

Strathcona Junction Project Advisory Committee Meeting #4 Summary

Date/Time:	Monday, November 23, 2009 / 2:00 p.m.	
Place:	EFCL Office - 7103 – 105 St. NW, Edmonton, AB	
Next Meeting:	TBA	
Attendees:	Diane Dunn Don McFarlane Georgina Lawrence Henry Maisonneuve Jim Dallin Larry Dahl Shirley Lowe Wilf Brooks Erik Backstrom Julie McGuire	Old Strathcona Integrated Service Team CESSCO Allendale Community League Old Strathcona Foundation JDL Realty & Development Ltd Russel Metals Old Strathcona Business Association United Cycle City of Edmonton City of Edmonton
Absentees:	Berni Fuchs Dan Lewis Jack Menduk Joanne Booth John Clarke Micheal S. Guirguis Rick Poznikoff	Ritchie Community League AB Plywood Ltd. NAIT Strathcona Community League SEBA Queen Alexandra Community League CPR
Distribution:	Committee - ALL	

- Introductions.
- Julie reviewed past project steps that have brought us to this point in the process.

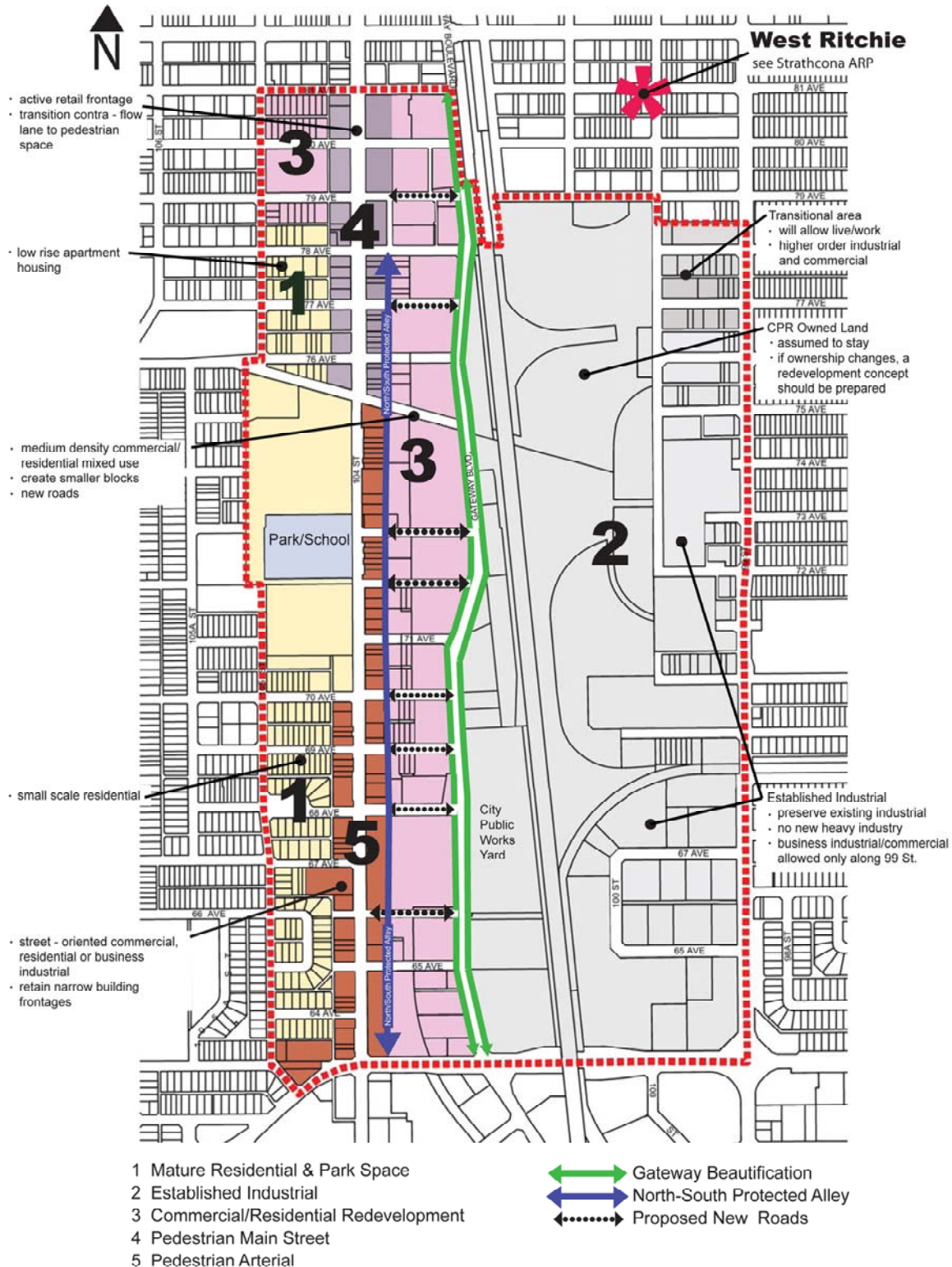
At the February 9, 2009 Executive Committee Meeting the Planning and Development Department submitted a report to update Council on the status of the project. The report identified a Transportation Study that was scheduled to be finished this summer. However, with budget constraints this technical study did not go forward. The decision was made to go ahead with the Strathcona Junction Area Redevelopment Plan (ARP) and list the Transportation Study in the plan as an implementation item.

A draft Strathcona Junction ARP is complete based on the vision and development concept from the planning study. The draft ARP is currently going through an internal review process. In addition to the Strathcona Junction ARP, required amendments to the Strathcona ARP and the Calgary Trail Land Use Study are being prepared. These updates are being worked on simultaneously with Strathcona Junction.

When all of the documents have been reviewed internally and by the Advisory Committee, they will be released to the public and the formal approval process will begin. The goal is to take bylaws to City Council for approval in the spring.

- Copies of the draft Strathcona Junction ARP (Version 6) were distributed. Draft Strathcona ARP amendments will be distributed to the Advisory Committee when they are ready.

From the draft Strathcona Junction ARP (Version 6): Map 4 Future Land Use Concept



- Questions were posed asking for clarification on the Strathcona Junction Area Redevelopment Plan (ARP) Boundary.
 - Jim asked why the West Ritchie area isn't within the Strathcona Junction ARP boundary.

The Strathcona Junction Planning Study looked at a study area that went across six neighbourhood boundaries and examined areas within the existing Strathcona ARP and the Calgary Trail Land Use Study. Most of the West Ritchie area is currently regulated by the Strathcona ARP.

The Strathcona Junction Planning Study report, that went to Executive Committee in November 2008 has a section (5.2) called *Plan Preparation / Amendment* that states the intention to create a new Strathcona Junction ARP for the areas that fall outside the boundaries of the Strathcona ARP and amend the Strathcona ARP to address West Ritchie. The report is on the City of Edmonton website at: <http://www.edmonton.ca/strathconajunction>.
- Wilf asked about transportation in the area. Why is the SE LRT not going down the High Level Bridge to Whyte Avenue?
 - Erik explained City-wide LRT planning. For more information see the website. <http://www.edmonton.ca/transportation/ets/lrt-projects.aspx>
- Shirley commented that transit service needs to be improved.
 - In the Strathcona Junction ARP there is policy calling for more frequent transit service as densities increase.
- Wilf would like answers about the contra-flow lane before recommending urban development in the area.
 - Recommending urban development in the area is independent from the transformation of the contra-flow lane.
- Discussion about the industrial area and what is heavy vs. light industrial.
 - The zoning bylaw describes Heavy Industrial as follows:

The purpose of this Zone is to provide for industrial Uses that, due to their appearance, noise, odour, risk of toxic emissions, or fire and explosion hazards are incompatible with residential, commercial, and other land Uses.
 - The zoning bylaw describes Medium Industrial as follows:

The purpose of this Zone is to provide for manufacturing, processing, assembly, distribution, service and repair Uses that carry out a portion of their operation outdoors or require outdoor storage areas. Any nuisance associated with such Uses should not generally extend beyond the boundaries of the Site.

- The zoning bylaw describes Light Industrial as follows:
The primary purpose of this Zone is to provide for high quality, light industrial developments that operate in such a manner that no nuisance factor is created or apparent outside an enclosed building.
- While the draft ARP does not support further Heavy Industrial zoning in the area, new business could locate in existing Heavy Industrial zones as long as they are compatible with surrounding land uses.
- Wilf would like us to show the possibility of a 76 Avenue road connection across the CPR yard on the Future Land Use Concept Map.
 - Everyone is okay with this including Larry Dahl and Don McFarlane. Don did say that if 76 Avenue was connected, right turn south on 100 Street would complicate things for CESSCO.
 - After further reflecting on this, the Planning and Development Department has added a statement about road connection(s) rather than a line on the map specifically at 76 Avenue. If CPR ever relocates its yard, a redevelopment concept will be prepared. Through this process the best route(s) across the yard would be determined.
- Jim is concerned about the protected alley. Lots along 104 Street will not be deep enough for underground parking access (need 100' depth).
 - Henry is open to development of the alley as long as rear access is maintained.
 - A development officer states that for underground parking access, the Transportation Department only requires a 6% slope for the first 4.5 m.
 - There are numerous examples of underground parking on lots from 35 to 40m deep. The lots on the east side of 104 Street are approximately 40 meters deep. There should be no problem with underground parking being accessed from the alley if someone wishes to redevelop.
 - Please advise if the issue has been misunderstood.
- Jim would like higher development to be allowed on the east side of 104 Street.
 - Currently the proposal is for a height limit of 4 – 6 storeys on the east side of 104 Street and 4 storeys on the west side.
- West Ritchie Area
The development concept for the West Ritchie area will be addressed in an amendment to the existing Strathcona ARP. A draft copy of the proposed Strathcona ARP amendment was not available at this meeting. The proposed amendments are all in reference to the West Ritchie area. Key aspects of the amendments being prepared regarding West Ritchie include the following:
 - Transforming 81 Avenue between 100 and 102 Streets into a pedestrian-oriented shopping street with enhanced streetscaping.
 - Rezoning the existing industrial (IB) zone to the low rise apartment residential (RA7) zone.

- Protecting a rail right-of-way to accommodate a future high-speed rail line.
- Maintaining the 81 Avenue vista to the historic railway station.
- Providing public open space in West Ritchie.
- Limiting the height of new development in West Ritchie to four Storeys.
- Requiring noise and vibration associated with the CPR yard to be mitigated to City standards as part of new residential development.
- Discussion of the West Ritchie Area
 - Henry and Wilf would like to extend the streetscape improvements along 81 Avenue to 99 Street.
 - Shirley would like to see construction standards for noise.
 - Shirley would like to see the section of West Ritchie that is zoned IB rezoned to allow commercial and residential development since it is primarily commercial right now. Wilf is concerned that that might be too much commercial in an already very commercial area.
 - There was discussion about the need for more family-oriented housing options, possibly row housing.
 - Henry would like to extend streetscape improvements south on 101 Street from 81 to 80 Avenue.
- Next steps
 - Finish the internal review by the end of the year.
 - Inter-departmental review by the end of January 2010.
 - Formal approval process started by February 2010.
 - Public open house possibly in February or March.
 - Council in April or May 2010.
- The meeting concluded with general discussion about the Strathcona Junction ARP.
- The meeting adjourned at 4:15 pm.