

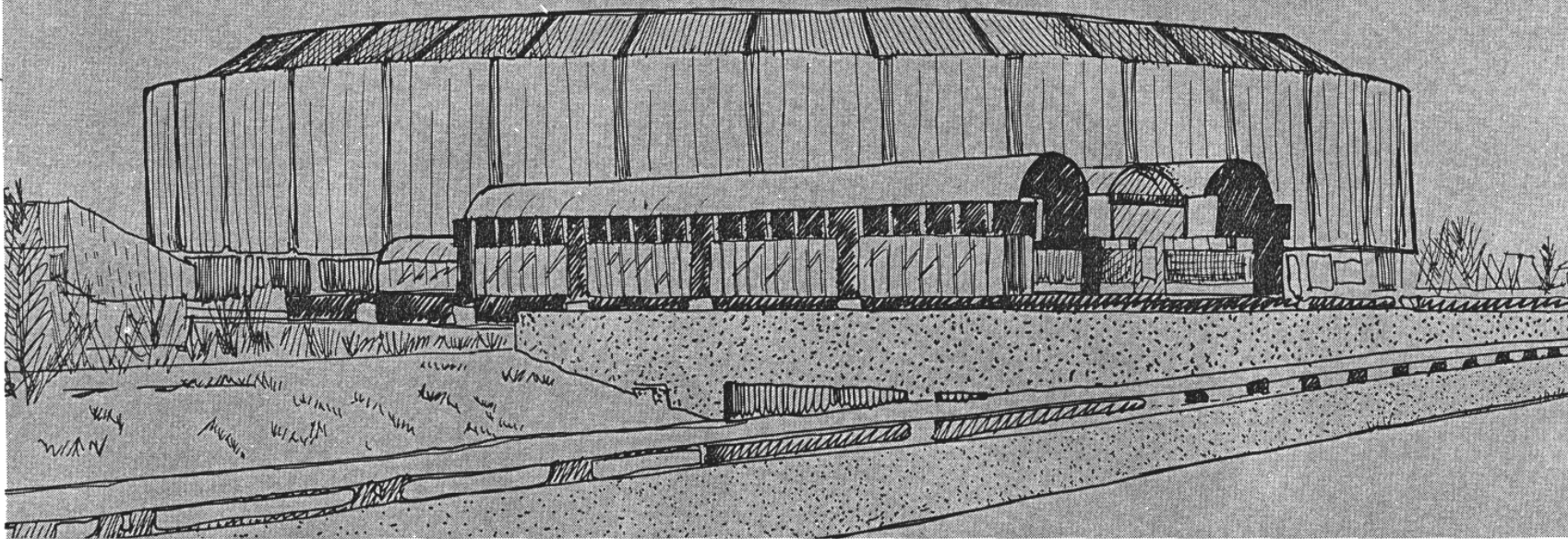
COLISEUM STATION

Area Redevelopment Plan

Planning Commission

November 1982

Office Consolidation, September 2007



Coliseum Station Area Redevelopment Plan
Bylaw 6929
Adopted on January 11, 1983

Office Consolidation, September 2007

Prepared by:

*Planning and Policy Services Branch
Planning and Development Department
City of Edmonton*

Bylaw 6929 (as amended) was adopted by Council in January 1983. In September 2007, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 6929.

Bylaw 6929	Approved January 11, 1983 (To adopt the Coliseum Station ARP)
Bylaw 7430	Approved January 24, 1984 (Deletion of the Redevelopment Levy)
Bylaw 9265	Approved September 26, 1989 (Policy Changes for Sub-Area 1)
Bylaw 10824	Approved July 18, 1994 (Added a new Policy 4.3.4 "Park n' Ride")
Bylaw 12925	Approved January 9, 2002 (Policy Changes)
Bylaw 14729	Approved September 10, 2007 (Implement Phase I of Avenue Initiative Redevelopment Strategy)

Editor's Note:

This is an office consolidation edition of the Coliseum Station Area Redevelopment Plan, Bylaw 6929, as approved by City Council on January 11, 1983.

This edition contains all subsequent amendments and additions to Bylaw 6929. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws.

In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton
Planning and Development Department

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Section 1.0

INTRODUCTION

1.1 Boundaries

The boundaries of the Coliseum Station Area Redevelopment Plan (ARP) are 121 Avenue east to 75 Street, south to 120 Avenue, east to the Light Rail Transit (LRT) right-of-way, south to 118 Avenue, west to 82 Street, and north to 121 Avenue, being the point of commencement. The centerline of the roadways and right-of-ways named above can be considered as the boundary of the Plan Area. These boundaries are shown on Schedule A.

The Plan is bounded on the north by the Yellowhead Area Structure Plan (ASP) Area, on the east by the Coliseum and the Montrose/Santa Rosa Area Redevelopment Plan (ARP) Area, on the south by the Parkdale Area Redevelopment Plan (ARP) Area, and on the west by the Alberta Avenue/Eastwood Area Redevelopment Plan (ARP) Area.

1.2 Authority for the Plan

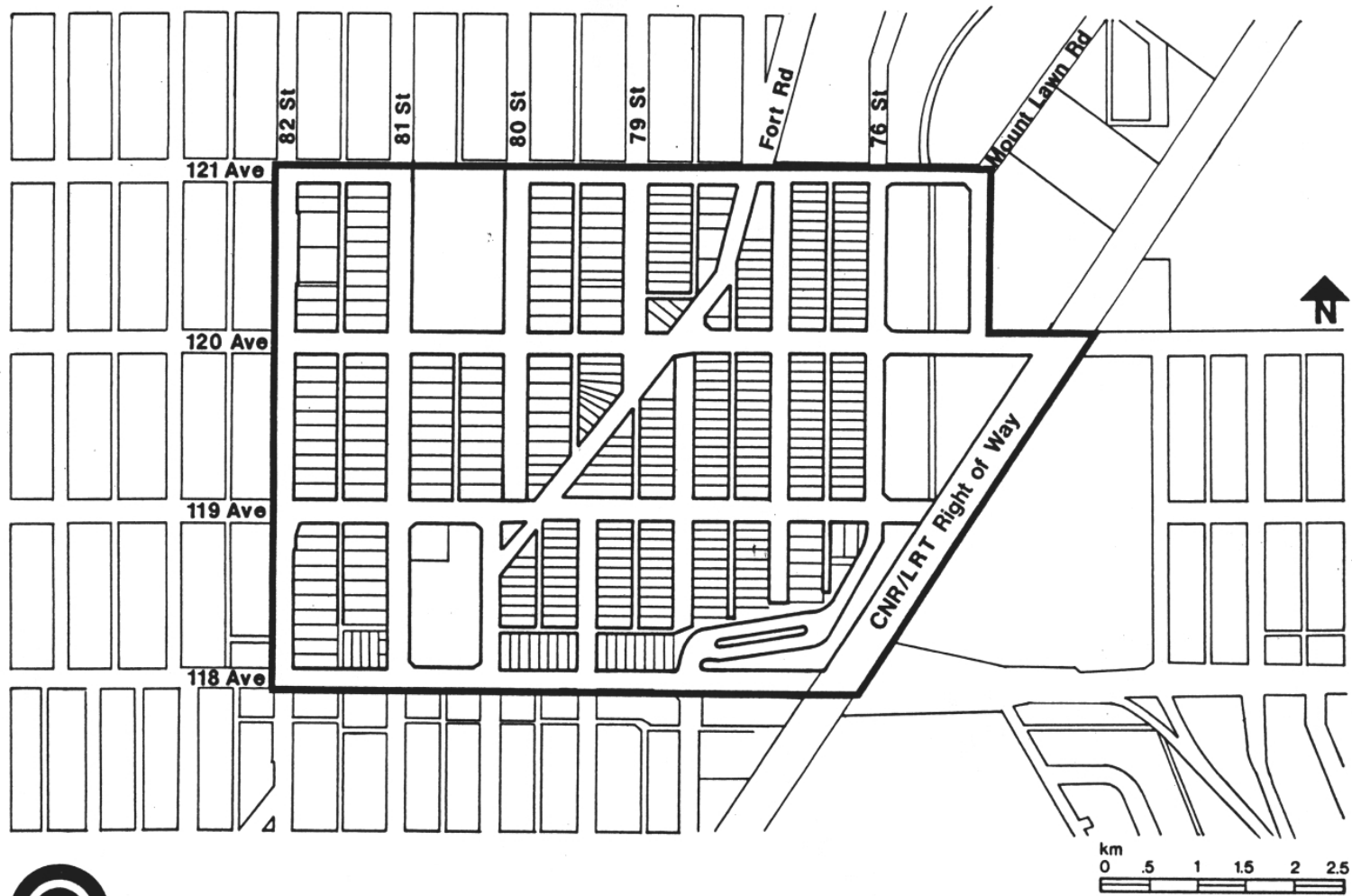
On 1978 09 19, City Council, in order to implement one of the recommendations of the Northeast Light Rail Transit Corridor Study, resolved that an Area Redevelopment Plan (ARP) should be prepared for the LRT Station Areas. This ARP was initiated and subsequently brought forward to the Municipal Planning Commission and Council as the Stadium/Coliseum Station Area Redevelopment Plan (ARP) Bylaw No. 5987.

On 1978 11 14 and 1979 10 16 respectively, City Council authorized the preparation of community plans for the Parkdale and Montrose/Santa Rosa neighbourhoods.

On 1980 09 09, City Council struck the Stadium/Coliseum Station ARP Bylaw (which had been given first reading on 1980 03 25), and referred certain matters dealing with the Fort Road/86 Street area and proposed land use densities back to the Administration. Recommendations on these matters were approved by Council on 1981 09 09 and 1981 11 24.

On 1982 01 12, City Council authorized the preparation of separate ARPs for the Parkdale, Montrose/Santa Rosa, Coliseum and Stadium Station Areas, and approved boundaries for each.

Amendments were required to the Edmonton Regional Plan-Metropolitan Part and to the City's Land Use Bylaw in order to facilitate this Plan. More information on these amendments is contained in Section 9.2 of this Plan.



 COLISEUM STATION AREA
REDEVELOPMENT PLAN BYLAW.

SCHEDULE A TO BYLAW NO. 6929

 Redevelopment plan area

Section 2.0

OBJECTIVES OF THE COLISEUM STATION PLAN

PLAN

2.1 Basic Strategy

The Coliseum Station ARP is intended to respond to a number of issues which have been identified as a result of conflicting or overlapping land use demands on the area. The issues to be resolved through policy direction in this Plan include redevelopment of land to a higher density and establishment of a transition of density within the area, the location and intensity of commercial uses within the area, on-street parking problems related to nearby major recreational facilities, the allocation of land uses in the area such that support of public transit and the LRT system is assured, transportation demands created by the arterial roads through the Plan Area and the severe deficiency of park space in terms of existing and proposed development.

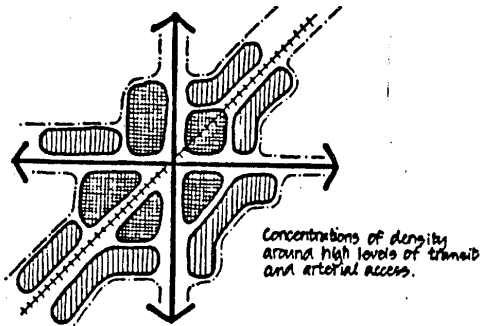


Fig. 4 Density Distribution

Redevelopment of the Plan Area to higher densities is to be supported in proximity to the Coliseum LRT Station. The Plan envisions a mixed use development accommodating several overlapping land uses on the sites closest to this Station, including residential, commercial, major facilities parking, transit user parking, bus transfer facilities and a small parkette. As distance from the Station increases, surrounding blocks will have progressively lower densities so that, west of Fort Road, the low density family and low-rise apartment development presently there will be retained, with redevelopment basically restricted to appropriate infill. Commercial uses along 118 Avenue are recognized, but it is expected that a separate 118 Avenue Business Improvement Program will specifically address problems and issues in this commercial strip.

On-street parking problems are intended to be reduced or eliminated through the inclusion of a non-accessory parking component serving both transit and major facility needs in the mixed use development adjacent to the LRT Station, and by requiring new development to provide adequate on-site parking.

Transportation needs in the area do create some conflicts with adjoining land uses; however, many uses in this area have existed for a long time in conjunction with these transportation impacts. Given that transportation corridors in this area serve City-wide needs, the Plan will encourage redevelopment to incorporate noise attenuation measures, where appropriate, and will recommend the reduction of the 120 Avenue truck route to a 12 hour truck route after construction of the Capilano

Freeway extension. The extension itself should eventually divert some of the traffic demands in the area, particularly along Fort Road.

The Plan proposes sites for new parks in conjunction with redevelopment, and proposes negotiations between the Edmonton Public School Board and the City for intensification/upgrading of a portion of the open space at the Eastwood Elementary School site currently subject to a joint-use agreement between the Edmonton Public School Board and The City.

The Plan proposes land uses, roadways and parks policies, and provides information on how these policies are to be implemented. Implementation may take the form of action by the City, such as redistricting certain lands within the area, or by a capital expenditure to create or improve a facility. More detailed information giving background statistics and rationale for policy statements is provided in the Background and Issues Paper.

2.2 Residential Land Use Objectives

- 2.2.1 To provide housing accommodation for a variety of income levels, household sizes as well as a balanced mix of housing types and population densities.
- 2.2.2 To improve and upgrade the supply of residential accommodation, primarily through redevelopment, and to provide for a pleasant and attractive living environment within the Plan Area.
- 2.2.3 To allow higher density redevelopment at points of visibility and good access to the transportation system, such as close to the LRT Station and along major arterial roads.
- 2.2.4 To ensure that future population growth generated by redevelopment is adequately provided for in terms of community facilities such as open space, schools and recreation opportunities.
- 2.2.5 To reduce, as much as possible, negative impacts of new development upon the existing community, where that community is to be retained in its present form.

2.3 Commercial Land Use Objectives

- 2.3.1 To restore and improve the economic viability of the commercial strip along that portion of 118 Avenue subject to future redevelopment for commercial activities and to make the street inviting and interesting for people to conduct business, shop and work. A detailed evaluation of this area is to take place as a separate document, the 118 Avenue Business Improvement Program, which will encompass the entire 118 Avenue business strip, from 77 to 97 Streets.

As part of the Avenue Initiative Revitalization Strategy, which started in 2004, the Coliseum Station Area Redevelopment Plan has been amended to reflect the development concept for the Avenue. The amendments to the Coliseum Station ARP were accompanied with rezoning applications, where required, for the area along 118 Avenue between Northlands Coliseum (75 Street) to N.A.I.T. (106 Street). Among other things, the

*Bylaw 14729
September 10,
2007*

development concept emphasizes limited intensification of commercial uses along 118 Avenue, encourages mixed use development in order to improve commercial economic viability, increase safety and the attractiveness of the Avenue, and intensify land use in accordance with the principles of Transit-Oriented Development adjacent to the transit terminal and Coliseum LRT Station.

- 2.3.2 To reinforce and upgrade existing commercial areas in the Plan Area and to strengthen their economic viability.
- 2.3.3 To provide for a limited amount of ancillary office development, which can be included in a primarily high density residential development, along major arterials and which is complementary to other commercial and residential redevelopment in the area as well as the surrounding land uses and community.

2.4 Industrial Land Use Objective

- 2.4.1 To recognize the existing industrial area which is to maintain in the long-term, but to discourage the establishment of new industrial land uses in the Plan Area.

2.5 Transportation Objectives

- 2.5.1 To promote the use of public transit systems within the Plan Area, and minimize the potential for any negative effects on the community.
- 2.5.2 To ensure that conflicts between road networks within the Plan Area and community activities are minimized by retaining arterial roads on the periphery of neighbourhoods.
- 2.5.3 To ensure that redevelopment projects in the Plan Area do not add traffic congestion to areas with low density land uses.

2.6 Pedestrian and Bicycle Networks Objectives

- 2.6.1 To facilitate pedestrian access to the LRT Station with direct and convenient routes connecting adjacent development.
- 2.6.2 To improve pedestrian circulation in the Plan Area so that pedestrian activity is increased in the commercial areas, allowing people convenient access to the available facilities and services.
- 2.6.3 To facilitate access to, and the use of, bicycle networks within the Plan Area through signage and improved connections from bicycle routes to populated areas.

2.7 Parking Objectives

- 2.7.1 To ensure that new development in the Plan Area does not add to the on street parking problem in the community.
- 2.7.2 To encourage the development of multi-purpose projects in the vicinity of the Coliseum LRT Station, which will incorporate parking facilities for the use of residents, visitors, and LRT patrons.
- 2.7.3 To provide for additional parking facilities in the commercial areas which are currently deficient in parking according to the standards established in the City of Edmonton Land Use Bylaw.
- 2.7.4 To reduce the visibility of parking facilities from the surrounding land uses, where appropriate. Such a reduction of visibility should not adversely affect required sight lines, safety or surveillance factors required for parking facilities. An alternative to this objective would be to reduce the negative visual impact of parking facilities through innovative design measures and landscaping.

2.8 Park and Open Space Objectives

- 2.8.1 To ensure that adequate open space is provided for the present and future residents of the Plan Area.
- 2.8.2 To provide a good variety of recreational, park and community facilities to be directed towards age and interest groups representative of the Plan Area.
- 2.8.3 To visually improve the streetscape of the community from highly visual vantage points, through the use of landscaping.

2.9 Heritage Conservation Objectives

- 2.9.1 To promote the conservation of historic resources which are of architectural or historic interest.
- 2.9.2 To promote the environmental quality of heritage resources by providing guidelines for proposed new developments which are adjacent to or in the vicinity of heritage resources.

2.10 Urban Design and Built Form Objectives

- 2.10.1 To minimize land use conflicts between areas proposed for high density projects and the existing low density development, by concentrating high density redevelopment around points of good accessibility to LRT Stations,

and by scaling down the height and density of buildings towards the low density neighbourhoods. This in effect provides a transition zone between high and low-density development.

- 2.10.2 To encourage developers to design buildings to maximize usable open space at-grade, within the parameters of the Land Use Bylaw.
- 2.10.3 To ensure that the architecture urban design and building materials of new development are compatible with the adjacent and surrounding buildings, and incorporate appropriate noise attenuation measures. Guidelines for noise attenuation will be outlined in the Urban Transportation Noise Policy Study - Stage II, (UTNPS) currently under preparation by the Transportation Management Department. Building mass, form, height, and scale should be complementary to existing structures.
- 2.10.4 To encourage developers to design new buildings so that they are functionally integrated with surrounding land uses which may be expected to remain in the long-term, and which conform to the other policies of this Plan.

2.11 Community Facilities Objectives

- 2.11.1 To retain and reinforce existing community facilities, such as community halls, community oriented recreation facilities and schools, and to meet the needs of the increased population resulting from redevelopment.
- 2.11.2 To provide community facilities in areas where shortages are identified.
- 2.11.3 To monitor activity programs and park facilities to ensure they meet the needs and demands of the surrounding community.

2.12 Major Facilities Objectives

- 2.12.1 To ensure that any proposals for additional facilities within the Plan Area, related to the Commonwealth Stadium, the Clarke Stadium, the Edmonton Northlands Exhibition Grounds and the Northlands Coliseum are compatible with other long-term land uses within the Plan Area.

Section 3.0

PROPOSED LAND USE POLICIES

3.1 Introduction

This section describes the land use policies which are proposed in each of the three Sub-Areas defined within the Coliseum Station Plan boundaries. These Sub-Areas are identified on Schedule B. The Sub-Area approach was used in this Plan because it was apparent that there were a number of separate issues in various portions of the Plan and that the most thorough method would be to deal with these issues in a Sub-Area context, rather than on a Plan-wide basis.

The distribution and categorization of the land use proposals within the Plan Area are shown on Schedule C.

3.2 Sub-Area 1 – Eastwood Sub-Area

3.2.1 General Intent of Land Use Policies in Sub-Area 1

It is the intent of this Plan to accomplish several objectives within this Sub-Area. Certain areas of low-density family-oriented housing are to be retained. Low-rise apartments which exist in the area are to be retained, and infill of similar structures will occur. An area is allocated near Fort Road for family-oriented row housing development. The Sub-Area is anticipated to slightly increase in density over the next several years. Existing commercial development is to be supported, with limited expansion along 118 Avenue and site specific commercial development supported on the block at the southeast corner of 119 Avenue and 82 Street.

Intensification/upgrading of a portion of the open space at the Eastwood Elementary School is also proposed in this Sub-Area.

3.2.2 Commercial Land Use Policies

New commercial activities along the 118 Avenue commercial strip shall reflect the (CB2) General Business Zone and should encourage commercial uses that serve the immediate and surrounding residential population (Refer to Schedule D). These commercial functions shall be oriented to street level, with office uses allowed only on the upper floors. A limited amount of mixed-use development

*Bylaw 9265
September 26,
1989*

*Bylaw 9265
September 26,
1989
Bylaw 14729
September 10,
2007*

here is also encouraged, with residential uses on the upper floors.

Site specific commercial development of a general commercial nature generally consistent with the regulations of the (CB2) General Business Zone shall be allowed on the block at the southeast corner of 119 Avenue and 82 Street. Opportunities for (DC1) Direct Control Development Provisions and (DC2) Site Specific Development Control Provisions for the development of High Rise Apartment uses shall also be considered on a case-by-case basis. Development shall be designed and landscaped so as to ensure compatibility with adjacent residential uses.

*Bylaw 14729
September 10,
2007*

A limited amount of commercial development shall be allowed along Fort Road and 82 Street in previously commercially districted areas, but these nodes shall not be expanded.

3.2.3 Residential Land Use Policy

It is proposed that residential redevelopment in this Sub-Area shall range from medium-rise medium density types of structures, to low density family-oriented dwellings. This range shall take the form of a density transition, with the highest densities along the adjacent arterial roadways and the lowest adjacent to existing low-density residential areas. A key element of the transition area is the inclusion of low-medium density family-oriented development. This family-oriented development will help to replace some of the family accommodation displaced by the removal of single family homes.

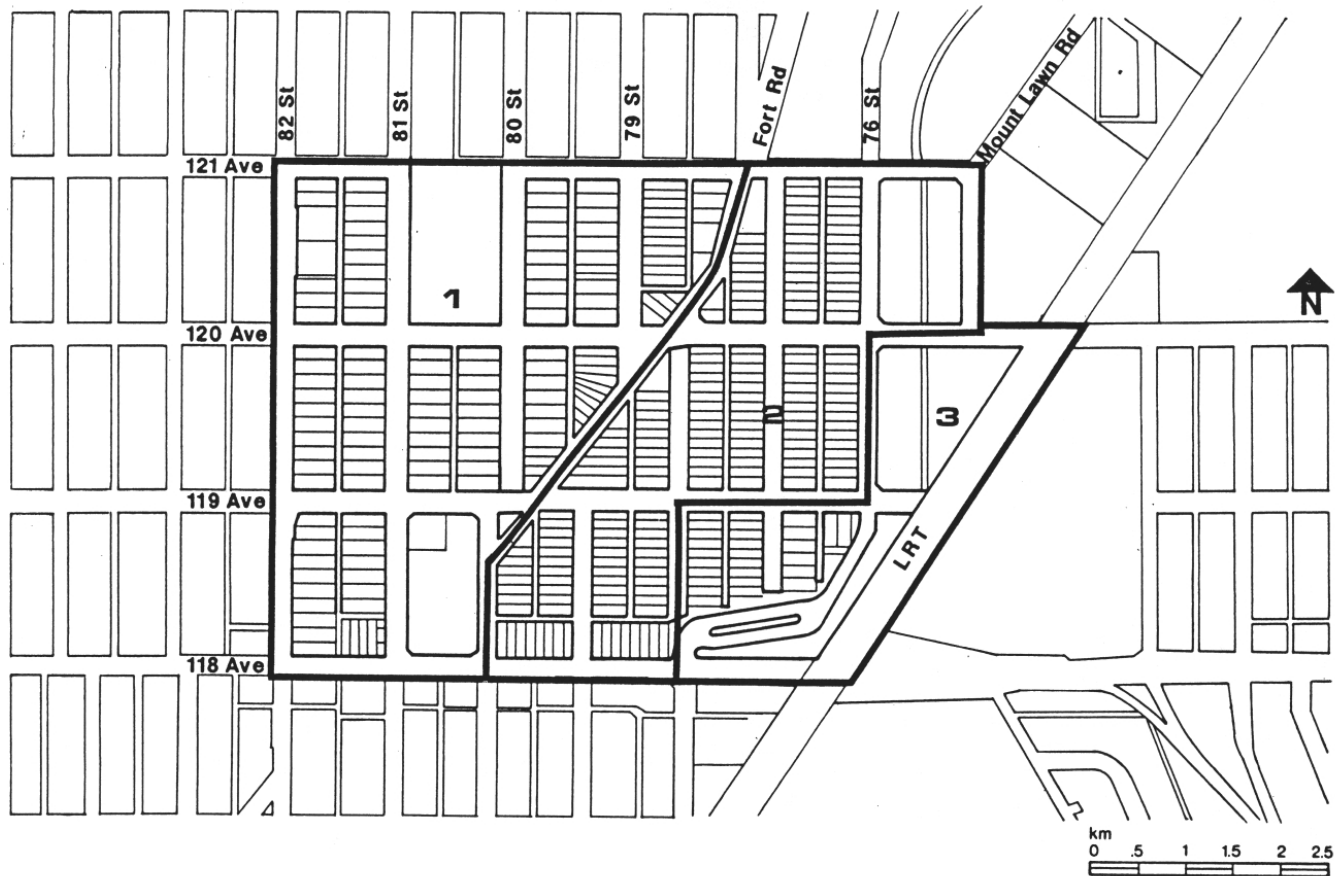
*Bylaw 9265
September 26,
1989*

3.2.4 Institutional Land Use Policy

It is intended that Grant MacEwan College and the Eastwood Elementary and Junior High School shall remain on their present sites over the long-term.

3.2.5 Parks and Open Space Land Use Policy

It is recognized that there is a need for park space in this Sub-Area, taking into account only existing levels of development. As redevelopment increases residential density in this Sub-Area, the parkland deficiency will also increase. It is proposed that a site for a park be established in the Sub-Area and acquired by the City. More detailed policies on parkland requirements are outlined in Chapter 6.



SCHEDULE B
Sub-Areas

- 1** Eastwood Sub-Area
- 2** Coliseum North Sub-Area
- 3** Coliseum South Sub-Area

3.3 Sub-Area 2 – Coliseum North Sub-Area

3.3.1 General Intent of Land Use Policies in Sub-Area 2

Land use policies for this Sub-Area can be basically identified in two groups; commercial and residential. The commercial policies are intended to support a revitalized commercial strip along 118 Avenue. Given that a separate planning program will be implemented for the 118 Avenue corridor, a detailed program will not be set out in the Coliseum Plan; the policies will indicate the direction which is to be taken in the Business Improvement Program. The commercial activities on Fort Road are to be maintained but not expanded.

The intent of residential policies in this Sub-Area is to effect a transition of density, increasing from west to east through the area, building up to a residential density node around the Coliseum LRT Station. Built forms in this Sub-Area will include low and medium-rise apartments. This would mean total redevelopment eventually within this Sub-Area, given that most of this area is presently low-density housing. Incompatibility of the present uses with major transportation routes in the area and lack of parkland and community facilities have rendered it an unsuitable area for family housing. Existing industrial uses on one block will remain.

3.3.2 Commercial Land Use Policies

It is proposed that commercial activity be supported in the commercial strip along 118 Avenue. Commercial development should contain at grade retail activity to enhance the levels of pedestrian activity along 118 Avenue; redevelopment shall take place as strictly commercial development, or as part of a mixed-use development with residential units on upper floors. Office development on upper floors is also appropriate. This can be achieved by establishing a Business Improvement Program along 118 Avenue which will:

- increase retail sales and the profitability of businesses;
- encourage more efficient use of existing building stock through rental of unoccupied space, including upper floors;
- *increase the diversity of shops and services in the area by attracting new businesses, including hotels and artist studios and services;*
- *encourage residential and/or office development above commercial uses along 118 Avenue;*
- *collaborate with the Alberta Avenue Business Association;*
- promote a cohesive and compact commercial strip by encouraging development of underutilized land and buildings compatible with the commercial activity of 118 Avenue; and

*Bylaw 14729
September 10,
2007*

- encourage a cooperative effort on the part of the enterprises located on 118 Avenue to effectively coordinate the action required in the improvement of 118 Avenue.

Efforts in this regard will be coordinated with the planning strategy for the Parkdale Plan, on the south side of 118 Avenue.

It is intended that the Planning Department work in conjunction with 118 Avenue merchants and landowners to develop a Business Improvement Program to implement the above policies. The recommendations of the 118 Avenue Business Improvement Program may necessitate, if adopted by Council, amendments to this Plan.

The existing commercial node on Fort Road will be allowed to continue but shall not expand beyond existing commercially districted areas.

In 2007, amendments to this Plan occurred as a result of the Avenue Initiative Revitalization Strategy, whereby the Planning and Policy Services Branch of the Planning and Development Department worked in conjunction with a Steering Committee and the Development and Revitalization Working Group consisting of a variety of stakeholders such as property owners, residents, Community Leagues and the Alberta Avenue Business Revitalization Zone. The Planning and Development Department was involved in assisting with the implementation of streetscape improvements and formulating a development concept for the Avenue.

*Bylaw 14729
September 10,
2007*

3.3.3 Residential Land Use Policy

It is proposed that residential redevelopment in this Sub-Area shall take the form of medium or low-rise, medium density apartments, or as a component of mixed-use development along 118 Avenue. Medium-rise structures shall be oriented closest to 118 Avenue and the Coliseum and LRT Station, with a transition to lessen height and density to the north, as distance from 118 Avenue and the Coliseum LRT Station increases. Properties more distant from 118 Avenue and the LRT Station shall be limited to low-rise, medium density apartment development.

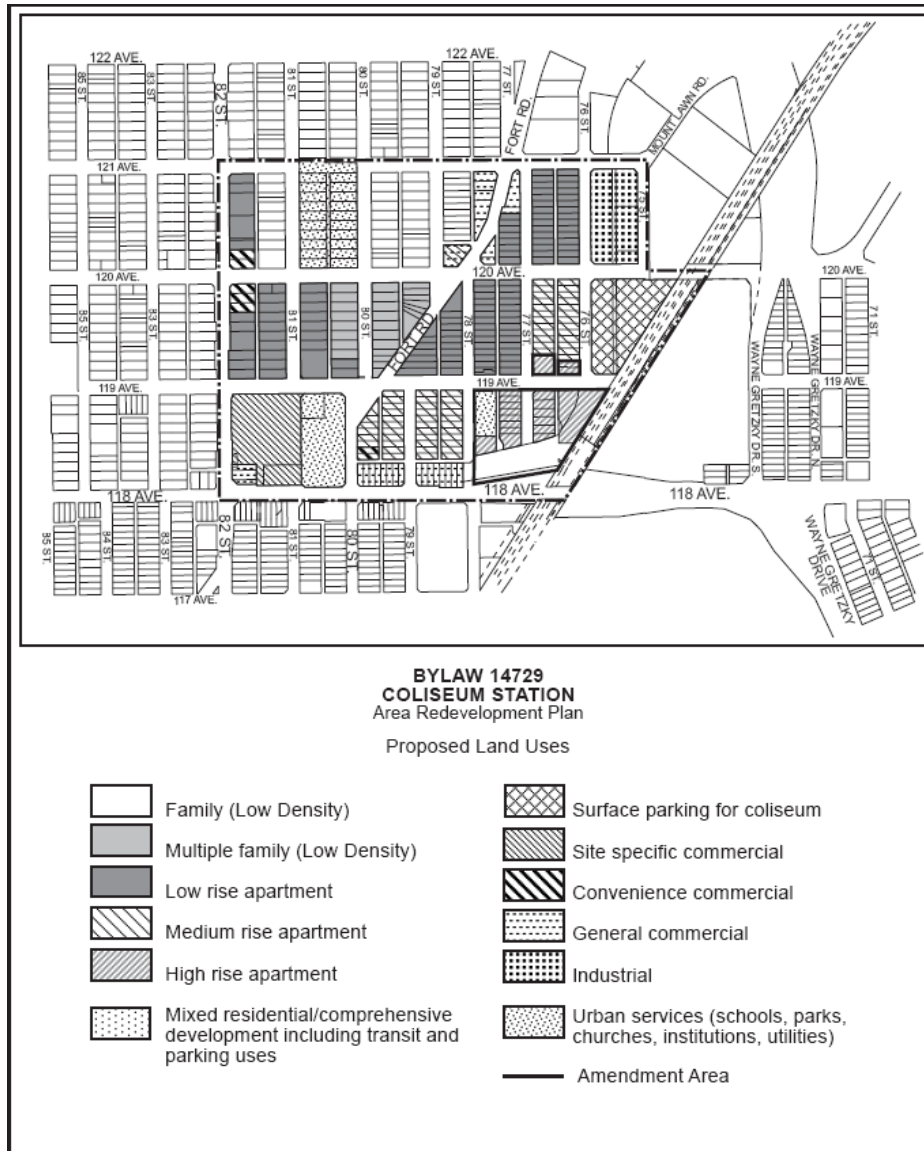
3.3.4 Industrial Land Use Policy

It is proposed that the existing relatively stable light to medium industrial area be maintained over the long-term.

3.3.5 Parks Policy

It is recognized that there is a need for park space in this Sub-Area, taking into account only existing levels of development. As redevelopment increases residential density in this Sub-Area, the parkland deficiency will also increase. It is proposed that a site for a park be established in the Sub-Area and acquired by the City. More detailed policies on parkland requirements are outlined in Chapter 6.

Bylaw 14729
 September 10,
 2007



3.4 Sub-Area 3 – Coliseum South Sub-Area

3.4.1 General Intent of Land Use Policies in Sub-Area 3

It is the intent of this Plan to develop this Sub-Area as a mixed-use node of high-density development oriented to the Coliseum LRT Station. This development is intended to consist of one or more medium to high-rise structures, possibly with podium levels, incorporating commercial development on the lowest two floors above grade, and residential uses on upper storeys. The development of an integrated parking structure in this Sub-Area serving both Park'n'Ride and major facilities functions, is also foreseen. Finally, integration of a small park element in the Sub-Area is proposed.

It is expected that the area will be characterized by the highest level of residential density and commercial activity taking place in close proximity to the Station, with the parking element located near 120 Avenue to facilitate the most efficient vehicle access to the site. The present bus transfer facility on the site will be incorporated with the development.

Given that these lands are wholly owned by the City, it is intended that the Real Estate and Housing and Planning Departments will work to establish a conceptual design for the Sub-Area which can be used as a guideline for evaluation of future joint venture proposals on the site. Sale for private development is also a possibility.

3.4.2 Residential Land Use Policy

It is proposed that lands within this Sub-Area, which are wholly municipally owned be redeveloped for high density residential uses oriented to the LRT Station. Lands fronting onto 118 Avenue which are utilized as a bus loop are not subject to these policies, although a bus transfer function may be integrated with future development in this area.

Redevelopment within this Sub-Area shall be designed to contain a Park'n'Ride function where possible or to support adjacent development which may have an integrated Park'n'Ride and major facilities parkade, through appropriate access and connections. Specific policies regarding parking are given in Section 4.3.3 and 4.3.4 of this Plan.

3.4.3 Commercial Land Use Policy

A limited amount of convenience commercial uses may develop within a Park'n'Ride facility to serve commuter needs, or within mixed-use development to serve tenant needs. No other commercial uses shall be permitted to develop.

3.4.4 Special Uses Land Use Policies

*Bylaw 10824
August 15, 1994*

The lands shown on Schedule E (Mount Lawn Yards) shall be developed as non-accessory surface parking for the Coliseum Facility in accordance with the regulations of a Site Specific Direct Development Control (DC5) District.

3.4.5 Parks Policy

It is proposed that a park site be developed in this Sub-Area in conjunction with redevelopment. Park size and layout shall be determined at the time a detailed concept plan is prepared for the site.

James Kidney Park, located at the southeast intersection of 119 Avenue and 78 Street, shall be considered for redevelopment as a usable and appropriately programmed park space (refer to Schedule D).

*Bylaw 14729
September 10,
2007*

Section 4.0

PROPOSED ROADWAYS, BIKEWAYS, AND CIRCULATION POLICIES

4.1 Introduction

Proposed roadways and related information are shown on Schedule D1. Bikeways and pedestrian circulation are shown on Schedule D2.

4.2 Roadways Policies

4.2.1 General Intent of Roadway Policies

It is the intent of this Plan to ensure that the proposed transportation systems in the Plan Area achieve City-wide transportation objectives while attempting to mitigate potential impacts on the community and on existing and future development. It is anticipated that 118 Avenue, 82 Street, Fort Road and 120 Avenue will continue to provide arterial functions through the Plan Area, and that future improvements may occur subject to transportation objectives as set out in the General Municipal Plan and the City Transportation Bylaw, and reflected in the policies outlined below.

4.2.2 Arterial Roads

The roads that are designated as arterial roads in the Coliseum Plan Area are Fort Road, 82 Street, 118 Avenue and 120 Avenue.

Residential development occurring along arterial roadways should incorporate noise attenuation features so that noise from traffic will not adversely affect residents of these developments. This attenuation could be in the form of increased noise insulation in new construction, and/or through the inclusion of sound walls or berms in the landscaping and site design of new development.

The Urban Transportation *Noise* Policy Study (UTNPS) will contain policies to direct where noise level calculations should be carried out and to direct what kinds of noise attenuation measures are to be

*Amended by
Editor*

implemented with regard to both redevelopment and existing development. It is recommended in this Plan that all arterial roads in or bounding the Plan Area be subject to the above policies in the UTNPS.

4.2.3 Road Widening and Property Requirements

Road widenings may affect 118 Avenue and 82 Street within the next 10 years. Whatever widenings are proposed to occur within the next ten years will be identified in the Ten Year Roadway Plan currently being prepared by the Transportation Management Department, and tentatively scheduled for approval by mid-1983.

4.2.4 Traffic Management Scheme

It is recommended that, should concerns arise in the Plan Area regarding traffic movement and access, that a Traffic Management Scheme be prepared by the Engineering Department to address these concerns. Such a Scheme would be prepared at the request of area ratepayers, and would employ such techniques as forced turns, one-way streets and road closures.

Traffic may be directed, through the use of forced turns, down arterial roads, to protect the privacy, safety and quiet of residential streets, by reducing short-cutting of arterial traffic through local streets forming the grid roadway pattern existing in this area.

The Plan Area presently contains a one-way street (119 Avenue, west of 79 Street). No other one-way streets are proposed.

The streets which are presently closed to traffic in the Plan Area are:

- 78 Street at 120 Avenue (cul-de-sac)
- 80 Street at 119 Avenue (cul-de-sac)
- 77 Street and 78 Street, north of the bus loop off 118 Avenue (dead end)
- 121 Avenue, between 80 Street and 81 Street (school site)

No other street closures are proposed within the Plan Area. Any changes to existing forced turns, one-way streets or road closures will not necessitate an amendment to this Plan.

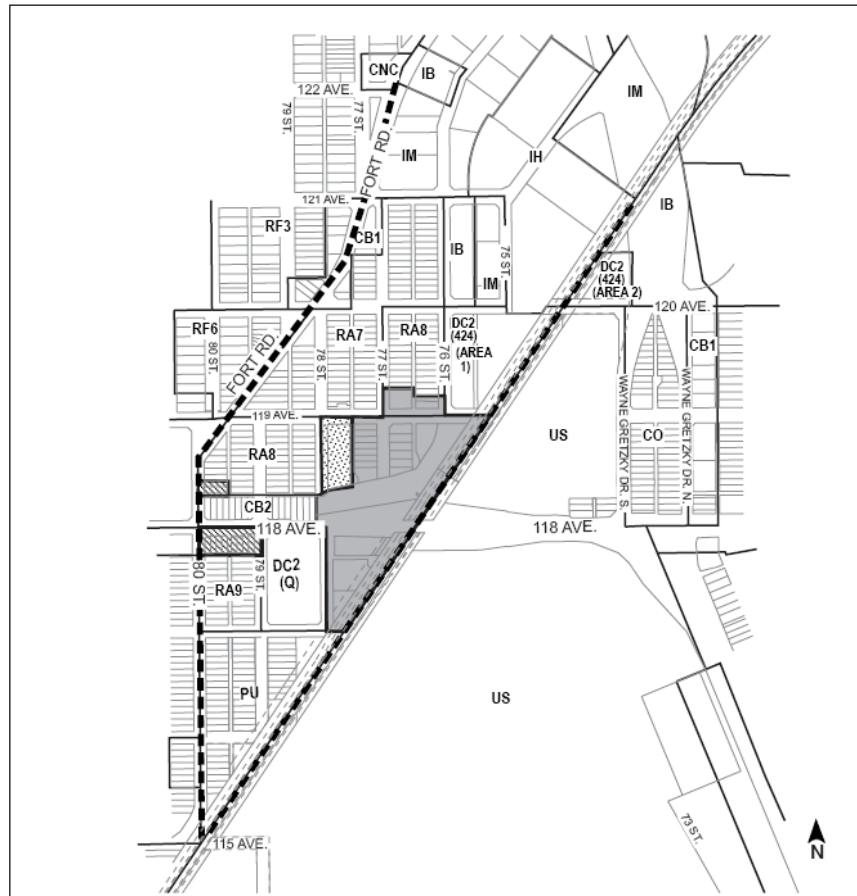
4.2.5 Access to Developments Abutting Arterial Roads

Medium and high-density developments located on arterial roads should be accessible by automobiles from side streets or laneways, where possible, to avoid congestion and traffic flow obstruction. Access for new development must be to the satisfaction of the Traffic Operations Section of the Engineering





Department.

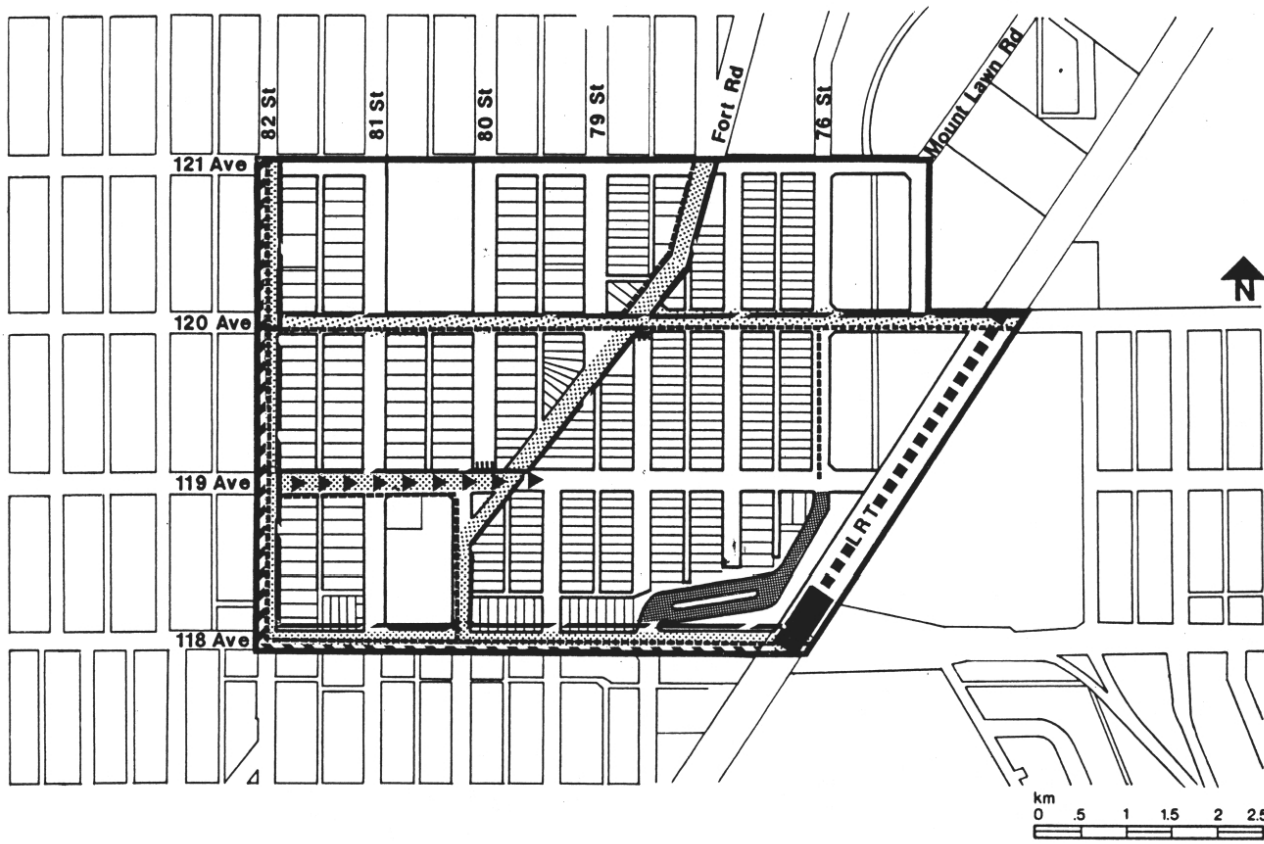
4.2.6 Truck Routes

The following roads in, or bounded by, the Plan Area are designated as 24 hour truck routes: 118 Avenue, 119 Avenue between 82 Street and Fort Road, 120 Avenue between 82 and 66 Streets, Fort Road, and 82 Street. No new truck routes are proposed. It is proposed that 120 Avenue be redesignated as a daytime 12 hour truck route only at the time of construction of the Capilano Freeway extension, which will grade-separate the Capilano Freeway from 120 Avenue and therefore reduce the necessity for 120 Avenue as a full-time truck route after its connection into 121 Avenue in the Montrose/Santa Rosa Plan Area. This redesignation shall require consultation between the Transportation Management and Engineering Departments and the residents in the area adjacent to 120 Avenue.



Transit Oriented Development SCHEDULE "D"

- 
 (CNC) Neighbourhood Convenience Commercial Zone, (CB1) Low Intensity Business Zone, (CSC) Shopping Centre Zone, and (AP) Public Parks
 TO (CB2) General Business Zone
- 
 (DC1) Direct Development Control Zone, (RF3) Low Density Development Zone and (CNC) Neighbourhood Convenience Commercial Zone
 TO (AP) Public Parks
- 
 (CO) Commercial Office Zone, (DC1) Direct Development Control Zone and (DC2) Site Specific Development Control Zone
 TO (RA9) High Rise Apartment Zone
- 
 Transit Oriented Boundary



**SCHEDULE D1
Roads, Transit and Circulation**

- | | |
|--|---|
| <ul style="list-style-type: none"> ▨ Arterials (existing) ▧ Road improvements ▶▶▶ One way streets ■ L.R.T. and station | <ul style="list-style-type: none"> ----- Bus routes ▨ Bus turnaround ▨ Road closures/realignments (existing) ▨ Truck routes |
|--|---|

4.3 Parking Policies

4.3.1 General Intent of Parking Policies

It is the intent of this Plan that parking problems in the Plan Area shall be alleviated through the provision of adequate parking facilities in conjunction with redevelopment schemes and on-street parking control by the City Administration.

4.3.2 Parking Restriction Program

On-street parking demands resulting from events at Edmonton Northlands and Commonwealth Stadium have continued to pose problems for area residents. As a result, it is recommended that the implementation and enforcement of the Northlands Area Non-resident Parking Restriction Program shall continue under the jurisdiction of the Engineering Department. Review and assessment of the Program's effectiveness shall be made on an annual basis, if feasible, with input from affected Community Leagues and local residents. Any changes to the present parking restrictions must receive support from more than 50% of the residents in the area affected and must be submitted in the form of a petition to the Engineering Department.

4.3.3 Traffic and Parking Study

There has been a history of traffic problems and overflow parking onto neighbouring residential streets as a result of the various activities and events operated by Edmonton Northlands. While Edmonton Northlands has prepared a report through its consultant to address parking matters related to proposed and existing facilities in the Edmonton Northlands General Development Plan, this study does not encompass the issues affecting the surrounding residential communities, which are the responsibility of the City of Edmonton to resolve.

It is recommended that an evaluation of the parking and traffic conditions should be undertaken, upon passage of this Bylaw, which evaluates the potential effects of proposed development as well as the impact of existing facilities. The parking and traffic evaluation should commence by establishing a committee composed of representatives of the appropriate City Departments such as Engineering, Planning, Transit and Transportation Management. The committee would formulate the terms of reference for the evaluation and prepare it with staff resources or by consultant appointment. The study should be financed on an equal basis by the involved City departments and apply to all communities bordering on the major facilities in the area. Recommendations resulting from the evaluation should be submitted to City Council.

4.3.4 Park'n'Ride Parkade

The City-owned property, bounded by 77 Street, the bus loop, the LRT tracks and 119 Avenue, is currently being used as a storage yard by the Water and Sanitation Department. This use will be relocated over the next

few years. When the site is available for redevelopment, it is recommended as a suitable site for the provision of a Park'n'Ride Parkade in conjunction with major facilities parking for the Coliseum and subject to the recommendations of the Park'n'Ride Location Policy Paper.

This facility should be developed as a component of mixed use residential-commercial development, as a separate or integrated structure, in accordance with one of three alternatives:

- a) The property may be sold to a developer who would tender for contractors to build the structure and operate the facility; or
- b) The property may be publicly owned and operated and the City would tender for contractors to build the structure. The facility would be operated as a City Parkade; or
- c) A joint venture may be arranged whereby the City continues to own the property and allows a private agency to build and manage the structure. This Parkade should be architecturally designed and of a structural material that will make it compatible with the surrounding residential development. The use of landscaping and buffering techniques to reduce its visibility from adjacent residential properties is required. Access provided to the Parkade will take into account the safety of pedestrians. These details should be determined in cooperation with City Departments such as Transportation Management, Planning, Engineering and Real Estate and Housing.

4.3.4 Park'n'Ride

*Bylaw 10824
August 15, 1994*

The City owned property bounded by 76 Street on the west, 120 Avenue on the north, 119 Avenue on the south and the CNR/LRT on the east, will be developed for the Coliseum facility. The property will remain in City ownership but shall be leased to either Northlands, or its designate, and, for the duration of the lease, shall be a designated park n' ride location when the parking is not required for Coliseum Events.

4.3.5 Parking Requirements

Parking reductions for redevelopment proposals shall be given in accordance with the Alberta Avenue Pedestrian Commercial Shopping Street Overlay and for Transit Oriented Development within 400m of the LRT Station. Such reductions are discouraged under any circumstances in this Plan Area, in view of the on-street parking problems existing in the Area which would be increased by higher density redevelopment lacking sufficient parking.

*Bylaw 14729
September 10,
2007*

Additional parking which is proposed in the form of a parking structure in the Plan Area is intended to remedy existing shortages and shall not be utilized as justification for parking shortfalls in future development proposals.

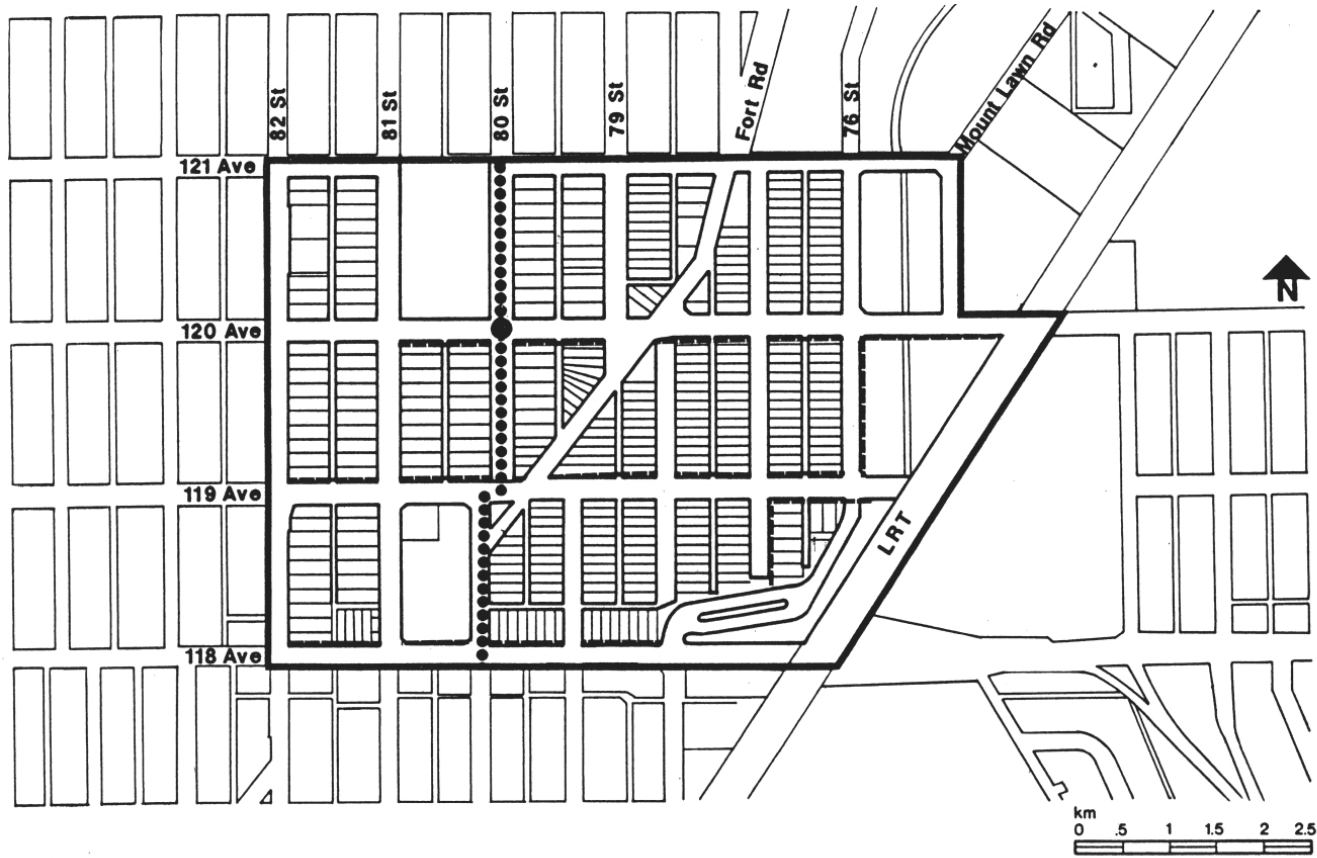
4.4 Public Transit Policies

4.4.1 General Intent of Public Transit Policies

It is the intent of this Plan to maximize the effectiveness of public transit systems within the Plan Area, and to minimize any potential negative effects of these systems on residential areas.

4.4.2 Transit Review

A periodic review of transit facilities involving bus routes, scheduling, location of bus stops and frequency of service is required as the need becomes evident. This review should include City Departments such as Transportation Management, Transit and Planning, as well as community groups affected, so that the provision of existing services in relation to new development can be appraised for their effectiveness.



**SCHEDULE D2
Pedestrian and Bicycle Circulation**

- Proposed pedestrian route improvements
- Bikeways (existing)
- Pedestrian flashing signals

4.5 Pedestrian Circulation and Bikeways Policies

4.5.1 General Intent of Pedestrian Circulation and Bikeways Policies

It is the intent of this Plan to provide pedestrians with safe and convenient access to the Coliseum LRT Station from high-density development sites located near to the Station. A pedestrian network should be developed, through both private and public initiatives, in the Plan Area, to link major activity centres such as the LRT Station, schools and neighbourhood parks. Bicyclists traveling through the Plan Area will use the existing bikeway path.

It is intended that both pedestrian and bicycle routes be serviced by adequate lighting, clear signage, elimination of blind spots and clear designation of intended modes of travel where overlap occurs (i.e., vehicle-pedestrian conflicts) in order to maximize the safety and convenience of these routes.

4.5.2 Pedestrian Routes

High density residential development where adjacent to the proposed pedestrian route improvements identified on Schedule D2 shall provide sidewalks on their sites as part of the pedestrian network including installation and construction. These sidewalks should facilitate access to the LRT Station and be provided to the satisfaction of the Transit, Transportation Management, Engineering and Planning Departments in accordance with required servicing agreements.

4.5.3 118 Avenue Pedestrian Route

It is the intent of this Plan to improve the viability and character of the 118 Avenue commercial strip so that pedestrian movement along 118 Avenue is facilitated. This will be addressed through the preparation of the 118 Avenue Business Improvement Study presently being undertaken by the Planning Department.

4.5.4 Bikeway Path

It is the intent of this Plan to reinforce the existing bikeway path in the Plan Area and ensure its continued existence. No new bikeway paths are proposed in the Plan Area.

Section 5.0

POLICIES FOR PROPOSED UTILITIES AND OTHER SERVICES

5.1 General Intent of Policies for Proposed Utilities and Other Services

It is the intent of this Plan to ensure that municipal services, police, fire protection, sidewalks and telephone facilities are adequate to meet the needs of both the existing and proposed population. The land use policies of this Plan should provide some guidelines with which to estimate population based on maximum densities proposed. This information should allow the Utilities Services Department to plan its programs accordingly.

5.2 Utilities Policies

The Plan Area is serviced by combined storm and sanitary sewers. These sewers are currently operating at or below required capacities and are subject to back up conditions which create basement and road flooding during periods of heavy rainfall. The Water and Sanitation Department intends to upgrade sewer capacities to the 5-year design storm level for existing land use conditions under the ongoing 22-year combined sewer relief program. These areas are presently scheduled for relief by 1995-2000.

It is intended that redevelopment proposals shall meet site-specific storm and sanitary servicing requirements to the satisfaction of the Utilities Services and Engineering Departments.

5.2.1 Financial Responsibility for Storm Sewers

The major impact of redevelopment will be to increase the storm runoff rates and volumes which will further overtax the already inadequate services. Therefore, to alleviate further pressures on the system, the Development Officer shall require any applicant for new development to arrange for the supply of utility services including payment of the costs of Installation and construction of any such utility or facility on the advice of the Utilities Services Department before a development application will be approved. This may include holding tanks and other zero-run-off increase techniques as requested by

Water and Sanitation and/or Utilities Services Departments.

5.2.2 Storm water Management

Any new development shall meet the servicing requirements for all public utilities required for the proposal as per the City's Servicing Standards Manual. Storm water management techniques will be required on redevelopment sites to limit the rate of storm water discharge to one-half inch per hour per acre of property.

Section 6.0

PROPOSED RECREATIONAL AND SCHOOL FACILITIES POLICIES

6.1 Introduction

The general location for proposed parks and existing parks and school facilities in the Plan Area are shown on Schedule E. This allocation of park space is intended to accommodate the existing population as well as to accommodate future population growth resulting from higher density redevelopment.

6.2 General Intent of Policies for Proposed Recreational and School Facilities Policies

At present, there are no existing parks or facilities in the Plan Area, with the exception of the Eastwood Elementary School yard. It is the intent of this Plan that the acquisition of park space should be undertaken as sufficient funds become available.

*Bylaw 7430
January 24, 1984*

6.2.1 Park Creation

Park space should be acquired by the Parks and Recreation Department within the general area identified on Schedule E. Park space is proposed in areas where facilities are presently not available to serve the immediate community and where redevelopment will significantly increase the population. A survey to determine the type of facilities provided in these proposed park sites shall be required before its development to ensure that the needs and desires of the surrounding residents are addressed.

6.2.2 Eastwood Elementary School

Negotiations should be initiated between the City and the Edmonton Public School Board regarding the intensification/upgrading of open space development on a portion of the Eastwood Elementary School grounds. The continuation of the existing Joint Use Agreement affecting the off-school hours of the site by the public shall be encouraged.

6.2.3 Landscaped Edge Along LRT Right-of-Way

A landscaped edge should be provided between the CN/LRT right-of-way and adjacent development, which can be provided through private or public means.

The Development Officer shall ensure that applications for new development along the CN/LRT right-of-way include a landscaped area on the portion of sites along the right-of-way, in order to improve the view from the LRT and to provide some measure of privacy screening and increased visual amenity for residents and/or workers in new development adjacent to the CN/LRT right-of-way.

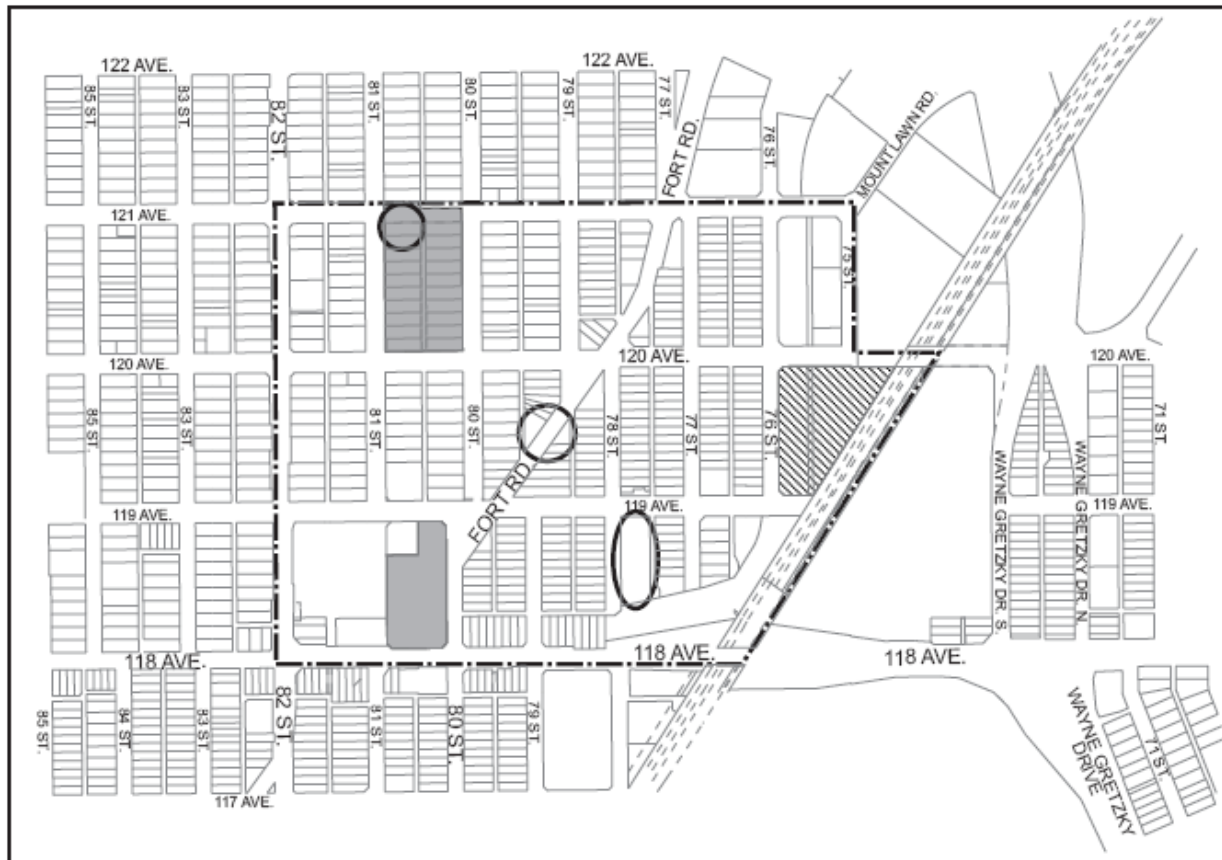
6.2.4 Existing Vegetation

Existing vegetation on public properties in the Plan Area, especially mature trees, shall be maintained, subject to the advice of the Parks and Recreation Department and the Development Officer. Retention of mature trees on private lands is encouraged by this Plan, and the Development Officer shall attempt, where possible, to ensure retention of mature trees on sites which are the subject of development permit applications.




6.3 Schools Policy

No additional school facilities shall be required in the Plan Area.

Bylaw 14729
September 10,
2007



Public Development SCHEDULE E

-  General location for proposed open space development
-  School
-  Surface parking for coliseum events

Section 7.0
RESERVE LAND POLICY

7.0 Reserve Land Policy

There are no reserve lands located within the Plan boundary.

Section 8.0
REDEVELOPMENT LEVY POLICY

8.0 Redevelopment Levy Policy

Redevelopment funds collected shall be used for the acquisition of land for recreation facilities or parks. It is not proposed that any portion of the redevelopment levy be used to provide land for schools.

*Bylaw 7430
January 24, 1984*

The lands which are to be acquired for parks purposes are identified in a general manner on Schedule E. A more detailed evaluation of the size of the parcels required, and the exact location of lots which are to be utilized for parks, will be determined in consultation between the community and the Parks and Recreation and Planning Departments, based on the increase in population in the Plan Area which will result from the land use proposals of this Plan.

Section 9.0

OTHER PROPOSALS

9.1 Historic Preservation Policy

It is the policy of this Plan to investigate the location and significance of historic structures or sites within the Plan Area. To this end, the City's Heritage Officer will work in conjunction with other involved departments and Alberta Culture in identifying sites of interest, if any, and in formulating a position on the continued use, restoration or duplication of these structures. The Heritage Officer should also survey and evaluate potential heritage resources in the Plan Area, based upon uniform criteria, to establish an inventory of heritage resources.

9.2 Conformity With Superior Legislation

The Planning Act requires that Area Redevelopment Plans conform with superior legislation, including applicable Regional Plans, the General Municipal Plan and the City's Land Use Bylaw. This Plan conforms with the applicable General Municipal Plan policies. These policies include:

- promotion of variety in housing types and tenures (in accordance with General Municipal Policy 5.B.2 and Policy 13.A.6);
- actions to improve the quality of the residential environment including traffic and parking management and park development (in accordance with General Municipal Plan Objective 8.D, Policy 8.D.1 and Policy 10.A.2);
- improvement of 118 Avenue commercial strip (in accordance with General Municipal Plan Objective 6.G and Policy 6.G.4).

Amendments to both the Edmonton Regional Plan and the City's Land Use Bylaw have been required prior to final approval of this Plan. The required amendment to the Regional Plan was approved in July of 1980 in relation to the draft Stadium/Coliseum ARP in preparation at that time.

Amending Bylaw No. 6928 amends the Land Use Bylaw to ensure that the policies of this Plan conform to the districting in place within the Plan Area.

Section 10

PLAN IMPLEMENTATION

10.1 Implementation of Land Use Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category*	Cross-Reference
					1. Capital 2. Operating 3. Administrative	
<u>Sub-Area 1</u>						
<u>Eastwood</u>						
· To encourage and maintain a variety of residential built forms, ranging from low density housing to low-rise medium density apartments	· Redistricting of Sub-Area	· Planning	· 1983	· Approval by Council is required	· 3	· Section 11 of the Redevelopment Plan
· To strengthen the 118 Avenue commercial strip	· Undertake special study in strip area to determine improvements and financing · <i>Implement the Avenue Initiative Revitalization Strategy (Bylaw 14729, September 10, 2007)</i>	· Planning in consultation with other departments	· 1983 completion date of study <i>2006 (Bylaw 14729, September 10, 2007)</i>	· Approval by Council is required	· 3 initially. 2 may be required to implement recommendations of study	· Section 3.2.2 of the Redevelopment Plan
· To intensify/upgrade use of existing open space	· Negotiations between Parks and Recreation and the School Board to determine if upgrading of some of the Eastwood School open space is possible	· Parks and Recreation · Edmonton Public School Board	· 1983	· Approval by School Board is required	· 3 initially, then 1 and 2 if the site is developed	· Section 3.2.5 of the Redevelopment Plan
· To provide a park site in the Sub-Area	· Negotiations between City Departments are required to determine siting, size and facilities	· Parks and Recreation	· Negotiations to begin in 1983	· Approval by Council is required	· 3 initially, then 1 and 2 if the site is developed	· Section 3.2.5 of the Redevelopment Plan

*NOTE: A "capital budget" item implies a one-time or phased capital expenditure for a facility or program. An "operating budget" item implies an ongoing expenditure for staff or maintenance. An "administrative budget" item means an expenditure required as part of the ongoing responsibilities of a particular City department.

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category*	Cross-Reference
					1. Capital 2. Operating 3. Administrative	
<u>Sub-Area 2</u> <u>Coliseum North</u>						
· To strengthen the 118 Avenue commercial strip	· As noted above in Sub-Area 1 comments					
· To encourage residential apartment housing at medium density (low to medium-rise) in a transition to the LRT Station	· Redistricting of Sub-Area	· Planning	· 1983	· Approval by Council is required	· 3	· Section 11 of the Redevelopment Plan
· Maintain the existing industrial and commercial areas, but not to expand them	· Maintain appropriate districting	· Planning	· 1983	· Approval by Council is required	· 3	· Section 11 of the Redevelopment Plan
· To provide a park site in the Sub-Area	· Negotiations between City Departments are required to determine siting, size and facilities	· Parks and Recreation	· Negotiations to begin in 1983	· Approval by Council is required	· 3 initially, then 1 and 2 if the site is developed	· Section 3.3.5 of the Redevelopment Plan
<u>Sub-Area 3</u> <u>Coliseum South</u>						
· To provide an area for high density residential development oriented to the LRT Station, with transit and Parking components	· Redistricting of Sub-Area · Negotiations between City Administration and private sector groups will be required to design, develop and market a comprehensive project	· Planning	· 1983	· Approval by Council is required	· 3	· Section 11 of the Redevelopment Plan
· To provide a park site in conjunction with comprehensive development	· Negotiations between City Departments are required to determine siting, size and facilities	· Parks and Recreation · Planning	· 1983-84	· Approval by Council of site is required	· 3 initially, then 1 and 2 if a site is acquired	· Section 3.4.4 of the Redevelopment Plan

10.2 Implementation of Roadways and Circulation Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
<u>Roadways</u>						
· Widening of 118 Avenue and 82 Street	· Functional Planning Study will be undertaken prior to approval	· Transportation Management	· Widening to be determined by Ten Year Roadway Plan, tentatively scheduled for completion in mid-1983	· Approval by Council is Required · Subject to Council and budget approval	· 3 · 1	· Section 4.2.3 of the Redevelopment Plan
· Grade Separation of 120 Avenue at the Capilano Freeway	· Approval of the North East Functional Planning Study is required prior to approval	· Transportation Management	· Construction scheduled for 1985-87	· Approval by Council is required	· 3 and 1	· Section 4.2.6 of the Redevelopment Plan
· Review of truck route status of 120 Avenue	· Meeting with area residents required · Amendment of Bylaw 5590 (Dangerous Goods Routes Bylaw) is required · Annual review of this Bylaw may also accomplish this	· Transportation Management	· As part of approval of Capilano Freeway extension program	· Approval by Council is required for Bylaw amendment	· 3	· Section 4.2.9 of the Redevelopment Plan
<u>Parking</u>						
· Conduct a traffic and parking study within the area affected by Edmonton Northlands parking (may go beyond Plan boundaries)	· Establish a steering/review committee consisting of City staff · Hire a consultant to undertake the study · Implement recommendations where feasible	· Transportation Management · Planning · Engineering · Police	· 1983-84	· Approval by Council is required to implement any recommendations which may be made	· 3	· Section 4.3.3 of the Redevelopment Plan
· Construct a Park n' Ride Parkade as a component of mixed use development on City-owned land in Sub-Area 3	· Establish how the project is to take place · Policy paper is to be prepared	· Planning · Law · Real Estate and Housing · Transit · Transportation	· 1983-86 · 1983	· Approval by Council is required · Approval by	· 3 initially, then 1 and 2 as project is initiated · 3	· Section 4.3.4 of the Redevelopment Plan · Section 4.3.4 of the

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category* 1. Capital 2. Operating 3. Administrative	Cross-Reference
	on locational guidelines and site identification for Park'n'Ride functions	Management		Council is required		Redevelopment Plan
<u>Transit</u>						
· Conduct a periodic review of transit facilities, scheduling and service	· Ongoing	· Transit · Transportation Management · Planning, and community groups	· Ongoing (annually or as required)	· None	· 3	· Section 4.4.2 of the Redevelopment Plan
<u>Pedestrian Routes/ Bikeways</u>						
· Provide direct access to LRT Station from the comprehensive development site adjacent to the Station	· should be included with design of the development	· Planning · Transportation Management · Transit · Engineering	· When application is made	· None	· 3 and 1	· Section 4.5.2 of the Redevelopment Plan
· Improve pedestrian routes through the area and along 118 Avenue	· Design and construction	· Planning · Engineering · Parks and Recreation	· 1983 onwards	· Approval by Council is required	· 3 and 1	· Section 4.5.3 of the Redevelopment Plan
· Maintain existing bikeways	· Ongoing maintenance	· Engineering	· Ongoing	· None	· 2	· Section 4.5.4 of the Redevelopment Plan

10.3 Implementation of Policies for Proposed Utilities and Other Services

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category*	Cross-Reference
					1. Capital 2. Operating 3. Administrative	
<u>Utility Proposals</u>						
· To ensure that the capacity of the utilities infrastructure is developed to adequately meet additional demand created by redevelopment in the Plan Area	· Power, gas, telephones, utilities, cable and water/ sanitary systems shall be monitored and upgraded as necessary	· Power · Water and Sanitation · 'edmonton telephones' · Northwestern Utilities · QCTV · Capital City TV · Edmonton Utilities	· Ongoing	· N/A	· 3	· Section 5.2 of the Redevelopment Plan

10.4 Implementation of Proposed Recreational and School Facilities Policies

Policy Statement	Implementational Action to be Taken	Responsible Department/ Agency	Start-Up Timing	Authority Required	Budget Category*		Cross-Reference
					1. Capital	2. Operating	
<u>Parks</u>							
· Upgrading of a portion of the Eastwood Elementary School grounds	· Refer to comments in Sub-Area 1, Section 10.1						
· Determine a park location as a component of comprehensive development in Sub-Area 3 near the LRT Station	· Refer to comments in Sub-Area 3, Section 10.1						
· Acquisition of new sites for parks purposes	· Liaison between Parks and Recreation and Planning is required to determine potential sites and identify the use for these sites, based on deficiencies in the area	· Parks and Recreation · Planning	· Ongoing	· Approval by Council is required	· 3 initially, then 1 and 2 as sites are acquired		· Section 6.2.1 of the Redevelopment Plan
<u>Schools</u>							
· No new schools are proposed	· None	· N/A	· N/A	· None	· None		· Section 6.3 of the Redevelopment Plan

10.5 Implementation of Other Proposals

*Bylaw 7430
January 24, 1984*

Deleted.

Section 11.0

PROPOSED LAND USE REGULATIONS

11.1 Introduction

Area Redevelopment Plans (ARPs) are not empowered by the Planning Act to propose changes to land use districting within the Plan Area. Land use districting can only be applied through the City's Land Use Bylaw No. 5996. Specific districting for lands within ARPs can be imposed through an amendment to the Land Use Bylaw, known as a Statutory Plan Overlay (SPO). An SPO (Section 820 of the Land Use Bylaw) can be used to create new districts similar to standard districts in the Land Use Bylaw, or to design regulations for mixed use districts (RMX or CMX) as set out in Sections 240 and 370 respectively, in the Land Use Bylaw.

In the Coliseum Station ARP, no new districts similar to standard districts are proposed, and no RMX or CMX districts are recommended. As a result, the SPO for the Coliseum Station ARP will consist of only a map showing districting which has been updated to ensure that the policies proposed within this Plan are in conformity with the Land Use Bylaw. This is required through Section 67(a) of the Planning Act. This SPO is contained in Section 820 K of the Land Use Bylaw.

There is one Direct Development Control District proposed for the Plan Area. This District would be implemented upon approval of this Plan. Since Section 820.3(a) of the Land Use Bylaw specifically prohibits using an SPO in conjunction with a Direct Development Control District, the proposed regulations for this District must appear in this Section of the ARP.

The reader is advised to always refer to the City of Edmonton Land Use Bylaw No. 5996, as amended, when attempting to obtain information concerning the districting of land within the Plan Area. It is possible that some districting amendments could be made to the Land Use Bylaw from time to time which would not necessitate an amendment to this ARP. As a result, up-to-date districting information should be obtained from the Land Use Bylaw. Other planning legislation affecting the Plan Area which may be of interest would include the Edmonton Regional Plan-Metropolitan Part, the City of Edmonton General Municipal Plan, and the City of Edmonton Transportation Bylaw.

The Planning and Development Department will be responsible for the preparation of amendments to this Area Redevelopment Plan for Council approval, after a general meeting in the community, prior to Council's consideration of:

*Bylaw 12925
January 9, 2002*

1. any development that substantially changes any objective or policy of the Plan;
2. any major new civic projects undertaken for arterial roadways or parks and recreation facilities which have not been described already in this Plan; and
3. where directed by Council.

The Plan amendment will be comprised of the following components:

1. full map and text amendments along with a discussion outlining the new planning rationale for the land use rezoning or other planning decision; and
2. circulation of the proposed Plan amendment and notification to the affected property owners and the Community League.

The following is a list of districts which will be imposed in the Coliseum Station Area through an amendment to the Land Use Bylaw.

11.2 RF3 – Low Density Redevelopment District (Section 140, Land Use Bylaw)

11.2.1 Area of Application

Portions of Sub-Area 1, between 82 Street and Fort Road north of 120 Avenue, designated RF3 in Bylaw 6982, amending the Land Use Bylaw.

11.2.2 Rationale

To provide a district primarily for single detached and semi-detached housing while allowing small scale conversion and infill redevelopment in order to achieve the intent of Section 3.2 of this Plan.

11.3 RF6 – Medium Density Multiple Family District (Section 170, Land Use Bylaw)

11.3.1 Area of Application

Portions of Sub-Area 1, between 81 Street and Fort Road, between 119 and 120 Avenue, designated RF6 in Bylaw 6928, amending the Land Use Bylaw.

11.3.2 Rationale

To provide a district for medium density multiple family housing in order to achieve the intent of Section 3.2 of this Plan.

11.4 RA7 – Low Rise Apartment District (Section 210, Land Use Bylaw)

11.4.1 Area of Application

Portions of Sub-Area 1, between 80 and 82 Streets, between 119 and 121 Avenue, and Sub-Area 2, between Fort Road and 76 Street, between 119 and 121 Avenue, designated RA7 in Bylaw 6928, amending the Land Use Bylaw.

11.4.2 Rationale

To provide a district for low rise apartments in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.

11.5 RA8 – Medium Rise Apartment District (Section 220, Land Use Bylaw)

11.5.1 Area of Application

Portions of Sub-Area 2, between 76 and 77 Streets, between 119 and 120 Avenues, and between 78 and 80 Streets, between 118 and 119 Avenues, designated RA8 in Bylaw 6928 amending the Land Use Bylaw.

11.5.2 Rationale

To provide a district for medium rise apartments in order to achieve the intent of Section 3.3 of this Plan.

11.6 RA9 – High Rise Apartment Zone

11.6.1 Area of Application

Sub-Areas 2 & 3, a small part of the block face between 77 and 76 Streets, north of 119 Avenue, and east of 78 Street to the LRT tracks, between of 118 Avenue and 119 Avenue (minus the proposed park space).

11.6.2 Rationale

To provide a district for high rise apartments to achieve the intent of Section 3.4.1 of this Plan.

*Bylaw 14729
September 10, 2007*

11.7 DC5 – Site Specific Development Control District

11.7.1 Area of Application

Portions of Sub-Area 1 and 3, east of 82 Street, between 118 and 119 Avenue and east of 76 Street to LRT line and

*Bylaw 9265
September 26, 1989
Bylaw 14729
September 10, 2007*

between 119 Avenue and 120 Avenue, zoned DC2 in Bylaw 12800.

11.7.2 *Rationale*

To provide a site specific district for commercial development in order to achieve the intent of Section 3.2.1 and 3.4.1 of this Plan.

11.8 CNC – Neighbourhood Convenience Commercial District

*Bylaw 14729
September 10, 2007*

11.8.1 *Area of Application*

Portions of Sub-Area 1, between 81 and 82 Streets north and south of 120 Avenue, zoned CNC in Bylaw 12800, amending the Land Use Bylaw.

11.8.2 *Rationale*

To establish a district for convenience commercial and personal service uses which are intended to serve the day-to-day needs of neighbourhood residents in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.

Deleted Section 11.8, CBI – Low Intensity Business Zone

*Bylaw 14729
September 10, 2007*

11.9 CB2 – General Business District

11.9.1 *Area of Application*

Portions of Sub-Area 1, east of 82 Street, north of 118 Avenue and portions of Sub-Area 2, between 78 and 80 Streets, north of 118 Avenue, zoned CB2 in Bylaw 12800, amending the Land Use Bylaw).

*Bylaw 14729
September 10, 2007*

11.9.2 *Rationale*

To provide a district for businesses which require good visibility and accessibility along, or adjacent to, major public roadways, in order to achieve the intent of Sections 3.2 and 3.3 of this Plan.

*Bylaw 14729
September 10, 2007*

11.10 IB – Industrial Business District (Section 410, Land Use Bylaw)

11.10.1 Area of Application

Portions of Sub-Area 2, between 75 and 76 Streets, north of 120 Avenue, designated IB in Bylaw 6928, amending the Land Use Bylaw.

11.10.2 Rationale

To provide a district for industrial businesses which carry out their operations such that no nuisance factor is created or apparent outside an enclosed building and such that the district is compatible with adjacent non-industrial districts, in order to achieve the intent of Section 3.3 of this Plan.

11.11 IM – Medium Industrial District (Section 420, Land Use Bylaw)

11.11.1 Area of Application

Portions of Sub-Area 2, between 75 and 76 Streets, north of 120 Avenue, designated IM in Bylaw 6928, amending the Land Use Bylaw.

11.11.2 Rationale

To establish a district for those manufacturing, processing, assembly, distribution, service and repair uses which carry out a portion of their operation outdoors or require outdoor storage areas, in order to achieve the intent of Section 3.3 of this Plan.

11.12 US – Urban Services District (Section 510, Land Use Bylaw)

11.12.1 Area of Application

Portions of Sub-Area 1, between 80 and 81 Streets north of 120 Avenue, and between 118 and 119 Avenue, designated US in Bylaw 6928, amending the Land Use Bylaw.

11.12.2 Rationale

To provide a district for publicly and privately owned facilities of an institutional or community service nature, in order to achieve the intent of Section 3.2 of this Plan.

Deleted Section 11.13, DC1(Area 1) – Coliseum Direct Development Control District

*Bylaw 14729
September 10, 2007*



Proposed Development Control Districts SCHEDULE F

 DC2 Site Specific Development Control District

