

# ***Strathcona Junction Area Redevelopment Plan***

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Office Consolidation June 2012

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***Prepared by:***

***Urban Planning and Environmental Branch  
Sustainable Development  
City of Edmonton***

**Bylaw 15812 was adopted by Council in July 2011. In June 2012, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original Bylaw 15812**

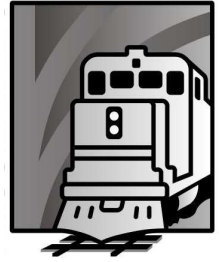
Bylaw 15812      Approved July 4, 2011 (To adopt the Strathcona Junction ARP)

Bylaw 16135      Approved June 18, 2012 (To amend the Strathcona Junction ARP to allow for residential uses in areas east of 104 Street and west of Gateway Boulevard in certain circumstances.

**Editor's Note:**

This is an office consolidation edition of the Strathcona Junction Area Redevelopment Plan, Bylaw 15812, as approved by City Council on July 4, 2011. All reasonable attempts were made to accurately reflect the original Bylaw. This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaw and any subsequent Bylaws that may amend this Area Redevelopment Plan, available at the office of the City Clerk.  
City of Edmonton Sustainable Development Department

**City of Edmonton  
Sustainable Development**



# STRATHCONA JUNCTION

AREA REDEVELOPMENT PLAN  
BYLAW 15812, July 4, 2011

Strathcona Junction Area Redevelopment Plan  
Bylaw 15812  
Adopted on July 4, 2011

*Prepared by the Planning Initiatives Section  
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# 1 Introduction

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The Strathcona Junction Area Redevelopment Plan (ARP) establishes a land use concept and planning policies to guide the long-term redevelopment and revitalization of the plan area. The ARP facilitates a transition from mainly industrial land uses toward an urban-styled, compatible mix of office, retail and industrial uses.

## 1.1 Plan Area

The Strathcona Junction ARP boundaries are shown in Map 1. They take in the industrial / commercial area between 99 Street and 104 Street from 63 Avenue to 79 Avenue. The plan area covers 136 hectares of land including and surrounding the Canadian Pacific Railway (CPR) yard. Neighbourhoods within the plan area include Queen Alexandra, Allendale, Ritchie, CPR West and CPR Irvine. Map 2 shows the plan area in its city-wide context.

## 1.2 Related Planning Work

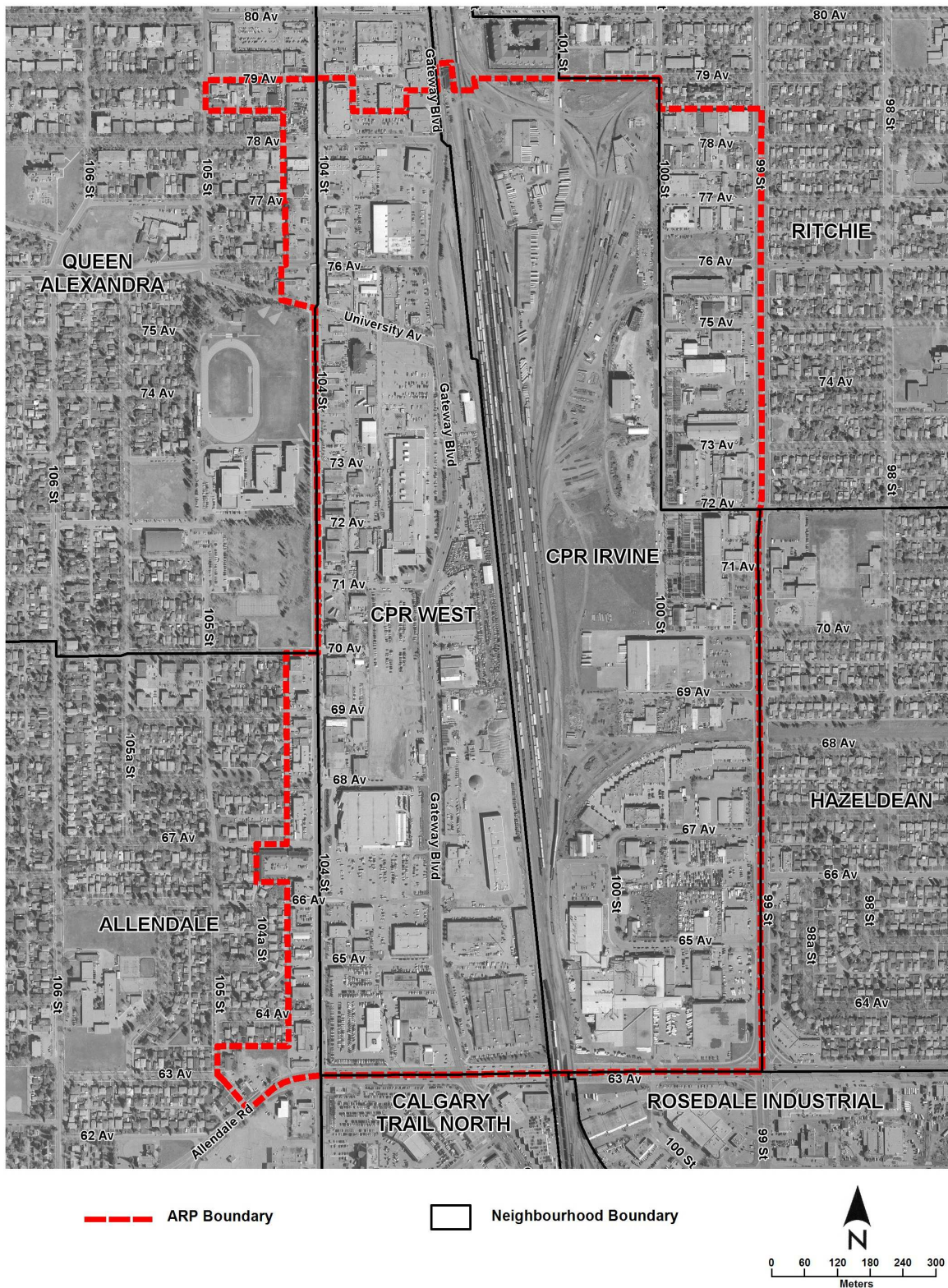
A Strathcona Junction Planning Study was prepared between 2007 and 2008. The study considered the area between 99 Street and 105 Street from 63 Avenue to 81 Avenue. Work to refine the study's ideas and to prepare them for City Council adoption has resulted in two products: this Strathcona Junction ARP and amendments to the adjacent Strathcona ARP. The Strathcona ARP amendments provide improved planning guidance to the West Ritchie area.



*Strathcona Junction looking north from Gateway Boulevard at University Avenue. A junction is “a place where two or more things come together.”*



Map 1: Plan Area (2010 Imagery)



## Map 2: City Context



### 1.3 Planning Context

Strathcona Junction's planning context is the product of historic infrastructure investments, development patterns and policy decisions. Arrival of the Canadian Pacific Railway in 1891 was the initial reason for Strathcona's development. The 35 hectare yard CPR yard is the CPR's main train-assembly facility in the Edmonton area and the dominant influence on land use in the Strathcona Junction area. Surrounding the yard are compatible industrial uses including metal fabricators, a City public works yard and an auto parts yard.

Along Gateway Boulevard, large lots were created for rail facilities and rail-related industries. Few east-west roads were built connecting to 104 Street because of the Canadian National Railway line that used to run between Gateway and 104 Street north to 80 Avenue. Removal of this railroad initiated the transition from industrial to commercial land uses that is still continuing. A historical absence of landscaping and sidewalks along Gateway Boulevard was partially addressed through beautification efforts in the mid-1990s.

Before World War I, land along 104 Street (or Main Street as it was called at the time) was subdivided into a small-block grid format with narrow lot frontages. As a result most developments along 104 Street have been of an urban style with buildings built up to the front property line, although suburban-style developments with parking out front are more common closer to 63 Avenue.

East of the CPR yard, smaller lots have been consolidated into larger sites. The industries that occupy them enjoy regular transit service and employees can live within steps of their jobs.

Gateway Boulevard and 104 Street were originally two-way streets. In 1980 Project Uni converted them to a couplet system with four one-way lanes apiece. While this facilitated city-wide auto travel, the resulting traffic volume and speed increases made the area less pedestrian-friendly and attractive. The 1984 *Calgary Trail Land Use Study* subsequently encouraged automobile-oriented commercial development for the lands along and between Gateway Boulevard and 104 Street. The clearest manifestation of this policy direction was development of a large-format retail complex north of 65 Avenue in the late 1990s.

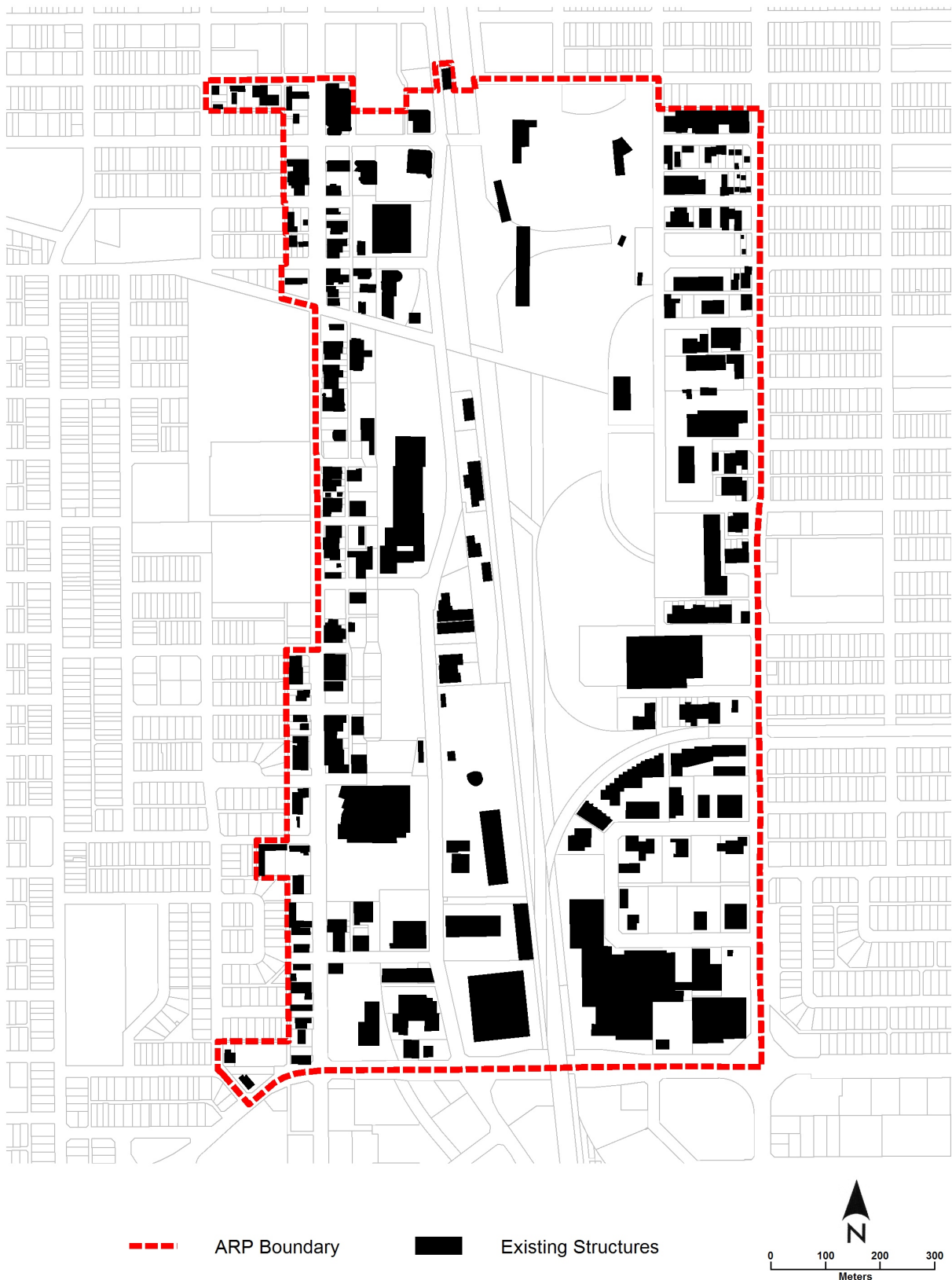
In the 2000s new planning ideas began to be applied as a new wave of development occurred. This area, long seen as being at the margins or fringes of south-central communities, was recognized as a place in its own right - a unique meeting ground or junction of different land uses and transportation facilities. A desire for a more sustainable and livable city led to decisions that the area, given its centrality and connection to Whyte Avenue, should become more urbanized and pedestrian-oriented over time.

As shown on Map 3, when this ARP was prepared there was extensive unbuilt space between 104 Street and Gateway Boulevard in addition to that which lay within the CPR yard. Map 4 illustrates the zoning in effect prior to this ARP's adoption. Zoning along 104 Street and Gateway Boulevard was primarily medium and heavy industrial with commercial zoning along 104 Street and towards the north end of the corridor. This zoning lacked the urban design and architecture regulations befitting a prominent corridor. Railroads are not subject to municipal planning regulation and thus the CPR yard was zoned Alternative Jurisdiction. The land east of the yard was mostly zoned industrial.

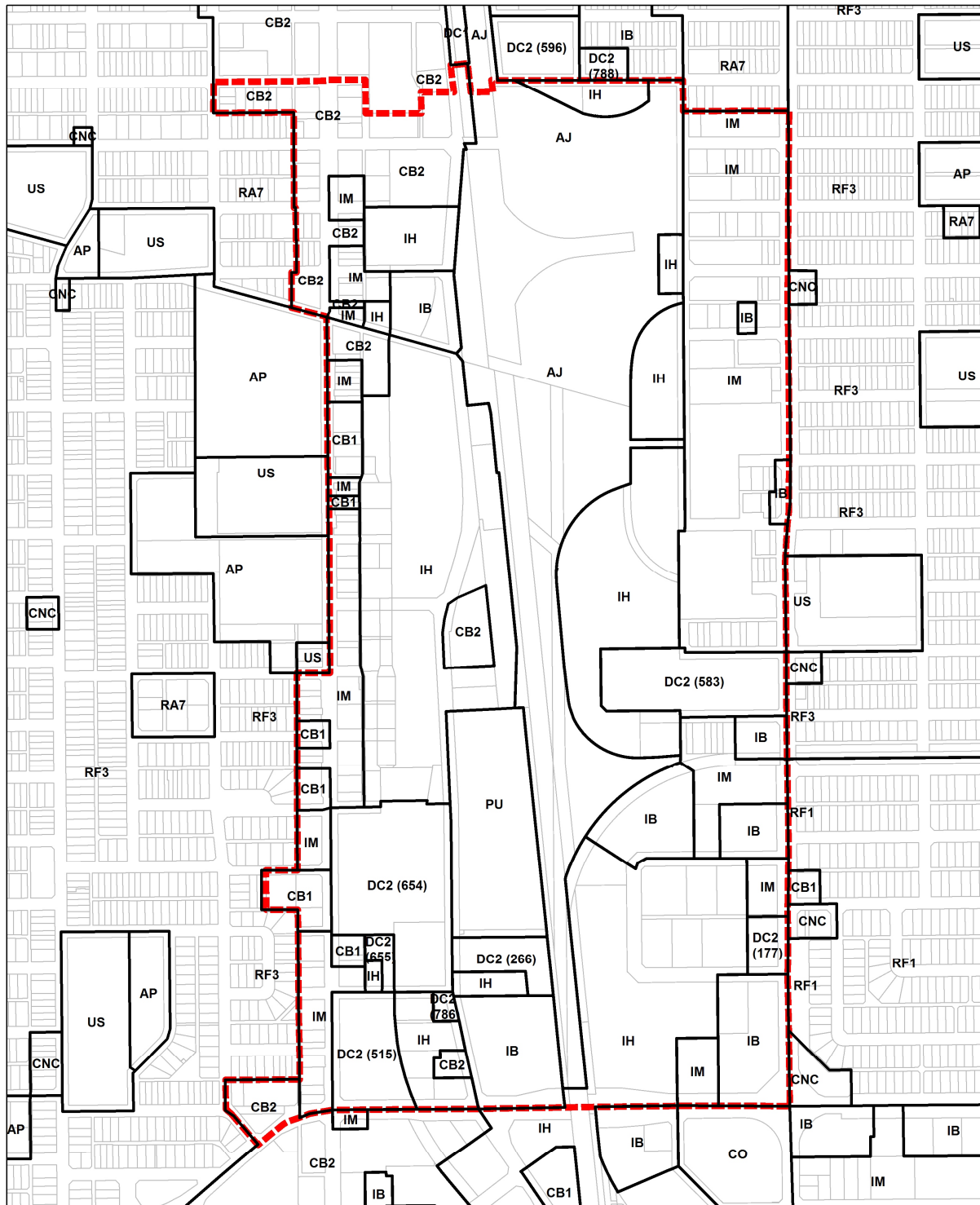
There were no designated historical resources within the plan area. Sites on the *Inventory of Historic Resources in Edmonton* included those at 10417 - 79 Avenue, 7619 - 104 Street, 10353/55 - 71 Avenue, 7710 - 100 Street (CPR Roundhouse) and 9939 - 78 Avenue.



Map 3: Building Footprints (2010)

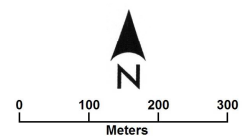


## Map 4: Zoning (2011)



--- ARP Boundary

□ Zone Boundary



## 1.4 Policy Context

This ARP was prepared under the auspices of *The Way Ahead*, the City's 2009-2018 Strategic Plan. *The Way Ahead* is based on the principles of integration, sustainability, livability and innovation. This ARP will help to achieve the Vision and supports the ten-year strategic goals:

- **Preserve and Sustain Edmonton's Environment:** The ARP seeks to reduce energy use and greenhouse gas emissions by reducing the number and the length of automobile trips.
- **Improve Edmonton's Livability:** The ARP was created with public involvement. It will improve aesthetics and support community cohesion by increasing physical connections within and between neighbourhoods.
- **Transform Edmonton's Urban Form:** The ARP calls for denser and more effective use of already-developed land and infrastructure.
- **Shift Edmonton's Transportation Modes:** The ARP supports a form of development that is less reliant on automobiles and more oriented to pedestrians, cyclists and transit service.
- **Ensure Edmonton's Financial Sustainability:** The ARP will increase property assessment and tax revenue within the area. It provides flexibility in the timing of necessary City infrastructure investments.
- **Diversify Edmonton's Economy:** The ARP enhances industrial and commercial opportunities in south-central Edmonton.

*The Way We Grow*, Edmonton's Municipal Development Plan, was adopted in 2010 to help implement *The Way Ahead*. This ARP aligns with the following strategic goals contained in *The Way We Grow*:

- **Sustainable Urban Form:** The ARP calls for the renewal and infilling of established portions of the city.
- **Integrated Land Use and Transportation:** The transportation network will support increased density and employment in Strathcona Junction; public transit will be added as the area intensifies over time. Land uses and designs planned for the area will make more effective use of the transportation system.
- **Complete, Healthy, and Livable Communities:** The ARP fosters services necessary for livability and healthy local lifestyles through walking. It calls for new attention to parks and open space.
- **Urban Design:** The ARP requires high quality urban spaces, buildings and streets. It repositions Gateway Boulevard as a scenic route into the city and will result in a more urban block structure.
- **Supporting Prosperity:** The ARP preserves and improves connections to a central commercial / industrial area.
- **Natural Environment:** By reducing automobile use, the ARP should have a beneficial air quality impact.
- **Managing Land and Resources:** The ARP promotes safety and security of citizens by limiting housing east and west of the CPR yard and by ensuring that lands that may be contaminated are made suitable for intended redevelopment.

## 1.5 Planning Process

The preparation of the Strathcona Junction ARP started in 2007. The first step was to prepare the Strathcona Junction Planning Study report. It outlined a vision, development concept and urban design guidelines for the study area excluding the CPR yard, which was assumed to remain. Then, following technical analysis and policy refinement, the Strathcona Junction Planning Study report was used as the basis for preparation of this new ARP and amendments to the existing Strathcona ARP. Table 1 contains a detailed sequence of events:

**Table 1: Strathcona Junction ARP Sequence of Events**

<b>December 12, 2006</b>	The boundaries of the Old Strathcona Business Revitalization Zone (BRZ) were expanded with the passing of Bylaw 14432.
<b>June 13, 2007</b>	At an Executive Committee meeting, Councillor Jane Batty inquired if there was a vision or guidelines for future redevelopment within the expanded area.
<b>August 22, 2007</b>	Executive Committee received the July 16, 2007 Planning and Development Department report 2007PDP039 for information. The report recommended that a planning study be conducted for areas added to the Old Strathcona BRZ areas as well as associated industrial transition areas south to 63 Avenue.
<b>September 2007</b>	A project charter and public involvement plan were prepared.
<b>October 2007 - March 2008</b>	An Advisory Committee was established. Background research and stakeholder interviews and visioning workshops were conducted.
<b>November 13, 2007</b>	The initial meeting of the Advisory Committee was held.
<b>November 20, 2007</b>	An open house attended by approximately 75 people was held at NAIT's Souch Campus to introduce the planning project to the public.
<b>January 10, 2008</b>	Plans for upcoming public consultation were discussed at an Advisory Committee meeting.
<b>January 2008</b>	Project newsletter #1 containing issues to consider and draft guiding principles was distributed to property owners, businesses and residents.
<b>February 2 and 23, 2008</b>	Visioning workshops were held at the Trinity Lutheran Church with over 30 people attending each.
<b>April - May 2008</b>	A draft development concept was prepared based on the input received through the visioning workshops. The concept called for medium - high density housing between 104 Street and Gateway Boulevard supported by the possibility of LRT running through the CPR right-of-way.
<b>May 29, 2008</b>	The Advisory Committee reviewed the draft development concept.
<b>June 2008</b>	Project newsletter #2 containing the draft development concept was distributed.
<b>June 25, 2008</b>	An open house was held to obtain feedback on the proposed development concept. Approximately 70 people attended.



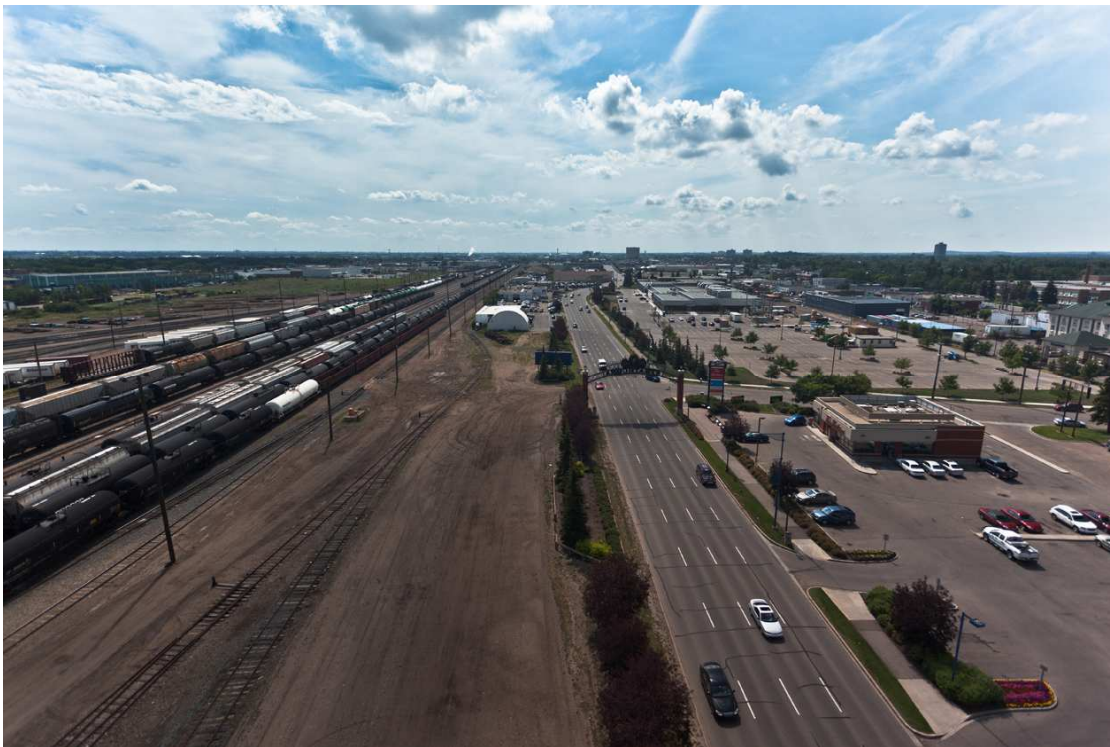
<b>August 18, 2008</b>	The Strathcona Junction Planning Study was presented to the Edmonton Design Committee.
<b>November 5/6, 2008</b>	Executive Committee received the October 2, 2008 Planning and Development Department report 2008PDP126, <i>Strathcona Junction Planning Study</i> and directed the City Administration to conduct technical studies and report back with future plans.
<b>February 11, 2009</b>	Executive Committee received the January 21, 2009 Planning and Development Department report 2009PLU004, <i>Strathcona Junction Planning Study - Update on Technical Studies and Future Plans</i> for information. The report outlined plans to: <ul style="list-style-type: none"> <li>• prepare a Strathcona Junction Area Redevelopment Plan (ARP) based on the Strathcona Junction Planning Study; and</li> <li>• make associated amendments to the Strathcona ARP and the Calgary Trail Land Use Study.</li> </ul>
<b>June 3, 2009</b>	Executive Committee received the April 15, 2009 Planning and Development Department report 2009PPP011, <i>Mature Neighbourhood Land Use Planning Strategy</i> , for information. The report outlined a work program that included completion of Strathcona Junction planning work.
<b>August 2009 - April 2010</b>	Drafts of the Strathcona Junction ARP and associated DC1 zoning were prepared and reviewed within the City Administration.
<b>November 23, 2009</b>	The Advisory Committee reviewed an early draft of the Strathcona Junction ARP.
<b>December 15, 2009</b>	City Council approved the Connors Road / 75 Street corridor for the Southeast LRT alignment, which meant that LRT was no longer a possibility through Strathcona Junction along the CPR right-of-way. Without the potential for supportive rapid transit service, plans for housing between 104 Street and Gateway Boulevard were dropped.
<b>May 10, 2010</b>	The Advisory Committee reviewed an updated draft ARP and DC1 zoning.
<b>June 16, 2010</b>	An open house was held at Trinity Lutheran Church to obtain feedback on the draft ARP and DC1 zoning. Approximately 90 people attended.
<b>August 2010</b>	Formal notices about the draft ARP and DC1 zoning were mailed to relevant property owners.
<b>October 5, 2010</b>	The draft ARP and DC1 zoning were presented to the Edmonton Design Committee, which requested changes.
<b>January 17, 2011</b>	The Advisory Committee discussed final changes to the ARP and DC1 zoning.
<b>January 25, 2011</b>	The draft ARP and DC1 zoning were presented to the Edmonton Design Committee a final time.
<b>April 12, 2011</b>	Open House #4 was held at the Trinity Lutheran Church to obtain feedback on the updated draft ARP and DC1 zoning.
<b>July 4, 2011</b>	City Council held a Public Hearing regarding the Strathcona Junction ARP.

## 1.6 Use of this Plan

As a Council approved statutory plan, this ARP has force as a City of Edmonton bylaw. Planning and development activities of a private or public nature within the boundaries of the plan must not be inconsistent with the ARP. While the Province of Alberta and Canadian Pacific's rail operations are not subject to municipal planning jurisdiction, they are encouraged to respect the ARP's vision, objectives and policies.

Everyone who uses this plan should be aware that it is subject to change. Needs, priorities or circumstances not anticipated when this plan was prepared may necessitate changes to it. Plan amendments should be carefully assessed according to the overall intent of the ARP and to other relevant planning policies of the time, and should be prepared through processes that respect legislative requirements and City of Edmonton public involvement practices.

Questions about interpretation of this ARP should be directed to the City of Edmonton.



*Strathcona Junction looking south from Gateway Boulevard at University Avenue.*

# 2 Vision and Guiding Principles

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## 2.1 Plan Vision

*Strathcona Junction is an impressive entrance to the central city - a place where commerce, industry and culture blend to create a vibrant, green and human-scale environment. High-quality, compatible mixed-use development reflects a commitment to excellence in urban design, architecture and the environment. Over time, the plan will usher in a local urbanism. Working and shopping will exist within a walkable, amenity-rich street network that connects to adjacent residential areas.*





**Map 5: Building Footprints (Possible Future)**



## 2.2 Guiding Principles

Four principles guided development of this plan:

### Urban Character

Urban design and architecture are regulated to create character areas with street-oriented buildings. Densities are increased. Development is sensitively scaled to be compatible with the character of surrounding areas, with a mix of land uses where practical. Streets, sidewalks, boulevards, and alleys are designed to be safe, accessible and attractive for pedestrians, cyclists and motorists alike. On-site parking is limited.

### Healthy Communities

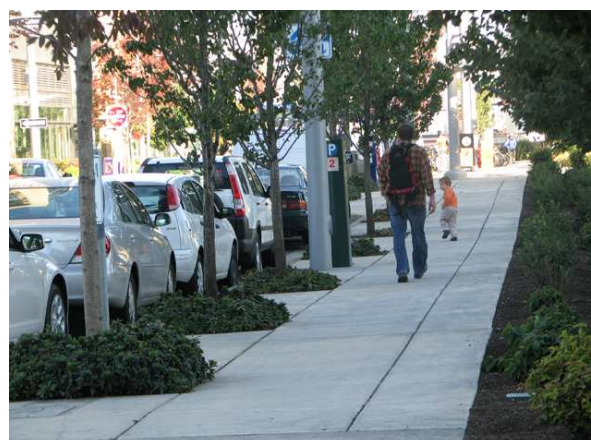
Employment areas are valued. Gathering places, activities and amenities are available and convenient with access to important services. The impacts of arterial roadways and continued rail operation are mitigated and residential development is located appropriately.

### Sense of Place

The entrance to Strathcona makes a positive impression as an urban destination. The industrial nature of the area is respected for its economic contribution and historic legacy. Focal points, landmarks and historic resources are created and protected.

### Connectivity and Movement

Strathcona Junction is more fully integrated with surrounding neighbourhoods over time through additions to the street network. Streets are designed to allow people to travel easily between destinations using a variety of travel modes. The grid street pattern is key feature with a focus on pedestrians as well as improved bicycle routes and transit service. Streets are connected through large blocks, existing alleys are retained, and developments are fine-grained and interconnected.





# 3 Development Concept

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Key aspects of the development concept are to:

- Create more urban-sized blocks and improve east-west connections between 104 Street and Gateway Boulevard.
- Allow for a mix of land uses between 104 Street and the rail yard including commercial, industrial, office and entertainment uses.
- Improve Gateway Boulevard's image as a major city entrance.
- Retain the established industrial area east of the CPR yard.
- Require quality, pedestrian-friendly urban design.
- Protect the CPR rail right-of-way to accommodate a future high-speed rail line.
- Require amendment of this ARP for any redevelopment of CPR land. A large redevelopment proposal on the CPR yard will require the preparation of a comprehensive plan.

Map 6 summarizes the development concept and the associated transportation concept is illustrated in Map 7. The following sections relate to the two sub-areas indicated on Map 6:

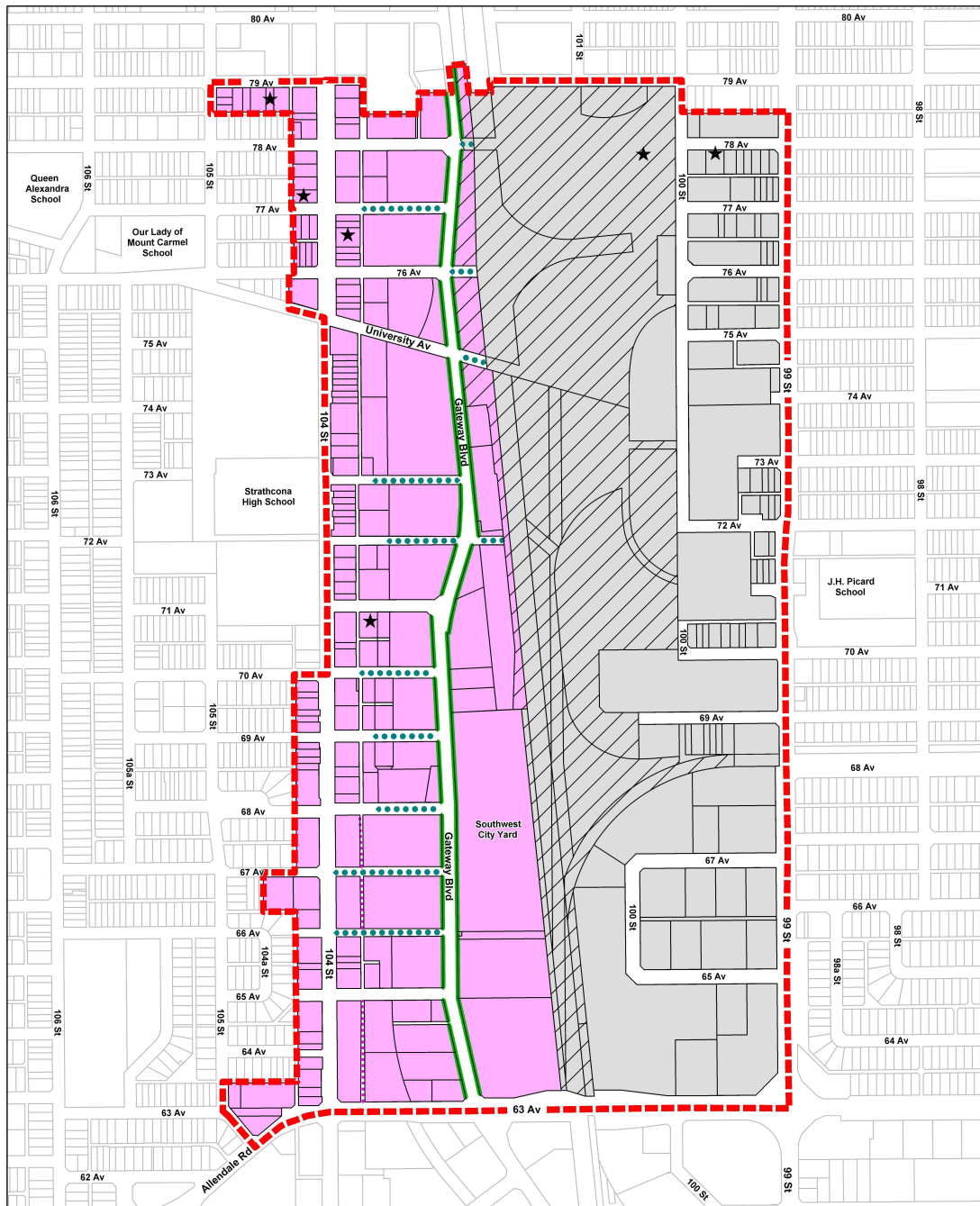
1. Business Area
2. Industrial Area




*Urban-styled stores and offices along a well-designed street.*

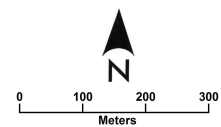


## Map 6: Development Concept



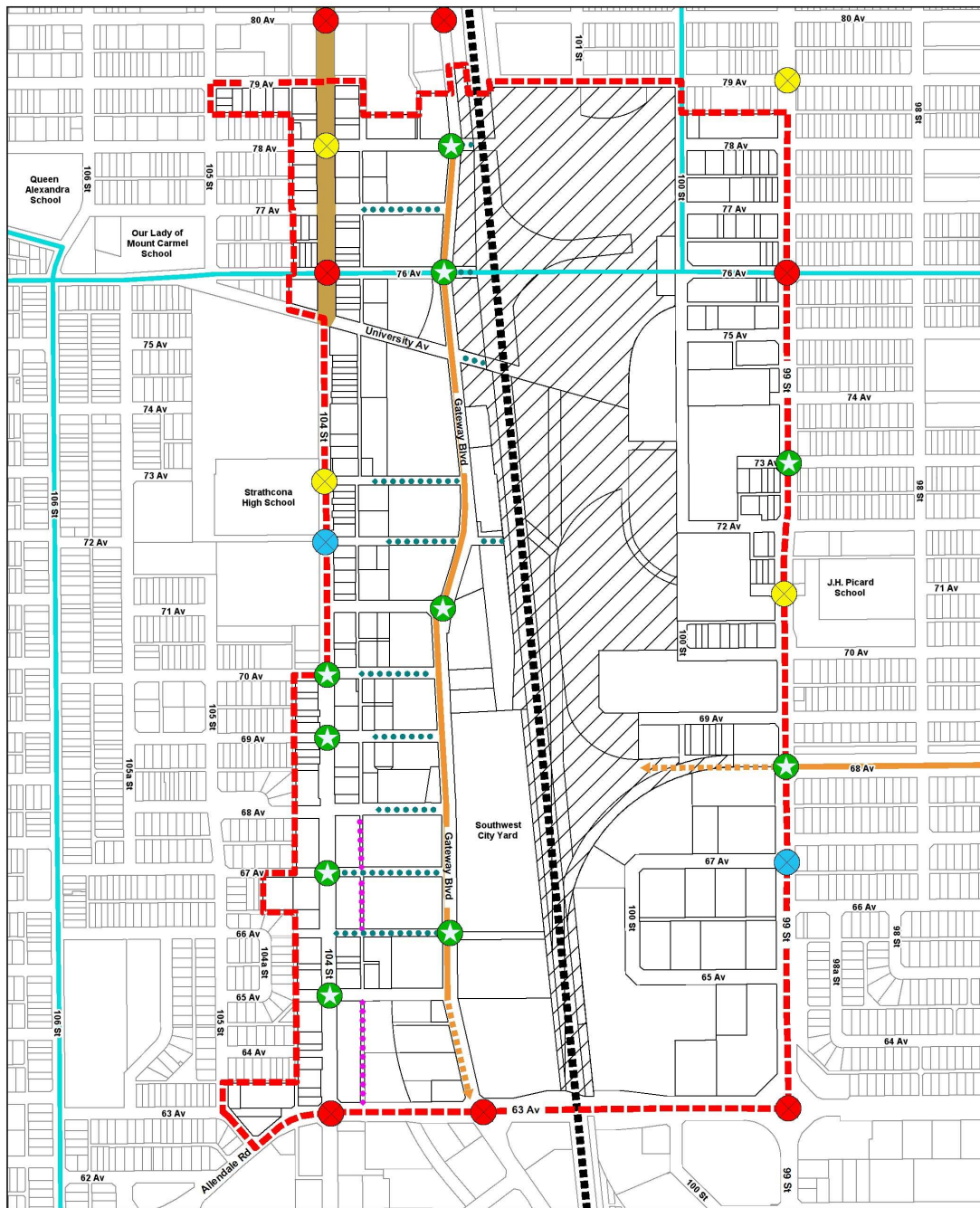
- |   |                 |   |                                |
|---|-----------------|---|--------------------------------|
|  | ARP Boundary    |  | Gateway Landscaping            |
|  | CPR Yard        |  | Future Avenue                  |
|  | Business Area   |  | Future Alley                   |
|  | Industrial Area |  | Buildings of Historic Interest |

Note: Lot boundaries can change through consolidation or subdivision

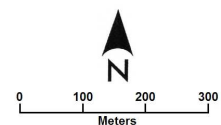




## Map 7: Transportation Concept



- |   |   |
|---|---|
| <span style="color: red;">---</span> ARP Boundary   | <span style="color: blue;">.....</span> Future Avenue             |
| <span style="border: 1px solid black; width: 20px; height: 10px; display: inline-block;"></span> CPR Yard | <span style="color: purple;">.....</span> Future Alley            |
| <span style="color: orange;">---</span> Existing Shared-Use Path  | <span style="color: red;">●</span> Full Signal                    |
| <span style="color: orange;">-.-.-&gt;</span> Proposed Shared-Use Path                                    | <span style="color: yellow;">⊗</span> Pedestrian Activated Signal |
| <span style="color: cyan;">---</span> Proposed City-Wide Bicycle Facility                                 | <span style="color: blue;">⊗</span> Crosswalk                     |
| <span style="color: black;">- - - -</span> Future Passenger Rail  | <span style="color: green;">★</span> Future Pedestrian Crossing   |
| <span style="color: brown;">---</span> Review Contra-Flow Lane  |   |



## 3.1 Business Area

### Overview

The Business Area is an underutilized area with opportunity to urbanize. Gateway Boulevard and 104 Street both serve key transportation functions in south Edmonton but have different characteristics and redevelopment trajectories. Development along 104 Street will be street-oriented and reinforce a traditional character with pedestrian-friendly building frontages. Development along Gateway will be set back from the roadway and incorporate architectural features and landscaping to enhance aesthetics along what is expected to remain a predominantly automobile-oriented corridor. Over time a more finely-grained block pattern conducive to urban development will emerge as avenues are extended across large parcels between Gateway and 104 Street. In light of potential contamination associated with the industrial history of the area, environmental site assessments will be required.

### Objectives

- Create a more finely-grained, connected urban form.
- Allow a compatible mix of land uses.
- Require urban-style buildings featuring good architecture.
- Design sites to support pedestrian activity.
- Design the transportation system to support urban-style development.

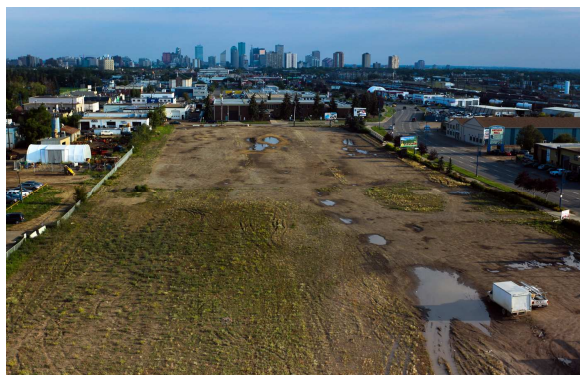
### Policies

#### *Identity*

- 3.1.1. The City of Edmonton will apply to the Naming Committee to rename the CPR West neighbourhood to become the Strathcona Junction neighbourhood.

#### *Urban Form*

- 3.1.2. No permanent buildings will be allowed within areas designated as Future Avenues or Future Alley on Map 6. Temporary facilities such as tents or enclosures are acceptable.
- 3.1.3. Dedication of road right-of-way within areas designated as Future Avenues or Future Alley on Map 6 will be a requirement of subdivision of relevant properties.
- 3.1.4. In the absence of subdivision, the City of Edmonton will encourage land owners to dedicate areas designated as Futures Avenues or Futures Alley through the filing of a road plan.
- 3.1.5. If areas designated as Future Avenues or Future Alley on Map 6 remain in private ownership through the development process, they will be constructed as private roadways and underground utilities supporting future intensification should be installed where possible.
- 3.1.6. The City of Edmonton will support the subdivision of a narrow strip of CPR property abutting Gateway Boulevard.



*Industrially-sized parcel that will take on a more finely-grained urban form as development occurs.*

- 3.1.7. Road closures materially affecting circulation and / or block structure will not be supported. This includes preservation of the alley east of 104 Street between 68 Avenue and University Avenue.

### **Land Use**

- 3.1.8. A mix of commercial, industrial and recreational land uses will be permitted within this area.
- 3.1.9. *Apartment Housing on upper floors of development, as well as live work units will be encouraged in areas west of Gateway Boulevard in certain circumstances.*

*(Bylaw 16135 June 18, 2012)*

- 3.1.10. Signs will respect the character of an urban area. Billboards will not be allowed.
- 3.1.11. Land must be suitable for the intended land use prior to issuance of a development permit.

### **Buildings**

- 3.1.12. Building heights will be limited to 4 - 6 storeys.
- 3.1.13. A high standard of architecture befitting the area's prominence will be required. As indicated in the Edmonton Design Committee Bylaw 14054, development permit applications and Direct Control provisions within one block of 104 Street and Gateway Boulevard will be reviewed by the Edmonton Design Committee.
- 3.1.14. New development should respect and complement the area's historical characteristics. Façades should reflect the appearance of individual structures built according to original lot sizes.
- 3.1.15. Buildings will be designed to support street-level pedestrian activity, with features such as multiple independent entrances, extensive clear glazing, canopies and awnings. Façades along Gateway Boulevard are exempted from



*Existing mix of commercial, industrial and institutional land uses near University Ave.*



*Building façade reflecting the appearance of individual structures.*



*Multiple entrances and glazing to support pedestrian activity.*



this policy but will be required to be articulated and architecturally enhanced.

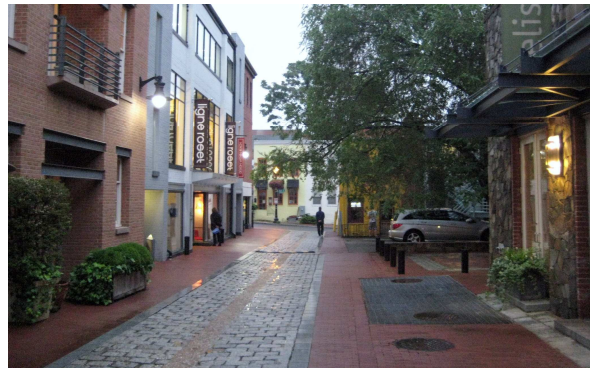
- 3.1.16. The main entrances of buildings will face roadways rather than internal parking areas.
- 3.1.17. Buildings should be designed to mitigate roadway, railway and industrial noise.
- 3.1.18. Any parking structure adjacent to a road will be wrapped or hidden at ground level by commercial land uses.
- 3.1.19. Loading docks will be fully enclosed in buildings or fully screened and designed to minimize their visual prominence.
- 3.1.20. Buildings on sites on either side of the alley east of 104 Street or a Future Alley shown on Map 6 will be designed to improve aesthetics along and otherwise sympathetically integrate with the alley.
- 3.1.21. The City will support preservation of structures shown on Map 6 as “Buildings of Historic Interest” as well as their designation on the City’s Register and *Inventory of Historic Resources in Edmonton*. Preference will be given to incorporation of heritage buildings into new developments.
- 3.1.22. Green building features such as natural ventilation, geothermal heating, solar orientation, green roofs, bioswales, rain gardens, permeable pavement, car sharing and end-of-trip bicycle facilities will be encouraged as part of new development in order to minimize its environmental impact.

### **Site Design**

- 3.1.23. Buildings will be built to front and side property lines or the edges of the Future Avenues shown on Map 6.
- 3.1.24. Along Gateway Boulevard, a yard with enhanced landscaping will be required between the property line and the building and no parking or driveways will be allowed within this yard.



*Truck backing into a fully enclosed loading dock designed to minimize its prominence.*



*Development designed to sympathetically integrate with alley.*



*Building built to front and side property lines.*

- 3.1.25. Parking will be limited. Underground parking, parking structures and the sharing of parking spaces between uses with peak parking demands at different times of the day will be encouraged.
- 3.1.26. The number of vehicular accesses to sites will be minimized. Direct access to sites from 104 Street and Gateway Boulevard will be limited. Access should be from adjacent alleys or from avenues if alleys do not exist.
- 3.1.27. Sites within which outdoor pedestrian activity is expected will be designed with safe, convenient and comfortable dedicated pedestrian facilities linking destinations within the site to sidewalks on surrounding streets.
- 3.1.28. Any private roads built within areas designated as Future Avenues on Map 6 (see policy 3.1.4) will be designed with sidewalks on both sides that connect to sidewalks on adjacent public streets.
- 3.1.29. Publicly accessible private open space will be a condition of large site redevelopment. These spaces may include courtyards, plazas or landscaped green space. Public art is encouraged.

## **Roads**

- 3.1.30. Gateway Boulevard will remain a key vehicular route to central Edmonton.
- 3.1.31. Over time 104 Street will become more conducive to pedestrian activity and to the viability of adjacent businesses. As circumstances warrant, the City should review the function of the contra-flow lane and consider the possibility of transforming 104 Street north of University Avenue into a two-way urban boulevard.
- 3.1.32. Roads will enable safe and comfortable access for all users: pedestrians, bicyclists, transit riders and motorists. Road design should include:
  - a. pedestrian facilities on both sides of roads;
  - b. street trees;



*Publicly accessible open space within a commercial development.*



*The design of 104 Street currently discourages pedestrian activity and impacts the viability of adjacent businesses.*



*Road with on-street parking, street trees and a generous sidewalk.*



- c. pedestrian-oriented lighting and seating;
  - d. bicycle facilities;
  - e. bus shelters; and
  - f. on-street vehicular parking.
- 3.1.33. Existing pedestrian crossings will be maintained or enhanced and additional pedestrian crossings will be provided to facilitate walking. Crossings should be considered for the following locations shown on Map 7:
- a. 104 Street and 65, 67, 69 and 70 Avenues; and
  - b. Gateway Boulevard and 66, 71, 76 and 78 Avenues.
- 3.1.34. Signals will be added along 104 Street and / or Gateway Boulevard as warranted by existing or expected traffic patterns.
- 3.1.35. The city-wide bicycle facilities shown on Map 7 will be established as opportunities permit.
- 3.1.36. The shared-use path on the west side of Gateway Boulevard should be improved and expanded as opportunity permits.
- 3.1.37. Transit service should be considered for 104 Street and Gateway Boulevard as the area urbanizes and densifies.
- 3.1.38. A transportation study must be prepared as part of any significant development proposal that assesses the need for off-site transportation improvements.
- 3.1.39. Construction of a public or private road and/or alley giving access to a development and a pedestrian walkway system that includes sidewalk and street trees will be a condition of subdivision or development permit as required by the Sustainable Development and Transportation Services Departments.



*Intersection along 104 Street where pedestrians can cross safely.*



*Designated bicycle lanes - one design for city-wide bicycle facilities.*

## 3.2 Industrial Area

### Overview

The Industrial Area is home to significant manufacturing operations and is a valuable source of centrally-located employment. It will remain primarily industrial in nature and the appearance of development along 99 Street will improve over time.

The CPR yard is expected to remain largely as it is. Development is encouraged on unused land along its Gateway Boulevard edge to screen the rail operations (see Policy 3.1.6). Any other proposed redevelopment of the yard would trigger an amendment to this ARP. Such an amendment would need to feature urban-sized blocks, east-west connections and a protected rail right-of-way.

### Objectives

- Retain industries.
- Encourage the aesthetic enhancement of buildings and sites along 99 Street.
- Improve pedestrian accessibility in the area.
- Establish basic requirements for any redevelopment of the CPR yard.

### Policies

#### *Land Use*

- 3.2.1. A variety of industrial zones will be permitted in this area. Heavy industrial zoning will not be allowed abutting 99 Street.
- 3.2.2. Arts, culture and entertainment uses and live work units will be considered north of 76 Avenue between 99 Street and 100 Street.

#### *Buildings*

- 3.2.3. Architectural enhancement of building façades along 99 Street will be encouraged through the development process.
- 3.2.4. New development should respect and complement the historical characteristics of the area.
- 3.2.5. The City will support designation and preservation of structures on the *Inventory of Historic Resources in Edmonton* as shown on Map 6.
- 3.2.6. Green building features such as natural ventilation, geothermal heating, solar orientation, green roofs, bioswales,



*CPR yard and industries to the east.*



*Metal fabrication operation in Strathcona Junction.*

rain gardens, permeable pavement, car sharing and end-of-trip bicycle facilities will be encouraged as part of new development in order to minimize its environmental impact.

- 3.2.7. Loading docks should be screened from adjacent roadways.

### **Site Design**

- 3.2.8. Buildings along 99 Street will be encouraged to be built to required setbacks with parking behind.
- 3.2.9. Landscaping adjacent to 99 Street will be required through the development process.
- 3.2.10. The number of vehicular accesses to sites should be minimized. Direct access to sites from 99 Street should be limited. Access should be from adjacent alleys or avenues.

### **Roads**

- 3.2.11. Roads will enable safe and comfortable access for all users: pedestrians, bicyclists, transit riders, motorists and goods movement. Road design should include:
  - a. sidewalks on both sides of roads;
  - b. on-street vehicular parking;
  - c. bus shelters; and
  - d. accommodation of large industrial loads on 99 Street.
- 3.2.12. Existing pedestrian crossings will be maintained or enhanced and additional pedestrian crossings will be provided to facilitate walking. Crossings should be considered for the following locations shown on Map 7:
  - a. 99 Street and the shared-use path adjacent to 68 Avenue; and
  - b. 99 Street and 73 Avenue.
- 3.2.13. The city-wide bicycle facilities shown on Map 7 will be established as opportunities permit.
- 3.2.14. Construction of a road and/or alley giving access to a development and a pedestrian walkway system that includes sidewalk and street trees will



*Landscaping in front of building in industrial area.*



*Additional crosswalks are required to facilitate pedestrian crossing of 99 Street.*



*“Sharrows” painted on the road - one design for city-wide bicycle facilities.*



be a condition of subdivision or development permit as required by the Sustainable Development and Transportation Services Departments.

### ***CPR Yard Redevelopment***

- 3.2.15. A right-of-way should be protected through the CPR yard for possible restoration of passenger rail service between Downtown Edmonton and Calgary.
- 3.2.16. No redevelopment of the CPR yard east of the Future Passenger Rail corridor shown on Map 7 will be allowed without an amendment to this ARP that contemplates the comprehensive redevelopment of the CPR yard. Such an amendment would need to include:
- a. urban-sized blocks on a gridded road network that connects to the streets to the north and the avenues to the east of the yard;
  - b. east-west roads connecting Gateway Boulevard and 99 Street;
  - c. the city-wide bicycle facilities shown on Map 7;
  - d. shared-use paths connecting to the existing path adjacent to 68 Avenue within the Hazeldean neighbourhood; and
  - e. protection of a rail right-of-way for possible future restoration of passenger rail service between Downtown Edmonton and Calgary.
- 3.2.17. Developing buildings and open space over the rail right-of-way using air rights should be considered.



*Northern portion of the CPR yard and adjacent development on urban-sized blocks.*



*Future passenger rail service between Downtown Edmonton and Calgary would pass through Strathcona Junction.*



# 4 Implementation

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The Strathcona Junction ARP will be implemented over time through a combination of private and public sector actions. These actions are as follows:

## 4.1 Naming

The City of Edmonton will apply to the Naming Committee to rename the CPR West neighbourhood to become the Strathcona Junction neighbourhood.

## 4.2 Amendment to Existing Plans

Concurrent with approval of this plan, the Calgary Trail Land Use Corridor Study was amended to remove lands within the Strathcona Junction ARP. This ensures that there will not be conflicting policy direction between the two documents as development occurs in Strathcona Junction. The Strathcona ARP was also amended to address minor changes to its southern boundary.

## 4.3 Direct Development Control Provision (DC1)

The Edmonton Zoning Bylaw should be amended to apply a (DC1) Direct Development Control Provision to a majority of the Business Area specified within this ARP (see Section 3.1). Consistent with the area's ongoing transition, the DC1 would allow both industrial and commercial land uses. This would facilitate development in the area as it would save owners of properties that currently have industrial zoning from having to rezone their properties if they are seeking to develop commercial land uses while recognizing those industrial operations which desire to remain.

*Housing would be allowed above main-floor commercial uses in areas west of Gateway Boulevard in certain circumstances.*

*(Bylaw 16135 June 18, 2012)*

Proponents of developments with a residential component would be required to provide a noise study and to include appropriate noise mitigation measures at the development permit stage as the result of proximity to the CPR yard and major roadways.

The DC1 provision would contain regulations designed to achieve the objectives of this ARP through the development process. This includes restricting development where future avenues or alleys are envisioned and applying a variety of architectural and urban design requirements. The DC1 would also establish a height limit of 4 - 6 storeys.

Generally, the City requires evidence of environmental site suitability prior to rezoning a property. This is not feasible for the City-initiated rezoning of so many properties where there is a medium to high probability of historical soil contamination. As a result the DC1 provision would include a requirement that environmental site assessments be submitted as part of the development permit process.

## **4.4 Areas Not Subject to the DC1 Provision**

There are four (DC2) Site Specific Direct Control Provisions, shown on Map 4: Zoning (2011), that would remain as they are currently zoned and would not be rezoned to the new Strathcona Junction DC1 Provision:

- DC2 515 on the northeast corner of 104 Street and 63 Avenue (Derrick Dodge)
- DC2 655 on the north side of 65 Avenue and east of 104 Street (Mark's Work Warehouse)
- DC2 654 on the northwest corner of 65 Avenue and Gateway Boulevard (Home Depot)
- DC2 786 on the southwest corner of 65 Avenue and Gateway Boulevard (Healthworks)

The first three DC2s were prepared with specific regulations regarding management of site contamination that should remain until the sites are redeveloped. The fourth was adopted during preparation of this ARP to permit limited commercial uses within an existing building. Any future rezoning of these sites should be to the Strathcona Junction DC1 Provision or should include uses and development regulations consistent with those contained in the Strathcona Junction DC1 Provision.

## **4.5 Pedestrian Commercial Shopping Street Overlay**

The Edmonton Zoning Bylaw should be amended to extend the Pedestrian Commercial Shopping Street Overlay to apply to all CB2-zoned lots north of University Avenue and south of 79 Avenue west of Gateway Boulevard, except those that are interspersed between existing IM-zoned parcels, which will be part of the new DC1 zone. The overlay with CB2 as the base zone is generally consistent with the intent of the DC1 provision described above except that industrial uses are not permitted in the CB2 Zone.

## **4.6 Review of Development Applications**

All development applications within the Strathcona Junction ARP boundaries are subject to the provisions of this plan. Decisions on future rezoning and subdivision applications must conform to this ARP. In reviewing development permit applications, planners should have regard to objectives of this plan in addition to the regulations of the applicable zone. All significant projects within one block of 99 Street, Gateway Boulevard or 104 Street will be reviewed by the Edmonton Design Committee.

## **4.7 Future Avenues and Alleys**

Connecting avenues and alleys between 104 Street and Gateway Boulevard and thereby creating a small block framework is a key aspect of this plan. A more finely-grained, connected urban form within the Business Area is a long term objective that can be achieved through zoning regulation, subdivision and City acquisition. Policies 3.1.2 to 3.1.5 relate to implementation of this objective. City of Edmonton staff overseeing this area should pursue opportunities to obtain public road right-of-way through dedication at the subdivision stage, or, where there is no subdivision, registration of road plans negotiated through the development process rather than through expropriation. Construction of roads within areas designated as "Future Avenue" or "Future Alley" in Map 6 may be a condition of adjacent development or be done through City capital programs as funding permits. In some cases, private roadway extensions of the avenues or alleys may be acceptable.

The first three sites listed in section 4.4 above include areas identified in the ARP as "Future Avenue" or "Future Alley." Since they will retain their current DC2 zoning when the

Strathcona Junction DC1 is approved, any future rezoning of these sites should restrict the construction of new permanent structures within “Future Avenue” or “Future Alley” areas.

## **4.8 Roads**

Roads in Edmonton are repaved or rehabilitated on an ongoing basis. The design of any such roadway work planned within the Strathcona Junction ARP boundaries should respect Policies 3.1.30 to 3.1.39 and 3.2.11 to 3.2.14. Additional funding should be allocated where necessary to accommodate the costs of improvements that exceed the simple replacement of roads that are substandard for a walkable urban area.

Local improvement charges relating to previous improvements along 104 Street between 63 and 79 Avenues were initiated in 2004 and will expire in 2024.

In addition to roadway rehabilitation, there are separate capital programs for construction of signals (including pedestrian-activated signals), missing sidewalks, shared-use paths and dedicated bicycle facilities. Needs within Strathcona Junction should be prioritized as part of construction resulting from these programs.

Edmonton Transit should regularly assess the need for local transit service along 104 Street and / or Gateway Boulevard, especially when significant new developments are proposed.

## **4.9 Gateway Boulevard Aesthetics**

Actions to improve aesthetics along Gateway Boulevard date from a mid- to late-1990s beautification project that removed overhead lines and landscaped public and private property. Aesthetics will continue to improve along Gateway Boulevard over time as landscaping and architecturally-enhanced building façades are provided in conjunction with new development (see Policies 3.1.15 and 3.1.24). If additional aesthetic improvements are desired, a comprehensive redesign of Gateway Boulevard that provides street trees and pedestrian facilities on both sides separated from traffic lanes by boulevards is recommended. This redesign would logically extend south of the plan area beyond 63 Avenue.

## **4.10 Business Improvement**

The portion of the Strathcona Junction ARP between 100 Street and the alley west of 104 Street north of University Avenue (including the northern portion of the CPR yard) falls within the boundaries of the Old Strathcona Business Revitalization Zone (BRZ). As a result, properties within this area are eligible for funding through the City’s Façade Improvement Program.

Strathcona Junction properties south of University Avenue are not within a BRZ and therefore are not eligible for Façade Improvement Program grants. Establishment of a new BRZ in the 104 Street / Calgary Trail and Gateway Boulevard corridor south of the Old Strathcona BRZ could be initiated by the local business community.

## **4.11 Risk Assessment**

A Risk Assessment that included the Strathcona Junction area (“Strathcona Junction Planning Area Risk Assessment Report,” MMM Group - June 2009) concluded that risk from the CPR freight yard involving a worst-case scenario at the yard is low and within acceptable limits. Potential mitigation measures related to potential noise in proximity to the CP Rail Yard and 104 Street for new development within the Strathcona Junction plan area have been

identified in the Assessment and should be reflected in provision of the Strathcona Junction DC1 relating to residential development.

Any rezonings within the plan area that would allow residential use should consider the recommendations in the Assessment. This may include additional noise attenuation and the use of air conditioning for properties impacted by the operations of the CP rail yard

#### **4.12 Plan Monitoring and Amendment**

The policies of this Strathcona Junction ARP will be monitored for their effectiveness and amendments will be made as necessary.

The ARP is adopted by bylaw and can only be changed by bylaw in accordance with the Municipal Government Act. Amendments should be consistent with the vision and guiding principles of this ARP. The proponent of an amendment will be required to submit a formal request for the proposed amendment, along with technical information on how it conforms with the ARP's vision and guiding principles, or why it cannot.