear walking width of 3m width that is generally free of obstructions, thereby contributing to a more inviting pedestrian environment, as well as a 1.5m curbside zone for furnishings and snow storage (total width of 4.5m). This may include 1.0 m of additional width gained by the requirement of an easement for all new buildings, including any mixed-use developments containing a retail component at street level. Light standards and street furniture located within the curbside zone may be provided to enable separation from pedestrians and the roadway.

MAP 5: Active Transportation Network



3.2 MIXED-USE COMMERCIAL DISTRICT: TRANSFORMING TO A MIXED USE MAIN STREET

3.2.1 DISTRICT OVERVIEW

The Mixed-Use Commercial District (Map 6) is the northern-most portion of the Corridor. From the north end, at the five-point junction of 109 Street, Saskatchewan Drive, Walterdale Hill Road and 88 Avenue, the area extends south about seven blocks to the alley located south of Whyte Avenue.

The spine of this District is the six lane arterial roadway abutting a diverse collection of small-scale retail businesses, mixed with some institutional uses and open space areas. The area has a commercial strip mall ambience as the current development pattern contains several businesses with drive-through lanes and front parking lots fronting on 109 Street. The high volumes of vehicular traffic, narrow sidewalks and the lack of street trees, landscaping, street furniture and other public amenities has resulted in a lesser quality pedestrian environment along this portion of 109 Street.

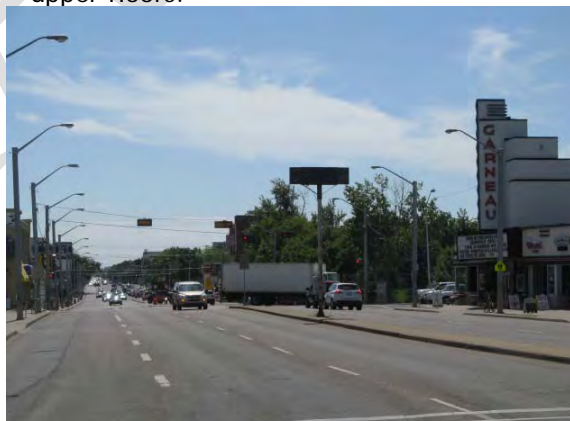
On the west side of 109 Street, there is a limited amount of on-street parking. On the east side there is no vehicular on-street parking in the 24 hour dedicated bus lane. While there is some on-street vehicular parking on nearby residential side streets, it is limited and when used can result in conflicts between local residents and businesses whose clientele increasingly seek places to park off of the main thoroughfare.

The 109 Street Corridor Study supports intensified mixed use development, including the opportunity to provide for additional residential development on the upper floors.

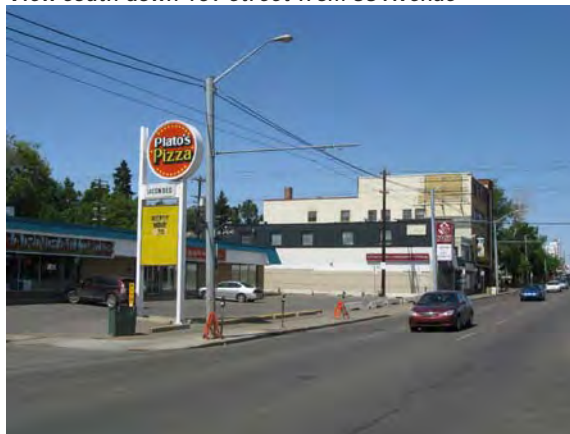
With few exceptions, the District is characterized by low scale buildings, one or

two storeys in height, occupied by commercial, apartment and institutional uses. Generally, businesses are diverse, small in size and primarily independent, catering to the regional and local markets alike. They offer a wide range of services including retail stores, food and beverage establishments, personal services, entertainment and professional offices. Those characteristics, which define the area as low rise commercial, are especially well-suited adjacent to a residential neighbourhood, encourage walkability and are highly valued by area residents and business operators.

Several sites are not built to their maximum capacity and some buildings are nearing the end of their economic life, so the potential exists for considerable redevelopment. The Study completed in 2008 recommended that, while commercial development would continue to be low rise, the predominant built form should be four storey mixed use, with retail commercial at grade and residential in the upper floors.

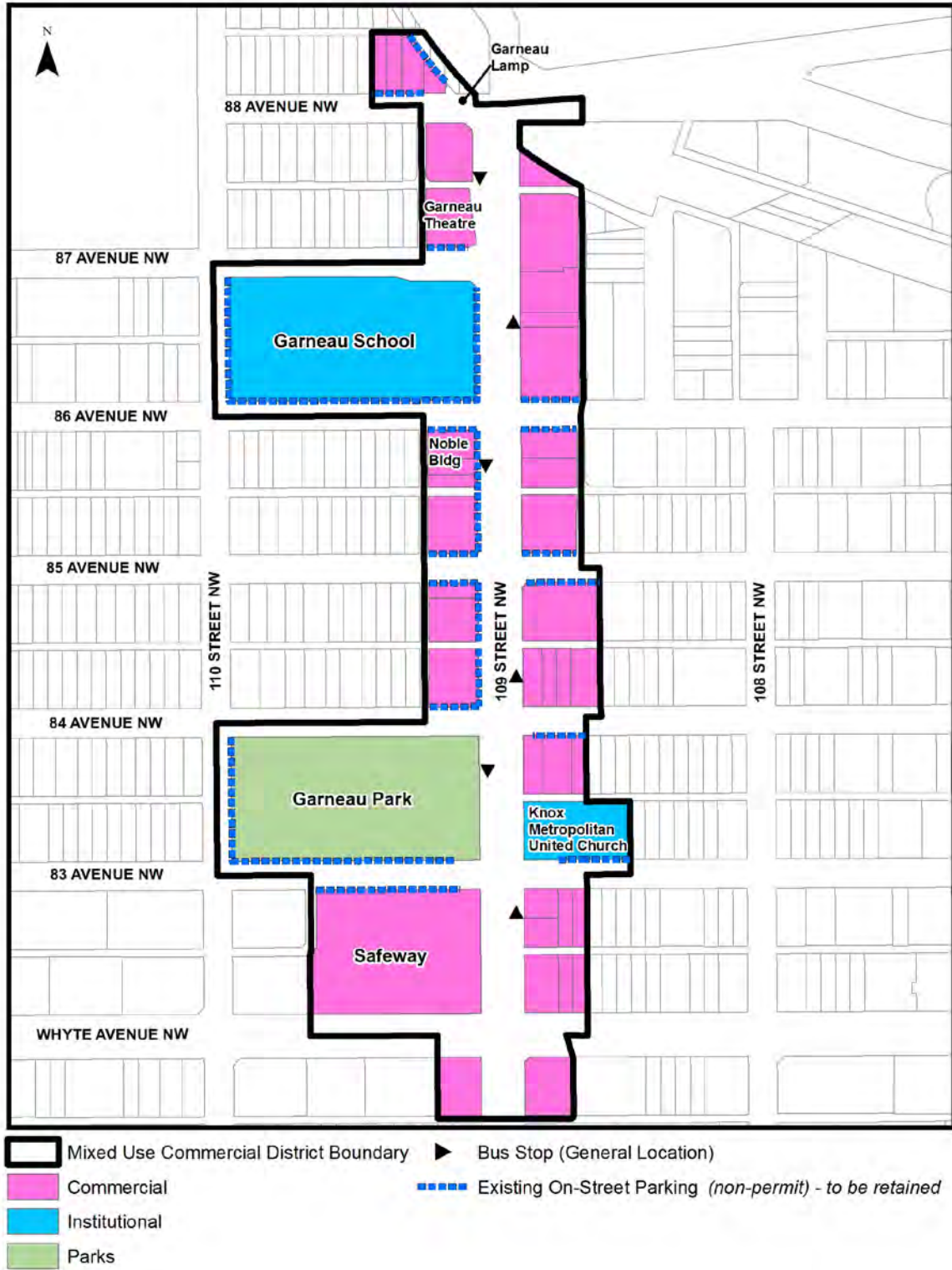


View south down 109 Street from 88 Avenue



Auto-oriented commercial streetscape

MAP 6: 109 STREET CORRIDOR DEVELOPMENT CONCEPT - MIXED USE COMMERCIAL DISTRICT



Several blocks, notably between 85 and 88 Avenue, are interspersed with shops situated within buildings that are mostly built to the sidewalk. This has provided for a more human-scale dimension supportive of a pedestrian-friendly environment.

This three block area which ends at the “top-of-the bank” overlooking the North Saskatchewan River valley, also includes such landmark sites as the Noble Building, the Garneau School, and the historic designated Garneau Theatre.

Despite high traffic volumes, parking limitations and some complicated traffic patterns, this location has evolved into an active, pedestrian-oriented area. Restaurants, cafes and other food-oriented businesses continue to be established here, forming what has been referred to as *the Bridge District*, in recognition of its close proximity to a significant and designated historic Edmonton landmark, the High Level Bridge.

South of the High Level Bridge, at the junction of 109 Street, Saskatchewan Drive and Walterdale Hill Road, there is the potential to connect the 109 Street Corridor with future public viewpoints, as part of the Laurence Decore Lookout system and at a site in close proximity to the restored Garneau Lamp. Pedestrians from nearby residential and business areas would be able to sit and enjoy the panoramic view into the river valley, the Alberta Legislature and the downtown Edmonton skyline. Future viewpoint development is directed through the policy for Viewpoint Parks contained in the North Saskatchewan River Valley ARP.

From 86 Avenue to Whyte Avenue, the remaining blocks consist of a less concentrated, more varied mix of uses including a few auto-oriented fast food restaurants and strip mall establishments with vehicular parking provided in front of buildings.

Other blocks contain a mix of non-commercial uses including older walkup apartments and two notable sites: Knox Metropolitan United Church and Garneau

Park. Redevelopment of properties in this area that can extend and enhance the more pedestrian-friendly qualities found in the northerly end of the District will better connect the District with one of Edmonton’s pre-eminent walking areas, Whyte Avenue.



Garneau Lamp



Knox Metropolitan United Church



Garneau Park public seating - 109 Street



109 Street and Whyte Avenue



Redeveloped commercial site

The south end of the District is anchored by one of Edmonton's more prominent intersections - 109 Street and Whyte Avenue. Most approaches to the intersection consist of low-scale buildings whose facades create a relatively austere atmosphere along the sidewalk. The intersection itself is busy with traffic of all types, including pedestrian and bicycle, but retains a predominantly vehicle-oriented character.

The area around the intersection provides significant potential for redevelopment which, over a period of time, could transform the area into a more urban, pedestrian-oriented place enhancing its function as a prominent intersection on the Corridor.

The old Varscona Theatre site on the southwest corner of the intersection has recently been redeveloped as a new two-storey commercial building. The remaining three corners provide considerable potential for high quality re-development, particularly those along 109 Street north of Whyte Avenue to 83 Avenue. Here, on each side of the street, the parcels are presently under single ownerships. The most substantial redevelopment opportunity would be the current Safeway site, which, in addition to its large size fronting both 109 Street and Whyte Avenue, is situated immediately south of Garneau Park.

While the District offers significant re-development opportunities, it is also important to acknowledge that it remains a part of the well-established Garneau neighbourhood. Traffic and parking limitations will continue to be a concern, not only for the nearby residents, but for businesses and their patrons. Such concerns should be mitigated to encourage creation of the more urban form of intensive, mixed-use commercial and pedestrian-oriented redevelopment envisioned for this portion of the Corridor.

3.2.2 GENERAL INTENT

To transform the District's commercial strip to a commercial mixed-use function, characterized by a diversity of low impact businesses serving the needs of local residents and the broader market, a strong sidewalk relationship between pedestrians and buildings, and high quality design, all of which is compatible with adjacent residential areas.



109 Street and 84 Avenue, looking north



Future perspective

3.2.3 POLICY DIRECTIVES

Land Use and Density:

- 3.2.3.1 Low-impact commercial uses are permitted, with a preference for commercial-residential mixed-use, interspersed with recreational and institutional uses. New auto-oriented uses are discouraged.
- 3.2.3.2 Commercial and mixed use developments within the Corridor will not be allowed to expand or encroach beyond the Plan boundary into adjacent areas.
- 3.2.3.3 In commercial and mixed-use development, retail activity will occur at street level, with other uses located on the upper floors. Commercial activities will have low impact on neighbouring sites and uses.
- 3.2.3.4 Where a development proposes to achieve the development capacity above what is allowed in the standard low intensity (CB1) commercial zone, the additional development should provide for residential uses. Such developments will feature high-quality architecture and urban design.



Human scale, mixed-use development

- 3.2.3.5 Signage must be of a scale and type that respects the compact,

pedestrian-oriented character of the District and related to local businesses. Billboards, roof-top, digital and off-premise signage of any type will not be permitted.

- 3.2.3.6 To maintain a continuous street wall and discourage commercial traffic from residential avenues, development will be primarily oriented to 109 Street and not the avenues. On the avenues, standalone commercial activities are only permitted where adjacent to retail development.
- 3.2.3.7 To maintain a balanced diversity of business activities and quality pedestrian environment, while minimizing infringement on adjacent residential areas, bars, neighbourhood pubs, nightclubs and restaurants will be controlled as follows:
 - i) Bars, neighbourhood pubs, and nightclubs should not be concentrated at any single intersection or along any block face. Smaller bars are favoured because they are more consistent with the Vision for the Corridor; large bars should not be situated in close proximity to adjacent housing and institutional uses (e.g. religious assemblies, parks, schools, etc.).



Traditional-sized store-frontages

ii) Establishments should be oriented to 109 Street with a prominent façade that features signage, primary entrances and extensive transparent glazing that allows for two-way viewing between the interior and the exterior of the establishment.

iii) Patios and outdoor seating areas should be located along and as close as possible to the 109 Street sidewalk to promote an attractive and lively public realm while avoiding or minimizing disruption to nearby residences. They are discouraged adjacent to rear lanes and residential sites and the privacy of neighbouring amenity spaces (private yards and balconies) should be protected. Outdoor speakers and other forms of outdoor audio entertainment will be discouraged.

3.2.3.8 New developments will meet servicing requirements for utilities, loading and parking.

Siting and Building Design:

3.2.3.9 Building height will not exceed four floors (14.0 metres).

At locations that abut Whyte Avenue and form part of that higher order business corridor, building height may increase to six storeys (23 metres) where the storeys above the fourth storey consist of a hotel, apartment hotel, or residential development.

3.2.3.10 Along the north side of 88 Avenue which extends into the low scale residential area, the building height will not exceed 3 storeys (12.0 metres) to retain the existing low rise and pedestrian-oriented character.

3.2.3.11 Building facades will be articulated and incorporate architectural elements suggesting narrow traditionally-sized 10m storefront frontages, thereby creating visual interest for pedestrians and avoiding the creation of a blank wall.

3.2.3.12 Buildings will be oriented to 109 Street and the pedestrian with the primary entrance facing the street. The buildings will be built to front and side property lines, except where provision has been made for additional pedestrian and seating space. Entrances to buildings from avenues will be of a secondary function limited to small shops or dwellings where they will not attract vehicular traffic beyond the site and into an adjacent residential area.

3.2.3.13 Development built adjacent to residential areas will provide for carefully designed transitions through the use of features such as stepped massing, landscaping and low-impact screening.

3.2.3.14 All new buildings with a property line abutting 109 Street will be designed and constructed to mitigate roadway noise for adjacent residential development.

3.2.3.15 Durable architectural materials and elements are encouraged as quality long-lasting structures contribute to the long term character of an area. Materials should provide for pedestrian comfort and visual interest and establish a strong visual rhythm with human scaled elements. Weather protection features, integral to the architectural design of the building, are encouraged along streets with retail uses. Entries will be clearly identified and lighting of areas at grade is required to provide security and an attractive environment.

Vehicular Off-Street Parking, Access and Service Areas:

- 3.2.3.16 The City will encourage underground parking to address parking issues in the Plan area. Parking, access and service areas for all redeveloped sites will be located off the adjacent alley, preferably located in an underground parkade within the building, and designed to meet the City's Crime Prevention Through Environmental Design (CPTED) requirements.

Should the City create a mechanism for developing "district-wide" public parking facilities, future consideration may be given to collecting cash-in-lieu instead of a requirement for parking spaces serving individual developments.

- 3.2.3.17 Where lots are consolidated, and an east-west alley closed, a new north-south alley that turns on to the avenue may be created. Two-way traffic along the avenue from 109 Street will be maintained for a 33.0 metre frontage as far as that alley, particularly where a two-way street previously existed.

- 3.2.3.18 Service and storage areas, including loading docks and refuse enclosures will be screened and oriented away from public view and adjacent residential property. Shared service areas are encouraged. Designs for security lighting and advertising should minimize the impact on adjacent residential areas.

Vehicular On-Street Parking:

- 3.2.3.19 Existing metered parking along the avenues and on 109 Street will be retained and expanded wherever feasible.

Public Space Enhancement:

- 3.2.3.20 Public space along 109 Street will be improved to create an attractive, comfortable walking environment that includes a series of spaces for rest and social encounters at regular intervals, and that links them with existing outdoor spaces and destination businesses, institutions and recreational facilities. Enhancement of public spaces for rest and social encounters is encouraged at the following City-owned locations, as opportunities arise:

i) **Potential Viewpoints** - Viewpoint sites found to the north of the Plan boundary at the south end of the High Level Bridge may be developed in future as part of a series of existing or planned lookouts overlooking the North Saskatchewan River valley, subject to the direction of the River Valley ARP. Safe and appropriate access to viewpoints should be provided from 109 Street.

ii) **Garneau School** - Upon negotiation with the Edmonton Public School Board, the City may acquire a small easement along the eastern perimeter of the school site to allow for sidewalk widening and/or the establishment of a small public seating area at the corner of 87 Avenue and 109 Street. Access directly from the school to adjacent residential areas should be maintained or enhanced.

iii) **Garneau Park** - Should sufficient funds be allocated, and the former bus turnaround located at the southeast corner of 83 Avenue and 109 Street be repurposed, this site, which may include nearby parking spaces,

will be re-configured to accommodate landscaped public seating, similar to seating at the northeast corner of the park.



Potential viewpoint



Garneau School easement



Former bus turnaround in Garneau Park

3.2.3.21 The enhancement or creation of space for use by the general public will be initiated in conjunction with private redevelopment activity, particularly at the following locations:

- i. Closure of alleys within the District could provide the means to create more pedestrian-friendly public space. This may occur with re-development of the abutting property or when the purpose of the alley is being re-assessed by Transportation Services and possibly refurbished. In terms of future use for these alleys, the following scenarios should be considered:

- Elimination of the alley, with the portion fronting 109 Street being retained for creation of a landscaped seating area along the sidewalk;
- Reduction of the alley width to accommodate vehicles (e.g. one-way to/from 109 Street) with the balance of space for pedestrian use, which may include additional parking spaces for smaller vehicles, such as bicycles and motorcycles.

- ii) **The Whyte Avenue and 109 Street Intersection.** Triangular setbacks will be required at all four corners to provide for small courtyards or plazas as a part of any redevelopment.

Such spaces should:

- Face the intersection and be clearly visible and well-lit;
- Include landscaping and/or public art in combination with public seating;

- Be designed to take into consideration the impact of solar orientation, including the impact from architectural shading.



Pedestrian-oriented alley



Triangular setbacks and pedestrian parking access



Pedestrian seating area

3.2.3.22 At locations where angle parking is to occur along an avenue, public seating and/or landscaping should be applied at the 109 Street end of the row to enhance the pedestrian landscape, either paid for by the developer or as part of a City-initiated comprehensive streetscape plan.

3.2.3.23 To ensure public space is available for the growing population of the Garneau community, the Garneau Park and Garneau School sites will continue to fulfill the recreational needs of local area residents.

The Garneau Park and Garneau School sites will maintain or enhance access to the community.

Business Revitalization:

3.2.3.24 Discussion between The Old Strathcona Business Association and commercial businesses and landowners situated from 83 Avenue up to and including the 88 Avenue/Saskatchewan Drive intersection is encouraged.

The focus of discussion should be on the possibility of extending the existing Business Revitalization Zone (BRZ) mandate to this location. This could provide additional organizational strength for existing and future businesses, in terms of determining the area's character, and making improvements to existing buildings and initiating other streetscape improvements that will encourage redevelopment and investment in the 109 Street area.

3.3 MEDIUM-SCALE RESIDENTIAL DISTRICT: INTENSIFYING RESIDENTIAL OPPORTUNITY WITH MIXED-USE FOCAL POINTS

3.3.1 DISTRICT OVERVIEW

This District (Map 7) is the southern continuation of the six lane 109 Street arterial roadway, primarily flanked by residential development. Single family homes have been replaced by medium-scale housing in small sections along the street, mostly north of 76 Avenue.

Local residents have become increasingly concerned that redevelopment lacks high quality building design and compatibility with nearby residences. Redevelopment has been lacking in visual quality particularly at the street level, thereby contributing to an unpleasant pedestrian environment.

The lack of pedestrian ambience is generally found on a block by block basis where the entire streetscape consists of narrow sidewalks lacking a landscaped boulevard that would separate pedestrians from rapidly moving vehicles.

A more pedestrian-oriented streetscape complimented by enhanced public spaces is vital for providing a more amenable and revitalized urban living environment. This will not only serve newer residents to the community, but also the established longer-term residents who wish to continue residing in familiar surroundings, particularly as they get older.



A redevelopment on 109 Street



Narrow sidewalks and no boulevards, 109 Street

MAP 7: 109 STREET CORRIDOR DEVELOPMENT CONCEPT - MEDIUM SCALE RESIDENTIAL DISTRICT



Access to public open space amenities is provided through Tipton Park, one of Edmonton's historic "Gyro" parks, established in 1924. The park, which occupies an entire city block, currently contains some wading and playground facilities and an arena that may be closed and potentially repurposed. The park provides a significant opportunity to enhance and enliven 109 Street and attract local residents, particularly those who have chosen to reside in the more intensive forms of housing currently being built in the area.



Tipton Park entrance adjacent to an avenue

Enhancing public spaces can contribute to the creation of a more amenable streetscape and vitality for nearby community residents at two nodal locations along the Corridor. One such location is adjacent to the established commercial area on the east side of 109 Street at the intersection of University Avenue within the evolving mixed-use focal point. With the close proximity of Joe Morris Park and some existing apartments, including a senior's residence, this area has the potential to become an area of increased business activity for local residents.



Mature trees lining the adjacent avenues

The second location is at the commercial area situated between 69 and 72 Avenues. The mix of existing and potential retail, office and institutional uses, including the landmark dome of St. Basil's Ukrainian Catholic Parish, presents an opportunity for development as a mixed-use focal point. Furthermore, this commercial area will help connect the neighbourhoods of Queen Alexandra, Allendale and Parkallen.

Several businesses are set back from the street with parking lots in front. Vacant properties present an opportunity for the area to evolve through redevelopment from its existing auto-oriented commercial streetscape character into a mixed-use focal point.



Commercial uses by the Catholic Parish

The south end of the Corridor at 61 Avenue consists of a restaurant situated on a traffic island, among a complex configuration of roadway and pedestrian connections. The area is a lower quality entrance to this important street, surrounded by a mix of land uses consisting of a few single family residences, a church, a convenience store and some vacant City-owned land that serves as either a buffer or reserve for transportation-related purposes.

Also in this vicinity is a large single residential zoned parcel that contains a non-directional beacon that is currently being used as a navigation aid for aircraft landing at Edmonton City Centre Airport. NAV Canada has indicated that there are no plans to decommission its use while City Centre Airport remains open. However, should this facility be decommissioned and the land be made available for redevelopment, there may be an opportunity for the site to redevelop to an alternative use.

3.3.2 GENERAL INTENT

To reinforce the District's key function as a medium-scale residential area which contains commercial nodes serving both local residents and the commuting public.



View north along 109 Street



Future perspective

3.3.3 POLICY DIRECTIVES

Land Use and Density:

3.3.3.1 Multiple-family residential uses are permitted within the District, interspersed with institutional uses. There is also allowance for mixed-use development concentrated at nodes which are interspersed along the Corridor, and for small-scale commercial integrated with residential uses.

3.3.3.2 Expansion of commercial or mixed land-use activities beyond the plan boundary and into adjacent residential areas is discouraged.

3.3.3.3 Future medium-scale residential development in the form of apartment or multiple-family stacked row housing will:

- i) Be limited to four floors in height;
- ii) Be limited to a property depth of approximately 40 metres; and
- iii) Feature high-quality architecture and urban design.

3.3.3.4 Where a development proposes to achieve a development capacity above the limit of the low intensity CB1 commercial zone or medium density RF6 or RA7 zones, the applicant must submit a Direct Control application. The application shall provide for community benefits and/or enhanced design features. Such features may include: assisted housing units; family oriented housing units; public realm enhancements; improved transition (increased setback and stepped massing) between the new development and existing low density residential development to optimize access to sunlight and increase privacy; and sustainable building practices.

The façade will be stepped or sloped back to optimize access to sunlight and increase privacy. Development will be considered to a maximum residential density of 175 dwellings per hectare (70.8 units per acre).



Medium-scale, mixed-use development

3.3.3.5 Commercial and mixed-use structures will reserve the ground floor level exclusively for retail activity such as small-scale, local convenience shopping and services. Other uses (e.g., professional offices and residential) will be accommodated on the upper floors. Direct Control Applications allowing for such mixed-use development will be considered within the Evolving Mixed-Use Node indicated on Map 6. Such development will:

- i) Be limited to a property depth of approximately 40 metres; and
- ii) Feature high-quality architecture and urban design.

3.3.3.6 Signage must be of a scale and type that respects the compact, pedestrian oriented character of the District and related to local businesses. Billboards, roof-top, digital and off-premise signage of any type will not be permitted.

3.3.3.7 To maintain a balanced diversity of business activities and quality

pedestrian environment, while minimizing infringement on adjacent residential areas, bars, neighbourhood pubs, nightclubs and restaurants will be controlled as follows:

- i) Bars, neighbourhood pubs, and nightclubs should not be concentrated at any single intersection or along any block face. Although smaller bars are favoured because they are more consistent with the Vision for the Corridor, large bars should not be situated in close proximity to adjacent housing and institutional uses (e.g. religious assemblies, parks, schools, etc.).
- ii) Establishments should be oriented to 109 Street with a prominent façade that features signage, primary entrances and extensive transparent glazing that allows for two-way viewing between the interior and the exterior of the establishment.
- iii) Patios and outdoor seating areas should be located along and as close as possible to the 109 Street sidewalk to promote an attractive and lively public realm while avoiding or minimizing disruption to nearby residences. They are discouraged adjacent to rear lands and beside residential sites and should protect the privacy of neighbouring amenity spaces (private yards and balconies). Outdoor speakers and other forms of outdoor audio entertainment will be discouraged.

Siting and Building Design:

- 3.3.3.8 Residential multi-unit buildings will be oriented to 109 Street and must be setback from the property line a minimum of 3.0 metres or as prescribed in the Zoning Bylaw.

- 3.3.3.9 Commercial or mixed-use buildings will be oriented to 109 Street and, unless prescribed otherwise in the Zoning Bylaw, built to the front and side property lines.

- 3.3.3.10 All medium-scale residential, mixed-use or commercial development within the plan's boundaries will feature improved architecture and urban design that allows for an appropriate transition to adjacent low-scale housing as well as an upgraded public realm that includes a sidewalk separated from the curb by a treed landscaped boulevard.

- 3.3.3.11 Maximum building length for row house, stacked townhouse and low-rise apartment-style residential development will not exceed 48 metres along the block face.

- 3.3.3.12 Buildings will avoid creation of blank walls along the street. This may be accomplished by providing easily identifiable units with individual front doors and windows that provide a view of the street and its pedestrian environment. Balconies should be designed as integral parts of the building.

- 3.3.3.13 Townhouse and ground floor units will be located slightly above-grade with appropriate stair and landscaping layering for privacy.



Above-grade townhouse entryway

3.3.3.14 Medium-scale redevelopment will be landscaped in accordance with an approved Landscape Plan which would:

- i) Include an assessment of mature trees and possible retention of such trees, either on the site or relocated elsewhere within the Corridor;
- ii) Illustrate the landscaping of yards and common outdoor areas and;
- iii) Outline the design and planting of public sidewalks and boulevards.

3.3.3.15 All new buildings with a property line that abuts 109 Street will be designed and constructed to mitigate roadway noise for the units.

Vehicular Off-Street Parking, Access and Service Areas:

3.3.3.16 The City will encourage underground parking to address parking issues in the Plan area. Parking, access and service areas for all redeveloped sites will be located off the adjacent alley, preferably located in an underground parkade within the building, and designed to meet the City's Crime Prevention Through Environmental Design requirements.

Should the City create a mechanism for developing "district-wide" public parking facilities, future consideration may be given to collecting cash-in-lieu instead of a requirement for parking spaces serving individual developments.

3.3.3.17 Lower density developments (up to 2.5 storeys) will incorporate parking with garages with access off of the alley, thereby allowing for a more continuous sidewalk

with minimal conflict with pedestrians.

3.3.3.18 Where surface parking is provided, the parking will:

- i) Be located at the rear of the building;
- ii) Be visually screened from adjacent properties and on-site residential units by landscaped buffers;
- iii) Not impact the street or outdoor amenity areas; and
- iv) Be broken into segments using landscaping and trees for shade.



New development landscaping



Unscreened surface parking and storage

- 3.3.3.19 Where lots are consolidated, and an east-west alley closed, a new north-south alley that turns onto the avenue should be created. Two-way traffic along the avenue from 109 Street will be maintained for a minimum 33.0 metre frontage as far as that alley, particularly where a two-way street previously existed.

On-Street Drop-Off Area:

- 3.3.3.20 A drop off area for new residential development that fronts to 109 Street will be considered, provided that it does not adversely interfere with bus stops, pedestrian crossings and fire hydrants.

Public Space Enhancement:

- 3.3.3.21 Enhancement or creation of public spaces for rest and social encounter is encouraged where possible within the District, particularly at the following locations:
- i) A Triangular setback or small landscaped private or public park should be developed, that includes public seating, at commercially-zoned street corners from 70 Avenue to 72 Avenue and at the University Avenue/78 Avenue intersection at Joe Morris Park.
 - ii) Small “pocket” parks will be considered at locations where alleys might be closed either by the City, or in conjunction with redevelopment of the abutting properties.
 - iii) Should there be a proposal to close the east-west alley on the west side of 109 Street between 70 Avenue and 71 Avenue to vehicles, a pedestrian connection directly from 109 Street to Violet Archer Park will be maintained and designed or landscaped to facilitate this pedestrian linkage. Such enhancements may either be paid for by the developer or undertaken as

part of a City-funded comprehensive streetscape plan.



Access to north-south alleys from avenues



Corner park with public seating



View to 109 Street from Violet Archer Park

3.3.3.22 Enhancements shall occur at the following public parks:

Tipton Park

- i) The existing landscaped area fronting 109 Street will be maintained and, when funding is available, further enhanced with public seating areas to enliven the streetscape;
- ii) If the existing arena building is removed or repurposed, a public consultation process with stakeholders will occur to determine the future recreation uses, park features, and relationship of the site to 109 Street; and
- iii) Direct access from the park to adjacent residential areas should be maintained or enhanced.

Joe Morris Park

- iv) When funding is available, public seating with enhanced landscaping and other features (such as public art, etc.) should be provided within the portion of the park that is in close proximity to 109 Street;

3.3.3.23 Trees along side streets within the District should be preserved and maintained and replaced as required.

3.3.3.24 The Tipton Park and Joe Morris Park sites will maintain or enhance access to the community, while continuing to serve the recreational needs of local residents.



Tipton Arena frontage along 109 Street



Play area behind Tipton Arena



Joe Morris Park Frontage along 109 Street

NAV CANADA Site:

- 3.3.3.25 If this site is to be decommissioned as part of Canada's civil air navigation system and disposed of by Transport Canada, the City will undertake a study to determine the appropriate land use and relationship with 109 Street and the Parkallen neighbourhood.

Intersection reconfiguration (109 Street and 61 Avenue):

- 3.3.3.26 Reconfiguration of the intersection of 61 Avenue with 109 Street has both land use and transportation implications; future study of this intersection should be considered at such time as significant roadway reconstruction is anticipated or in the event of proposed redevelopment of adjacent properties.



NAV CANADA Site

4.0 IMPLEMENTATION

Adherence to the Vision and Guiding Principles (Chapter 2.0) and Development Concept directives (Chapter 3.0), in combination with the following mechanisms and procedures, will achieve the Vision for 109 Street.

4.1 COMPREHENSIVE STREETSCAPE IMPROVEMENT PLANNING

To achieve this Vision, 109 Street will require a Comprehensive Streetscape Improvement Plan (CSIP) that balances vehicular (bicycle, automobile and public transit) and pedestrian traffic, and the public and private realms. As a prerequisite to future major roadway reconstruction and/or improvements, the CSIP will include a review of the function of the Corridor to improve the pedestrian environment. The CSIP will be designed to be implemented in prioritized stages within the Corridor, thereby allowing for streetscape improvements to be built in incremental phases over time in accordance with City Council approved funding.

4.1.1 Timing of Implementation:

Implementation of public and private realm improvements will occur incrementally through private redevelopment. As opportunities arise, the City will undertake incremental improvements to the public realm, particularly for pedestrian safety and walkability. The CSIP, including priorities for implementation, will be developed in consultation with landowners in the Plan area and the neighbourhoods adjacent to the Plan: Garneau, Queen Alexandra, McKernan, Allendale, Parkallen and Pleasantview.

The objectives for such a study will include:

- i) The planning of public realm improvements (including public art) that would make the 109 Street Corridor more walkable, attractive and economically successful;
- ii) The involvement of business owners, residents and other stakeholders, including City of Edmonton departments, in the streetscape improvement planning process; and
- iii) Determining the cost of planned improvements and identifying potential funding sources.

4.1.2 Timing and Context:

The Sustainable Development and Transportation Services Departments anticipate undertaking the planning for the streetscape beginning in the budget cycle of 2015-2018, subject to Council approval. The vision will include planning for streetscape improvements and a business case and funding mechanism for the public improvements and for private property owners to participate if deemed appropriate. Any budgetary requirements will be identified and assessed through the City's budget process.

Direction from The Way We Grow, The Way We Move and Complete Streets Principles will be considered in planning the streetscape vision. The planning activity will take place in the context of functional planning for the overall entranceway corridor.

4.2 EDMONTON DESIGN COMMITTEE

The 109 Street Corridor is one of the geographic areas that is under the jurisdiction of the Edmonton Design Committee, which aims to improve the quality of urban design in the City of Edmonton. The Edmonton Design Committee will therefore review and provide recommendations on all development applications, public projects or special projects within the Corridor,

including the Comprehensive Streetscape Improvement Plan.

4.3 DEVELOPMENT APPLICATION REVIEW & INFRASTRUCTURE UPGRADES

All development applications within the 109 Street Corridor ARP boundaries are subject to the provisions of this plan. Decisions on future rezoning or subdivision must conform to this ARP. Development applications should be reviewed in a manner which regards the Plan's Vision, its Guiding Principles, the General Intent and the Policy Directives that have been established for each of the two distinct Districts. Direction in this plan should be regarded when considering Class B development permit applications.

As determined by City departments and utility agencies at the time of development application, infrastructure upgrades may be a requirement of development.

Water line upgrades, where necessary, are a required condition of development. EPCOR Water will provide in-house modeling of the water network for each specific redevelopment within the plan area including review of existing water system, available fire flows and hydrant spacing. All costs associated with providing City standards of water supply, including any changes to the existing water infrastructure required by this plan will be the responsibility of the applicant. EPCOR Water requests contact a minimum of one year in advance of redevelopment.

4.4 EDMONTON ZONING BYLAW

In 2010, the Edmonton Zoning Bylaw was amended in support of the 109 Street Corridor Study. For residential components in the Area Redevelopment Plan the (RF5) Row Housing Zone and the (RF6) Medium Density Multiple Family Zone provide

opportunities for family oriented housing with direct access to ground level. (Map 3).

Apartment-style housing is provided for with (RA7) Low Rise Apartment zoning along mid-portions of the corridor at various locations.

The Mature Neighbourhood Overlay applies to all low density residential zones, including the RF5 Zone. The Overlay has specific regulations regarding landscaping, yards, height and access. Both the RA7 and RF6 zone are accompanied by the Medium Scale Residential Infill Overlay which includes provisions requiring step-backs to adjacent properties that are zoned for lower-scale development, such as single detached housing.

There are presently four DC2 zones within the Corridor providing specific management regulations for each site. All properties currently zoned residential within the Corridor where mixed-use development in the form of street-level minor retail activities is being proposed will be rezoned through a Direct Development Control Provision.

Commercial properties within the Corridor are zoned as (CB1) Low Intensity Business or (CB2) General Business. With the exception of the commercial area situated on the north side of 88 Avenue, all commercially-zoned properties are also under the jurisdiction of the Pedestrian Commercial Shopping Street Overlay (PCSS), as seen on Map 8. On the remaining (CB1) Low Intensity Business zoned properties within the Corridor, the PCSS allows for an additional fourth storey of development.

Upon adoption of the 109 Street Corridor Area Redevelopment Plan, it is recommended that the following amendments to PCSS (Section 819.4) be examined further for possible adoption by City Council:

- i) Control and limit the number and size of bars and pubs within the Corridor, particularly to reduce

conflict with adjacent residential properties;

- ii) Bonus incentives whereby, in order to acquire an additional floor(s) beyond that allowed by current zoning regulations, developers will be encouraged to provide a more environmentally-friendly and mixed-use development that allows for more residential and/or affordable housing within this portion of the Corridor;

4.5 PLAN MONITORING AND FUTURE AMENDMENTS

The policies of this Plan will be monitored regularly for their effectiveness and adaptation to changing conditions. To ensure that the Plan remains a useful and relevant framework for development in the Corridor, amendments arising from the monitoring process will be brought forward for City Council consideration where appropriate.

Adopted by Bylaw 16242, the Policy Directives in the 109 Street Corridor Area Redevelopment Plan can only be changed by bylaw in accordance with the Municipal Government Act. Amendments should be consistent with the spirit of the Area Redevelopment Plan by maintaining consistency with the Vision and Guiding Principles. The proponent of an amendment will be required to submit a formal request for the proposed amendment along with technical information detailing how it conforms to the Vision and Guiding Principles of the 109 Street Corridor ARP.

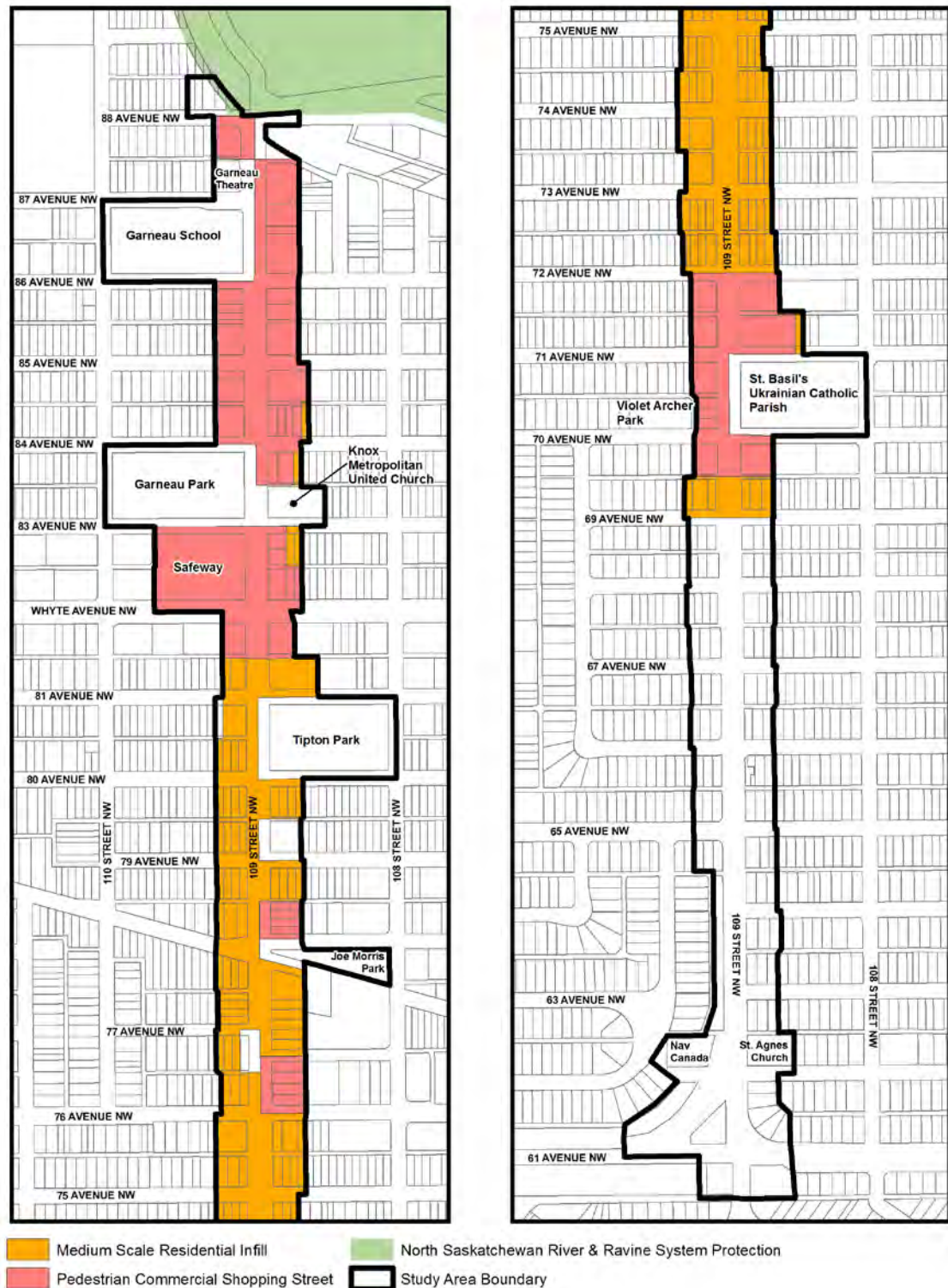
It should be noted that as part of any rezoning from residential to commercial use, an amendment is required in the bylaws to update the Pedestrian Commercial Shopping Street maps to include these sites, and to remove such sites from Appendix 2 of the Medium Scale Residential Infill Overlay. This is particularly relevant for amendments that will be required to implement the

“Evolving Mixed Use Focal Point” identified on Map 7.

4.6 AMENDMENT TO OTHER EXISTING PLANS AND OVERLAYS

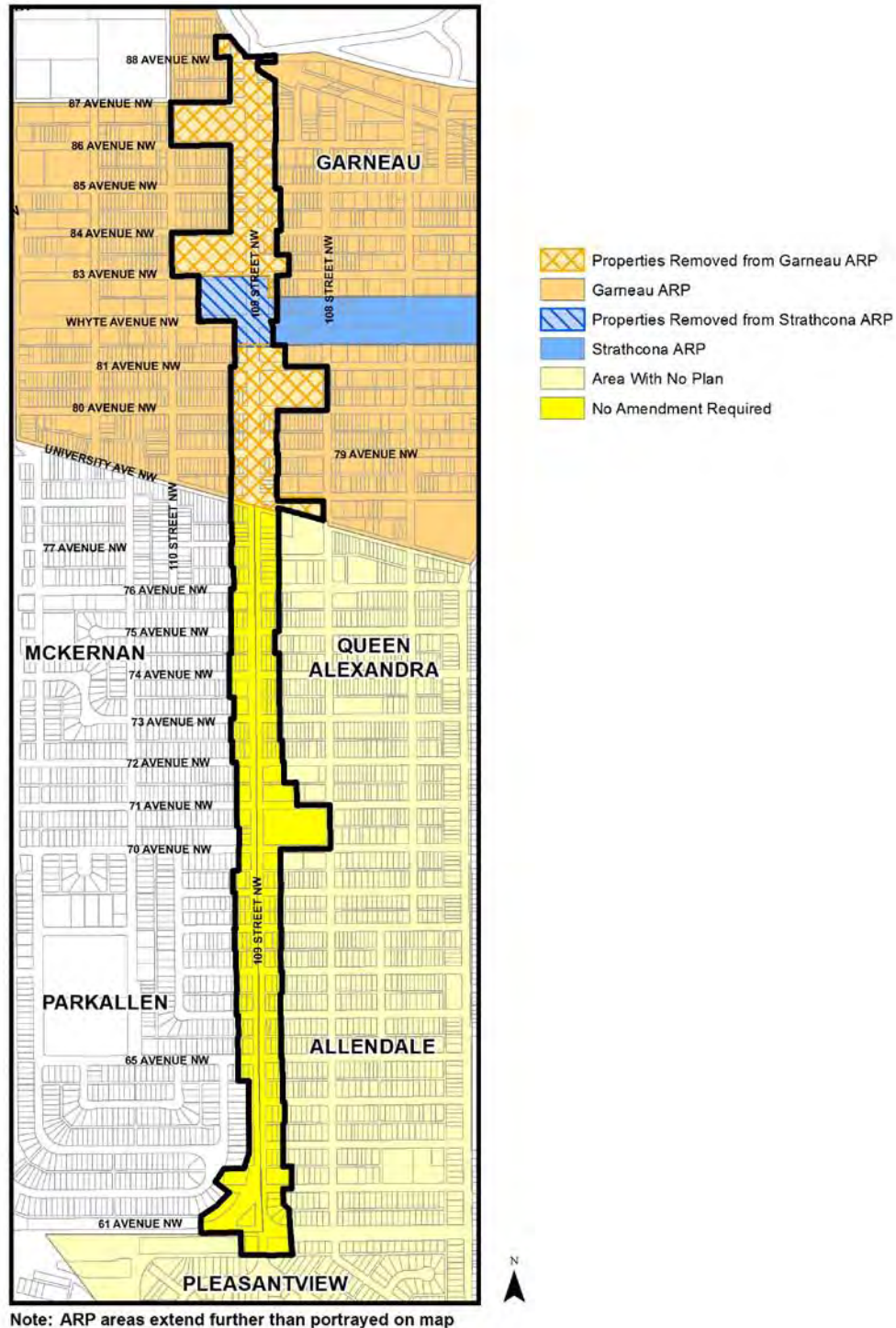
Amendments to the Garneau and Strathcona Area Redevelopment Plans have transferred lands formerly within those planning areas (Map 9) into the 109 Street Corridor Area Redevelopment Plan in order to ensure that there will be no conflicting or overlapping policy direction.

MAP 8: EXISTING OVERLAYS 2013



* All residential properties in the RF1, RF2, RF3, RF4, and RF5 zones (refer to Map 3) shown on the Overlay map are subject to the regulations of the Mature Neighbourhood Overlay.

MAP 9: PROPERTIES REMOVED FROM EXISTING PLANS



5.0 GLOSSARY

Active Transportation - Any mode of transportation by which people use their own energy to power their motion and includes walking, running, cycling, cross-country skiing, skateboarding, snowshoeing, roller blading, and use of a manual wheelchair.

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.

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 their construction and replacement; or, the relocation and rehabilitation of utilities and services.

Arterial Roadway - 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.

Bike Lane - Bike lanes designate an exclusive space for bicyclists through the use of pavement markings and signage. The bike lane is typically located on the right side of the street, between the adjacent travel lane and curb or parking, and is used in the same direction as motor vehicle traffic.

Built Form/Environment - Artificially created fixed elements, such as buildings, structures, devices, and surfaces, that together create the physical character of the area.

Complete Streets - Streets designed to enable safe and efficient access for people using a variety of transportation modes (automobile, truck, transit, walking,

wheelchair, jogging, cycling) and for users with varying levels of physical and cognitive abilities.

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) - CPTED is a pro-active crime prevention strategy 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 and fear of crime and improve the quality of life. Emphasis is placed on the physical environment, productive use of space, and behaviour of people to create environments that are absent of environmental cues that cause opportunities for crime to occur.

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 area of review includes the Downtown, Whyte Avenue, Calgary Trail, Gateway Boulevard, 109 Street (from Saskatchewan Drive to 61 Avenue), and other selected areas of Edmonton. The EDC was formed under bylaw as a committee of Council to improve the quality of urban design in the city of Edmonton.

Family Oriented Housing (MDP) - Housing that is suitable for families with children. This form of housing includes the following features: ground orientation (direct access

to the street); clearly defined private open space; access to adequate storage, including storage and bicycle storage; and adequate dwelling area for two or more bedrooms which are separate from living and kitchen.

Infill Development - Development in the existing areas of a city, occurring on vacant or underutilized lands, or behind or between existing development and which is compatible with the characteristics of the existing area.

Intensification (MDP)

The development of a site at a higher density than currently exists. Intensification can be achieved through: redevelopment (including brownfield and greyfield sites), development of vacant/underutilized lots, the conversion of existing buildings or through infill development in previously developed areas.

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 (traffic safety, personal security, and public health), local environmental conditions (cleanliness, noise, dust, air quality, and water quality), the quality of social interactions (neighbourliness, fairness, respect, community identity and pride), opportunities for recreation and entertainment, aesthetics, and existence of unique cultural and environmental resources (e.g., historic structures, mature trees, traditional architectural styles).

Low Impact Development - a land planning and engineering design approach for managing stormwater runoff. LID emphasizes conservation and use of on-site natural features to protect water quality. This approach implements engineered

small-scale hydrologic controls to replicate the pre-development hydrologic regime of watersheds through infiltrating, filtering, storing, evaporating, and detaining runoff close to its source. (*The Way We Green*)

Low Intensity Development

A mix of commercial and residential uses and scale of development typically found in the (CB1) Low Intensity Business Zone. The is represented by buildings of up to 3 storeys with commercial development on the main floor and a limit on the size of the floor area for a business.

Mature Neighbourhoods - Edmonton's mature neighbourhoods are the neighbourhoods within the Mature Neighbourhood Overlay (MNO). These neighbourhoods are well-established and were effectively built out by 1970. These areas are primarily residential.

Mature Neighbourhood Overlay - The Mature Neighbourhood Overlay is contained within the Zoning Bylaw and is used to ensure that new development in Edmonton's mature residential neighbourhoods is sensitive in scale to existing development, maintains the traditional character and pedestrian friendly design of the streetscape, ensures privacy and sunlight penetration on adjacent properties and provides opportunity for discussion between applicants and neighbouring affected parties when a development proposes to vary the Overlay regulations.

Medium Scale Development - As defined by the Residential Infill Guidelines, this includes residential development such as low-rise apartments (up to 4 storeys), stacked row housing developments, and row housing blocks.

Mixed Use Development - Development that includes a mixture of different land uses such as: residential, commercial, institutional, recreational, and public spaces. It generally refers to development where different uses are not only combined on the same site but also within buildings themselves. An example might include

residential apartments located above a commercial space located on the lower floors of a building.

Mixed Use Focal Point - A place for more concentrated activity (working, shopping, and living) along the Corridor, with mixed use developments - including a mix of existing and potential retail, office and institutional uses. These support community inter-connections and provide services, amenities, and walkable destinations for nearby residential areas.

Multi-Family Residential - Attached units, such as semi-detached dwellings and duplexes, as well as low and highrise apartments/condominiums.

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.

Neighbourhood - A residential area with an appropriate mix of housing types with convenience-type commercial facilities and where appropriate, schools or park facilities.

On-Site Parking - Vehicle parking stalls provided within the development site that are privately owned and maintained.

Open Space - Areas of land and water that are semi-natural in composition. Such spaces could include active recreation parks, schoolyards, conventional stormwater management facilities and some boulevards.

Park - Any property, developed or not, that is owned, controlled or maintained by the City and that is:

1. intended to be used by members of the public for recreation as a natural area
2. preserved as a natural area
3. used as a cemetery

4. zoned AP (public parks), A (metropolitan recreation), AN (River Valley activity node) or US (urban services)

5. contained in the North Saskatchewan River Valley and Ravine System Protection Overlay as described in the City bylaw governing land use

6. designated as municipal reserve, environmental reserve or a public utility lot pursuant to the Municipal Government Act

7. that portion of any boulevard contiguous with, partially within, or fully within any property described above

Pedestrian Friendly - See: Walkability

Pedestrian Oriented - See: Walkability

Policy Statement - A statement describing a preferred course of action regarding a particular issue or situation.

Public Art - Artwork which is accessible to the general public and has aesthetic qualities. Typically this art takes into consideration site and context.

Public Involvement Requirements - City of Edmonton policy states that in all cases where the City is seeking public input on a decision, it shall be defined: (i) why the public is involved, (ii) what the public can expect, (iii) how the public will be involved, (iv) how the public will be advised on outcomes, and (v) how the public can evaluate the process they were involved in.

Public Space (MDP) - Space on public or private property within an establishment or outside an establishment, which is open to the public.

Small Scale Commercial - Neighbourhood-oriented convenience commercial and personal service businesses, intended to provide for the needs of area residents.

Single Family Housing (MDP) - One structure, typically with one dwelling unit, which may include a secondary suite.

Streetscape (MDP) - All the elements that make up the physical environment of a street and define its character, including:

the road, boulevard, sidewalk, building setbacks, height and style. It also includes paving treatments, trees, lighting, pedestrian amenities and street furniture.

Sustainability (MDP) - 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. It requires an integrated, holistic view of urban environments and defines sustainability in the context of interrelated ecosystems encompassing economic, social, environmental and cultural sustainability. The principle of sustainability also includes financial sustainability, ensuring urban planning recognizes and addresses resource constraints and capacities.

Transit Avenue (MDP) - Linear corridors served by one or more bus routes that provide all day service and connect major trip generators, LRT stations and transit centres. The bus routes serving these areas operate with at least 15 minute frequency during weekday peak, weekday midday periods, Saturday midday periods and Sunday midday periods, seven days a week. Land uses along these corridors (residential, commercial, and/or employment) are oriented toward the street, have existing or planned higher density, pedestrian orientation and design and may have existing pedestrian traffic.

Transportation Corridor - A linear or continuous corridor that allows the passage or conveyance of vehicles or people. A transportation corridor can include any of the following:

1. Arterial roads and highways
2. Railways
3. Transit right of ways for buses and light rail
- 4 Shared use path corridors along utility rights-of-way

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 fields. Urban design creates a visually appealing urban environment. It plays a fundamental role

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

Urban Character - The unique look and feel of a particular area of the city; varies from place to place, and can evolve over time, e.g., streetscape, building typology and setbacks, etc.

Urban Form - The physical layout and design of the city.
Utilities Facilities for gas, electricity, telephone, cable television, water, storm and sanitary sewer.

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

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