

Central McDougall / Queen Mary Park Area Redevelopment Plan

Office Consolidation July 2019

Prepared by:

City of Edmonton

Bylaw 11648 was adopted by Council in March 1998. In July 2019, this document was consolidated by virtue of the incorporation of the following bylaws, which were amendments to the original bylaw.

Bylaw 11648	Approved March 5, 1998 (ARP approval, repeal of bylaw 6222)
Bylaw 12350	Approved July 12, 2000 (Replace Maps 8 and 9)
Bylaw 12526	Approved March 14, 2001 (Replace Maps 8 and 9)
Bylaw 12890	Approved November 19, 2001 (Replace Maps 8 and 9; Replace Table 1)
Bylaw 12925	Approved January 9, 2002 (Add text to "Implementation" section)
Bylaw 13549	Approved December 9, 2003 (Replace Maps 5 and 8)
Bylaw 13839	Approved June 21, 2005 (Replace Table of Contents; Replace List of Maps; Add text to "Introduction: section; Add text to "Overall Plan Concept" section; Replace Maps 5, 6, 7, 8, and 9; Add text to "Action Plans" sections; Add "Downtown North Edge Redevelopment Lands" sub-section to "Action Plans" section; Add text to "Implementation" section)
Bylaw 14141	Approved December 6, 2005 (Replace Maps 5, 6, and 8; Remove "DC5 Site Specific Development Control District - For the Industrial Area in Central McDougall and Queen Mary Park" section; Add text to "Zoning" section; Add text to "Downtown North Edge Development Study" section; Add (DC1) Direct Development Control Provisions for Precincts C, D, E, and F to "Zoning" section)
Bylaw 14176	Approved January 11, 2006 (Add text to "Overall Plan Concept" section ; Replace Map 5)
Bylaw 14391	Approved October 24, 2006 (Add text to "Downtown North Edge Development Study" section; add text to "Zoning" section; Add (DC1) Precinct C - Special Sub Area to "Zoning" Section)
Bylaw 14452	Approved January 9, 2007 (replace Maps 5 and 8)
Bylaw 15107	Approved February 2, 2009 (replace Map 5 and revise policy in the Housing Section)
Bylaw 15125	Approved February 23, 2009 (amend Downtown North Edge Development Concept Map and text regarding access to 105 Avenue)
Bylaw 16122	Approved June 18, 2012 (replace Map 6 – Overall Plan Concept; replace Map 7 – Parks, Open Space and Recreation Facilities; replace Map 12 – Zoning)
Bylaw 16162	Approved October 1, 2012 (replace text in "The Action Plan: Housing" item 3; replace Map 5 – Central McDougall Overall Plan Concept)
Bylaw 16361	Approved March 4, 2013 (replace Map 12)
Bylaw 16625	Approved November 4, 2013 (replace Map 12)
Bylaw 16663	Approved December 9, 2013 (replace Map 12)
Bylaw 16886	Approved August 25, 2014 (Various updates and adjustments associated with the replacement of Precinct 'F' and a change of this Precinct from a "High Rise Mixed Use Precinct" to a "Urban Institutional" Precinct, replace Maps 5, 6, 8 and 10)
Bylaw 16934	Approved September 22, 2014 (replace Maps 5, 7 and 11)
Bylaw 16851	Approved November 17, 2014 (replace Map 11, add DC1 Area 6 – Precinct 'C')
Bylaw 17008	Approved January 26, 2015 (replace Map 11)
Bylaw 17597	Approved April 4, 2016 (replace Map 12)

Bylaw 17591	Approved April 19, 2016 (replace Map 5 and 11)
Bylaw 17504	Approved October 13, 2016 (replace Map 12)
Bylaw 17849	Approved December 13, 2016 (to update text for Precinct C, and DC1 Provision for Area 1 & Area 5 – Precinct C)
Bylaw 17893	Approved April 10, 2017 (replace Maps 6 and 12)
Bylaw 18222	Approved December 4, 2017 (replace Map 11)
Bylaw 18331	Approved March 19, 2018 (replace Map 12; add DC1 Area 7 – Precinct ‘D’)
Bylaw 18503	Approved September 5, 2018 (replace Map 6 and Map 12)
Bylaw 18546	Approved October 23, 2018 (revise DC1 Area 2 – Precinct ‘D’)
Bylaw 18761	Approved February 25, 2019 (replace Map 12)
Bylaw 18756	Approved March 11, 2019 (replace Map 12)
Bylaw 18847	Approved May 13, 2019 (replace Map 11; revise DC1 Area 6 – Precinct ‘C’ and remove from DC1 Area 1 – Precinct ‘C’)
Bylaw 18917	Approved July 15, 2019 (replace May 12; update text under Overall Plan Concept-Industrial Lands)

Editor’s Note:

This is an office consolidation edition for the Central McDougall/Queen Mary Park ARP. This edition contains all amendments and additions to the original Bylaw 11648. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. All changes are noted and italicized, and all reasonable attempts were made to accurately reflect the original Bylaws.

This office consolidation is intended for convenience only. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

City of Edmonton

Central McDougall/Queen Mary Park

Area Redevelopment Plan

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INTRODUCTION

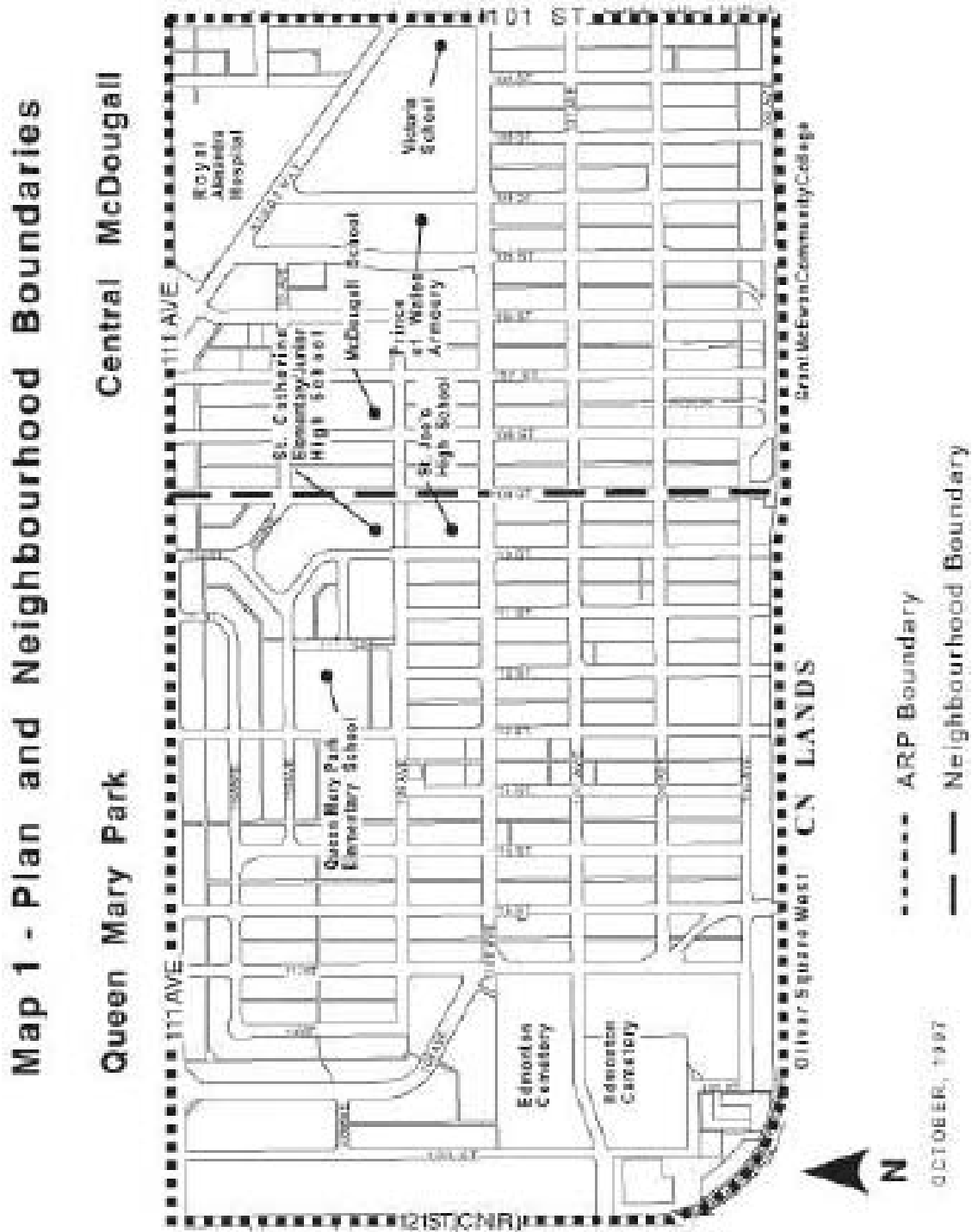
This is the new Central McDougall/Queen Mary Park Area Redevelopment Plan. This document replaces both the 1982 Area Redevelopment Plan for Central McDougall and the 1985 Plan for Queen Mary Park.

The challenging task of preparing the Plan began two years ago in November 1995. A committee made up of a broad cross-section of residents, business people and other stakeholders in the two communities began meeting on a regular basis to consider, and often make difficult choices, on future directions for Central McDougall and Queen Mary Park.

The Plan reflects a shared vision for the future of these two neighbourhoods. This vision sets directions for the next ten years, and will help guide City decisions regarding land use and development issues and the provision of civic services. It also serves as a focus for community actions. The ultimate success of the Plan will depend, in large part, on the leadership and volunteer resources in each community and their ability, and willingness, to initiate action on the priority areas they have identified.

“Sometimes we are so committed to what we are, that we fail to see what we can become”

Map #1 shows the Area Redevelopment Plan and Neighbourhood Boundaries.



THE PLANNING PROCESS

he following outlines the history of the planning process leading up to, and including, the preparation of this Plan.

- | | |
|--------------------------|--|
| May 26, 1992 | Council approves Terms of Reference for the Plan review. However, this review is delayed for 2.5 years to resolve issues around the development of the Prince of Wales Armoury site, the closure of 105 Street through the Armoury site and north LRT options. |
| November 30, 1993 | Council approves Community Objectives for the Armoury site, prepared over the previous year by a committee of stakeholders in Central McDougall. |
| October 4, 1994 | Council approves recommendations on north LRT options through Central McDougall. |
| February 13, 1995 | Council approves the closure of 105 Street between 108 Avenue and 110 Avenue. |
| June, 1995 | Community redirects its attentions to the preparation of an Area Redevelopment Plan for Central McDougall and Queen Mary Park. |
| November 1995 | First Meeting of the Community Planning Committee (CPC). |
| December 1995 | Committee approves Terms of Reference for the Area Redevelopment Plans Review. |
| March 1996 | Community Worker hired and Community Planning Office opened. |
| March 1996 | <i>Workshop #1: Committee Organization.</i> Committee members develop guidelines on how the committee will operate. |
| April 1996 | <i>Workshop #2: Project Design (Planning Process / Schedule).</i> Committee members agree on a planning process and tentative timeframe for the review. |
| May 1996 | <i>Workshop #3: Project Design (Public Participation).</i> Ways to involve renters and ethnic groups in the plan review are discussed. |
| May-June 1996 | <i>Workshops #4 and 5: Neighbourhood Information.</i> Information on the history, development patterns and local resources in each neighbourhood are provided by various local "experts" and City staff. |

Central McDougall/Queen Mary Park

Area Redevelopment Plan - Office Consolidation July 2019

June-August 1996	Community worker prepares Community Resources Directory which identifies formal and informal organizations in each community and the services they provide. Industrial Businesses are surveyed.
October 1996	<i>Workshop #6: Vision.</i> Committee formulates a collective vision and new directions for the future for the two neighbourhoods. Other interested stakeholders are also invited to participate.
February 1997	<i>Workshop #7: Developing Action Plans.</i> Ways to move from the vision to reality are identified and the actions are prioritized. A separate session for New Canadians is held, with interpreters available.
April 1997	Meeting for Residential Property- Owners (RA7 and RA7*) in Central McDougall. Proposed residential zoning changes are discussed.
May 1997	Meeting for Industrial Property-Owners in Central McDougall and in Queen Mary Park. Proposed changes to industrial zoning are discussed.
June-September 1997	Preparation of Draft Plan.
October - November 1996	Committee Review of Draft Plan. The draft plan is also circulated to various City Departments for review.
November - December 1997	An open house is held in Central McDougall and in Queen Mary Park to obtain community input to the proposed plan.
January 1998	Plan goes to City Council for Public Hearing and Approval.

PUBLIC PARTICIPATION

This plan was prepared under the direction of a Community Planning Committee made up of various stakeholder groups in Central McDougall and Queen Mary Park. The membership of the committee included:

Residents <ul style="list-style-type: none">• Central McDougall Community League• Queen Mary Park Community League• Homeowners/Tenants	Local Organizations <ul style="list-style-type: none">• Mennonite Centre for Newcomers• Catholic Social Services• Capital Health Authority• Boyle Street Community Services Co-Op• Integra Housing Co-Op• Dnipro Seniors Lodge
Ethnic Groups <ul style="list-style-type: none">• Immigrant Neighbourhoods Planning Group• Association of Professionals and Entrepreneurs from Vietnam• Polish Heritage Society	Schools <ul style="list-style-type: none">• McDougall Elementary/Junior High School• St. Catherine Elementary/Junior High School• St. Joe's High School• Victoria School• Grant MacEwan Community College
Businesses <ul style="list-style-type: none">• Avenue of Nations Business Association• Industrial Property-owner	Churches <ul style="list-style-type: none">• Central Pentecostal Tabernacle• St. John's Ukrainian Orthodox Cathedral

Input from the committee has been supplemented by a survey of industrial businesses, meetings for residential and industrial property-owners and open houses for the general public.

A community planning office was opened on 107 Avenue and staffed by a community worker, selected by, and reporting to, the committee. The main task of the community worker was to include traditionally hard-to-reach groups, such as new immigrants and renters, in the planning process. While every effort was made to do so, this proved to be a challenging task and met with mixed success.

Resource people from other City Departments have also been involved in the preparation of this plan providing ideas, information and critical analysis of recommendations. They include representatives from the:

- Transportation and Streets Department
- Parks and Recreation Section of the Community Services Department
- Community and Family Services Section of the Community Services Department
- Police Services Department.

DOWNTOWN NORTH EDGE DEVELOPMENT STUDY

Bylaw 13839, June 21, 2005

In 2003, Sustainable Development received several applications from landowners in the southern portions of the Central McDougall and Queen Mary Park neighbourhoods regarding proposals for new high density residential development in these areas.

Specifically, the applications were concentrated on sites south of 106 Avenue, and between 101 Street and 117 Street (with the exception of one site on the south side of 107 Avenue, east of 117 Street).

The existing Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP), approved in 1998, designated the area in question for light industrial, medium density residential, commercial office, and general business uses. The zoning of the overall area (mainly DC2) provided a district that would allow for the continuation and upgrading of general industrial uses while allowing for the conversion and redevelopment of obsolete industrial uses to commercial office and general business uses. No residential uses of any type were allowed.

The initial review of these proposals in late 2003 by the City indicated some concerns over the appropriateness of this area for residential development. It was determined that in order to assess if this area was suitable for residential development an overall land use study was needed. In December 2003, City Council authorized Sustainable Development to undertake a land use study for the area between 101 Street and 117 Street, and 105 Avenue and 108 Avenue. This land use study was intended to address a number of issues related to redevelopment, including land use, traffic, infrastructure, open space, financing of improvements, and urban design.

A consultant team was contracted to undertake the Study, and a Steering Committee made up of community stakeholders, representatives from City Council, and members of the City Administration was organized to oversee the project.

The consultant team began with conducting an inventory and analysis of the existing development in the Study area. The next step was to conduct key person interviews with various stakeholder groups in the area, including the Ward Councillors, the Community Leagues, development proponents, other stakeholder groups, and City Departments.

The consultant team arranged and held two public forums (one afternoon session, and one evening session), referred to as Vision Building Workshops, on July 20, 2004 at the Downtown campus of Grant MacEwan College. A total of 116 citizens attended the two Workshops. At the Workshops, participants were introduced to the

Study process and findings up to that point, and then were split into groups of six to eight people to respond to a series of questions in a discussion guide that was provided. The groups were then invited to present the vision for the Study area that they had developed, and identify strategic priorities regarding redevelopment opportunities.

The input and information collected to that point, including from the Visioning Workshops, was analyzed and used by the consultant team to prepare a draft development concept for the Study area. On August 31, 2004, Sustainable Development arranged and held a Public Meeting at the Downtown campus of Grant MacEwan College to present and discuss the draft development concept. A total of 88 citizens attended the Meeting. At the Meeting, Sustainable Development provided information on the overall planning process, including a review of the existing ARP and the need for an amendment to implement the findings of the Downtown North Edge Development Study. The consultant team then presented the various aspects of the draft development concept from land use, transportation, urban design and open space, and infrastructure perspectives. A question and answer period followed the presentations, allowing those who attended an opportunity to provide feedback on the proposal.

Subsequent to the August 31, 2004 Public Meeting, the consultant team finalized the development concept for the area, and submitted the Downtown North Edge Development Study document to Sustainable Development for review. The Study presented a development concept for the area that concluded that medium and high density residential development in this area was feasible. The Study analyzed the ability of the transportation system and other infrastructure to accommodate the redevelopment, introduced urban design principles for the area, developed the concept for the 105 Avenue Multi-use Trail Corridor in this location, discussed implementation mechanisms for redevelopment, and introduced financing options with regard to capital improvements required for redevelopment. Sustainable Development used the Study to formulate the required amendments to the Central McDougall/Queen Mary Park ARP.

On January 20, 2005, City Council held a Non-statutory Public Hearing to discuss the preliminary recommendations from the Study. This Hearing also provided the public with an opportunity to comment on the land use concept and associated policy recommendations that were to form the required amendments to the ARP. At the Hearing, City Council directed Sustainable Development to bring the required ARP amendments to implement the findings of the Study to a Statutory Public Hearing on March 7, 2005.

THE NEIGHBOURHOODS

CENTRAL McDOUGALL

Central McDougall is one of the oldest neighbourhoods in Edmonton. It is named after John A. McDougall, a prominent Edmonton pioneer who opened one of the City's first stores, and later served as Mayor and Liberal member of the Provincial legislature.

Central McDougall is part of the original landholdings formerly owned by the Hudson's Bay Company. In 1870, the Hudson's Bay was given 1000 acres of land stretching north of the river valley to 118 Avenue, between 101 and 121 Streets, in exchange for building a trading fort in Edmonton.

In 1912, the Hudson's Bay put its land holdings up for sale. This was one of the biggest and most exciting sale of lots in Edmonton's history. Two thousand people waited in line through the night. Land around Kingsway Avenue in Central McDougall was some of the most sought after property during this boom.

In 1923, the Central Community League, as it was then known, was formed. It was one of the first community leagues in the City. In its early days, the primary focus of the League was on beautifying the area and improving local roads. Its motto was "Better streets, more beautiful gardens and boulevards". The League was successful in lobbying the City to pave Nelson Avenue, today known as 107 Avenue, and to build sidewalks, erect traffic signs, and create a boulevard along 105 Street.

In 1928, the Hudson's Bay Company applied a caveat to its unsold lots, restricting development to single family homes. This was reinforced in 1933, when the first City zoning was applied to Central McDougall. Most of the neighbourhood was zoned as "low density residential".

Despite the initial flurry of real estate activity and enthusiasm, residential development in Central McDougall proceeded quite slowly through the Depression up to the end of World War II. Development then gathered momentum in the 1950's to meet the pent-up postwar demand for housing.

The 1960's introduced an era of rapid change in Central McDougall. In 1962, the City rezoned the area between 108 and 111 Avenue for low rise apartments. Two years later, the area between 106 and 108 Avenue was rezoned for medium rise apartments. Many of the single family homes south of 108 Avenue were demolished during this decade to make way for walk-up apartments. This attracted a younger clientele who rented, were more transient, and had less of a stake in the

"At 2 p.m., the first 1,500 persons were each given the right to buy four lots. Many of the holders were able to sell their rights for a profit on the spot. They were probably the only ones who really made money out of Edmonton's famous 1912 land sale. "

Edmonton Journal,
May 14, 1962

neighbourhood.

By 1968, the Community League was in serious trouble. It was dissolved that year because of the increasing difficulty in attracting volunteers and sustaining League interest and membership. For the next eight years, Central McDougall did not have a Community League. It was finally re-established in 1976, after much effort by a group of dedicated individuals. The initial objective of the new League was to set up a job counselling and social service referral agency, continuing its earlier tradition of civic action.

During the 1970's, the Community League and residents were also busy fighting the removal of the Hudson's Bay caveat on properties north of 108 Avenue, where there was significant pressure for apartment redevelopment. They were successful in numerous court cases. The most famous was in 1979 against an apartment building owned by Tornado Developments. Although the community won the right to have the apartment torn down, they opted to work out a compromise with the developer instead.

In 1982, City Council approved a new Area Redevelopment Plan for Central McDougall. This Plan, which was prepared during the oil boom, provided for the expansion of high-rise, high density commercial development from the downtown into the southernmost part of the neighbourhood. The northern part of the neighbourhood was rezoned for a special type of low-rise apartment development, where 25% of the units had to have two or more bedrooms, as well as their own private entrance and yard. It was intended to be more family-oriented than a traditional apartment.

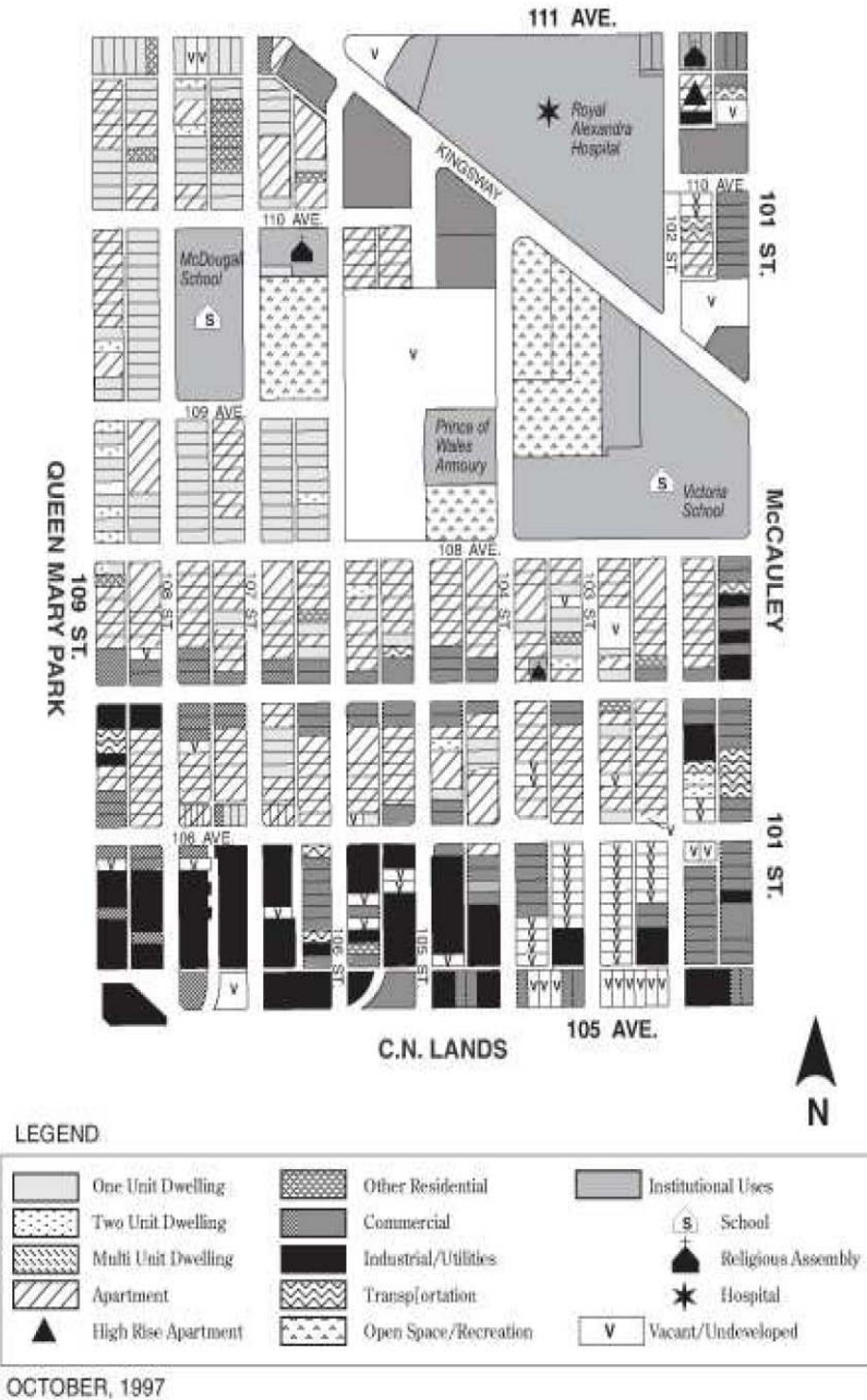
In recent years, Central McDougall has attracted a large number of immigrant families, which is reflected in the student population of McDougall School, where most students are now predominantly Asian.

“Residents say the strongest protection provided by the court rulings (to not remove the caveat) has been to scare off mortgage companies who might lend money for new apartment projects.”

Edmonton Journal,
February 7, 1980

Map #2, on the next page, shows the Existing Land Use in Central McDougall.

Map 2 – Central McDougall - Existing Land Use



Colorful Past

Central McDougall contains many buildings of historical significance to Edmonton. These include:

- **McDougall School**, built in 1913, and one of the area's more colorful landmarks. History was made in 1914 when Kate Chegwin was appointed its principal, the first female principal of a large urban school in Alberta. This was considered an audacious act at the time and had the City fathers knitting their brows in consternation. The school's third floor gymnasium was also where the world's greatest women's basketball team, the Edmonton Grads, held their practices.
- **Edmonton High School** (1910), renamed **Victoria High** in 1913, and considered a "crowning showpiece", according to newspaper headlines of the time. It was rebuilt in 1948 to accommodate the school's ever growing population. When it re-opened, the school was widely regarded as one of Canada's most complete teaching institutions. It offered vocational and academic programs, night school courses and had a stunning new 750 seat auditorium/theatre. Today, Victoria School is a well respected fine arts school drawing students from all over the City.
- **MacDonald Building** (1913/14), considered one of the most attractively designed of Edmonton's warehouses and serving as a major food distribution centre to the residents of the City in the early 1900's.
- **Prince of Wales Armoury Building** (1915), designated a provincial historic resource in 1979, and first known as the Edmonton Drill Hall. Built in traditional military fortress style with corner towers and turrets, it has housed a number of regiments over the years. Recently, it was extensively refurbished and has a new lease on life as the City Archives.
- **St. Josaphat's Cathedral** (1943), among Alberta's youngest historic buildings, it is considered Alberta's best example of the Prairie Cathedral architectural style. Frescoes painted inside the Church show parishioners who were used as models for the saints and prophet. Hitler, Lenin, Stalin and Khrushchev are depicted in Hell, in the artist's rendition of Judgment Day.

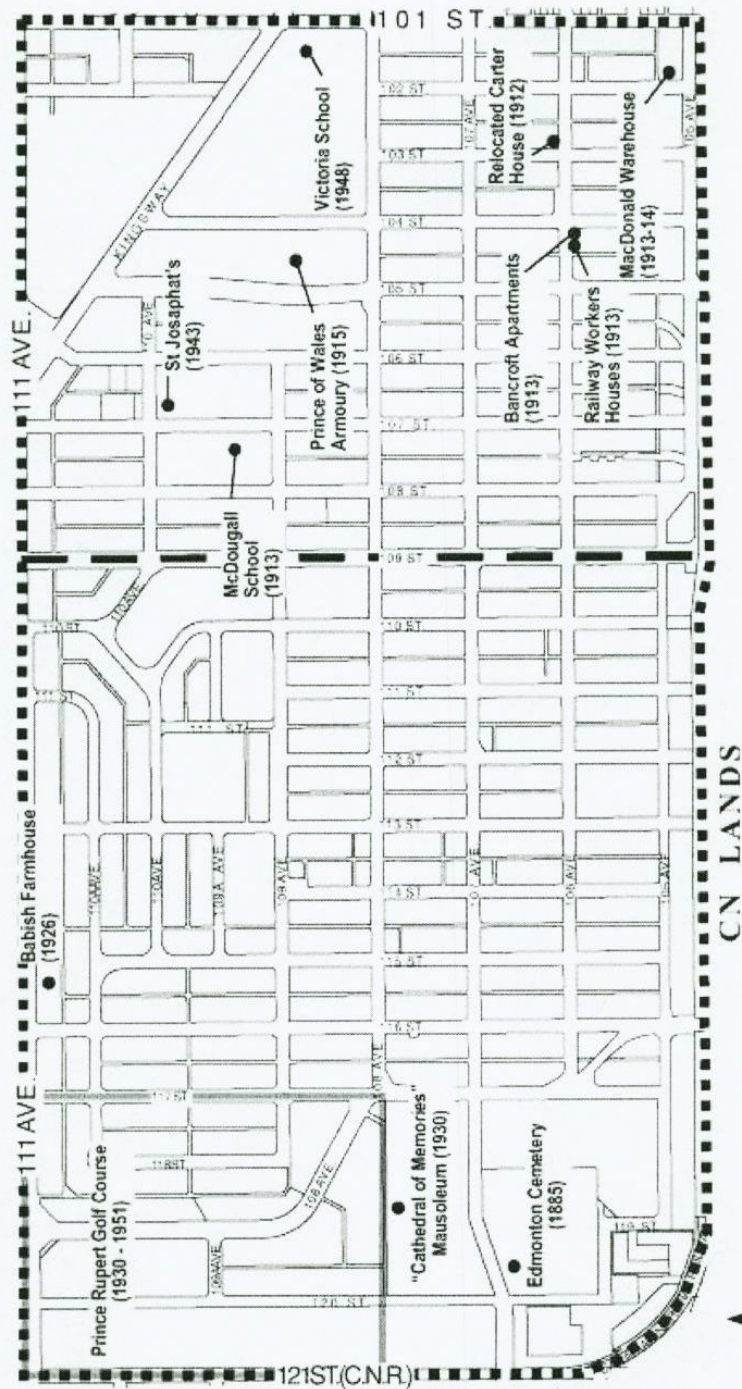
Map #3, on the next page, shows Historic Buildings and Sites in Central McDougall and Queen Mary Park.

"No other professional team has ever come close to the world records established by that amateur team (the Edmonton Grads). From 1919 to 1943, under the leadership of their coach, Percy Page, they went on to win 18 years of national championships, 17 years of international championships, 516 of 540 games played over 25 years, and the winning of all 51 Olympic exhibition games from 1924 to 1936. "

Edmonton Journal,
February 13, 1987



Queen Mary Park



OCTOBER, 1997

QUEEN MARY PARK

Queen Mary Park is named after Queen Mary, who reigned with King George V in the early 1900's. The neighbourhood, like Central McDougall, is part of the old Hudson's Bay Reserve.

In 1885, a group of businessmen bought 40 acres from the Hudson's Bay at 107 Avenue and 118 Street, and established the Edmonton Cemetery. Many men who subsequently left their names on the City's landmarks, schools, and roads - Malcolm Groat, William Griesbach, Alexander Taylor are buried here. A "Field of Honor" at the cemetery also holds over 600 veterans of the Boer War and World Wars I and II. The City purchased the cemetery in 1964.

Joseph Babish established a farming operation in the northern part of Queen Mary Park in 1922. He ceased farming in 1932, but the original farmhouse still stands on 111 Avenue near 115 Street.

"The (Babish) dwelling consists of ten rooms and full size basement. City water is obtained from the water wagon, and well water is used for the stock. This property is not served with sewer. There is stabling on the lot for six horses and four cows. Thirty hogs are kept on the Hudson's Bay lot some distance from the house."

Correspondence from the City Health Department, November 1929

In 1929, the Hudson's Bay Company began clearing the land south of 111 Avenue between 109 Street and 116 Street as part of its efforts to *"improve the amenity of the whole of the district"*.

The Hudson's Bay Company developed a significant portion of its lands in Queen Mary Park for an 18 hole golf course. The Prince Rupert Golf Course opened in 1930 and a clubhouse was added in 1940. The golf course stretched from 117 Street to 121 Street and from 108 Avenue to 113 Avenue.

The Prince Rupert Golf Course did not survive the post-war boom. The course closed in 1951 and the land was subdivided for residential lots. Land along the CNR tracks was developed for industrial uses.

Queen Mary Park represents a new approach to neighbourhood planning and design. Noel Dant, the City's town planner, described the new subdivision as *"a neighbourhood unit with a small shopping centre, an elementary school, recreational facilities, and a certain proportion of apartments... The subdivision is a departure from Edmonton's traditional grid system of streets. One of the main objectives is to route traffic around, rather than through, the neighbourhood."*

In 1952, the Queen Mary Park Community League was formed. In its first few years of operation, the League had an impressive track record, building a rink, buying the former golf course

"The Queen Mary Park community has a grand bunch of workers. If they has not given us their wholehearted support, the mortgage on the hall would not have been repaid so soon."

J.M. Wilson, President of the League 1958

clubhouse to use as a community centre, and paying off its \$5,000 debt on the hall to the City six years later.

In 1952, the Queen Mary Park Community League was formed. In its first few years of operation, the League had an impressive track record, building a rink, buying the former golf course clubhouse to use as a community centre, and paying off its \$5,000 debt on the hall to the City six years later.

Membership in the League soared from 125 families in 1953 to 1,300 families by the end of the 1950's. A wide range of events was offered, from box socials, talent shows, and dances, to ice carnivals and Christmas parties, which often attracted crowds of 500 kids.

In the 1960's, the City zoned the area between 107 Avenue and 109 Avenue "General Residential" (R4), for low rise apartments. The area between 106 Avenue and 107 Avenue was classified "Medium Density Residential" (R5), allowing medium rise apartments. By the 1970's, this part of Queen Mary Park began to be redeveloped with walk-up apartments. The redevelopment pressures increased during the oil boom of the early 1980's.

As single family houses were torn down and replaced with apartment buildings, the neighbourhood changed. Families moved out and in their place, an influx of young, single renters moved in.

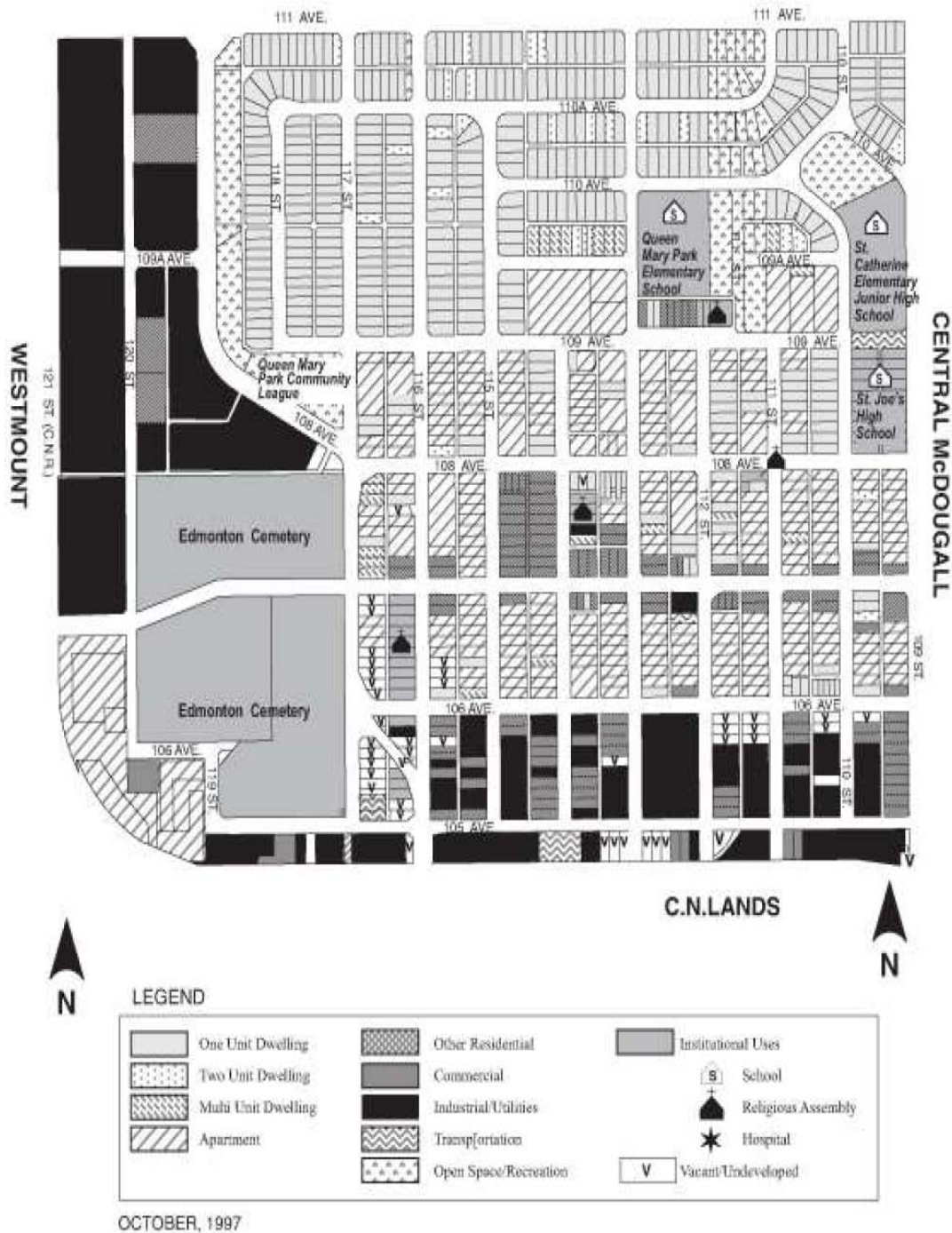
By the early 1970's the future of the Community League was in serious trouble. Concerned members investigated various amalgamation options, first with the Prince Rupert Community League and again, in 1975, with Central McDougall and Prince Rupert to form a large Airway Park Community League. Both amalgamation proposals failed. Residents then resigned themselves to rebuilding the organization on their own. While they have met with considerable success, the early days of the 1950's have never been recaptured.

In 1985, Council approved an Area Redevelopment Plan for Queen Mary Park. This Plan basically reaffirmed the prevailing land uses. There has been little change in the neighbourhood in the ensuing years, with the exception of the redevelopment of the former Dominion Bridge site south of 107 Avenue for The Pointe and Glenora Court condominium apartment projects, built in 1993 and 1994 respectively.

Recently, the Community League raised funds for, and built, a new community hall, with the volunteer efforts of league members. The original hall had been badly damaged in a fire. The new hall officially opened in 1997 and has been in active use since. A new children's playground has also recently been built on the grounds of Queen Mary Park Elementary School, again through the volunteer efforts of league members.

Map #4 shows Existing Land Use in Queen Mary Park.

Map 4 – Queen Mary Park - Existing Land Use



NEIGHBOURHOOD ASSETS

"You can walk to a lot of things."

Student, McDougall School

A one day “Vision Workshop”, held on Saturday, October 5, 1996, brought together a broad cross-section of people who live and work in Central McDougall and Queen Mary Park. They spent the day in spirited discussions over the kind of neighbourhoods they want to become over the next ten years.

As part of the exercise in developing a Neighbourhood Vision, the assets and the problems in each neighbourhood were first identified.

The following is a summary of the assets of Central McDougall and Queen Mary Park. These assets represent existing strengths, resources and facilities in each neighbourhood.

Central Location

- proximity to an excellent variety of downtown and regional shopping, entertainment and professional services with good access routes and public transportation

Availability of Community Services

- wide range of social service and immigrant-serving agencies
- Avenue of Nations Business Association representing businesses along 107 Avenue
- well served by churches, schools, hospitals and health clinics

Established Neighbourhoods with Heritage

- heritage buildings and history dating back to the turn of the century
- mature landscaping, boulevards with trees
- pedestrian-friendly atmosphere

Cultural Diversity

- many cultures living together making for interesting, lively and heterogeneous neighbourhoods

Affordable Housing

- low rents, availability of rental units
- affordable houses

Development Opportunities

“The land on the Prince of Wales Armoury has a lot of development potential. We should be very careful we don’t squander this opportunity.”

Parent Council of McDougall School

- availability of vacant land
- larger lots which make infill easier
- commercial space reasonable and plentiful
- infrastructure already in place

Good Schools

- excellent proximity to an impressive range of educational institutions including local schools, city-wide fine arts program at Victoria School, self-directed learning program at St. Joe's High School and new Grant MacEwan campus, and nearby NAIT facility

NEIGHBOURHOOD PROBLEMS

The following problems in each neighbourhood were also discussed at the Vision workshop. While not insurmountable, these problems do represent roadblocks to achieving the neighbourhood vision that was identified, and will require some innovative and new approaches to overcome them.

"Let's show some community spirit; don't leave it to someone else because there is no one else."

Comment from
Community League
Executive

Lack of Community

- lack of community spirit
- a large number of young, single renters, who are more transient, as well as New Canadians with cultural and linguistic barriers, making it difficult to get community involvement
- no effective communication network

Absentee Landlords

"Get rid of the slum landlords who do not maintain the property...creates unhealthy living conditions for people in the area."

Resident

- run down and neglected properties

Vacant Buildings/Land

- high residential and commercial vacancies
- unsightly vacant land

Undesirable Businesses

- a number of arcades, casinos, liquor stores and bars, especially along 107 Avenue

Negative Image

"The usual question when people phone for a rental inquiry is, 'How safe is the neighbourhood?'"

Apartment Manager

- perception of high crime and unsafe streets by both residents and people living outside the area

Traffic

- shortcutting traffic through residential areas
- overspill parking by students and nearby businesses

Social Problems

- high unemployment, lower incomes, high incidence of social problems

Cultural Barriers

"Tensions between ethnic groups, natives, Chinese, Vietnamese and others with the 'mainstream' people is a concern in the community. People have to respect different people's lifestyle, culture, etc."

Resident

- tension between established residents and recent immigrants
- language barriers and cultural differences

NEIGHBOURHOOD VISION

The vision residents have identified for their communities is a central feature of this Plan. It provides a “snapshot” of the future and forms the basis of any strategies for action, thus playing a key role in shaping and defining Central McDougall and Queen Mary Park over the next few years.

*“If you don’t know
where you are going,
any road will take you
there.”*

The communities of Central McDougall and Queen Mary Park, building on a proud past, will:

- **be liveable and dynamic communities that value and preserve our strengths, building on our history, diverse cultures, vibrant arts community, and excellent educational institutions**
- **ensure a well-balanced blend of attractive housing for families of all types, in which both renters and owners take pride**
- **promote a lively and prosperous business area that attracts clientele throughout the City, drawn to our success as a unique shopping and dining destination**
- **ensure our streets are safe and project a positive image of our communities as secure and attractive places to live, operate a business and raise a family**
- **build strong community spirit and pride, with residents and businesses working together to provide a clean, secure and comfortable environment**
- **provide a wide variety of recreational activities for seniors and young people, with well used and accessible parks.**

OVERALL PLAN CONCEPT

This plan proposes a series of actions to move from the vision to reality and, in the process, make the neighbourhoods of Central McDougall and Queen Mary Park safe, attractive and livable communities. Each action builds on others, with each contributing to the overall success of the plan.

The overall plan concept is summarized below.

HOUSING

- Maintain existing single family housing in Queen Mary Park;
- Rezone to protect remaining single family housing in Central McDougall;
- Construct new family-oriented housing on the Prince of Wales Armoury site;
- Support opportunities for new high density housing in the area south of 106 Avenue in Central McDougall and Queen Mary Park; and,
- Improve management and maintenance of rental properties.

Bylaw 13839, June 2005

CRIME AND SAFETY

- Increase community involvement in crime control;
- Increase public awareness of crime prevention strategies and personal safety;
- Work more closely with the police to identify and resolve local concerns and share information; and,
- Improve the security of buildings and problem areas through the application of Crime Prevention Through Environmental Design (CPTED) principles and safety audits.

OVERALL PLAN CONCEPT cont'd.

COMMUNITY DEVELOPMENT AND SERVICES

- Instill a sense of community pride through community events that promote the heritage and cultural diversity of each neighbourhood;
- Create an information and referral centre to simplify access to, and awareness of, the services available to residents; and,
- Share information on resources, community events, activities and employment opportunities among local groups and coordinate the provision of services provided by community organizations.

PARKS AND RECREATION

- Rebuild Central McDougall Community League Hall as a "community gathering place";
- Acquire two small parks south of 107 Avenue, in Central McDougall and Queen Mary Park with private funding;
- Develop municipal reserve park land on former CN Lands in accordance with the Oliver Area Redevelopment Plan to address a shortage of neighbourhood park space south of 107 Avenue;
- Develop partnerships between the Community Services Department and local schools, Grant MacEwan Community College and Central Lions Seniors Recreation Centre to provide recreation programs; and,
- That Administration will endeavour to acquire two small parks, one in Central McDougall between 101 Street and 109 Street, south of 107 Avenue, and one in Queen Mary Park between 109 Street and 117 Street, south of 107 Avenue to serve the new residential population anticipated from the redevelopment of the area south of 106 Avenue.

INDUSTRIAL LANDS

- Maintain the existing medium and light industrial area north of 107 Avenue and west of 119 Street in Queen Mary Park as identified on Map 6 - Queen Mary Park - Overall Plan Concept.
- Notwithstanding the above, Lot 1, Block 20, Plan 9223242 may be developed as a (DC2) Site Specific Development Control Provision to allow reuse of an existing structure to support the development of a mixed commercial and industrial area.

*Bylaw 18917,
July 2019*

OVERALL PLAN CONCEPT cont'd.

107 AVENUE MAINSTREET BUSINESS DEVELOPMENT

- Revitalize the 107 Avenue mainstreet commercial precinct as a local pedestrian-oriented commercial strip and city-wide destination with a multi-cultural theme;
- Prepare business development plan and marketing strategies for the precinct;
- Undertake streetscape improvements;
- Improve lighting, safety and security, and cleanliness; and,
- Development on Lot 482, Block 1, Plan 862 1340 (designated as 'Direct Control' on Map 5), shall be limited to: non-accessory parking; accessory parking for the Royal Alexandra Hospital and an Automotive and Minor Recreation Vehicle Sales/Rentals use on Lots 475-481, Block 1, Plan 7540AH; and vehicle display and storage for an Automotive and Minor Recreation Vehicle Sales/Rentals use on Lots 475-481, Block 1, Plan 7540AH.

Bylaw 13839, June 21, 2005

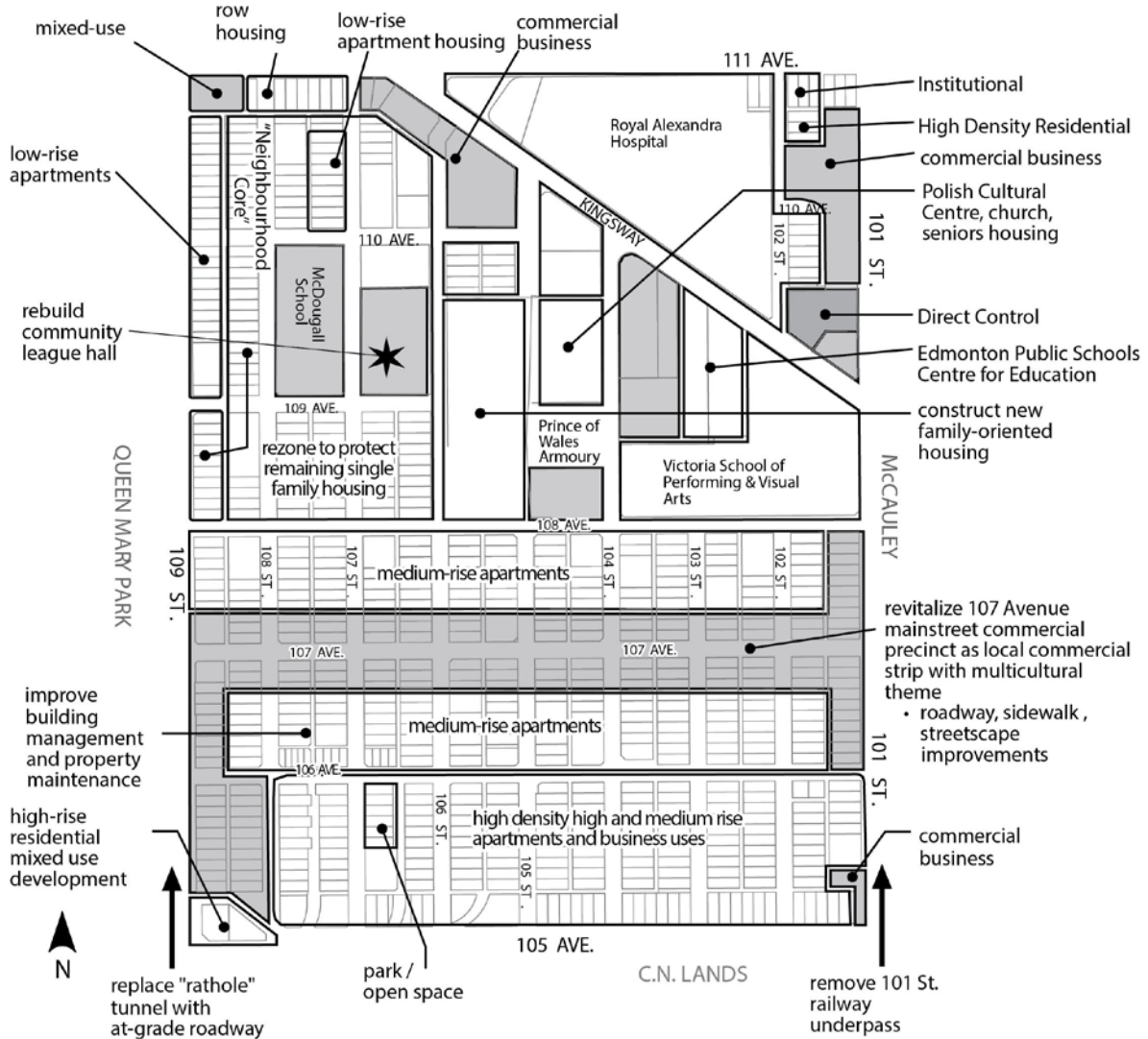
Bylaw 14176, January 2006

TRANSPORTATION

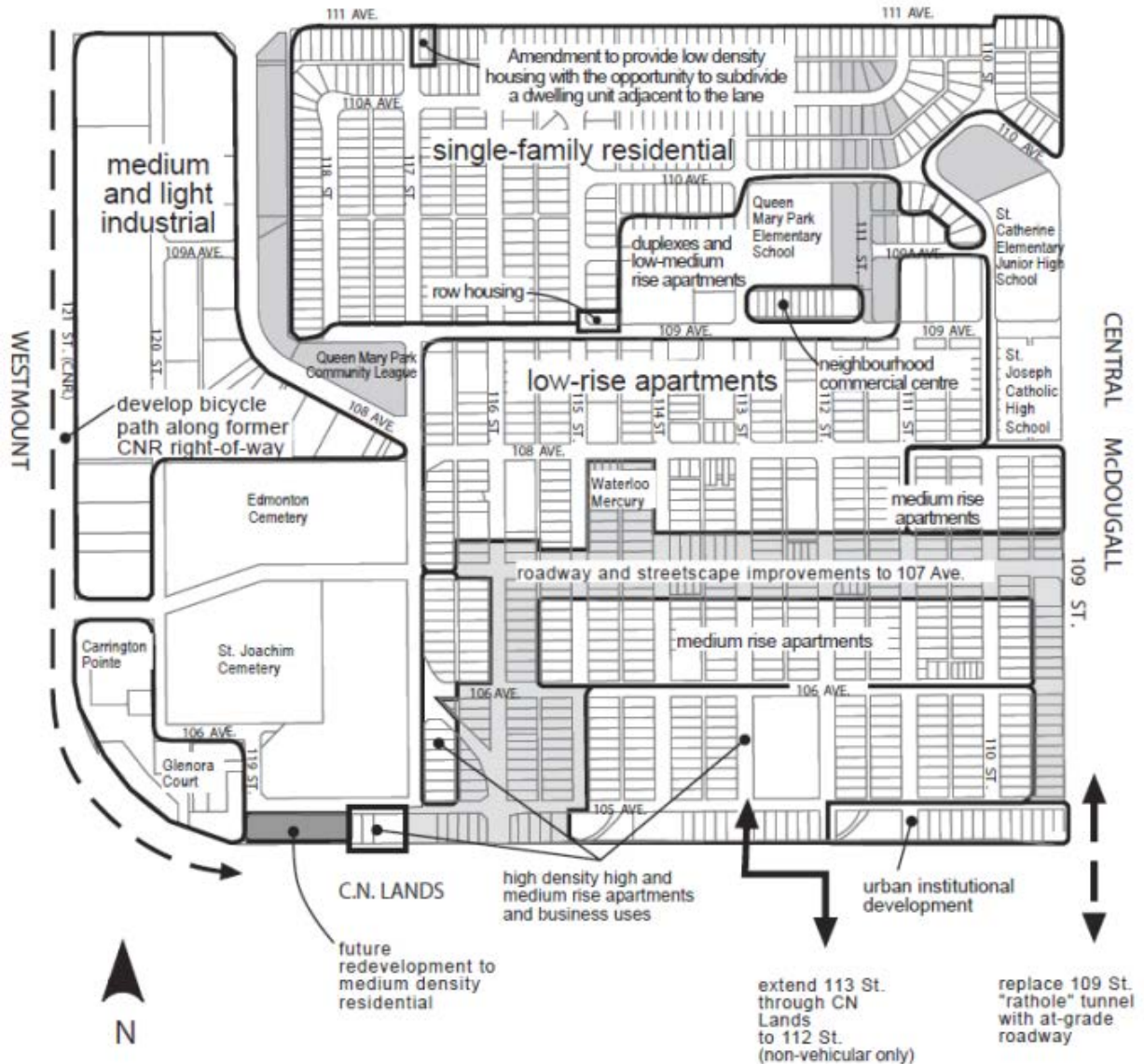
- Implement traffic and parking management plans for Central McDougall and Queen Mary Park to address traffic shortcutting, speeding, and on-street parking problems;
- Improve north-south access to neighbourhoods by:
 - replacing the 109 Street tunnel and 101 Street overpass with at grade roadways;
 - extending 113 Street across the CN Lands to 112 Street at 104 Avenue;
 - developing additional pedestrian connections;
- Implement bicycle path network.

Maps #5 and #6 show the Overall Plan Concept for Central McDougall and Queen Mary Park.

Map 5 – Central McDougall - Overall Plan Concept



Map 6 – Queen Mary Park - Overall Plan Concept



HOUSING

THE VISION

- *Attractive low and medium density housing options for families*
- *New housing for families and seniors on the Prince of Wales Armoury site*
- *Boulevards and trees are preserved*
- *Renters and owners take pride in maintaining their property*

THE REALITY - Central McDougall

In the 1960's, the original single family zoning in Central McDougall was changed to higher density apartment zoning in response to intense development pressures. As a result, there is no zoning that encourages families to move in.

The area north of 108 Avenue is designated an RA7 or RA7* (Low Rise Apartment) zone. While both zones allow buildings up to four storeys high, the RA7* zone has extra conditions attached to it: 25% of the units must have two or more bedrooms, their own yard and a private entrance to the suite from the outside. This was intended as a compromise solution to provide more family-oriented housing, albeit at a higher density.

Few apartments have been built in the RA7* zone since it was introduced in the 1982 Central McDougall Plan. In all likelihood, the original single family homes in this area were saved by the Hudson's Bay Caveat. The Caveat, registered in 1928 by the Hudson's Bay Company, and still in force today, stipulates that only single family homes can be built on these lots. There was concern at the time that speculation would attract higher density uses. In the 1970's, the community successfully fought several developers who brought forward proposals for higher density housing. In one landmark ruling, residents won the right to have an apartment torn down, but worked out a compromise with the developer instead.

To the south, the area between 106 and 108 Avenues is an RA8 (Medium Rise Apartment) zone, which allows apartments up to six

storeys high. The Caveat was successfully removed on these lots. This is where the vast majority of apartments in Central McDougall are located today.

THE ISSUES - Central McDougall

1. Lack of Housing Choices for Families.

86% of the housing units in Central McDougall are in walk-up apartments. There is very little housing for families. Only 8% of the units are single family homes or duplexes, and these are located in areas zoned for walk-up apartments. This provides little incentive to upgrade or renovate these homes.

2. Poorly Maintained Rental Housing.

An overwhelming number, 96%, of households rent. This makes for a large number of absentee landlords, many of whom appear to take little interest in properly maintaining or landscaping their properties.

3. Development of Prince of Wales Armoury Site.

The quality and type of development on this site is critical to the revitalization of Central McDougall. Residents would like to see new housing built for families, as a way to help stabilize their community. So far there has been little redevelopment interest and the land continues to sit vacant.

4. Lack of Higher Density Housing Opportunities

There is a considerable amount of vacant or underutilized industrial land in Central McDougall north of 105 Avenue. This land has the potential to provide opportunities for higher density housing adjacent to the Downtown.

Bylaw 13839 June 21, 2005

THE REALITY – Queen Mary Park

Queen Mary Park has more variety in both its residential zoning and the housing options available. A large area around Queen Mary School and the nearby park is zoned for single family homes (RF1). Homes in this area, for the most part, are in good condition with well maintained yards. Side-by-side duplex housing (RF4) is allowed along 109A Avenue on either side of Queen Mary Elementary School.

Most of the apartment zoning in the neighbourhood is south of 106 Avenue and allows low and medium rise apartments. The Dominion Bridge site, located around the Edmonton Cemetery, was rezoned in 1992, and allows a mix of medium and higher density housing, although only medium density apartment condominiums were actually built by the developer.

THE ISSUES - Queen Mary Park

1. Protect Existing Single Family Housing

In order to ensure a variety of housing in Queen Mary Park, the RF1 (Single Family) zoning north of 109 Avenue needs to be protected and retained.

2. Encourage More Medium Density Housing Opportunities

There is no medium density housing, such as row housing available. There may be future opportunities for this south of 105 Avenue beside Glenora Court and between 117 and 119 Streets directly north of the CN lands.

3. Absentee Landowners

Problems with property management and maintenance of rental properties is an issue, as in Central McDougall.

4. Lack of Higher Density Housing Opportunities

There is vacant or underutilized land in Queen Mary Park north of Grant MacEwan College and the Oliver neighbourhood. This land has the potential to provide opportunities for higher density housing in this area.

Bylaw 13839 June 21, 2005

THE ACTION PLAN: HOUSING

Priority Actions

Prince of Wales Armoury Site	1. Develop the Prince of Wales Armoury site according to the Community Objectives approved by Council on November 30, 1993 and further revised by this Plan, and summarized in Table 1.	<i>Developers, Planning and Development Department, Asset Management and Public Works, Community</i>
Rezoning of RA7* Properties	2. Change the RA7* (Special Low-Rise Apartment) zoning in Central McDougall to RF1 (Single Detached Residential) zoning. Map 8 on page 56 shows the proposed RF1 zone.	<i>Planning and Development Department</i>
<i>Bylaw 15107 February 2, 2009</i>	<i>Support low-rise apartment housing within the Neighbourhood Core limited to the area shown on Map 5 – Central McDougall – Overall Plan Concept.</i>	
Rezoning along 109 Street and 111 Avenue	3. Change the RA7 (Low-Rise Apartment) zoning along portions of 111 Avenue to RF5 (Row Housing) zoning. <i>Map 5 of page 22 shows the proposed RF5 (Row Housing) redevelopment area.</i>	<i>Planning and Development Department</i>
		<i>Bylaw 16162 October 1, 2012</i>
RF1 Zoning in Queen Mary Park	4. Retain the existing RF1 (Single-Detached Residential) zoning in Queen Mary Park, as shown in Map 9 on page 57.	<i>Planning and Development Department</i>
Secondary Suites	5. Allow existing secondary suites in the proposed RF1 zone in Central McDougall that were issued a development permit prior to the adoption of this plan to continue operating as a source of affordable housing.	<i>Planning and Development Department</i>
Information on Minimum Property Standards	6. Distribute information summarizing all the regulations, codes and bylaws that relate to minimum standards in housing to those property owners and managers with poorly maintained buildings.	<i>Community, Planning and Development Department, Community Services Department</i>
Partnerships to Renovate Housing	7. Pursue partnerships with organizations such as NAIT and the Mennonite Central Committee to	<i>Community, Community Organizations</i>

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	renovate older houses at minimal cost.	
Upgrading Incentives	8. Work with the Safer Housing Committee, the Safer Cities Initiatives Advisory Committee and the community to develop a package of incentives to upgrade modest, affordable housing.	<i>Community Services Department, Planning and Development Department, Community</i>
Penalties	9. Work with Bylaw Enforcement, the Safe Housing Committee and the Safer Cities Initiatives Advisory Committee to develop a strategy to penalize property owners who fail to maintain housing at safe conditions, as determined by the Safe Housing Committee.	<i>Community Services Department, Planning and Development Department, Community</i>
Apartment Rating System	10. Work with the owners and managers of rental apartment buildings to develop a rating system and housing registry for rental apartments.	<i>Community</i>
<i>Bylaw 13839, June 21, 2005</i>		
Promote New Medium and High Density Housing	11. Support future applications to rezone properties along the south side of 105 Avenue between 117 Street and 119 Street for medium density housing.	<i>Planning and Development Department</i>
<i>Bylaw 13839, June 21, 2005</i>		
	12. Support proposals to redevelop the industrial lands south of 106 Avenue for a variety of high density residential and business uses in accordance with the objectives and actions contained in the Downtown North Edge Redevelopment Lands Section of this Plan.	<i>Planning and Development Department</i>
Affordable Housing	13. Administration will work with the development industry and other redevelopment proponents to encourage the provision of affordable housing within <i>Precincts C, D and E</i> .	<i>Asset Management and Public Works Department, Community Services Department, Planning and Development Department</i>
<i>Bylaw 16886, August 25, 2014</i>		

TABLE 1 -As amended by Bylaw 12890, November 19, 2001

PRINCE OF WALES ARMOURY SITE REVISED COMMUNITY OBJECTIVES

Approved by Council November 30, 1993 and Further Revised by this Plan

FAMILY HOUSING

1. Develop low and medium density family-oriented housing as the primary land use on the Prince of Wales Armoury site.
2. Ensure, as a minimum, that the west side of the site is developed for family housing. No other uses are allowed on the west side of the site. Low and medium density family housing may also be developed on the east side of the Armoury site.
3. Provide a mix of housing types on the site, including the following: a) single detached housing b) semi-detached housing c) duplex housing d) linked housing, tri/fourplex housing; and, e) row housing.
4. Designate up to 25% of the vacant land on the Armoury site for owner-occupied affordable housing opportunities.

SENIORS HOUSING

1. Locate seniors housing on the east side of the Armoury site.
2. Allow a variety of low and medium density self-contained seniors housing options up to a maximum height of an 8 storey apartment building.
3. Restrict seniors housing to include:
 - a) self-contained units
 - b) an assisted living facility, or
 - c) a multi-level facility that includes self-contained units, an assisted living facility and a nursing home component.
4. A nursing home shall only be allowed as part of a multi-level care facility.
5. Ensure that any seniors housing built on the site is designed to complement and fit in with adjacent lower density housing on the west side of the site.

INSTITUTIONAL USES

1. Allow institutional land uses on the east side of the Armoury site, but only if the proposal includes seniors housing as a major part of the development.

COMMERCIAL DEVELOPMENT

1. Support commercial development on the east side of the Armoury site only if it is part of a seniors housing complex, intended primarily for residents living within the complex.

SITE DESIGN AND SAFETY PRINCIPLES

1. Design the site and new development to enhance and complement the historic style and importance of the Prince of Wales Armoury building.
2. Provide ample street and back lane lighting to create a safe environment for residents.
3. Incorporate the principles of defensible space into the overall site design including, but not limited to, the following: a) create a sense of ownership for public space; b) provide opportunities for residents to easily observe public areas; c) integrate the development with the larger community; d) avoid large mega-projects with too many units in a given area or building; e) design safe pedestrian routes which are not isolated from vehicles; and, f) create opportunities for interaction amongst neighbours.
4. Design 105 Street on the Armoury site to provide local access to new residential development only.
5. Ensure that any new residential development is not a separate, walled community isolated from the existing community by incorporating the following design principles:
 - a) houses oriented to 106 Street with entryways clearly visible off the street;
 - b) boulevards with trees;
 - c) back lane access; and,
 - d) parking located at the back and no front drive garages.

REVIEW OF DEVELOPMENT PROPOSALS

1. Review rezoning and development permit applications for the Prince of Wales Armoury site with a representative committee of stakeholder groups in Central McDougall.

CRIME PREVENTION AND SAFETY

THE VISION

- *Residents, businesses and people who visit our neighbourhoods feel safe*
- *Our communities are secure, clean and attractive places to live, work, and invest in*
- *Residents, businesses and police work together to reduce crime in a strong spirit of neighbourhood pride and cooperation*

THE REALITY

According to a 1996 audit by the McDougall Foot Patrol, residents and business people do not feel safe walking on local streets, particularly along 107 Avenue. Some of this is due to negative media coverage of isolated incidents, which has helped reinforce the perception that the area is unsafe. The result, according to the study, is that people are reluctant to visit the area or invest in businesses along 107 Avenue.

1996 crime statistics compiled by the police show that the most common crime in these neighbourhoods is property crime. This includes break and enter, theft and mischief. Other concerns are drug trafficking, drug use, assaults and robbery. There have also been complaints about panhandlers and drunks, as well as the presence of “gangs” and large groups of people congregating in convenience stores and arcades late at night and during the day during school hours.

Residents view prostitution as a major concern. While various enforcement programs have helped contain the problem, it still exists, although its incidence varies, depending on the season. The perception of a prostitution problem along 107 Avenue continues to damage the community’s image and reinforces the feeling of the area not being a safe one.

THE ISSUES

1. Lack of Community Involvement.

It has been very difficult to overcome apathy by residents and recruit volunteers for community policing programs. Given the demographics in the two neighbourhoods, this is not surprising. Most residents are young, single adults who rent and are transient, most having lived in the neighbourhood for less than two years.

2. Perception That the Area is Unsafe.

There is a perception by residents and others outside the area that the neighbourhoods are unsafe. This has created considerable problems in attracting residents and businesses to locate in the area, as evidenced by the high number of apartment and business vacancies.

3. Shortage of Police officers

Because of budget cut-backs, most police crews are understaffed, making it difficult to provide an effective level of service.

THE ACTION PLAN: CRIME AND SAFETY

Priority Actions

Application of CPTED Principles	1. Encourage members of the business community, property managers and residents to adopt Crime Prevention Through Environmental Design (CPTED) principles to improve the security of commercial buildings and private residences.	<i>Community, Planning and Development Department, Edmonton Police Services</i>
Street Lighting	2. Increase the wattage of street lighting and prune trees, where necessary, to ensure adequate illumination in public areas.	<i>Asset Management and Public Works</i>
Apartment Hotline	3. Continue to advertise and use the Apartment Hotline provided by the police so that landlords and tenants can share information on problem tenants, or request information on landlord/tenant disputes.	<i>Community, Edmonton Police Services</i>
Safety Audits	4. Implement safety audits of problem areas in each community.	
Improve Communication	5. Continue community events involving the Neighbourhood Foot Patrol Office such as public forums, the mentorship	<i>Community, Edmonton Police Services</i>

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	program, and the annual kids carnival and picnic, to improve communication and awareness of police services, and to resolve safety and security concerns	
Crime Prevention /Personal safety Seminars	6. Implement a series of crime prevention/personal safety seminars in public locations to increase public awareness of crime prevention strategies.	<i>Community, Edmonton Police Services</i>
Advertisement of Successes	7. Advertise successful crime prevention ventures of the police in monthly newsletters of the Community League, Avenue of Nations Business Association and other local organizations.	<i>Community Leagues; Avenue of Nations Business Association</i>
Neighbourhood Watch Program	8. Organize and maintain a Neighbourhood Watch program in Central McDougall and in Queen Mary Park.	<i>Community, Edmonton Police Services</i>
HELP Initiative	9. Implement the HELP initiative with the coordination of the Morality Unit of the Police Services Department and community organizations such as Crossroads, Safe House, Kindred House and churches to assist prostitutes to leave the street.	<i>Community, Edmonton Police Services</i>
Discouraging Youth Loitering	10. Liaise with businesses, such as arcades and convenience stores, to obtain their cooperation in prohibiting groups of youths from loitering outside their businesses.	<i>Community, Edmonton Police Services</i>

Longer Term Actions

Citizens Patrol	1. Set up a Citizens Patrol so volunteers can participate in the surveillance of problem locations and report any criminal activity to the police	<i>Community, Edmonton Police Services</i>
Community Police Station	2. Establish a community police station in the Central McDougall community to address the needs of the Central McDougall, Queen Mary Park and Boyle Street/ McCauley communities, with foot patrol officers attached to the station.	<i>Edmonton Police Services</i>

COMMUNITY DEVELOPMENT

THE VISION

- *All residents feel welcomed and part of the community*
- *Neighbours and businesses work together in a spirit of cooperation to make our communities secure and attractive places to live and work in*
- *Community organizations share information and resources and coordinate the delivery of services to avoid duplication and overlap*
- *Community resources are practical, meet the needs of residents, and are convenient to access through one-stop shopping*

THE REALITY

Central McDougall and Queen Mary Park are home to many new immigrants to the City. The neighbourhoods are a microcosm of the global community with Vietnamese, Chinese, Eritreans, Filipinos, Hispanics and Aboriginals living among more established residents, predominantly of a British, Ukrainian or Polish background.

The cultural diversity of each community is potentially one of its greatest strengths and an important part of its identity. At the same time, this has also created considerable tensions among more established residents and newcomers, who are rapidly changing the “traditional” face of each neighbourhood. There has been little mingling among these two groups. It is often difficult to involve New Canadians in community activities because of cultural and language barriers.

The average household income in these neighbourhoods is below the City average and unemployment is high.

Three agencies serving the immigrant population are located in or near Central McDougall: the Mennonite Centre for Newcomers, Catholic Social Services and Changing Together: A Centre for Immigrant Women. There are also two agencies serving the native population: the Boyle Street Community Services Co-Op and the Native Healing Centre.

THE ISSUES

1. Cultural Differences

A large number of New Canadians have settled in the area, bringing with them different backgrounds, traditions and values.

This has created considerable conflict among the original, and more established, residents, as well as among different ethnic groups themselves. There has not been any forum to bring these groups together.

2. Lack of Participation in the Community

There is a large number of young, single renters in each neighbourhood who don't tend to stay in the community very long. This, along with cultural and language barriers of new Canadians, makes it very difficult to interest and recruit volunteers in community issues.

3. Lack of Coordination of Resources

Both communities are well served by government, community agencies, and informal groups providing a myriad of services. However, many people are not aware of the services available. There is no central clearing house for information on where to go for help. As well, there does not appear to be any mechanism for social service and immigrant -serving agencies to share information and resources.

THE ACTION PLAN: COMMUNITY DEVELOPMENT

Priority Actions

Welcoming Committee	1. Establish a "Welcoming Committee" to inform newcomers about the community and the services available.	<i>Community, Community Organizations</i>
Community Integration and Community Building	2. Promote community pride in the unique character of the area by celebrating the history and multicultural diversity of each neighbourhood through cultural and other events.	<i>Community, Community Organizations, Avenue of Nations Business Association</i>
"Friends of the Grads" Committee	3. Establish a "Friends of the Grads" committee to raise funds so that a statue of the Edmonton Women's Grads Basketball Team can be erected in front of McDougall School commemorating their numerous achievements.	<i>Central McDougall Community League, McDougall School, Community Services</i>
Umbrella Organization for Social Service Agencies	4. Create an umbrella organization so that local agencies serving the immigrant and aboriginal population can better share information and resources.	<i>Department Community Organizations, Community Services</i>
Cultural Leadership Association	5. Create a cross cultural leadership association that brings the different ethnic groups together to discuss mutual concerns and to better share information.	<i>Department Community Organizations, Community Services</i>
Community Resources	6. Promote the Community Resources Directory to residents and community organizations and	<i>Community Organizations</i>

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Directory update on an annual basis.

**Sharing of
Information by
Community
Organizations**

7. Share information among community organizations by ensuring local groups are on their mailing lists and local events are advertised in various community newsletters.

*Community
Organizations*

**Local Employment
Opportunities**

8. Post a job board at the Avenue of Nations office and other social service community agencies advertising local job opportunities.

*Avenue of Nations
Business
Association*

**Longer Term Actions
Information and
Referral Centre**

1. Develop an information and referral centre, preferably in a visible location along 107 Avenue, for one-stop shopping on services provided by community organizations and government departments.

*Community
Organizations,
Community Services
Department*

**Head Start
Program**

2. Investigate and initiate, where appropriate, the establishment of a Head Start program in local schools.

Community, Schools

PARKS AND RECREATION

THE VISION

- *Well-developed, multi-purpose parks that allow a variety of recreational activities*
- *Community League halls that are fully used and function as neighbourhood gathering places*
- *Parks that are safely accessible and within easy walking distance*
- *Partnerships and joint use of facilities to deliver recreation programs*
- *Recreation programs for children, young adults and seniors*
- *Recreation programs that are accessible to low-income people and families*

THE REALITY

Central McDougall has a total of 13.43 hectares of parks and open space. This includes two school sites (McDougall Elementary/Junior High School, and Victoria School), the Centre for Education, the Community League site, and two small passive parks.

Queen Mary Park has a total of 12.62 hectares of parks and open space. This includes three school sites (Queen Mary Park Elementary, St. Catherine Elementary/Junior High, and St. Joseph's Senior High), the Community League site, the airport clear zone, one passive park (Queen Mary Park) and the 119 Street Linear Park.

The parks and schools in both neighbourhoods provide a variety of recreational opportunities. There are soccer pitches, football fields, baseball diamonds, gymnasiums, playgrounds, wading pools, picnic and barbecue facilities, tennis courts, and running tracks.

Other parks and recreation facilities located within the vicinity of the two neighbourhoods, include: Grant MacEwan Centre for Sport and Wellness, Lions Senior Citizen's Recreation Centre, Prince Rupert Airway Park, and the Oliver ice arena and outdoor pool.

The Community Services Department works with the local schools and Community Leagues to provide recreational programs for children in the two neighbourhoods. Grant MacEwan Community College has an active community outreach program and has also been working with local schools to offer recreation programs.

Recent improvements to parks and recreation facilities in Central

McDougall and Queen Mary Park include: Central McDougall Community League park site, Prince of Wales Armoury park site, and Queen Mary Park Elementary School playground. The Queen Mary Park Community League has also just completed the construction of a new community league hall.

Map #7, on the next page, shows the Parks, Open Space and Recreation Facilities in Central McDougall and Queen Mary Park.

THE ISSUES

1. Distribution of Park Space

There is no park space located south of 107 Avenue in either Central McDougall or Queen Mary Park. This is a problem given the large number of apartment buildings, including The Pointe, which has 345 units, located south of 107 Avenue and the significant number of children living in these apartments. Residents and mothers with young children must cross 107 Avenue, a busy arterial, in order to get to parks and playgrounds.

2. Limited Municipal Budgets

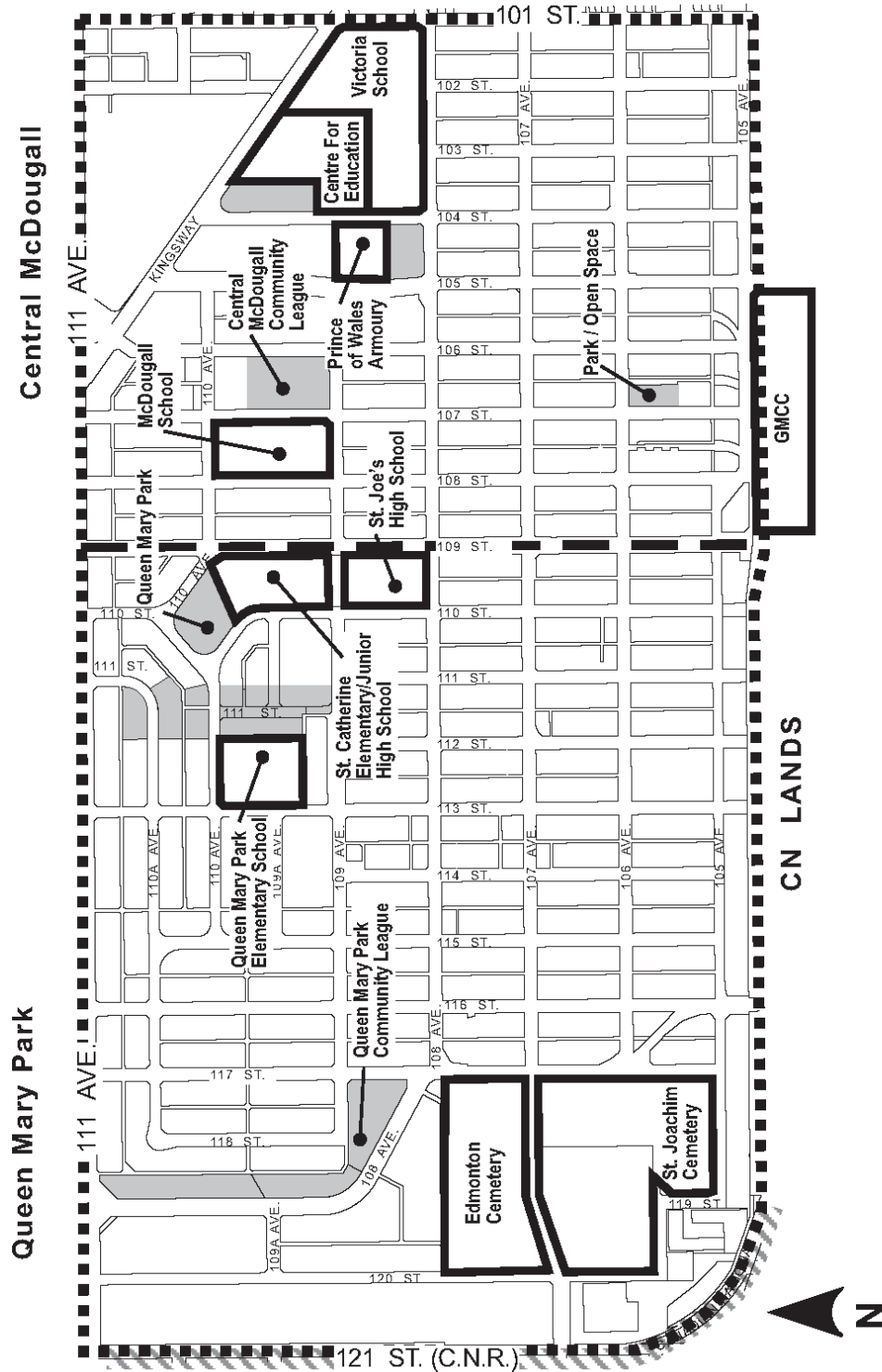
The City has limited funds available to buy, develop, and maintain parkland in older mature neighbourhoods. Budgets are used largely to maintain existing parks and recreation facilities and to provide programming.

3. Need for Public Open Space

The anticipated population growth from high density residential redevelopment of the industrial lands in Central McDougall and Queen Mary Park will result in a need for more public open space to serve this population.

Bylaw 13839 June 21, 2005

Map 7 – Parks, Open Space and Recreation Facilities



Bylaw 16934, September 22, 2014

THE ACTION PLAN: PARKS AND RECREATION

Priority Actions

Recreational Needs Assessment	1. Undertake a recreational needs assessment for Central McDougall.	<i>Central McDougall Community League, Community Services Department</i>
Opportunities for Informal Recreation	2. Investigate the development of facilities for unprogrammed, informal recreation for youths. For example, an asphalt pad could be used in summer for casual games of basketball or ball hockey and in winter, it could be flooded for hockey or skating.	<i>Community Leagues, Community Services Department</i>
Reconstruction of Central McDougall Community League Hall	3. Conduct a needs assessment to determine future uses of the Central McDougall Community Hall and financing options, prior to its reconstruction.	<i>Central McDougall Community League, Community Services Department</i>
Park Land on Former CN Lands	4. Develop land for parks on the former Canadian National Lands between 111 Street and 114 Street, in accordance with the Oliver Area Redevelopment Plan approved in 1997.	<i>Community Services Department</i>
Two Small Parks	5. Acquire land and develop 2 small, passive parks south of 107 Avenue, one in Central McDougall and one in Queen Mary Park, with funding from private donors or charitable foundations. Funding should include the establishment of a maintenance trust fund.	<i>Community, Community Services Department</i>
Recreation Programs for Children	6. Continue working with the schools in Central McDougall and Queen Mary Park to provide recreation programming for children.	<i>Community Services Department, Schools</i>
Use of GMCC Recreation Facilities	7. Continue to work with Grant MacEwan Community College to provide recreational opportunities for school children and residents.	<i>Grant MacEwan College, Community Leagues</i>
New GMCC Recreation Facilities, CN Lands	8. Encourage Grant MacEwan Community College to develop sports fields and recreation facilities on their vacant lands to	<i>Grant MacEwan College, Community Services Department</i>

Central McDougall/Queen Mary Park

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	the west of 109 Street and to allow community use of these facilities.	
Use of Central Lions Seniors Centre	9. Work with the Central Lions Senior Citizens Recreation Centre to provide recreation programs to local seniors.	<i>Community Services Department, Central Lions Senior Citizens Centre</i>
Partnerships with Boyle Street Co-op	10. Pursue partnerships with the Boyle Street Community Services Co-op to deliver recreation programs to the community.	<i>Community Services Department, Boyle Street Co-op</i>
Involvement of New Canadians	11. Increase efforts to inform and involve New Canadians in local recreation programs.	<i>Community Leagues, Community Services Department</i>
Ethnic Programming	12. Develop recreation programs that feature ethnic arts, culture, and dance.	<i>Community Leagues, Community Services Department</i>
Additional Park Space <i>Bylaw 13839, June 21, 2005</i>	13. Endeavour to acquire 0.75 ha of park space in Central McDougall between 101 Street and 109 Street, south of 107 Avenue, and acquire 0.50 ha of park space in Queen Mary Park between 109 Street and 117 Street, south of 107 Avenue to serve the residential population between 106 and 107 Avenues and the new residential population anticipated from the redevelopment of the industrial area south of 106 Avenue. Acquire and develop this park space as a partnership between the City and the development industry.	<i>Asset Management and Public Works Department, Community Services Department, Planning and Development Department</i>
Linear Open Space Opportunities <i>Bylaw 13839, June 21, 2005</i>	14. Provide linear open space opportunities as part of the 105 Avenue Multi-use Trail Corridor and other enhanced streetscape upgrades, as described in the Downtown North Edge Redevelopment Lands Section of this Plan.	<i>Community Services Department, Planning and Development Department, Transportation and Streets Department</i>

Bylaw 13839, June 21, 2005

THE DOWNTOWN NORTH EDGE REDEVELOPMENT LANDS

THE VISION

- *A mixed-use, livable and dynamic community that offers a place to live, shop, work, learn and play*
- *A diverse and inclusive neighbourhood that offers a range of housing types and welcomes a variety of age and income groups*
- *An attractive and inviting urban environment*
- *A safe community where residents feel secure*
- *An area with strong, functional pedestrian linkages in all directions - to the Downtown and neighbourhoods to the north, east and west*
- *An area that respects the existing established businesses and also provides redevelopment opportunities*
- *An area that provides adequate open space and park facilities for resident's enjoyment*
- *A pleasing, pedestrian-friendly environment that encourages walkability and accommodates alternative forms of transportation*

THE REALITY

Historically, the southern portion of the lands referred to as the Downtown North Edge were occupied by industrial uses and warehouses, many of them related to the CNR lands along 104 Avenue. Although the rail operations have been absent for some time, through various versions of the Central McDougall/Queen Mary Park Area Redevelopment Plan, the majority of this area remained designated for light industrial and general business uses to provide support services to businesses in the Downtown. When the Central McDougall/Queen Mary Park Area Redevelopment Plan was adopted in 1998, the demand for housing in the southern North Edge area was relatively low. Since that time, the strong economy in Edmonton has seen growth and investment in the Downtown and Oliver areas. One particular component of this economic investment is the reintroduction of housing in the central city. The demand for residential development in the Downtown area has increased considerably fronted by the growing popularity of the 'downtown living lifestyle'. Following closely behind the new Downtown residents throughout this growth spurt is the reestablishment of amenities and services in the central city to serve this population.

Another factor that has changed the character of this area is the development and growth of Grant MacEwan College. Located immediately south of the North Edge area, the College has significant growth plans for their City Centre Campus, which could nearly double in size over the next 25 to 30 years. Infrastructure expansion plans are for up to 74,000 square metres of additional learning space. Current full-time enrolment at the City Centre Campus is 8,000 students. Assuming all expansion plans proceed, this figure is expected to increase to 14,000. This institution, along with its future plans for growth, brings a source of energy and vitality to the area. Given these demand factors, an understanding of the existing character of the North Edge is the root to appreciating the vision for the North Edge area.

In both neighbourhoods, the predominant housing type is walk-up apartments, which account for about 85% of all dwellings. Many of these were constructed in the 1970s. Single-detached homes, most built in the 1950s, account for 11% of Queen Mary Park's housing stock and 5% in Central McDougall. Some are in poor condition and others have been well maintained or renovated. Other housing types such as duplexes, triplexes, fourplexes, or higher density apartment housing are relatively scarce in both neighbourhoods.

A wide range of businesses in the form of retail, office and light and medium industrial uses are found within the North Edge area. Along 107 Avenue there are a number of restaurants, liquor stores, convenience stores, gas stations, medical/dental offices and pharmacies. These services and amenities are primarily housed in commercial strip developments. Retail on 105 Street has undergone revitalization in the last decade with the appearance of more upscale retailers bringing new street-oriented shopping opportunities to the area, improving the existing streetscape. The area between 105 Avenue and 106 Avenue features an assortment of light industrial, medium industrial, commercial and office uses.

The salient reality of the North Edge area however, is illustrated by a considerable number of vacant lots and surface parking areas dispersed between commercial and light industrial uses between 105 Avenue and 106 Avenues. This presence demonstrates an underutilized potential for lands in the Central McDougall and Queen Mary Park neighbourhoods in a central, opportune location.

ISSUES

1. Lack of Park Space

Few park spaces are present within the North Edge area. The only developed park space within the North Edge area is a small lot (approx. 0.1 ha) located directly south of the intersection of 113 Street and 105 Avenue. It contains a concrete sidewalk lined with trees and pedestrian lights, and the landscaped area of a condominium development and the east portion of the Oliver Square commercial area. The lack of park space was also identified at the time the Central McDougall/Queen Mary Park ARP was adopted in 1998. The cumulative result of additional residential growth without a corresponding provision of park space will only exacerbate the situation. An assessment (that includes the anticipated redevelopment) of the required provision of park space must be conducted in order to develop a strategy to integrate additional park and recreational spaces in the community.

2. Poor Linkages

The pedestrian network within the Downtown North Edge Development Study area is in need of improvements and enhancements. Many of the neighbourhoods adjacent to the North Edge area have recently had multiuse trails built, pedestrian-oriented streets constructed, linear parks developed, etc. Many of the trails, pathways, and linear parks in adjacent areas terminate on the south side of 104 Avenue or along the perimeter of the North Edge area. The development of similar pedestrian pathways, trails, and parks within the North Edge area would help create a much-needed internal pedestrian network, by linking potential new public park spaces and providing vital multi-use trail connections for the regional trail network beyond the North Edge area's boundaries.

The old CN lands between 104 Avenue and 105 Avenue along the entire south edge of the North Edge area present a significant barrier for pedestrian access to Downtown and the commercial areas along 104 Avenue. While some connections have been created through the old CN lands in addition to the major arterial roadways of 101 Street, 105 Street, 109 Street, and 116 Street, and some pedestrian crossings have been incorporated into 104 Avenue, more connections and better crossings are needed.

3. Implementing a New Development Scheme that Yields a Quality Aesthetic Character

An important part of reinvestment in the North Edge area is creating vibrancy and sense of place. Redevelopment of this area must be of a quality built form and character in order to implement the vision of an attractive and inviting living environment. It is essential to define what qualities of the urban environment are critical in the development of an appealing neighbourhood. What

responsibility does the development sector have in delivering those qualities, and what are the necessary criteria to ensure that those responsibilities are met? Design regulations that address the mass, scale and treatment of the built form desired must be in place to ensure quality aesthetic character.

4. Financing for Parkland Acquisition and Infrastructure Upgrades

A strategy for acquiring funding for the acquisition of lands for additional park space and infrastructure upgrades must be identified and implemented through the redevelopment process.

5. Fostering an Appropriate Transition from Light Industrial/General Business Uses to Residential and Mixed Use Character

As portions of the North Edge area operated as light industrial/general business environments in the past, a number of local businesses have established this area as their place of commerce and intend to continue their businesses in this area. Avoiding land use conflicts between local businesses and new residential development is necessary to ensure that these uses co-exist compatibly.

6. Ensuring Infrastructure Capacity

The capacity of existing systems and their ability to accommodate additional loading must be analyzed in consideration with any anticipated new development. Distributing the financial overhead for redevelopment equitably among all stakeholders ensures that early developments and future developments pay equal shares of the costs.

7. Environmental Reviews to Convert Former Industrial Sites to Residential Sites

The environmental health of the City is a priority. Environmental Site Assessments and any associated remediation are necessary before consideration of redevelopment, especially in light of the history of the North Edge as an industrial area.

8. Meeting all the Rigorous Requirements for Redevelopment vs. Encouraging Redevelopment

The redevelopment of an area from a light industrial/commercial business nature to more of a high density residential area is a demanding task. While a number of rigorous requirements lay ahead of the redevelopment, the understanding that redevelopment is encouraged and necessary to revitalize and fulfil the potential of the North Edge area as a distinctive Edmonton neighbourhood is also implicit.

THE DOWNTOWN NORTH EDGE PLANNING PROCESS

A COMMUNITY VISION

As part of the planning process for the Downtown North Edge Development Study, two Vision Building Workshops were held at the Grant MacEwan College City Centre Campus on July 20, 2004. The purpose of these Workshops was to identify a vision for the Downtown North Edge area and to establish strategic priorities related to land use, urban design guidelines, streetscape and servicing improvements, a multi-use trail connection and a financing strategy. Nearly 8,000 property owners, renters, business owners, developers and other stakeholders were invited to work together to build a united community vision for the North Edge area. A total of 116 people attended the workshops. After a presentation from the North Edge Consultant Team, participants at the Visioning Workshop gathered in groups of 6 to 8 to work through a series of questions presented in a Discussion Guide. Each group recorded comments and presented the group's vision and strategic priorities at the end of the session. As part of defining strategic priorities and developing a vision for the Downtown North Edge, the participants first identified the neighbourhood assets and problems.

The following is a summary of the neighbourhood opportunities that participants of both workshops identified:

Central Location

- Proximity to Downtown, the River Valley and Grant MacEwan College - accessible and well-linked
- Opportunities for partnerships for recreational and cultural facilities

Cultural Diversity

- Diversity of peoples and cultures and pride in the heritage of the community offers opportunities for theming, placemaking, streetscaping and fostering a unique identity

Multi-Use Trail

- The development of the proposed multi-use trail along 105 Avenue will link to other existing trails in adjacent neighbourhoods and provide an important activity focus and pedestrian connection through the neighbourhoods

Mixed Village Atmosphere

- Existing commercial establishments enable a transition to a predominantly mixed use area
- A healthy blend of uses will add vibrancy to the community

Neighbourhood Character

- Boulevards lined with mature trees
- Opportunity to develop a neighbourhood with a strong aesthetic character

Availability of Land

- Vacant land and surface parking lots offer potential conversion to residential uses, pocket parks or a community garden

Proposed Transit Expansion

- The potential for High Speed Transit and Light Rail Transit to be routed through the North Edge area provides an opportunity to create a Transit-Oriented Development (TOD)

The following is a summary of the neighbourhood issues that participants of both Workshops wanted to see addressed in the Downtown North Edge Development Study.

<p>Absence of Open Space</p> <ul style="list-style-type: none"> • A lack of parks, open space and recreational amenities exists <p>Security</p> <ul style="list-style-type: none"> • Concerns regarding crime and safety in the area (actual and perceived) <p>Connectivity</p> <ul style="list-style-type: none"> • Sense of being cut off from surrounding neighbourhoods and the Downtown <p>Housing</p> <ul style="list-style-type: none"> • Lack of housing choices • Areas of poorly maintained residential housing 	<p>Void Streetscapes</p> <ul style="list-style-type: none"> • Lack of streetscaping • Lack of street-level commercial establishments • Underutilized and vacant land <p>Traffic and Parking</p> <ul style="list-style-type: none"> • Address current traffic problems (especially shortcutting through residential areas) and ensure new development does not cause adverse traffic impacts • Parking overspill from nearby institutional and commercial uses
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Following the identification of some key assets and issues, the Workshop participants continued to discuss a series of questions on development opportunities for the North Edge area. Out of these discussions, each group derived a set of strategic priorities for the Study. The following is a synopsis of the five most important strategic priorities identified by Workshop participants.

Strategic Priority #1 - Develop a mixed community of people (adults, families, seniors, young professionals, students, different cultures), businesses and uses (residential, commercial, live/work). In other words, foster a neighbourhood with opportunities to live, work, play, shop and learn. As part of this mixed community, a variety of housing types and forms - from low/mid rise to high rise are desirable.

Strategic Priority #2 - Increase recreational opportunities through the continued development of the multi-use trail, pocket parks, streetscapes and other green spaces.

Strategic Priority #3 - Reduce crime and increase safety by increasing “eyes on the street” (attracting people to the area), incorporating Crime Prevention Through Environmental Design (CPTED) principles and maintaining a police presence in the North Edge area.

Strategic Priority #4 - Encourage non-vehicular modes of transportation (walking, bus, LRT, cycling) that are convenient, safe and accessible to all.

Strategic Priority #5 - Maintain the current character of the area by preserving mature street trees and respecting the current population and cultural diversity. Incorporate theming and ensure that new development is integrated with the existing neighbourhood.

Other strategic priorities that were mentioned include:

- encourage a quality residential environment with a variety of housing types;
- increase access to affordable housing and provide support services;
- minimize the impact of surface parking lots;
- increase community involvement and neighbourhood development;
- ensure reasonable taxes;
- improve municipal infrastructure;
- ensure landlord responsibility for building and grounds maintenance; and
- increase density.

An amalgamation of the group's ideas and strategic priorities were used to create the community vision for the North Edge area. The vision for the North Edge area has been used to guide the preparation of the development concept. The involvement of the community and stakeholders in the planning process in the creation of the North Edge vision enhances the support of these groups in implementing a concept for the redevelopment of this area.

THE DOWNTOWN NORTH EDGE DEVELOPMENT CONCEPT

PLANNING PRINCIPLES

The basis of the Downtown North Edge Development concept is derived from 10 key planning principles. These principles echo the strategic priorities defined by the community and key stakeholders and also emphasize the policy direction of the City with particular consideration given to the *Smart Choices Initiative* and the *Four Pillars of Urban Sustainability*. In particular, ideas presented in the *Smart Choices Initiative* are applied through these planning principles.

ENCOURAGE DIVERSITY OF USE

To generate “eyes on the street”, a mixed-use urban neighbourhood should foster a place to live, work, shop, learn and play. When uses are mutually supportive and create synergies, more people are attracted to the area and a local market for goods and services is created.

FOSTER INTENSITY

Density should be viewed as necessary to obtain a critical mass of people required to create vitality, use local services and economically compete with other land uses.

PROVIDE FOR TRANSITION OF HEIGHT AND DENSITY

Design principles should ensure a sense of human scale, activity and interest at the street level to create a comfortable and attractive pedestrian environment that provides transition of height and density from the Downtown and Oliver neighbourhoods to the low density single family portions of the Central McDougall and Queen Mary Park neighbourhoods. Design and placement of high rise towers should minimize visual, shadow and wind impacts and ensure light, air and privacy standards are met. A large scale, comprehensive development project on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and

Bylaw 14391, October, 2006

Lots 255-257, Block 3, Plan B3 in Precinct C is not subject to this principle.

AVOID LAND USE CONFLICTS

Industrial uses with associated nuisance effects (i.e. noise, smell, dust) or yard storage should be phased out. Following Environmental Site Assessments, residential units - including work/live units alone or in combination with commercial uses - can replace industrial uses with nuisance effects and avoid land use incompatibilities, provided the residential uses provide a satisfactory and safe living environment. Encourage sensitive integration and compatibility with existing established retail businesses or offices and new residential development.

PROMOTE WALKABILITY

People should be able to walk comfortably between activity centres using linkages that are direct, physically attractive, and convenient. Distinctive streetscape treatments, open spaces, active street level uses, and barrier free design in both public and private projects are essential. Blank walls or surface parking lots that front directly on the street shall be avoided.

IMPROVE ACCESSIBILITY

Linkages to Downtown and other neighbourhoods should be improved by prioritizing a well-defined high quality pedestrian environment, efficient vehicular access and access to transit. Underground parking, Transit-Oriented Development and the multi-use trail can all contribute to maintaining a pedestrian-friendly environment.

CREATE A SAFE AND COMFORTABLE ENVIRONMENT

Sense of safety and visibility from the street should be maximized ("eyes on the street"). Public spaces should be designed to provide unobstructed views. Additionally, adequate lighting of streets, public spaces and parking areas is needed. The use of Crime Prevention Through Environmental Design (CPTED) and community policing are suggested tools for achieving physical and psychological feelings of safety.

AUGMENT PARKS AND OPEN SPACES

The acquisition and development of additional park space should be a priority

along with the development of high quality streetscaping with landscaping, street furniture and lighting. In addition, incorporating pocket parks into the multi-use trail enhances the vitality of this facility. Private and semi-private open spaces should also be provided in development projects.

***EMPHASIZE HIGH QUALITY AESTHETIC CHARACTER
AND DEVELOPMENT***

Design regulations should be created to promote high quality design and development. Creating a safe, attractive and comfortable pedestrian environment should also be a key consideration. Building massing and the impact on the penetration of sunlight into the area must be considered. Selective material and design treatments should minimize long-term maintenance costs.

***MAKE DEVELOPMENT DECISIONS FAIR, PREDICTABLE AND
COST EFFECTIVE***

A key tenet of sustainable development, this principle ensures that property owners, developers and the wider community are provided with certainty that a plan is in place to guide development. Clear implementation requirements should provide this certainty and guidance for future stages of development.

ANALYSIS OF EXISTING LAND USES

Formulating the development concept for the Downtown North Edge area involved 1) detailed consideration of the existing area and improvements, 2) analysis of this inventory and the existing conditions, and finally, 3) a synthesis of the analysis with the vision, principles and input of stakeholders. This thought process is the origin for the seven Precincts described later in this chapter. This Section describes the analysis of inventory and existing conditions in the Downtown North Edge area.

Predominant Commercial Areas

107 Avenue

107 Avenue is the east-west spine of the Avenue of Nations and functions as the main commercial strip serving Queen Mary Park and Central McDougall residents. Between 101 Street and 109 Street, it is characterized by a mix of businesses such as restaurants, service shops and small grocery stores. Some businesses are housed in small commercial strip malls with angle parking and most are built to the property line. Between 109 Street and 116 Street, buildings are set further back from the property line, which affects the continuity of the streetscape. Some streetscape improvements and theming, namely green street furniture, paving stones and banners, have recently been added, reaffirming the distinct character of the Avenue. The streetscape interface of 107 Avenue could be improved and enhanced to yield a more dynamic mainstreet character area.

101 Street

A wide variety of commercial businesses are located on 101 Street, which functions as one of the major routes into the Downtown area. Businesses are built to the property line and hold potential for additional street-oriented retail. However, some vacant lots and buildings in poor condition exist along this street, offering the potential for revitalization and improving the character and marketability of this commercial corridor.

109 Street

109 Street offers an interesting mix of predominantly commercial uses ranging from clothing retailers to restaurants, personal service shops, professional offices, medical services and educational facilities. Some residential uses are found on the west side of 109 Street between 106 Avenue and 107 Avenue with landscaping and mature trees along the streetscape. Although sidewalks exist on both sides of 109 Street, the traffic and lack of continued streetscape on this busy north-south arterial deters pedestrian activity.

116 Street

The west side of 116 Street is characterized by institutional and commercial uses. Buildings are generally larger, less dense and more dispersed as compared to those on the east side of 116 Street, which house mainly service-oriented businesses or offices. Building setbacks on the east side are inconsistent, creating a jumbled streetscape. Further, pedestrian accessibility is hampered by the alignment of 116 Street South, which bisects the block between 105 Avenue and 106 Avenue.

Predominant Commercial Areas Analysis

Businesses in these identified commercial areas have established this area as their place of commerce. Retain these existing places of commerce and enhance their economic vitality and market potential by encouraging reinvestment, additional streetscape enhancements, creating character areas, and increasing pedestrian accessibility.

Existing Residential Areas

A number of three and four-storey walk-up apartments currently dominate the area to the north and south of 107 Avenue, generally characterized by 1970's style apartment blocks with brick and aluminum siding exterior finishes. Common elements among different buildings in the area include landscaping in the front yard (minimum front yard setback of 6.0 m), angle surface parking with rear alley entrances and on-street parallel parking in front. These residential streets are attractively lined with mature trees on both sides. However, the aesthetic quality of the area declines due to the monotony of architectural style and exterior finishing of a number of the buildings, affecting the visual interest of pedestrians.

Existing Residential Areas Analysis

These areas maintain a stock of rental housing, and are home to a number of residents invested in the communities of Central McDougall and Queen Mary Park. Retain these dwellings and introduce opportunities for compatible infill development over time.

Eastern Mixed Blocks

The block area east of 102 Street to 104 Street and from 105

Avenue to 106 Avenue contains a mixture of vacant lots, office, commercial and light industrial uses. There is a general lack of ambience and street activity due to large surface parking areas, vacant lots and minimal landscaping and/or streetscaping. Commercial buildings are not street-oriented and pedestrian appeal of the area is further reduced by the open presence of public utility infrastructure.

The historic A. McDonald Warehouse (a designated Municipal Historic Resource) and Bancroft Apartments provide visual relief as stand-alone architectural focal points. Redevelopment pressures for vacant sites in this location have been experienced by the City. The proximity of the east mixed block to the Downtown area and high-rise office buildings, as well as the proposed high speed transit corridors in the area presents a unique opportunity for redevelopment. Another factor influencing the consideration of redevelopment for this area is the prospect of creating a distinctive relationship with the adjacent, future multi-use trail along 105 Avenue. One vertical constraint identified is the flight path of the City Centre Airport, which is located above these blocks. This will restrict the height of new developments.

Eastern Mixed Blocks Analysis

Take advantage of the locational context of the east mixed block to the Downtown area and provide the opportunity for development of a larger scale, high rise residential area (consistent with the Airport Protection Overlay). Ensure that new developments are compatible and sensitive to the historic character and architectural style of the historical buildings on these blocks. Promote the creation of distinctive relationships between new development and the future multi-use trail.

Eastern Mixed Blocks Analysis

Take advantage of the locational context of the east mixed block to the Downtown area and provide the opportunity for development of a larger scale, high rise residential area (consistent with the Airport Protection Overlay). Ensure that new developments are compatible and sensitive to the historic character and architectural style of the historical buildings on these blocks. Promote the creation of distinctive relationships between new development and the future multi-use trail.

Western Mixed Blocks

This portion of the North Edge area is composed of an assorted mixture of light and medium industrial, office and commercial uses, and vacant and underutilized sites. Properties with visible

outdoor storage and considerable areas of surface parking lots create a visually unattractive environment, devoid of street life and greenery. Some newer, niche-market businesses have recently settled in this area. Also, a few well-maintained buildings with redevelopment potential reveal hidden opportunities to foster a unique character for this portion of the North Edge area. This area is also adjacent to the future multi-use trail along 105 Avenue which once again, can be integrated into redevelopment to enhance the area.

Western Mixed Blocks Analysis

The mixed-use nature of this area should continue, but enhancement and new development are key components needed to create a healthy character area. Producing this healthy mix of uses involves opportunities for redevelopment of this area for residential uses, complemented by encouraging additional businesses to locate in the western mixed blocks. The mixed-use component, well integrated and linked with the multi-use trail, will be an attractive feature of this area. The transition of this precinct will involve the more intensive industrial uses to be phased out over time. The interim poses a challenge to ensure that new developments are compatible with the existing uses and that appropriate land use transitioning is implemented where necessary.

Western Mixed Blocks Analysis

The mixed-use nature of this area should continue, but enhancement and new development are key components needed to create a healthy character area. Producing this healthy mix of uses involves opportunities for redevelopment of this area for residential uses, complemented by encouraging additional businesses to locate in the western mixed blocks. The mixed-use component, well integrated and linked with the multi-use trail, will be an attractive feature of this area. The transition of this precinct will involve the more intensive industrial uses to be phased out over time. The interim poses a challenge to ensure that new developments are compatible with the existing uses and that appropriate land use transitioning is implemented where necessary.

Southern Mixed Belt

This portion of the North Edge area, part of the former CNR line, now contains primarily vacant land and surface parking lots. The land is highly underutilized and is currently cut off from the west portion of Downtown and the Oliver neighbourhoods due to poor connectivity. One linkage is a pedestrian trail on 113 Street (south side of 105 Avenue), which leads through a recently constructed residential development into Oliver Square. Residents have

expressed that they desire better linkages to nearby services and amenities in Oliver and the Downtown area. Another consideration for the redevelopment of this area is the Grant MacEwan College student residence south of 105 Avenue and west of 110 Street (currently under construction). This residence adds height, density and a new sense of scale to the block overall. Once operating, the residence will add a critical mass of people to the area. An opportunity exists to create developments in this vicinity that complement the student residence and take advantage of the nearby amenities in the Oliver commercial areas along 104 Avenue. The development of the future multi-use trail is also another character asset in the Southern Mixed Belt.

Southern Mixed Belt Analysis

The proximity of the Southern Mixed Belt to amenities in the Oliver Area, Grant MacEwan College and the multi-use trail present an opportunity for residential development and mixed uses that complement these adjacent features.

GENERAL URBAN DESIGN PRINCIPLES

The purpose of the design principles is to guide both public and private interests engaged in development projects in the Downtown North Edge area to achieve high quality and functional design without dictating architectural styles. These principles shall be followed in conjunction with the specific development principles for each Precinct.

Mixed-Use Development

Create a mixed-use urban environment with opportunities to live, work, shop, learn and play by:

- encouraging diverse uses to support a variety of activities;
- creating work/live opportunities where appropriate by permitting
- a mix of residential, business, and commercial land uses;
- encouraging a variety of housing forms to accommodate a range of income and age groups; and
- avoiding land use conflicts between existing and proposed land uses.

Density

The qualitative benefits of higher density development include vibrant street life, more customers for businesses, quality public spaces, a renewed sense of place and community identity, and increased quality of life. Where appropriate, increased density development will be encouraged in order to achieve a critical mass of population to enhance the urban vitality, efficient use of local services and economic viability of the area by:

- ensuring quality development;
- providing an appropriate height and density transition from the Downtown and Oliver neighbourhoods, except for a large scale, comprehensive development project on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and Lots 255-257, Block 3, Plan B3 in Precinct C;
- encouraging a variation in building height and site coverage to maximize development potential and create a vital urban neighbourhood;
- concentrating development on existing underutilized sites such as blighted areas and surface parking lots; and
- establishing quantitative measurements of density for individual precincts expressed by Floor Area Ratio (FAR), maximum height, and density.

Bylaw 14391, October, 2006

Heritage Compatibility

As a celebration of the area's past, and in recognition of its contribution to the development of Edmonton, buildings and sites of historical significance will be preserved by:

- encouraging the identification, protection, maintenance, rehabilitation and re-use of sites and buildings of historic significance throughout the area;
- ensuring the compatible development of adjacent sites; and
- preserving and enhancing accesses and views of historic sites and buildings.

Active Streetfronts

Create street-level pedestrian activity to enhance the appeal of the area by:

- orienting the entrances of buildings to the street;
- designing active storefronts with glazing;
- minimizing blank walls and other flat surfaces that lack interest and
- sculptural relief; • placing parking and loading in the rear of new development with lane access; and • ensuring active residential frontages through individual private street level unit access.

Building and Site Design

Create a high quality, attractive built environment by:

- massing that is compatible with and provides transition from the

Downtown and Oliver neighbourhoods to the low density areas north of 108 Avenue;

- . respecting existing front yard setbacks in existing residential areas (Precincts 'B' and 'G');
- . building to the lot line in appropriate areas (*Precincts 'A', 'C', 'D' and 'E'*);
- . developing a three-storey podium with a step-back of the upper levels in higher density precincts (*Precincts 'C' and 'E'*);
- . avoiding adverse micro-climatic effects such as wind tunneling, snow drifting, rain sheeting, shadowing and loss of sunlight, on and off site, through massing and location of buildings;
- . developing sites and buildings with consideration of light, air, and privacy requirements in accordance with the Edmonton Zoning Bylaw;
- . screening of rooftop equipment;
- . identifying and lighting building accesses;
- . utilizing maximum height and minimizing building footprint to increase ground level open space and promote privacy;
- . utilize the concept of point towers on podium bases to provide adequate sunlight into surrounding areas and preserve views of the Downtown (in *Precincts 'C' and 'E'*); and
- . use appropriate (high quality) building materials and colours.

Bylaw 16886, August 25, 2014

Bylaw 16886, August 25, 2014

Bylaw 16886, August 25, 2014

Streetscaping

Foster a safe and attractive pedestrian environment by:

- . developing pedestrian amenities as an extension of sidewalks in appropriate areas;
- . encouraging planting of street trees, placement of furniture and installation of human scale lighting to enhance the character of the pedestrian realm;
- . designing features such as service entries, mechanical structures, storage areas, and garbage enclosures to minimize disruption to the pedestrian environment;
- . encouraging construction of barrier-free sidewalks of an appropriate width in each Precinct;
- . providing an adequate number of waste receptacles to prevent littering in the area;
- . addressing both the street and avenue sides of corner sites;
- . encouraging the development of architectural features which enhance the character of the pedestrian environment;
- . ensuring that streetscape improvements are of a consistent nature in colour, style, and material and of a durable nature; and
- . encouraging design of necessary signage to facilitate wayfinding in an attractive manner.

Pedestrian Circulation

Walkability within the Study area will be enhanced by:

- implementing the multi-use trail connection along 105 Avenue;
- adding missing pedestrian links;
- improving and repairing existing sidewalks within the area; and
- strengthening and improving pedestrian linkages to surrounding areas, especially Downtown.

Sustainability

Sustainable development within the Study area will be achieved by:

- encouraging the development of green roofs and other environmentally responsible building practices;
- building high quality developments intended for long term use;
- encouraging the adaptive re-use of existing structures and recycling building materials;
- developing with consideration of possible future uses and the use of recyclable materials;
- encouraging the appropriate ventilation of buildings and parking structures;
- providing adequate natural lighting to all residential units;
- using infrastructure practices and building and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation;
- providing adequate bicycle parking, preferably enclosed; and
- considering the reduction of water consumption through the use of native plants and the collection of rainwater.

Transit-Oriented Development (TOD)

Support TOD Development by:

- promoting higher density development in proximity to transit stations and corridors;
- managing parking in the Study area to encourage walking and transit use;
- creating a 'sense of place' at each transit station;
- providing for bicycle parking at transit stations;
- encouraging pedestrian-supportive land use patterns; and
- separating vehicular and pedestrian circulation.

Vehicular Parking, Access and Loading

Adverse effects of vehicular parking, access, and loading within the Study area will be reduced by:

- where above-grade structured vehicular parking is provided, requiring it to provide active uses adjacent to the street;
- encouraging the use of fencing and planting to screen surface vehicular parking;
- orienting surface vehicular parking and loading accesses to the rear of buildings and utilizing lanes for access; and
- requiring the proper lighting, surfacing, and drainage of surface

vehicular parking areas.

Safety and Security

Safety and security of the Study area will be enhanced by:

- considering the principles and techniques of CPTED in the design of new developments;
- avoiding the creation of areas hidden from view; •
- providing clear sightlines, sufficient lighting, and natural surveillance in the Study area;
- avoiding the creation of isolated spaces; and
- utilizing the principles found in the City of Edmonton Design Guide for a Safer City.

Designing for a Winter City

New development in the Study area will give appropriate consideration to the climate it is located in by:

- encouraging the use of functional and decorative lighting to enhance the appearance of the development during winter months;
- providing protection from the elements through the construction of awnings, canopies, arcades, and transit shelters;
- developing with consideration of snow removal and storage requirements;
- considering the prevailing winds in the area during site design to avoid the creation of adverse microclimatic effects;
- using plant materials that provide colour throughout the year; and
- encouraging the use of building materials and colours which are attractive year-round.

THE DEVELOPMENT CONCEPT

Using the planning principles identified above, based on a review of the existing land uses in the area, and a creation of general urban design principles for the overall area, the development concept was formulated. Some key features of the development concept include:

- A multi-use trail, which runs the entire length of 105 Avenue within the Study area. It not only connects the major multi-use network trails in the city, but also will provide an attractive pedestrian-oriented “spine” or public amenity that can act as a focus for new private residential redevelopment and commercial growth in the North Edge communities. The multi-use trail system might include expanded pedestrian plaza areas, streetscape improvements, public seating areas, landscaped planting beds, terminus features, fountains, public art, ornamental trees, and other attractive amenities. Careful consideration must be made in the design of the facility to ensure that it is accessible and useable year round. In some

areas, it might also integrate with sidewalk cafés and/or landscaped residential property interfaces such as small, semi-private yards. In order for the multi-use trail corridor to realize its full potential as the pedestrian-focused “spine”, the design and usage programming of the adjacent buildings and properties must be tailored to enhance the multi-use trail corridor rather than detract from it. The Community Enhancement and Open Space section provides details of the vision and design guidelines for the 105 Avenue multi-use trail.

- . A Mainstreet Commercial Precinct is reinforced. Commercial development is directed to mainstreet sites along 107 Avenue and 101 Street, 109 Street, and 116 Street. Infilling of vacant sites and intensification of underutilized sites is encouraged.
- . The existing residential areas between 106 Avenue and 108 Avenue are maintained and opportunities for limited infill are provided.
- . The area south of 106 Avenue is a Business Residential Precinct that features a mixture of opportunities for residential, business and commercial uses.
- . Mid and high rise development is encouraged in the southern portion of the North Edge area - south of 106 Avenue - reflecting a gradual transition in building height between the Downtown and Oliver neighbourhoods and the low density residential development in the Central McDougall and Queen Mary Park neighbourhoods.

Consideration of the existing elements of the North Edge area, the site analysis, planning and urban design principles, and the community Vision results in seven Precincts that form the basis of the development concept. The location of each of these Precincts is shown on Map 8 - Downtown North Edge Development Concept.

These Precincts are:

- A. Mainstreet Commercial
- B. Medium Rise Apartments
- C. Transit-Oriented Development/High Density Residential Mixed Use
- D. Business Residential Mixed Use
- E. High Rise Apartments
- F. Urban Institutional*
- G. Low Rise Apartments

Bylaw 16886, August 25, 2014

This following section describes the purpose and objectives of each Precinct and provides implementation requirements of each.

Precinct A: Mainstreet Commercial

Purpose

To enhance and improve existing commercial precincts on 107 Avenue, 101 Street, 109 Street, and 116 Street (northbound), and guide the growth of these areas as pedestrian-oriented mainstreet commercial precincts.

Objectives

- . Maintain and enforce economic vibrancy;
- . Encourage work/live opportunities by permitting residential development above retail;
- . Provide for a pleasant, rich and diverse pedestrian experience;
- . Establish a positive image of safety and security through design;
- . Provide safe and attractive short and long-term parking;
- . Streetscape improvements and improved lighting need to be provided along the west side of 101 Street, and along 109 Street and 116 Street;
- . Strengthen character and identity of the area through theming; and
- . Encourage reinvestment.

PRECINCT 'A' MAINSTREET COMMERCIAL - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

A range of retail and office uses are recommended with opportunities for housing above the first floor of commercial space. To maintain the street-oriented character of the area, drive-through facilities and parking areas fronting the street should not be allowed.

Development Principles

- Building fronts and signage should provide a visually stimulating shopping and entertainment environment that encourages both day and evening pedestrians.
- Building setback - none required or a maximum of 2.0 m.
- Residential or Residential-related Use Classes should not be developed in the lowest storey of any mixed-use building.
- Buildings should be built up to the property line to provide a well-defined streetwall and active streetscape.
- Shop fronts should be highly transparent and have well-defined entrances at street level.
- Parking must be provided underground or at the rear of the building.
- New surface parking lots fronting main streets should be discouraged.
- Blank walls should be animated with new windows, signs, billboards, or public art.
- Canopies, awnings, and arcades should be provided for pedestrian comfort where practical.
- Buildings on corner sites must have façades that address both the street and avenue.
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.
- Abrupt and excessive differences in scale and massing should be minimized by transitional building treatments.

Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum Floor Area Ratio (FAR) shall be 3.5.
- The maximum height shall be 4 storeys or 14.0 m.

Precinct B: Medium Rise Apartments

Purpose

To preserve and maintain the residential character of the area by maintaining the existing low-rise (walk-up) apartment building stock and allowing compatible 6 storey infill at higher densities under the existing (RA8) Medium Rise Apartment Zone.

Objectives

- . Preserve existing rental housing stock;
- . Allow compatible infill development;
- . Replacement of sidewalks and road rehabilitation as required by the Transportation and Streets Department;
- . Preserve existing treed streets; and
- . Provide consistent front yard setbacks.

PRECINCT 'B' MEDIUM RISE APARTMENTS - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

Allow for compatible infill residential development of 6-storey medium-rise apartments consistent with the existing zoning of the subject area.

Development Principles

- Infill residential development should be compatible in scale and built form to existing development.
- Established building setbacks from public roadways should be maintained for new development.
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.

Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum allowable Floor Area Ratio (FAR) shall be 1.5.
- The maximum density shall be 225 units/ha.
- The maximum height shall be 6 storeys or 23.0 m.

Precinct C: Transit-Oriented Development/High Density Residential Mixed Use

Purpose

To create a livable “urban village” environment and generate an improved sense of place through the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be encouraged at the podium level of high rise buildings.

Objectives

- . Permit high density, high rise residential development;
- . Integration of development with the multi-use trail corridor on 105 Avenue;
- . Streetscaping and improved lighting on 102 Street, 103 Street, 104 Street, and 105 Street;
- . Sidewalks will need to be provided where they do not exist;
- . Provide for a transition of height and density from the Downtown core area; except for a large scale, comprehensive development project on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and Lots 255-257, Block 3, Plan B3 in Precinct C; and
- . Allow the option of commercial uses at ground level or individual residential entrances along 105 Avenue to maintain active streetfronts along the multi-use trail.

Bylaw 14391, October, 2006

PRECINCT 'C' TRANSIT-ORIENTED DEVELOPMENT/HIGH DENSITY RESIDENTIAL MIXED USE - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

High density high-rise apartments with the option of minor commercial uses or residential uses at the ground floor. In order to maintain an active streetscape along 105 Avenue (Multi-use Trail) and the north/south streets, residential and commercial uses on the ground floor should have individual accesses.

Development Principles

- Any portion of a building exceeding 3 storeys shall be set back from the lower portion of the building where it faces out onto a public roadway, other than a lane. Any buildings taller than 3 storeys shall have a minimum of 3 storeys where the building façade is built to the property line abutting the street.

- *Surface vehicular parking lots shall not be permitted fronting onto 105 Avenue (Multi- use Trail) or any north/south street. Notwithstanding the previous statement, the following parcels shall permit surface vehicular parking lots on a temporary basis only: Lot 271, Block 2, Plan 0729263; and Lot 225-230, 268, 269, 270, Block 2, Plan B3. Starting from December 12, 2016, surface vehicular parking shall be permitted for up to three (3) years on these parcels.*
- Apartment housing with commercial uses on the main floor shall have access at grade that is separate from a commercial component.

*Bylaw 17849,
December 13, 2016*

- Access to parking garages/parking areas shall be from the lane or north/south streets, not 105 Avenue.
- All parking and loading shall be located at the rear of the building.
- In order to ensure active and pedestrian-friendly streetscapes, and to promote “eyes on the street”, blank walls of parking structures are prohibited along 105 Avenue and all north/south streets. They need to be fronted by residential units with individual entries or commercial outlets with glazing at street level.
- Environmental assessments of former industrial sites are prerequisite to the consideration of new development.
- Buildings need to address adjacent streets with individual entrances that are clearly visible.
- Residential buildings should have street-level residential units that have individual entries, particularly along 105 Avenue (Multi-use Trail) to achieve a balance of privacy of units and an overlook of the street.
- Buildings shall be built to the property line to provide a continuity of enclosure.
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.
- High-rise buildings should be built with a podium-tower configuration.

- Ensure the scale, massing, colour, and materials of new development complement the nearby historic A. MacDonald Building and the Carter Residence buildings (both designated Municipal Historic Resources).

Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum Floor Area Ratio (FAR) shall be 5.0.
- The maximum density shall be 500 units/ha.
- The maximum height shall be 15 storeys or 45.0 m (not to exceed Airport Protection Overlay).
- The maximum height on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and Lots 255-257, Block 3, Plan B3 under a large scale, comprehensive development project shall be 28 storeys or 92.0 m (not to exceed Airport Protection Overlay).

Bylaw 14141, December 2005

Bylaw 14391, October, 2006

Precinct D: Business Residential Mixed Use

Purpose

To provide a compatible, diverse mixture of residential, office and commercial land uses at a human scale, with a built form that has a strong relationship to the street and accommodates pedestrian activity along the multi-use trail corridor.

Objectives

- . Phase out any incompatible industrial uses with yard storage and/or off-site noxious impacts;
- . Sidewalks will need to be provided where they do not exist;
- . Development of 105 Avenue Multi-use Trail;
- . Streetscape improvements and improved lighting recommended along 105 Avenue; and
- . Add residential units including work/live units alone or in combination with business commercial uses, provided the residential uses provide a satisfactory and safe living environment.

PRECINCT 'D' BUSINESS RESIDENTIAL MIXED USE - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

Provide for mix of compatible commercial, residential, office, retail, and entertainment uses. Opportunities should also be provided for work-live accommodation. Incompatible industrial uses with unsightly yard storage and/or off-site noxious impacts need to be phased out.

Development Principles

- . Developments shall build to the property line to create a well-defined streetwall.
- . Surface vehicular parking lots shall not be permitted fronting onto 105 Avenue (Multi-use Trail) or any north/south street.
- . Environmental assessments of former industrial sites are prerequisite to the consideration of new development.
- . Buildings should address the adjoining streets with entrances that are clearly visible and add a sense of occupancy to the street.
- . Residential units, including work/live units, either alone or in combination with commercial uses, will be allowed provided the residential uses provide a satisfactory and safe living environment.
- . Buildings on corner sites need to have façades fronting both the streets and the avenue.
- . Apartment housing with commercial uses on the main floor shall have access at grade that is separate from a commercial component.

- Residential buildings should have street-level residential units that have individual entries, particularly along 105 Avenue (Multi-use Trail) to achieve a balance of privacy of units and an overlook of the street.
- Access to parking garages/parking areas shall be from the lane or north/south streets, not 105 Avenue. *unless no other road exists.*
- In order to ensure active and pedestrian-friendly streetscapes, and to promote “eyes on the street”, blank walls of parking structures are prohibited along 105 Avenue and all north/south streets. They need to be fronted by residential units with individual entries or commercial outlets with glazing at street level.
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.
- All parking and loading shall be located at the rear of the building.

Bylaw 15125, February 2, 2009

Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum Floor Area Ratio (FAR) shall be 3.0.
- The maximum density shall be 300 units/ha.
- The maximum height shall be 6 storeys or 23.0 m.

Precinct E: High Rise Apartments

Purpose

To provide opportunities for the construction of high rise apartments to provide a transition from the Oliver Neighbourhood/Oliver Square to the medium density portion of the Queen Mary Park neighbourhood.

Objectives

- Provide transition from the Oliver neighbourhood/Oliver Square;
- Provide for active residential street frontages along the 105 Avenue Multi-Use Trail;
- Sidewalks will need to be provided where they do not exist;
- Development of 105 Avenue Multi-use Trail;
- Build to the front property line to create an active streetwall on 105 Avenue; and
- Strongly encourage underground parking, however, if above-grade parking structures are necessary, require them to have active street frontages.

PRECINCT 'E' HIGH RISE APARTMENTS - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

Allow for high rise apartment development up to 9 storeys. Incompatible industrial uses with unsightly yard storage and/or off-site noxious impacts need to be phased out.

Development Principles

- In order to ensure active and pedestrian-friendly streetscapes, and to promote "eyes on the street", blank walls of parking structures are prohibited along 105 Avenue and all north/south streets. They need to be fronted by residential units with individual entries or commercial outlets with glazing at street level.
- Any portion of a building exceeding 3 storeys shall be set back from the lower portion of the building where it faces out onto a public roadway, other than a lane. Any buildings taller than 3 storeys shall have a minimum of 3 storeys where the building façade is built to the property line abutting the street.
- Developments shall build to the property line to create a well-defined streetwall along 105 Avenue.
- Environmental assessments of former industrial sites are prerequisite to the consideration of new development.
- Buildings should address the adjoining streets with entrances that are clearly visible and add a sense of occupancy to the street.
- Apartment housing with commercial uses on the main floor shall have access at grade that is separate from a commercial component.
- Development shall have regard for the interface between buildings in this Precinct and existing development immediately to the south.
- Residential buildings should have street-level residential units that have individual entries, particularly along 105 Avenue (Multi-use Trail) to achieve a balance of privacy of units and an overlook of the street.
- Surface parking lots shall not be permitted fronting onto 105 Avenue (Multi-use Trail).
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.
- High-rise buildings should be built with a podium-tower configuration.
- All parking and loading shall be located at the rear of the building.

Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum Floor Area Ratio (FAR) shall be 3.0.
- The maximum density shall be 300 units/ha.
- The maximum height shall be 9 storeys or 28.0 m.

Precinct F: Urban Institutional

Bylaw 16886, August 25, 2014

Purpose

Provide for facilities of an educational or institutional nature in combination with ground floor commercial and institutional uses.

Objectives

- *Provide for a range of commercial and institutional uses appropriate to the MacEwan University site;*
- *Development of 105 Avenue Multi-use Trail;*
- *Provide minimal setbacks from the front property line to create an active streetwall on 105 Avenue, making allowance for additional setbacks where opportunities for outdoor plazas, patios or other active uses are desirable and suitable to building design and programming;*
- *Sidewalks will need to be provided where they do not exist;*
- *Strongly encourage underground parking, however, if above grade parking structures are necessary, require them to have active street frontages; and*
- *Require active street level commercial and/or institutional uses along the 105 Avenue Multi-use Trail.*

Precinct 'F' Urban Institutional – Requirements for Implementation

Bylaw 16886, August 25, 2014

Land Uses

High rise, high density educational or institutional development in combination with compatible ground-floor commercial uses and institutional uses.

Development Principles

- *In order to ensure active and pedestrian-friendly streetscapes, and to promote 'eyes on the street', blank walls of parking*

structures are prohibited along 105 Avenue and all north/south streets. They need to be fronted by commercial outlets or institutional uses with glazing at street level.

- *Developments shall provide minimal setbacks from the property line to create a well defined streetwall along 105 Avenue, unless additional setbacks are desired to provide opportunities for outdoor plazas, patios or other active uses suitable to building design and programming.*
- *Environmental assessments of former industrial sites are prerequisite to the consideration of new development.*
- *Buildings should address the adjoining streets with entrances that are clearly visible and add a sense of occupancy to the street.*
- *Development shall have regard for the interface between buildings in the Precinct and existing development immediately to the south.*
- *Surface parking lots shall not be permitted fronting onto 105 Avenue (Multi-use Trail) except on a temporary and discretionary basis.*
- *Active commercial or institutional frontages will be maintained along the 105 Avenue Multi-use Trail.*
- *Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.*
- *All accessory parking and loading shall be located at the rear of the building or underground.*

Discussion

Floor Area Ratio, residential density and maximum height shall be governed by the Zoning Bylaw.

Precinct G: Low Rise Apartments

Purpose

To preserve and maintain the low rise apartment residential character of the area by maintaining the existing low-rise (walk-up) apartment building stock and allowing compatible infill at similar scale and density under the existing (RA7) Low Rise Apartment Zone.

Objectives

- Preserve existing affordable housing stock;
- Allow compatible infill development;
- Replacement of sidewalks and road rehabilitation as required by the Transportation and Streets Department;
- Preserve existing treed streets; and
- Provide consistent front yard setbacks.

PRECINCT 'G' LOW RISE APARTMENTS - REQUIREMENTS FOR IMPLEMENTATION

Land Uses

Allow for compatible infill residential development of 4-storey low-rise apartments consistent with the existing zoning of the subject area.

Development Principles

- Established building setbacks from public roadways should be maintained for new development.
- Infill residential development should be compatible in scale and built form to existing development.
- Development should have regard for Crime Prevention Through Environmental Design (CPTED) principles.

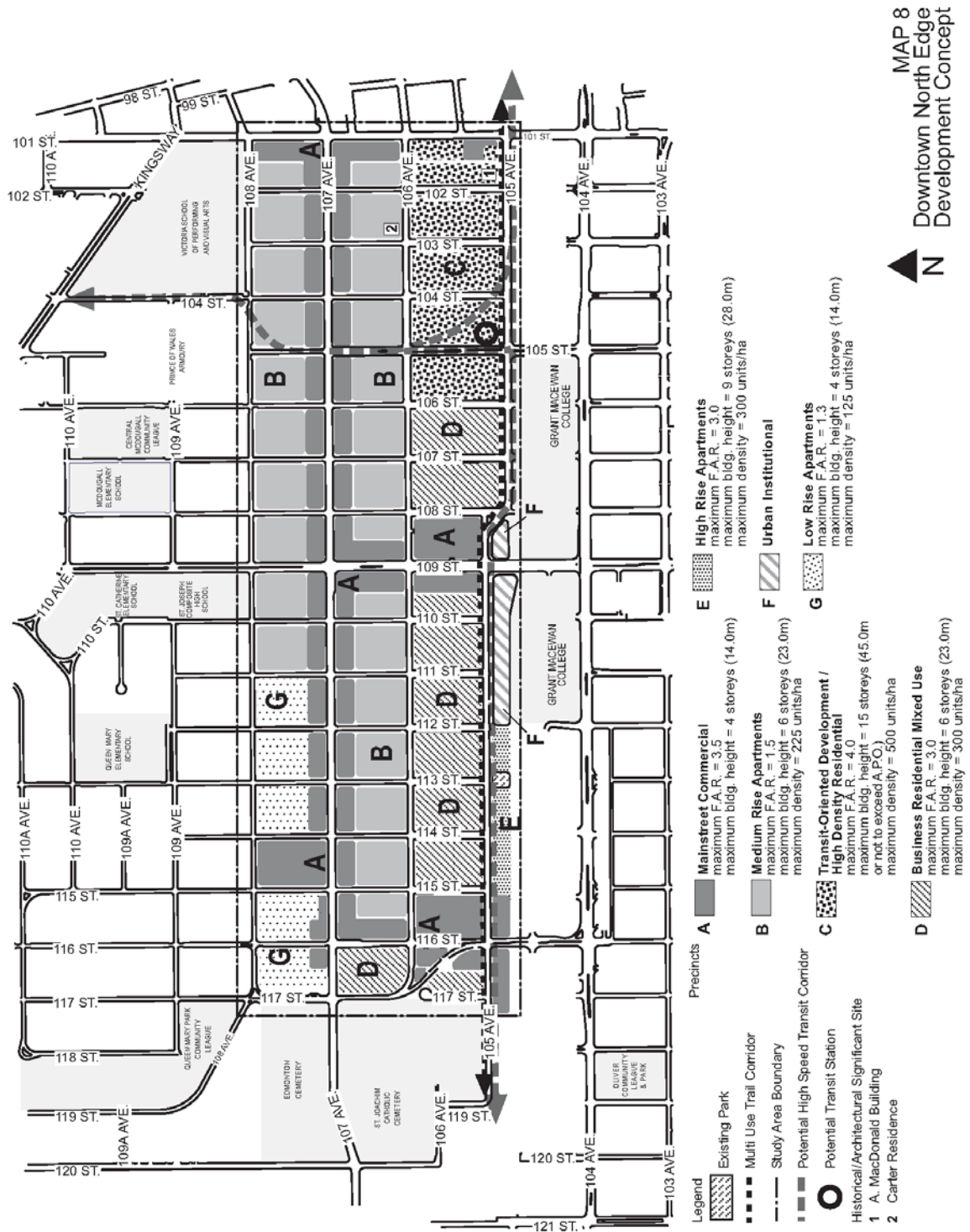
Discussion

In order to establish general development opportunities in this Precinct, the following basic development regulations were established through the Downtown North Edge Development Study and shall apply throughout this Precinct:

- The maximum allowable Floor Area Ratio (FAR) shall be 1.3.
- The maximum density shall be 125 units/ha.
- The maximum height shall be 4 storeys or 14.0 m.

Bylaw 15125, February 23, 2009

Central McDougall/Queen Mary Park
Area Redevelopment Plan - Office Consolidation July 2019



Bylaw 16886, August 25, 2014

COMMUNITY ENHANCEMENT AND OPEN SPACE

A Community Enhancement and Open Space strategy is required to make the capital improvements to transform a brownfield industrial area into an attractive and vital urban neighbourhood. The following describes the scope of these recommended improvements.

Additional Park Space

Parks

Apart from the small park south of 105 Avenue at 113 Street, there are no existing or dedicated parks or open spaces south of 107 Avenue, within either community. The Central McDougall/Queen Mary Park Area Redevelopment Plan (ARP), adopted in 1998, based on comments provided by each community, expressed the need to acquire two small, passive parks located south of 107 Avenue with one park located within each neighbourhood. To date, no additional park space has been acquired by either community.

The potential addition of approximately 6,500 residents into the North Edge area as a result of redevelopment has once again raised the issue of park and open space. The Community Services Department conducted an assessment of the existing park and open space facilities in each neighbourhood. Based on the amount of existing open space, and based on the potential population increase resulting in redevelopment in each neighbourhood, it is recommended that 0.75 ha of open space be acquired in Central McDougall (south of 107 Avenue between 101 Street and 109 Street), and that 0.50 ha of open space be acquired in Queen Mary Park (south of 107 Avenue between 109 Street and 116 Street). This required open space is a direct result of the potential population increase based on the land use concept developed in the Study.

To address the requirement for 0.75 ha of open space in Central McDougall, and 0.50 ha of open space in Queen Mary Park due to the redevelopment potential proposed, it is recommended that a redevelopment levy be imposed for portions of the Downtown North Edge Development Study area to raise the necessary funds for the acquisition of this open space. Section 647 of the Municipal Government Act provides for a redevelopment levy to be imposed in a situation such as this. It states:

- “(1) If a person applies for a development permit in respect of a development in a redevelopment area and the area redevelopment plan contains proposals for residential, commercial, or industrial development, a redevelopment levy may be imposed on the applicant in accordance with the bylaw adopting the area redevelopment plan.

- (2) A development levy imposed and collected must be used to provide, in respect of the redevelopment area,
- (a) land for a park or land for school buildings designed for the instruction or accommodations of students, or
 - (b) land for new or expanded recreation facilities, or both.”

It is recommended that City Council identify a funding source for the acquisition of the 0.75 ha open space in Central McDougall and the 0.50 ha open space in Queen Mary Park in the short term. As land values in the North Edge area are anticipated to increase over time, particularly as redevelopment occurs, purchase of the open space in the short term will reduce the initial funding amount required. The intent of the redevelopment levy would be to require landowners in the area to re-pay the land acquisition costs incurred by the City for the acquisition of the park sites, through monies collected in portions of the North Edge area at the time of development of their lands.

It is reasonable to expect landowners to contribute towards the acquisition of parks in this context for two reasons. First, the area is currently used for light industrial and other non-residential uses, and has been for several decades. In order to provide an appropriate residential environment, typical amenities for residents like parks and open space should be provided by those who wish to redevelop the area. Second, it is normal practice in the suburban areas of the City for developers to provide land or money in lieu of land for park and open space facilities through the Municipal Reserve dedication. Significant redevelopment in an inner city area should be subject to the same requirement. Once the park space is acquired, the City would then be responsible for the complete development, programming, and maintenance of the park sites. An additional benefit of early acquisition of the park sites is that having these amenities in place should help encourage redevelopment in the area to occur. Specific details of the redevelopment levy and its associated processes are provided in the Implementation Section later on in the Plan.

Public Space Improvements

Multi-use Trail

Within the Downtown North Edge Development Study area, the multi-use trail is envisioned to be a dedicated public corridor along 105 Avenue. Furthermore, the trail is intended as the primary infrastructure focus, or “backbone”, to augment all other parks, open spaces or streetscape improvements, linking each of these amenities and aesthetic features together.

The Downtown North Edge Development Study area represents an opportunity to develop the “missing link” required to connect all of the existing northwest, northeast and southern multi-use trail

corridors. Each trail corridor has been aligned within three former railroad rights-of-way that converge into the area. These are:

- the Northwest Multi-use Trail Corridor, which runs along the Canadian National Railroad (CNR) right-of-way along 121 Street and terminates near the western boundary of the Plan area at 105 Avenue and 119 Street;
- the Northeast Multi-use Trail Corridor, which runs along portions of the CNR and Light Rail Transit (LRT) right-of-ways and is planned to meet the eastern boundary of the North Edge area at 101 Street between 105/ 106 Avenues; and
- the multi-use trail corridors from southern sectors of the City that merge and extend north through Railtown Park along the former Canadian Pacific Railroad (CPR) lands and terminate south of the North Edge area at 110 Street between 103/104 Avenues.

The multi-use trail system within the Downtown North Edge area is ideally suited, both geographically and from an urban design context, to provide the crucial final link necessary to connect these three major multi-use trail corridors within the city's trail network to the Downtown urban fabric.

Map 9 depicts the proposed alignment of the multi-use trail within the Downtown North Edge area. The trail corridor is intended to serve as the basis by which to create highly vibrant, attractive, pedestrian-oriented neighbourhood amenities and social gathering spaces for new residential development and associated commercial growth in the Downtown North Edge area. The multi-use trail alignment would run contiguously along 105 Avenue throughout the North Edge area. It is envisioned that the trail continues along the north side of 105 Avenue through the entire area based on the following factors:

- the Northeast Multi-use Trail Corridor east of 101 Street is intended to enter the North Edge area on the north side of 105 Avenue;
- to avoid user conflicts with proposed High-Speed Transit alignments along the south side of 105 Avenue between 101 Street and 105 Street; and,
- to maximize microclimatic opportunities, particularly the solar aspect to take advantage of a southern exposure in the winter months.

The design of the multi-use trail segments within the Downtown North Edge area should adhere to the City of Edmonton Design and Construction Standards and follow the design guidelines as delineated in the City of Edmonton Transportation and Streets Multi-use Trail Corridor Study. The most stringent of the guidelines stipulate the following:

- hard-surfaced asphalt pavement;
- 3.0 m to 4.0 m in-trail width (3.0 m minimum; 3.6 m - 4.0 m where warranted);
- minimum 2.0 m trail separation from road carriage-way (back-of-curb) or building facades (back-of-curb);
- route signing;
- snow clearing opportunities;

- upgrades on a site specific basis, including lighting, landscaping, and amenities (benches, waste receptacles);
- compliance with the Transportation Association of Canada (TAC) geometric design guidelines; and
- compliance with CPTED guidelines.

Beyond the City of Edmonton Transportation and Streets Multi-use Trail Corridor Study guidelines, consideration of the following trail elements is required:

- where possible, use lighting on adjacent building façades to complement trail/sidewalk lighting;
- a connection will be provided from 105 Avenue at approximately 110 Street to the south through Grant MacEwan College to link up with the portion of the trail system in the Railtown development south of 104 Avenue;
- upgrade asphalt base level material to concrete;
- provide additional streetscaping elements such as street furniture, upgraded street lights, pedestrian plazas, and planters;
- emphasize trail edge demarcation, in addition to the centre line; and
- as much as possible, ensure the design and public features of the trail are accessible and useable year round.

Streetscape Improvements

Streets are an integral component of community design. Streetscaping is a community design aspect that when applied well, can truly help generate a unique character and sense of place. These improvements will help enhance, revitalize and foster the transition of the North Edge area from a light industrial commercial business area to more of a residential mixed use character. As a former industrial area, the existing street environment in this portion of the Central McDougall and Queen Mary Park communities is not suitable for residential development. In many cases, there are no sidewalks at all, and where sidewalks do exist, they are typically in a state of disrepair.

- At the time of redevelopment, owners will be required to provide streetscaping improvements along the public interfaces of their properties to the satisfaction of the Transportation and Streets Department, the Community Services Department and Sustainable Development. The cost of these improvements will be the responsibility of the owners. The Design Guidelines section includes streetscaping guidelines which shall be considered in the implementation of this community enhancement initiative. Refer to the Implementation Section for more information on the requirement for streetscape improvements at the time of redevelopment.

TRANSPORTATION

The existing and proposed transportation network within the North Edge area is shown on Map 9 - Downtown North Edge Area Transportation.

Roadways

Asphalt overlay and roadway rehabilitation is recommended on all local streets between 105 Avenue and 107 Avenue as well as on 105 Avenue and 106 Avenue from 101 Street to 116 Street. Specific details of this City responsibility will be identified by the Transportation and Streets Department through review of specific redevelopment proposals, the Capital Priorities Plan or other roadway improvement initiatives.

The replacement and/or repair of the curb and gutter is also required, particularly at the intersections where curb ramps are needed to provide improved accessibility and at the drainage location to improve storm water drainage. With the move to increased density and development of residential land use, angle parking should be replaced adjacent to the residential developments with standard local roadways (9.0 m widths), treed boulevards and boulevard walks. Sidewalks need to be developed on both sides of streets to provide continuity and mobility throughout the community.

Transit

The primary transit services presently serving this area are routes on: 101 Street (six basic service routes plus two peak hour service routes); 107 Avenue (three basic service routes plus one peak hour route); plus one basic route on both 116 Street and 109 Street; and the addition of one peak hour route on 105 Street.

High Speed Transit

In 1999, City Council approved a Transportation Master Plan. This plan established a framework for how the City would address its future transportation needs to the year 2020. One of the priorities identified in the Plan was: "Completion of the necessary studies to define proposed technology, alignments, approximate costs and required right of way for high speed transit routes to serve the west, north and southeast sections of the City." In October 2002, the Transportation and Streets Department was directed by City Council to budget sufficient funds to complete a strategic review of high speed transit to serve west, north and southeast sections of the City.

The City of Edmonton has adopted a High Speed Transit Planning Study (March 2004) that was designed to define possible corridors to service the west, north/northwest, and southeast sectors of the City. As a result of that Study, a more in-depth study has been initiated to further define and evaluate routes for the North Sector

corridor. This study, referred to as the North High Speed Transit Study, was approved by City Council on January 20, 2005. The North High Speed Transit Study confirms the location of the high speed transit corridors in this area (both bus rapid transit and LRT), and defines station locations. The Study has the bus rapid transit corridor exiting from Downtown on 105 Street, heading north to approximately 108 Avenue, then veering east onto 104 Street, and then north to Kingsway. It will then turn west on Kingsway to 106 Street and then proceed north to NAIT on Princess Elizabeth Avenue, tying into existing bus lanes on 97 Street at 118 Avenue. The high speed transit corridors through the Downtown North Edge area will aid in the development of possible transit-oriented development sites within the Study area.

The North High Speed Transit Study also defined the LRT alignment. The LRT will exit from underground (Churchill Station) along 105 Avenue west of 101 Street, and will proceed north along the same route as the bus rapid transit corridor described above, tying into NAIT at Princess Elizabeth Avenue, and then continuing north. Closures of portions of 105 Avenue between 103 Street and 105 Street will be needed to facilitate the LRT alignment. Future studies will need to be initiated to complete more detailed analysis to determine actual route locations.

Vehicular Parking

In order to encourage transit-oriented development, Smart Choices principles, and affordable housing, it is recommended that redevelopment sites in Precinct 'C' be required to provide a minimum of one resident vehicular parking stall for each dwelling unit, regardless of the number of bedrooms. This is less than the requirement in the existing Zoning Bylaw for apartment housing. This reduction will not apply to required visitor or bicycle parking requirements identified in the Zoning Bylaw. Due to the proximity of Precinct 'C' to the Downtown core, and to the proposed high speed transit facilities at 105 Avenue and 105 Street, it is the opinion of Sustainable Development that a reduction in vehicular parking requirements in this Precinct is justified. The balance of the lands in the North Edge area will be required to meet the current vehicular parking requirements identified in the Zoning Bylaw.

Pedestrian Connections

The development of a multi-use trail along 105 Avenue is seen as a method of improving the walkability and lifestyle of the communities as well as providing a linear park-like open space.

Other walk connections from the North Edge communities to the Downtown core and commercial developments along 104 Avenue can be developed along the arterial roads, as well as public accesses from 105 Avenue to 104 Avenue at 103 Street and 112 Street. There are additional privately-owned pedestrian connections at 104 Street; 106 Street; and 108 Street that can be

utilized. Access from 105 Avenue to 104 Avenue at 113 Street is a combination of public and private facilities. To add to this walkable community, the local roads should be developed with boulevard walks and treed boulevards to encourage and enhance the pedestrian environment. Pedestrian accessibility is an integral component of the North Edge and requires the following parameters to ensure the encouragement of use:

- treed boulevard walks on all streets;
- curbs ramps at all intersections and walkway connections;
- the use of CPTED principles on all walk facilities;
- a core linear multi-use trail connecting to the existing systems to the west, east and south;
- numerous walk connections to the downtown, educational institutions, and commercial strips on 104 Avenue and 107 Avenue; and
- connection of the 105 Avenue multi-use trail through the Grant MacEwan College site to the existing multi-use trail facility located in the Railtown development at approximately 110 Street and 104 Avenue.

Traffic Review

A broad review of traffic generation based on the densities developed in the North Edge Study identified that the adjacent major arterial roadway network cannot accommodate the ultimate PM peak hour traffic flow within the traditional hour peak. This means that there will be higher levels of traffic activity on the roadways for longer periods of time, for example from 4:00 PM to 6:00 PM. Traffic signal timings may require modifications to ensure delays and queues are minimized. As well, minor improvements to the roadway network, such as re-striping to allow for left and/or right turn bays would provide some additional capacity to accommodate some growth in the area; however, improvements would be limited by the available right-of-way.

INFRASTRUCTURE UPGRADES

Water Distribution

The water distribution system within the redevelopment area will require some upgrading and/or extension of water mains in order to provide fire protection to current standards. Each development will require an analysis for fire protection and the respective owner will be responsible for upgrades as necessary. As the current servicing is primarily from lanes, any lane closures may require relocation of water mains. Construction right to property lines and the placing of additional surface features (e.g. trees, streetlights) in the road right-of-way may also necessitate the relocation of existing infrastructure. Again, this will primarily be the responsibility of each individual developer.

Drainage (Sanitary and Storm Sewers)

The current local combined sewer system is generally at capacity, and any redevelopment would require stormwater management to reduce peak flows to the combined sewer system. The system, however, can accommodate growth by requiring each developer to provide stormwater management on their individual property. A larger, centrally located pond would require the total regrading of the area to ensure storm flows would reach the pond. As this is not a practical solution, the recommended action is to provide site-specific stormwater management. This drainage control would be the responsibility of each developer. Where necessary, the owner will be responsible for analyzing a portion of the sewer system and providing required upgrades. Costs of any street or lane closures resulting in the relocation of sewer lines will also be the responsibility of the owner.

Franchise Utilities

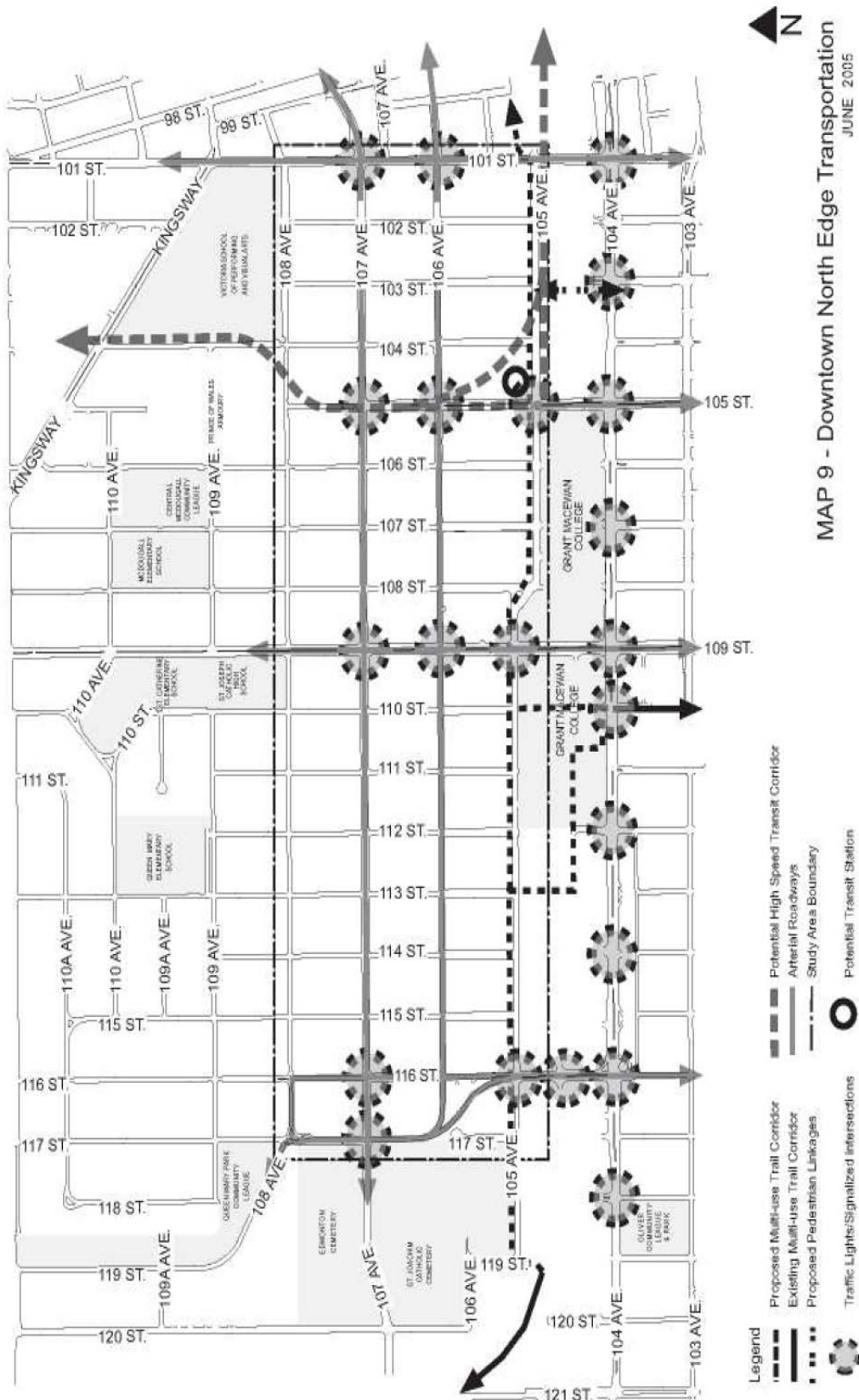
The natural gas system has the pressure and capacity to accommodate growth. Cable and telephone lines are available and will provide service for increased densities. New residential projects will be responsible for relocating power services underground, as per typical City servicing standards for residential development. This will be reviewed on a site by site basis. Power can also be provided for growth with an existing EPCOR sub-station in the area on 104 Street, just north of 105 Avenue. EPCOR Power has advised that they are currently reviewing the potential need to expand this sub-station site in the North Edge area.

Street Lighting

Streetlights meet existing City standards. However, where large treed boulevards exist, the lighting is blocked and shaded areas make the pedestrian environment undesirable. Decorative pedestrian-level street lighting suitable to the overall character of the redevelopment may be desirable and is recommended. The major pedestrian corridor of 105 Avenue should have the pedestrian-level lighting integrated as part of the design initiative. The addition of pedestrian level lighting, or an increase in the frequency of street lighting, will help promote the walkability of the Downtown North Edge area. Opportunities do exist to have additional streetlighting provided on the façades of buildings in the area, provided they adhere to the overall character of the area.

Central McDougall/Queen Mary Park
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Bylaw 13839, June 2005



IMPLEMENTATION

The criteria for implementation of the Downtown North Edge Development Concept is the most critical factor in ensuring that the vision and development principles are enforced and applied through the redevelopment of this area.

Future Zoning

Conventional zoning cannot guarantee the built form and character neighbourhood desired in accordance with the vision and principles of the Downtown North Edge Development Concept. Sustainable Development will prepare and bring forward appropriate land use/zoning regulations by the end of 2005 or early 2006. This may involve the development of new (DC1) Direct Development Control Provisions for *Precincts 'C', 'D' and 'E'*, which are the main redevelopment areas. DC1 Provisions have been used successfully in other areas of the City such as Oliver, Boyle Street/McCauley, and Strathcona to define development opportunities in areas that have, or are desired to have, special character. The DC1 Provisions would develop land use opportunities, and would provide a regulatory framework for those uses based on the development principles developed in this Plan for the respective Precincts, and the general urban design principles found in the Design Principles Section. It is intended that the development principles in each Precinct will be directly translated into development regulations. Preparing new zoning tools will involve considerable consultation with the landowners in each Precinct and the respective Community League to determine an agreeable list of potential uses and regulations for each area.

In the interim, redevelopment is to be achieved through the use of (DC2) Site Specific Development Control Provisions for *Precincts 'C', 'D' and 'E'* in the Downtown North Edge area in order to ensure that each development meets the specific design criteria and development principles of the respective Precinct and appropriate transitioning is achieved between potential conflicting land uses in mixed-use areas. Therefore, applications for rezoning of lands included in:

- C. Transit-Oriented Development/High Density Residential Mixed Use Precinct
- D. Business Residential Mixed Use Precinct
- E. Mid Rise Apartments Precinct
- . shall be submitted as (DC2) Site Specific Development Control Provision applications following the requirements of Section 720 of the Zoning Bylaw until such time that new land use/zoning regulations are developed by Sustainable Development; and,
- . shall incorporate the design criteria, development principles, and requirements for implementation outlined for each respective Precinct in the "The Precincts" and the "Design Principles" Sections of this Plan.

Bylaw 16886, August 25, 2014

Bylaw 16886, August 25, 2014

"F. High Rise Mixed Use Precinct" was removed from this list by Bylaw 16886, August 25, 2014

The goal of the Downtown North Edge Development Concept Precincts 'B' and 'G' is to maintain the existing stock of housing while continuing to allow for redevelopment. In order to preserve the existing streetscape and character of these portions of the North Edge area, any redevelopment in Precincts 'B' and 'G' should occur under the zoning that meets the development criteria for these precincts. **For Precinct 'B', Medium Density Residential Precinct, the zone that meets the development criteria is the (RA8) Medium Rise Apartment Zone and for Precinct 'G', Low Rise Apartments Precinct, the zone that meets the development criteria is the (RA7) Low Rise Apartment Zone.**

The purpose of Precinct 'A', Mainstreet Commercial Precinct, is to enhance existing commercial uses and encourage the development of a more pedestrian-oriented mainstreet commercial environment. In meeting this goal, redevelopment in Precinct 'A', Mainstreet Commercial Precinct is intended to occur under the (CB1) Low Intensity Business Zone or the (CB2) General Business Zone.

Each of the Precincts 'A', 'B' and 'G' shall follow the design criteria and requirements for implementation outlined for each respective Precinct in the "The Precincts" and the "Design Principles" Sections of this Plan where applicable under conventional zoning.

Infrastructure Upgrades Resulting from Redevelopment

As a result of redevelopment, all proponents shall be responsible for the following:

- any upgrades and/or extension of water mains and required relocation of water distribution infrastructure;
- the provision of on-site stormwater management as required, analysis of their affected portion of the storm/sewer drainage system, provision of required upgrades, and relocation of drainage infrastructure resulting from the development;
- any other upgrades identified by franchise utilities as being the responsibility of the property owner;
- streetscaping on the abutting roadways of the subject property; and
- upgrades required by the Transportation and Streets Department.

These upgrades will be identified as part of the redevelopment process. Financial responsibility for these upgrades will rest with the property owner.

Financing

Parkland Acquisition

The lack of park space in the North Edge area has been identified through the analysis presented in previous sections of this Plan. The transition of this area from a light industrial general business character to a medium and high density residential and mixed use area will intensify the need for additional open space in the Downtown North Edge area.

The Community Services Department had determined that a total of 1.25 ha of park space is required in the North Edge area (0.75 ha in Central McDougall, and 0.50 ha in Queen Mary Park) to adequately serve the potential new population resulting from redevelopment. Based on land value information provided by the Asset Management and Public Works Department, it is estimated that the cost of acquiring 1.25 ha of park space south of 106 Avenue in the North Edge area is approximately \$2,900,000.00 (in 2005 dollars). Property values in this area are anticipated to increase by approximately 15% per year for the next 5 years. As such, the cost of acquiring the required 1.25 ha of park space will only continue to increase with each passing year.

It is recommended that a funding source be identified to expedite the purchase of 1.25 ha of park space with repayment of the funding source coming from the redevelopment levy. This approach will not only limit the rising cost of land acquisition due to increasing property values in the area, but it will also provide an amenity feature in the area at an early stage of redevelopment. This could have an added benefit of possibly encouraging additional redevelopment in the area due to the existence of the park itself, rather than the possibility of a park at some distant point in the future. Once the Capital Budget monies have been provided, the Asset Management and Public Works Department will begin to determine available and appropriate sites in the two neighbourhoods for parkland acquisition. While every attempt will be made to have consolidated park sites in each neighbourhood (i.e. one 0.75 ha parcel in Central McDougall, and one 0.50 ha parcel in Queen Mary Park), this may not be possible. There is a possibility that the required park land in each neighbourhood may be split up between two or more sites.

To provide this amenity to future and existing residents in the area, a redevelopment levy will be imposed upon property owners in a portion of the North Edge area, as discussed in the Additional Park Space section earlier in the Plan. The redevelopment levy will be collected at the time of redevelopment from property owners of lands identified on Map 10. The funds generated from the redevelopment levy will be used to re-pay the land acquisition costs incurred by the City.

The redevelopment levy will be collected in the following manner. At the time of redevelopment of a site in the area identified on Map 10, the owner of the property will be required to submit a market value appraisal of the site that is subject to a Development Permit application. This appraisal will determine the market value

of the site, based on the highest and best use of the land, as if vacant. Any existing buildings on the site are not included in this assessment. This appraisal report will be reviewed by the Appraisal Section of the Asset Management and Public Works Department, and the Community Services Department for accuracy. Once the appraisal report has been agreed to, and the market value of the site determined, the redevelopment levy will be collected in an amount representing 8% of the market value of the property. This 8% amount will be identified as a payment required as a condition of approval of a Development Permit. Once collected, the levy amount will be provided to the City and will be contributed towards general revenues in order to re-pay the City budget allotment for the acquisition and initial development of the park sites. Once the levy has been collected from the owner of a parcel of land, that owner will not be responsible for any additional parkland acquisition levies.

The 8% levy amount was established based on a review of the main redevelopment area as identified on Map 10. As part of the Study, the consultant team assessed the existing development in this area, and determined which sites were likely candidates for redevelopment. Vacant sites and sites with buildings in a poor state of repair were considered to be the most likely candidates. Based on the property value estimates from the Asset Management and Public Works Department, the estimated market value of these parcels was totaled. The cost to acquire the park space identified by the Community Services Department came to \$2,900,000.00, which represents approximately 8% of the estimated market value of the likely redevelopment lands. Therefore, it was determined that 8% of the market value of a property at the time of redevelopment would be collected, which would ultimately provide enough funds to re-pay the original budget allotment for the parkland acquisition and initial development.

If, at the time an appraisal report is submitted for a site with a Development Permit application, there is a dispute between the owner and the City regarding the market value assessment, a dispute resolution process is in place to mediate the disagreement. This process is similar to the process already used by the City when dealing with money in place of Municipal Reserve entitlements in the suburban areas of the City. The initial approach is to have the City Appraisal Coordinator meet with the owner and/ or the owner's appraiser to discuss the report, and attempt to find some common ground for the value of the property. Typically, three months is given to come to a resolution on the appraisal report. If this is not possible, a third party arbitrator is brought in to mediate the dispute. If the arbitrator reaches a decision, both parties would be bound by the decision of the arbitrator. Both parties would also be equally responsible for half of the costs incurred by the arbitrator and would also be responsible for their own respective costs in preparing and

advocating their respective positions.

A review of whether or not payment of the redevelopment levy will be required will be initiated for any site identified on Map 10 when a Development Permit application is submitted for development on the site. If no Development Permit is required for development on the site, pursuant to Section 12.2 of the Zoning Bylaw, then no redevelopment levy will be required.

If a Development Permit is required, then an initial assessment will be done by Sustainable Development to determine if the redevelopment levy will be required. The figure below outlines the process for this review. Once the redevelopment levy has been paid for a particular site, no future redevelopment levy will be collected for any future development on that site. Within the area identified on Map 10, the following proposals submitted for a Development Permit application will be required to pay the redevelopment levy:

- new residential or residential mixed-use developments on a vacant site (including if existing buildings on the site are demolished)
- new commercial developments on a vacant site (including if existing buildings on the site are demolished)
- conversion of an existing building to uses identified in the Downtown North Edge Development Study land use concept (e.g. a light industrial building converted to residential use)
- if, in an existing building, any cumulative expansion to the building is more than 25% of the gross floor area of the original building

There are two instances where the redevelopment levy will not be required as a result of the submission of a Development Permit in the area identified on Map 10. If, in an existing building, any cumulative expansion to the building is less than 25% of the gross floor area of the original building, then no redevelopment levy is required. Payment of the redevelopment levy will also not be required for demolition permits for any site identified on Map 10.

Streetscaping and Multi-use Trail Corridor

A review of the existing conditions in the area identified a significant lack of sidewalks in the overall area, and also identified that sidewalks that do exist are in a state of disrepair. In order to ensure an appropriate residential environment in the North Edge area, proper pedestrian facilities must be provided. This involves improvements and new construction of the sidewalks in the area.

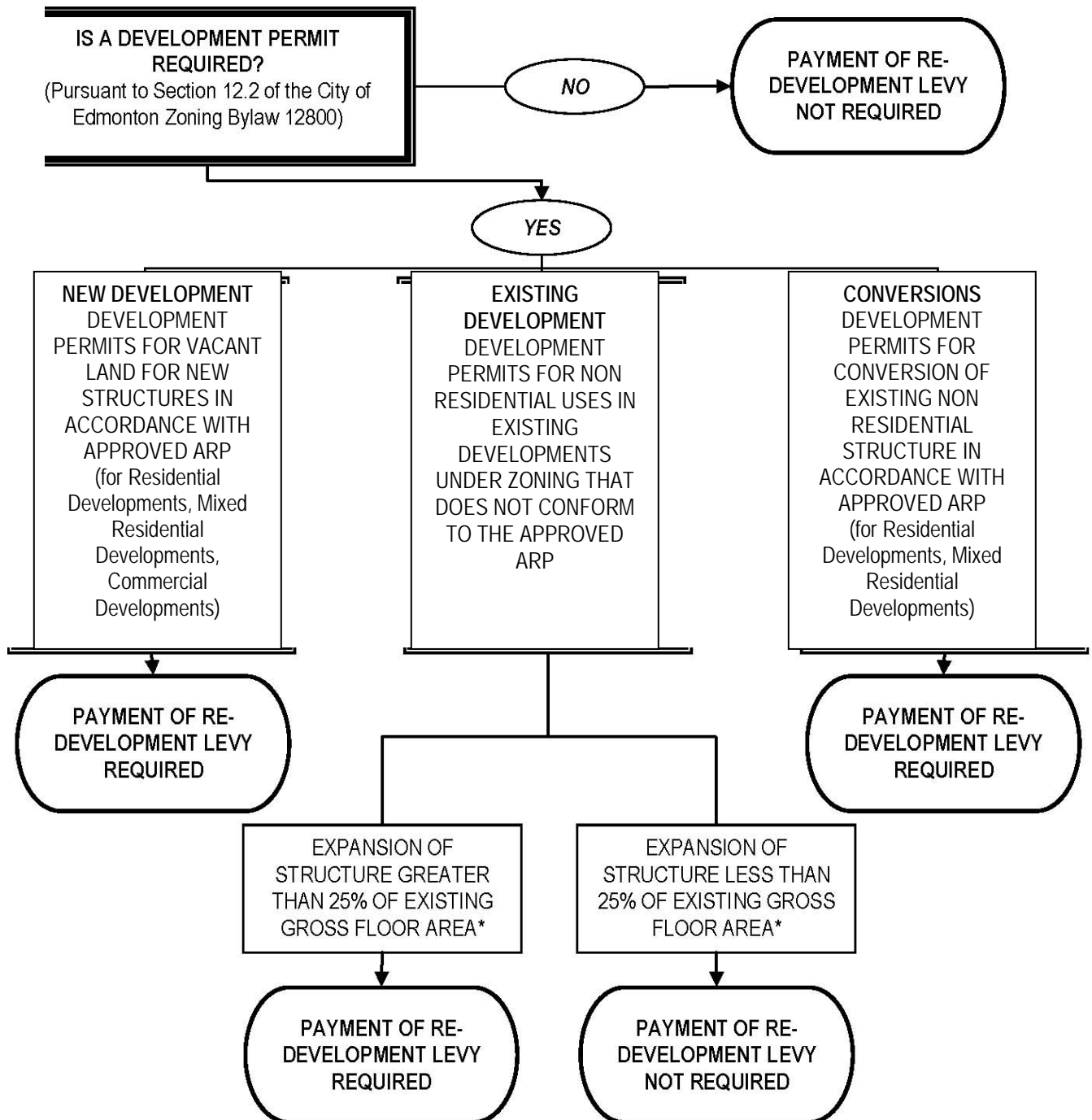
Property owners on the south side of 105 Avenue and owners of property abutting the north/south streets within the Study area will be responsible for the cost of any required streetscape improvements identified by the City. In most cases, this will involve a new standard 1.5 m wide sidewalk and boulevard trees, similar to what exists to the north in both neighbourhoods. Similar to the situation with park space, the preferred approach is to have these

upgrades provided as early as possible, both to serve the initial new population, and to also provide an existing amenity to encourage further redevelopment. The requirement in this area to have owners/developers pay for the cost of streetscaping is similar to the suburban context, where the developer pays for all of the necessary infrastructure need to provide a proper residential environment.

To avoid piecemeal improvements to the sidewalk facilities as sites are redeveloped, the recommended approach is to require the owner of the first redevelopment site on a particular block face to pay for the entire costs of the sidewalk improvements along the frontage of his or her property, and potentially other portions of the block face. It is estimated that the cost of a typical sidewalk with boulevard trees improvement will be in the range of \$60.00 to \$70.00 (in 2005 dollars) per square metre of frontage. This cost will be identified at the time of submission of a Development Permit for redevelopment of a particular site. The requirement for sidewalk improvements will become a condition of approval of the Development Permit, and a Development Agreement between the owner and the City will be entered into to ensure the work is completed. Depending on the length of the block face, and the required width of the sidewalk and boulevard tree area, these costs will fluctuate. The mechanism for payment of streetscaping initiatives will be identified at the development permit stage. Depending on the amount of frontage included in a permit application, and the desire or timing for other redevelopment along the block face, financing mechanisms such as the Local Improvement Bylaw process or Servicing Agreements will be investigated.

As discussed previously, the extension of the multi-use trail through the North Edge area forms an important link to previously constructed portions of this facility in other parts of the inner city. As the multi-use trail is a City initiative, and has been constructed by the City in the past, it is recommended that the City be responsible for the construction of the multi-use trail on 105 Avenue in the North Edge area. This will entail a 3.0 m wide concrete trail, running on the north side of 105 Avenue from 101 Street to approximately 119 Street. Funds for the construction of the multi-use trail will be identified by the Transportation and Streets Department through the Capital Budget.

The North Edge Study also identified a need for this multi-use trail facility to be a centerpiece of the public amenities provided in the area. To achieve this goal, streetscaping elements on the north side of 105 Avenue will be developed to an upgraded standard versus the south side of 105 Avenue, to complement the trail facility.



* Expansion of Gross Floor Area shall be calculated cumulatively, as of the date of this Bylaw.

Bylaw 16886, August 25, 2014

Properties Subject to Redevelopment Levy



These upgraded elements could include such things as street furniture, additional landscaping, planter boxes, unique streetlights, or impromptu play areas. The financial responsibility for these streetscaping elements on the north side of 105 Avenue will rest with the abutting property owners. An approach similar to the construction and financing of the costs associated with streetscaping improvements on the north/south streets, and the south side of 105 Avenue is proposed for the streetscaping elements associated with the multi-use trail on the north side of 105 Avenue. A preliminary cost estimate of \$120.00 to \$130.00 (in 2005 dollars) per square metre of frontage has been determined for these improvements. Final costs will be determined in the detailed design study that the City will be undertaking for this project. The width of the multi-use trail and streetscaping area will vary throughout the area. The construction of the multi-use trail and the associated streetscaping elements should ideally be completed at the same time to avoid construction conflicts.

EXAMPLE

If a property is 15.24 m wide (a typical lot width), and the width of the required sidewalk and boulevard tree area is 4.5 m (provided as an example only - actual widths of streetscaping areas may differ) from the property line to the curb face, then that lot would have 68.58 square metres of streetscaping frontage. At a cost of \$60.00* to \$70.00* per square metre of frontage, this would cost the owner between \$4,115.00* to \$4,800.00*.

If the streetscaping component for an entire block face is required to be constructed all at once, this cost could be in the range of \$41,150.00* to \$48,000.00* (based on a typical block face in this area that comprises 10 lots with a 4.5 m width for streetscaping; actual widths of streetscaping areas may differ).

* All dollar figures quoted are in 2005 dollars, and are subject to change

107 AVENUE BUSINESS REVITALIZATION

THE VISION

- *An economically vibrant commercial area*
- *An area with an international flavor that features unique ethnic restaurants and shops and attracts people from all over the City*
- *Businesses that meet the needs of local residents*
- *Businesses that demonstrate civic pride and contribute to the community*
- *An area that is safe, clean and attractive, with well maintained sidewalks and roads*

THE REALITY

107 Avenue is the local commercial strip that runs through the neighbourhoods of Central McDougall and Queen Mary Park. It is also a major east-west arterial. The Avenue has a mix of retail stores and restaurants, car sales lots, and office buildings, as well as low-rise apartments.

107 Avenue is part of the Avenue of Nations Business Revitalization Zone, that extends from 116 Street to 95 Street and includes Chinatown North and Little Italy. It was established in November 1991, with their mission to achieve:

"A safe and vibrant multicultural showcase in the heart of Edmonton designed to attract business, citizens and tourists to a smorgasbord of shopping and cultural experiences. A proud community, businesses and residents together, building on its strengths and cultural diversity."

The Avenue of Nations Business Association has developed a Three-Year Strategic Plan, from 1995 to 1998. In March 1995, they adopted Design Guidelines, prepared with Sustainable Development, and have formed a Design Review Committee to review development applications in the area.

In the summer of 1997, the City of Edmonton re-paved 107 Avenue and constructed new sidewalks and curbs between 109 Street and 116 Street. Trees have also been planted along the boulevards, the light poles painted, and flagpoles erected at the 109 Street and 116 Street intersections. These improvements

were financed by the City's Capital Budget for roadway rehabilitation and by a local improvement levy assessed against benefiting property-owners.

THE ISSUES

1. Roadway and Sidewalks in Poor Repair

107 Avenue is a heavily used arterial and needs repaving. The sidewalks and curbs are also in poor repair in certain stretches. This contributes to a poor image for this commercial strip.

2. Lack of a Distinctive Character

The buildings and the businesses along 107 Avenue, for the most part, currently lack a distinctive theme or character that might draw customers to the area's businesses.

3. Litter

Standard concrete waste receptacles are provided along the Avenue. However, litter on the boulevards and sidewalks is a problem that contributes to the unattractive appearance of the 107 Avenue commercial area.

4. Crime and Safety

The community and businesses have successfully worked together with the Edmonton Police Services to discourage prostitution and reduce crime along 107 Avenue and in Central McDougall and Queen Mary Park. However, residents and prospective building tenants are still concerned about the safety and security of the area.

5. Gaps in Commercial Continuity

There are gaps in the continuity of the commercial uses along 107 Avenue. These gaps, along with interruptions by numerous driveways and front yard parking lots, make it difficult to develop the Avenue as a pedestrian-oriented shopping area.

THE ACTION PLAN: Business Revitalization

Priority Actions

Business Development Plan	1. Prepare and implement a business development plan for attracting new businesses to 107 Avenue	<i>Avenue of Nations Business Association Planning and Development Department</i>
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Central McDougall/Queen Mary ParkArea Redevelopment Plan - Office Consolidation July 2019

Meeting Local Needs	2. Survey residents of Central McDougall and Queen need as part of the task of preparing a business development plan for 107 Avenue	<i>Avenue of Nation Business Association</i>
Arts and Cultural Organizations	3. Investigate ways to encourage arts and cultural organizations to locate on 107 Avenue.	<i>Avenue of Nations Business Association</i>
Marketing Strategy	4. Develop a marketing strategy for 107 Avenue that includes the following actions: a) publication of a community business newspaper; b) special events, a festival, or a parade held in association with Heritage Days; c) arts and cultural activities; and d) discount coupon booklet to encourage residents in the neighbourhood to shop locally.	<i>Avenue of Nations Business Association, Planning and Development Department</i>
Partnerships	5. Pursue partnerships with cultural groups, service clubs, educational facilities and professional associations in its efforts to revitalize 107 Avenue.	<i>Avenue of Nations Business Association</i>
Practical and Low Cost Initiatives	6. Seek out practical and low cost solutions where possible to achieve the revitalization of 107 Avenue.	<i>Avenue of Nations Business Association</i>
Pedestrian-Oriented Retail Precinct	7. Focus on the development of 107 Avenue between 101 Street and 109 Street as a pedestrian-oriented retail precinct.	<i>Avenue of Nations Business Association, Planning and Development Department</i>

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Streetscape Improvements to 107 Avenue	8. Undertake roadway, sidewalk and streetscape improvements to 107 Avenue between 101 and 109 Streets in 1999.	<i>Transportation and Streets, Planning and Development Departments</i>
Street and Sidewalk Cleaning	9. Work with businesses to improve the cleanliness of the sidewalks and street along 107 Avenue.	<i>Avenue of Nations Business Association</i>
Building Facades	10. Promote the development of culturally-themed storefronts in accordance with the Avenue of Nations Design Guidelines.	<i>Avenue of Nations Business Association, Planning and Development Department</i>
Street Furniture	11. Install culturally-themed street furniture, funded through a local improvement levy, along 107 Avenue.	<i>Avenue of Nations Business Association, Planning and Development Department</i>
Street Lighting	12. Work with Epcor to improve streetlighting along 107 Avenue.	<i>Avenue of Nations Business Association, Epcor</i>
Police Patrols	13. Provide foot and bicycle patrols along 107 Avenue.	<i>Edmonton Police Services</i>

TRANSPORTATION

THE VISION

- *Quiet neighbourhoods with local traffic on internal roads and through traffic channelled to arterials on the edge of the neighbourhoods*
- *Safe pedestrian and bicycle routes*
- *Good public transit service with access to major destinations in other parts of the City*
- *Commuter on-street parking is eliminated*
- *No speeding traffic around schools*

THE REALITY

Both neighbourhoods are surrounded by heavily used arterial roads and have roads with considerable traffic within their neighbourhoods.

The designated arterial roads in Central McDougall and Queen Mary Park are:

- a) 101 Street;
- b) 109 Street;
- c) 116 Street, south of 108 Avenue, connecting to 119 Street;
- d) Kingsway Avenue;
- e) 107 Avenue;
- f) 111 Avenue;
- g) 105 Street, south of 107 Avenue;
- h) 108 Avenue, between 116 Street and 117 Street;
- i) 117 Street, between 106 Avenue and 108 Avenue;
- j) 119 Street; and
- k) 106 Avenue.

The designated collector roads are:

- a) 116 Street, north of 108 Avenue; and
- b) 105 Avenue, between 101 Street and 116 Street.

Major bus routes are located on: 101 Street, 109 Street, 107 Avenue, Kingsway and 111 Avenue.

City Council approved plans in January 2005 for a high speed transit corridor (e.g. bus rapid transit in the short term, Light Rail Transit in the long term) through the Central McDougall neighbourhood from 105 Avenue going north to NAIT.

In November 1995, Council approved new parking restrictions for the area behind Grant MacEwan Community College. On- street parking is limited to one hour between 8:00 a.m. and 6:00 p.m., Monday through Saturday.

Bylaw 13839, June 21, 2005

THE ISSUES

1. North-South Pedestrian and Car Access

Pedestrian and car access across the former CN Lands to the two neighbourhoods is limited. The 101 Street railway underpass and the 109 Street tunnel, with their limited height clearances, act both as physical and visual barriers to traffic. Currently, there is no left turn permitted on 104 Avenue at 105 Street. The two lane 109 Street “rathole” is a bottleneck in the city’s north-south arterial system.

2. Traffic Shortcutting

There are problems with traffic shortcutting through Central McDougall along 106 Street and 108 Street, and through both Central McDougall and Queen Mary Park along 108 Avenue.

3. Non-Resident On-Street Parking

Commuters, employees and customers of Kingsway Professional Centre and Kingsway Garden Mall are parking on residential streets north of 110 Avenue in Central McDougall.

4. High Traffic Volumes on 116 Street and 117 Street

There are high volumes of non-local traffic using 116 Street and 117 Street, north of 108 Avenue.

5. Speeding Around Schools

The speed of vehicles around the schools in Central McDougall and Queen Mary Park is a concern.

THE ACTION PLAN: Transportation

Priority Actions

Traffic Plan – Central McDougall	1. Complete and implement a Neighbourhood Traffic Plan for Central McDougall that addresses the following issues: a) speed of vehicles around school zones; b) traffic shortcutting along 106 Street and 108 Street; c) access to Kingsway Professional Building and sharpness of westbound left turn at intersection of Kingsway and 111 Avenue; d) lack of eastbound left turn on 104 Avenue at 105 Street; and, e) traffic shortcutting through median at 108 Street and 111 Avenue.	<i>Transportation and Streets Department, Community</i>
Traffic Plan – Queen Mary Park	2. Complete and implement a Neighbourhood Traffic Plan for Queen Mary Park that addresses the following issues: a) traffic volumes on 116 Street and 117 Street, north of 108 Avenue; b) traffic shortcutting and speed of vehicles along 108 Avenue; c) traffic shortcutting and speed of vehicles along 113 Street and 116 Streets; d) need for traffic signal at 105 Avenue and 116 Street; e) speed of vehicles around schools; f) safety of traffic southbound on 117 Street changing lanes between 108 Avenue and 107 Avenue; and, g) safety of intersection at 108 Avenue and 116 Street.	<i>Transportation and Streets Department, Community</i>
109 Street Tunnel	3. Remove the 109 Street “rathole” tunnel and replace with an at-grade roadway as a top priority to improve north/south Streets Department traffic capacity and reduce traffic on local roads.	<i>Transportation and Streets Department</i>
101 Street CN Railway Underpass	4. Remove the 101 Street underpass between 104 Avenue and 105 Avenue and replace with an at-grade roadway	<i>Transportation and Streets Department</i>
109 Street Widening	5. Widen 109 Street between 105 Avenue and 107 Avenue.	<i>Transportation and Streets Department</i>

Longer-Term Actions

Pedestrian Routes Through CN Lands	1. Provide north-south pedestrian access across the CN Lands at: a) 103 Street; b) 106 Street through Grant MacEwan Community College; c) 107 Street through Grant MacEwan Community College; d) 108 Street through Grant MacEwan Community College; and e) 112 Street.	<i>Transportation and Streets Department</i>
105 Street Arterial	2. Keep 105 Street closed between 108 Avenue and 110 Avenue, as per Bylaw No. 10953, approved by Council on February 13, 1995.	<i>Transportation and Streets Department</i>
North LRT Route 3 <i>Bylaw 13839, June 21, 2005</i>	3. Maintain 104 Street and 105 Street as a potential north LRT alignment and ensure any redevelopment of the Prince of Wales Armoury site does not have access from 104 Street.	<i>Transportation and Streets Department</i>
105 Avenue <i>Bylaw 13839, June 21, 2005</i>	4. Maintain, as part of 105 Avenue, the Multi-use Trail Corridor facility and any associated streetscape improvements, and an LRT corridor from 101 Street to 105 Street.	<i>Transportation and Streets Department</i>
Bike Routes	5. Develop the following bicycle routes: a) along the former CNR right-of-way at 121 Street, between 111 Avenue and 105 Avenue; b) along 113 Street from 111 Avenue to 105 Avenue, connecting through the CN Lands to 112 Street and 104 Avenue; c) along 105 Avenue between 113 Street and 119 Street; d) along 106 Avenue between 113 Street and 101 Street; and, e) along 104 Street from Kingsway Avenue to 108 Avenue, along 108 Avenue to 103 Street, along 103 Street to 106 Avenue.	<i>Transportation and Streets Department</i>
Infrastructure Improvements – Queen Mary Park	6. Undertake improvements to the infrastructure in Queen Mary Park, in accordance with the Neighbourhood Infrastructure Program.	<i>Transportation and Streets Department, Planning and Development Department, Asset Management and Public Works</i>

ZONING

Maps #11 and #12 illustrate the zoning originally proposed for Central McDougall and Queen Mary Park at the time the Area Redevelopment Plan, Bylaw 11648, was adopted in 1998. They are included for historical reference only and are not intended to limit or replicate the authority of the Zoning Bylaw. For all current land use regulation, reference should be made to the Zoning Bylaw as amended.

Bylaw 13839, June 21, 2005

Further to the 'Future Zoning' sub-section of the 'Implementation' Section of this Plan, (DC1) Direct Development Control Provisions will be used as the zoning tool to ensure that new developments comply with the land use and urban design principles established in the Plan. *A DC1 Provision will be applied to Precinct C – Transit-Oriented Development/High Density Residential, Precinct D – Business Residential Mixed Use, and Precinct E – High Rise Apartments.*

Bylaw 14141, December 2005

Bylaw 16886, August 25, 2014

A large scale, comprehensive development project on Lot 3, Block 1, Plan 982 4759; Lots 233-240, Block 1, Plan B3; Lots 225-240 and Lots 261-267, Block 2, Plan B3; and Lots 255-257, Block 3, Plan B3 exceeds certain parameters of the DC1 Provision for Precinct 'C'. To accommodate this comprehensive development, a new DC1 Provision will be applied to these specific parcels as DC1 Area 5 - Precinct 'C' Sub-area.

Bylaw 14391, October 2006

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 1 - PRECINCT 'C')

*Bylaw 18847, May 13, 2019
Bylaw 17849, December 13, 2016
Bylaw 16851, November 17, 2014
Bylaw 14141, December 2005*

1. Area of Application

Lands located generally between 105 Avenue NW and 106 Avenue NW, and between 101 Street NW and 106 Street NW, designated as Area 1 – Precinct C on Map 11.

2. Rationale

To accommodate a transit-oriented development/high density residential mixed use node that creates a liveable “urban village” environment and generates an improved sense of place and quality development through the use of urban design regulations and the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be encouraged, but not required, on the ground floor of buildings in this area.

3. Uses

- a. Apartment Housing
- b. Child Care Services
- c. General Retail Stores
- d. Group Home
- e. Health Services
- f. Limited Group Home
- g. Lodging Houses
- h. Minor Home Based Business
- i. Non-Accessory Parking
- j. Personal Service Shops
- k. Professional, Financial, and Office Support Services
- l. Religious Assembly, where lawfully existing at the time of the passage of this Bylaw
- m. Residential Sales Centre
- n. Restaurants, for less than 100 occupants and 120 m² of Public Space
- o. Specialty Food Services, for less than 40 occupants and 48 m² of Public Space

- p. Stacked Row Housing, including Row Housing, only when incorporated at the lower levels of a high rise building
- q. Fascia On-premises Signs
- r. Freestanding On-premises Signs
- s. Projecting On-premises Signs
- t. Temporary On-premises Signs, not including portable Signs

4. Development Regulations

- a. The overall Site development shall be in accordance with the urban design criteria established herein and in the central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct.
- b. Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Alberta Environment, the Capital Health Authority, and the Transportation Department that, if necessary, the lands have been remediated to allow the intended uses.
- c. The maximum Floor Area Ratio of any development shall be 5.0, except that the Development Officer may use variance power to increase this maximum to 6.0 for developments with larger individual unit floor plates, and which comply with the Density provisions of this Provision.
- d. The maximum Density shall be 500 Dwellings/ha.
- e. The maximum Height shall be 45.0 m or 15 Storeys.
- f. No Front, Rear, or Side Yards are required.
- g. A 2.0 m building Setback shall be provided at the Rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- h. No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
- i. Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the commercial premises.
- j. Access to Parking Garages or parking areas shall only be from an abutting Lane. If no Lane is present, access may be taken from an abutting public roadway, to the satisfaction of the Transportation Department. However, in no instance shall access be taken from 105 Avenue or 105 Street.
- k. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways, and Light Rail Transit lines in accordance with the provisions of Section 55 of the Zoning Bylaw.
- l. Underground driveway ramps for Apartment Housing and Stacked Row Housing, including Row Housing developments must not exceed a slope of 6% and the ramp must be at Grade at the property line, to the satisfaction of the Transportation Department.

- m. No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane. Notwithstanding the proceeding clause, surface vehicular parking shall be permitted on an interim basis only on Lot 271, Block 2, Plan 0729263; and Lot 268, 269, 270, Block 2, Plan B, as further detailed in section 1(x).
- n. Residential Uses shall provide a minimum of one (1) vehicular parking stall for each Dwelling unit. All other requirements of Section 54 of the Zoning Bylaw pertaining to vehicular, visitor, and Bicycle Parking for Residential Uses shall be adhered to. Notwithstanding the above, vehicular and Bicycle Parking for all other Uses shall be in accordance with Section 54 of the Zoning Bylaw.
- o. Secure indoor Bicycle Parking for residents and outdoor visitor Bicycle Parking will be required for Residential developments. The number of stalls required and the location of Residential and visitor Bicycle Parking shall be to the satisfaction of the Transportation Department.
- p. The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Appraisal Section of the Asset Management and Public Works Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public parks space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- q. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue corridor Study, and/or identified by the Community services, Planning and Development , or Transportation Departments as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- r. Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
- s. The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services

- Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
- t. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
 - u. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
 - v. Child Care Services; General Retail Stores; Health Services; Personal Service Shops; Professional, Financial, and Office Support Services; Restaurants; and Specialty Food Services shall only be permitted when designed as an integral and secondary component of a residential development consisting of 50 Dwellings or more, and shall not be developed above the lowest Storey of a building.
 - w. Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.
 - x. The following regulations shall apply to surface Non-accessory Parking:
 - i. Surface Non-accessory Parking shall be permitted on the following parcels: Lot 268, 269, 270, Block 2, Plan B3.
 - ii. Any Development Permit approved for surface Non-accessory Parking shall be temporary in nature and limited to a maximum of three (3) years commencing on December 12, 2016.
 - iii. Notwithstanding the other Development Regulations and the Appendices of this Zone, after the three year period, renewal of the surface Non Accessory Parking Use may be considered in one (1) year increments up to a maximum of an additional three (3) years at the discretion of the Development Officer provided that the owner/developer has obtained a Building Permit and commenced construction of at least one mixed-use Tower of at least 23.0 m in Height.
 - iv. Directional and information signage consistent in design, colour, symbols and graphics shall be provided to:
 - 1. Direct patrons to pedestrian exits;
 - 2. Direct patrons to vehicular exits;
 - 3. identify areas for patrons to locate their vehicles;
 - 4. Advise patrons to lock their vehicles and remove all valuables;

5. Advise patrons of the presence of security patrols; and
6. Advise patrons of the presence of security cameras.
- v. Lighting for the Site shall be a minimum of 6 lux or 1 foot-candle to provide a safe and secure pedestrian environment.
 1. Lighting shall be arranged, installed and maintained so as to reduce visual and light impacts on adjacent off-site residential units as well as provide a safely lit pedestrian environment.
- vi. A minimum 3.0 m landscaped Setback shall be provided along the perimeter of the Site. The buffer should visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.
- vii. The following shall be provided within the 3.0 m Setback Area:
 1. One (1) tree for each 15 m around the perimeter of the site. For tree requirements, only deciduous species shall be allowed.
 2. Dense shrubs greater than 12" in height, grassed areas and solid fences shall not be permitted.
- viii. Every access must be hardsurfaced from the curbface to 10 .0 m into the site.
- ix. Concrete wheel stops shall be provided.
- x. All parking facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities.
- xi. The storage of materials inclusive of accumulated snow on Non-Accessory Parking surface lots shall be in a location away from the public roadway to improve safety and visibility.
- xii. Prior to the issuance of the Development Permit, the developer shall enter into an agreement to contribute funds to the Central McDougall Community League for the creation of a public amenity, with specific details to be determined at the Development Permit stage between the Owner and City Administration in consultation with the Central McDougall Community League. These funds will be submitted to the City of Edmonton and disbursed accordingly to the Central McDougall Community League. A minimum amount of \$150,000 shall be provided prior to the issuance of a Development Permit.
- xiii. At the time of development permit application, provisions must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for barrier-free parking stalls.
- y. Passenger Drop-off
 - i. Passenger Drop-off Spaces located on-site shall be located so as to provide for safe and efficient movement of vehicles onto and from the site and within the site.

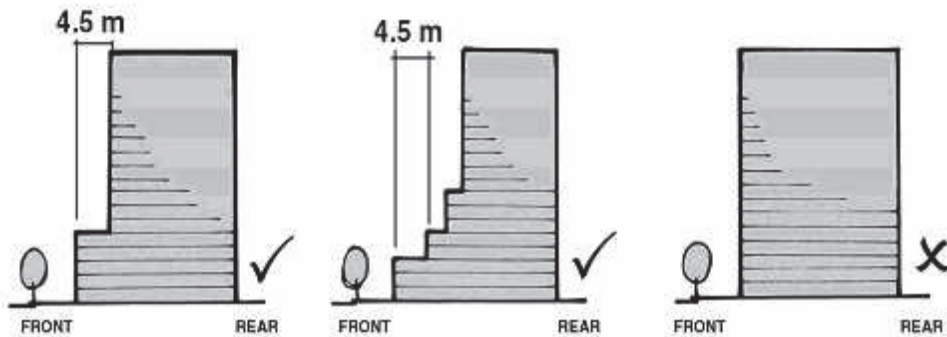
- ii. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width when oriented parallel to the flow of traffic and shall be a minimum of 5.5 m deep and a minimum of 2.6 m in width when oriented perpendicular to the flow of traffic. Where the flow of traffic is perpendicular to the flow of traffic, circulation drive aisles shall be a minimum of 7.0 m wide.
- iii. At the time of development permit application, provision must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for pedestrians that are being dropped off or picked up to safely enter and exit the site.

5. Urban Design Regulations

- a. Where the ground (first) floor of any development is designed for Commercial Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 2.5 m, only to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used exclusively for Landscaping.
- b. Where the ground (first) floor of any development is designed for Residential Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 4.5 m, only to provide physical separation from the abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the abutting Dwelling unit. The 4.5 m building Setback for Residential Uses shall not be used exclusively for Landscaping.
- c. There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately abutting a public roadway, other than a Lane. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be set back a minimum of 4.5 m from the lower portion of the building adjacent to a public roadway, other than a Lane.

Explanatory Note

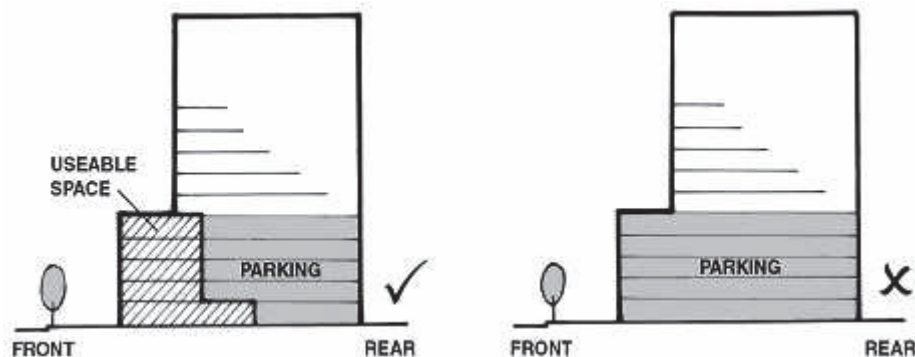
A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes.



- d. All developments shall provide a minimum 7.5 m building Setback from the Rear property line above the podium level of the building.
- e. All developments shall provide a minimum 2.0 m building Setback from the Side property lines above the podium level of the building.
- f. No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane.
- g. No portion of an above Grade Parking Garage above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building Façade facing a public roadway, other than a Lane.

Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating aboveground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations ((f) and (g)) for interpretive purposes.



- h. Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- i. Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- j. Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the Façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- k. At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- l. Any building with a single wall length greater than 15.0 m abutting or visible from a public roadway shall comply with the following:
 - i. the building Façade shall include design elements, materials, and articulation that reduce the perceived mass of the building Façade and add architectural interest.
- m. Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- n. To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- o. The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.
- p. The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- q. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to provide additional lighting for the 105 Avenue corridor.
- r. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.

- s. The Development Officer, in consultation with the Heritage Planner, shall ensure that development within the podium portion of any development immediately adjacent to the A. MacDonald Building and the Carter Residence complements the colour and materials of these historic buildings, which are both designated Municipal Historic Resources.
 - t. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
 - u. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
 - v. The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.
6. **Development Guidelines**
- a. Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
 - b. The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
 - c. Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
 - d. Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
 - e. Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
 - f. A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
 - g. The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves the pedestrian environment.

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 2 - PRECINCT 'D')

Bylaw 14141, December 2005

1. Area of Application

Lands located between 105 Avenue and 106 Avenue, and between 106 Street and 108 Street; between 105 Avenue and 106 Avenue, and between the lane west of 109 Street and 115 Street; between 105 Avenue and 106 Avenue, on the east side of 117 Street; on the south side of 105 Avenue west of 117 Street; and between 106 Avenue and 107 Avenue, between 116 Street and 117 Street; designated as Precinct 'D' - Business Residential Mixed Use, as shown on Map 8.

Bylaw 18546, October 23, 2018

2. Rationale

To accommodate a business residential mixed use node that creates a compatible and diverse mixture of residential, office, and commercial land uses at a human scale with a built form that has a strong relationship to the street and accommodates pedestrian activity along the 105 Avenue Multi-use Trail Corridor.

3. Uses

- (a) Apartment Housing
- (b) Boarding and Lodging Houses, for seniors housing only
- (c) Breweries, Wineries, and Distilleries
- (d) Cannabis Retail Sales
- (e) Child Care Services
- (f) Commercial Schools
- (g) General Retail Stores
- (h) Government Services
- (i) Health Services
- (j) Minor Home Based Business
- (k) Personal Service Shops
- (l) Private Clubs
- (m) Professional, Financial, and Office Support Services
- (n) Public and Private Education Services
- (o) Public Libraries and Cultural Exhibits
- (p) Religious Assembly, where lawfully existing on February 23, 2009
- (q) Residential Sales Centre
- (r) Restaurants, for less than 100 occupants and 120 m² of Public Space
- (s) Specialty Food Services, for less than 100 occupants and 120 m² of Public Space
- (t) Stacked Row Housing, including Row Housing
- (u) Fascia On-premises Signs
- (v) Freestanding On-premises Signs

Bylaw 18546, October 23, 2018

- (w) Projecting On-premises Signs
- (x) Temporary On-premises Signs, not including portable Signs

4. Development Regulations

- (a) The overall Site development shall be in accordance with the urban design regulations established herein and in the Central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct.
- (b) Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Alberta Environment, the Capital Health Authority, and the Transportation Department that, if necessary, the lands have been remediated to allow the intended uses.
- (c) The maximum Floor Area Ratio of any development shall be
- (d) The maximum Density for residential developments shall be 300 Dwellings/ha.
- (e) The maximum Height shall be 6 storeys or 23.0 m.
- (f) No Front, Rear, or Side Yards are required.
- (g) A 2.0 m building Setback shall be provided at the Rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- (h) No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
- (i) Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
- (j) *Access to vehicular Parking Garages or parking areas shall only be from an abutting Lane. If no Lane is present, access may be taken from an abutting public roadway, to the satisfaction of the Transportation Department. However, in no instance shall access be taken from 105 Avenue except where there is no abutting Lane or an Abutting public roadway other than 105 Avenue. Access to vehicular parking garages or parking areas from 105 Avenue must be in accordance with the 105 Avenue Corridor Study to the satisfaction of the Transportation and Planning and Development Department.*

Bylaw 15125, February 23, 2009

- (k) Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites and public roadways in accordance with the provisions of Section 55 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning Bylaw.
- (l) Underground driveway ramps for Apartment Housing and Stacked Row Housing, including Row Housing developments must not exceed a slope of 6% and the ramp must be at Grade at the property line, to the satisfaction of the Transportation Department.
- (m) No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.
- (n) Vehicular and Bicycle Parking for all Uses shall be in accordance with Section 54 of the Zoning Bylaw.
- (o) Secure indoor Bicycle Parking for residents and outdoor visitor Bicycle Parking will be required for Residential developments. The number of stalls required and the location of Residential and visitor Bicycle Parking shall be to the satisfaction of the Transportation Department.
- (p) The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Appraisal Section of the Asset Management and Public Works Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- (q) The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Community Services, Planning and Development, or Transportation Departments as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit.

These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.

- (r) Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
- (s) The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
- (t) All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- (u) The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
- (v) Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.
- (w) Cannabis Retail Sales shall comply with section 70 of the Zoning Bylaw.

Bylaw 18546, October 23, 2018

5. Urban Design Regulations

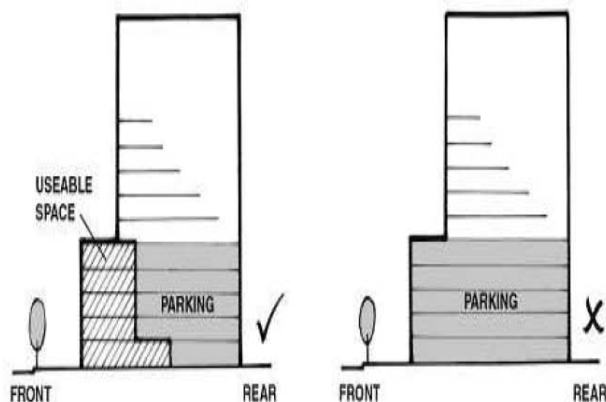
- (a) Where the ground (first) floor of any development is designed for Commercial Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 2.5 m, only to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used exclusively for Landscaping.
- (b) Where the ground (first) floor of any development is designed for Residential Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front

property line of up to 4.5 m, only to provide physical separation from the abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the abutting Dwelling unit. The 4.5 m building Setback for Residential Uses shall not be used exclusively for Landscaping.

- (c) All buildings shall include design elements such as, but not limited to, articulation of the façade, the use of recessions and projections such as canopies, bay windows, and entrance features, and architectural features such as cornices, sign bands, pilasters, and parapets to reduce the perceived mass of the building, add architectural interest, and to promote the pedestrian scale of the abutting street.
- (d) No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane.
- (e) No portion of an above Grade Parking Garage above the ground (first) floor shall be allowed for a minimum depth of 6.0 m from any building façade facing a public roadway, other than a Lane.

Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating above-ground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations [(d) and (e)] for interpretive purposes.



- (f) Buildings shall address all adjacent public roadways,

other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.

- (g) Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- (h) Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- (i) At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- (j) Any building with a single wall length greater than 15.0 m visible from a public roadway shall comply with the following:
 - i. the building façade shall include design elements, materials, and articulation that reduce the perceived mass of the building façade and add architectural interest.
- (k) Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- (l) To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- (m) The finishing of the first 3 Storeys of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or pre-cast coloured concrete.
- (n) The use of stucco as a finishing material is not permitted within the first 3 Storeys of any development. The use of stucco within the portion of any development above 3 Storeys shall be limited to a maximum of 15% of the exterior surface area of the portion of any development above 3 Storeys.
- (o) Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to

- (p) provide additional lighting for the 105 Avenue corridor. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- (q) Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- (r) Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.

6. Development Guidelines

- (a) Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- (b) Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- (c) Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
- (d) Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- (e) A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- (f) The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves the pedestrian environment.

(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 3 - PRECINCT 'E')

1. Area of Application

Lands located on the south side of 105 Avenue, between 112 Street and 115 Street, designated as Precinct 'E' - High Rise Apartments, as shown on Map 8.

2. Rationale

To accommodate opportunities for the development of high rise apartments to provide a transition from the Oliver neighbourhood and Oliver Square to the medium density portion of the Queen Mary Park neighbourhood and Precinct 'D'.

3. Uses

- (a) Apartment Housing
- (b) Boarding and Lodging Houses, for seniors housing only
- (c) Child Care Services
- (d) Convenience Retail Stores
- (e) Health Services
- (f) Minor Home Based Business
- (g) Personal Service Shops
- (h) Professional, Financial, and Office Support Services
- (i) Residential Sales Centre
- (j) Restaurants, for less than 100 occupants and 120 m² of Public Space
- (k) Specialty Food Services, for less than 40 occupants and 48 m² of Public Space
- (l) Stacked Row Housing, including Row Housing, only when incorporated at the lower levels of a high rise building
- (m) Fascia On-premises Signs
- (n) Freestanding On-premises Signs
- (o) Projecting On-premises Signs
- (p) Temporary On-premises Signs, not including portable Signs

4. Development Regulations

- (a) The overall Site development shall be in accordance with the urban design criteria established herein and in the Central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct.
- (b) Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Alberta Environment, the Capital Health Authority, and the

- Transportation Department that, if necessary, the lands have been remediated to allow the intended uses.
- (c) The maximum Floor Area Ratio of any development shall be
 - (d) The maximum Density shall be 300 Dwellings/ha.
 - (e) The maximum Height shall be 9 Storeys or 28.0 m. Notwithstanding this maximum, no building in this area shall exceed the maximum Height established by the Airport Protection Overlay of the Zoning Bylaw.
 - (f) No Front, Rear, or Side Yards are required.
 - (g) No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
 - (h) Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
 - (i) Access to vehicular Parking Garages or parking areas from 105 Avenue must be in accordance with the 105 Avenue Corridor Study and to the satisfaction of the Transportation and Planning and Development Departments.
 - (j) Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites and public roadways in accordance with the provisions of Section 55 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning Bylaw.
 - (k) Underground driveway ramps for Apartment Housing and Stacked Row Housing, including Row Housing developments must not exceed a slope of 6% and the ramp must be at Grade at the property line, to the satisfaction of the Transportation Department.
 - (l) No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.
 - (m) Vehicular and Bicycle Parking shall be in accordance with Section 54 of the Zoning Bylaw.
 - (n) Secure indoor Bicycle Parking for residents and outdoor visitor Bicycle Parking will be required for Residential developments. The number of stalls required and the location of Residential and visitor Bicycle Parking shall be to the satisfaction of the Transportation Department.
 - (o) The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Appraisal Section

of the Asset Management and Public Works Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.

- (p) The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Community Services, Planning and Development, or Transportation Departments as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- (q) Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
- (r) The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
- (s) All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- (t) The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
- (u) Child Care Services; Convenience Retail Stores; Health

Services; Personal Service Shops; Professional, Financial, and Office Support Services; Restaurants; and Specialty Food Services shall only be permitted when designed as an integral and secondary component of a high rise residential development, and shall not be developed above the lowest Storey of a building.

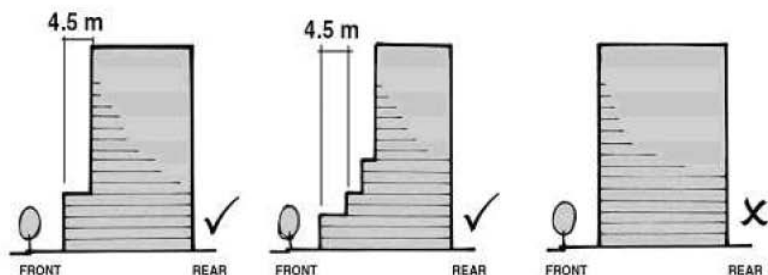
- (v) Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.

5. Urban Design Regulations

- (a) Where the ground (first) floor of any development is designed for Commercial Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 2.5 m, only to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used exclusively for Landscaping.
- (b) Where the ground (first) floor of any development is designed for Residential Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 4.5 m, only to provide physical separation from the abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the abutting Dwelling unit. The 4.5 m building Setback for Residential Uses shall not be used exclusively for Landscaping.
- (c) There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately abutting 105 Avenue. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be set back a minimum of 4.5 m from the lower portion of the building adjacent to a public roadway, other than a Lane.

Explanatory Note

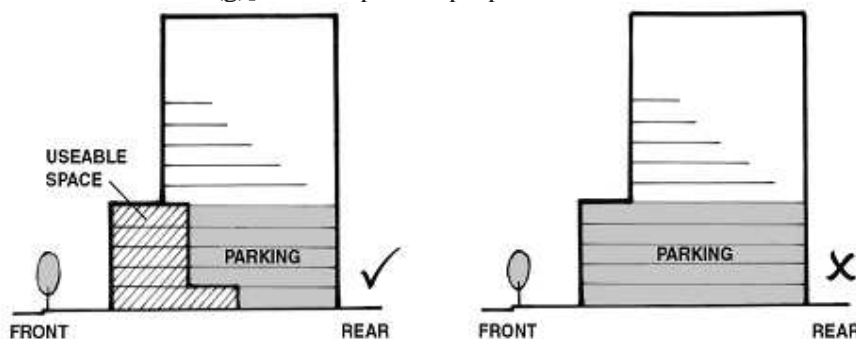
A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation provides a possible conceptual application of this regulation for interpretive purposes.



- (d) All developments shall provide a minimum 7.5 m building Setback from the Rear property line above the podium level of the building.
- (e) All developments shall provide a minimum 2.0 m building Setback from the Side property lines above the podium level of the building.
- (f) No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane.
- (g) No portion of an above Grade Parking Garage above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building façade facing a public roadway, other than a Lane.

Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating above-ground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations [(f) and (g)] for interpretive purposes.



- (h) Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- (i) Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- (j) Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- (k) At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- (l) Any building with a single wall length greater than 15.0 m visible from a public roadway shall comply with the following:
 - i. the building façade shall include design elements, materials, and articulation that reduce the perceived mass of the building façade and add architectural interest.
- (m) Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- (n) To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- (o) The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.
- (p) The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- (q) Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to

- (r) provide additional lighting for the 105 Avenue corridor. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- (s) Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- (t) Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- (u) The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.
- (v) Development shall have regard for the interface between buildings in this Precinct and existing development immediately to the south.

Development Guidelines

- (a) Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- (b) The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
- (c) Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- (d) Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design

- (e) (LEED) accreditation.
- (e) Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- (f) A variety of residential housing forms will be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- (g) The redevelopment and/or renovation of existing buildings in this Precinct will address the adjacent street with frontage that improves the pedestrian environment.

**(DC1) DIRECT DEVELOPMENT
CONTROL PROVISION (AREA 4 -
PRECINCT 'F')**

Bylaw 14141, December 2005

This DC1 Provision was removed from the ARP by Bylaw 16886 on August 25, 2014. The subject lands were rezoned to (UI) Urban Institutional Zone by Bylaw 16887 on August 25, 2014.

Bylaw 14391, October, 2006

**(DC1) DIRECT DEVELOPMENT CONTROL PROVISION
(AREA 5 – PRECINCT ‘C’)**

*Bylaw 17849,
December 13, 2016
Bylaw 16851,
November 17, 2014*

1. Area of Application

Lots 255-257, Block 3, Plan B3, Lots 225-230, Block 2, Plan B3, Lot 271, Block 2, Plan 0729263, Lot 272, Block 2, Plan 0740621, generally located between 105 Avenue and 106 Avenue and between 101 Street and 104 street, designated as Precinct C-Special Sub Area on Map 8.

1.
2. Rationale

To accommodate a large scale, comprehensive, transit-oriented development/high density residential mixed use development that creates a liveable “urban village” environment and generates an improved sense of place and quality development through the use of urban design regulations and the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be developed on the ground floor of a number of the buildings as part of this development project.

3. Uses

- (a) Apartment Housing
- (b) Boarding and Lodging Houses, for seniors housing only
- (c) Child Care Services
- (d) General Retail Stores
- (e) Health Services
- (f) Minor Home Based Business
- (g) *Non-Accessory Parking*
- (h) Personal Service Shops
- (i) Professional, Financial, and Office Support Services
- (j) Residential Sales Centre
- (k) Restaurants, for less than 100 occupants and 120 m² of Public Space
- (l) Specialty Food Services, for less than 40 occupants and 48 m² of Public Space
- (m) Stacked Row Housing, including Row Housing, only when incorporated at the lower levels of a high rise building
- (n) Fascia On-premises Signs
- (o) Freestanding On-premises Signs
- (p) Projecting On-premises Signs
- (q) Temporary On-premises Signs, not including portable Signs

*Bylaw 17849,
December 13, 2016*

Development Regulations

- (a) The overall Site development shall be in accordance with the urban design criteria established herein and in the Central McDougall/Queen Mary Park Area Redevelopment Plan for this Precinct. Site development shall also be in general accordance with the concept maps attached as Appendix 1 to this Provision.
- (b) Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Alberta Environment, the Capital Health Authority, and the Transportation Department that, if necessary, the lands have been remediated to allow the intended uses.
- (c) The maximum Floor Area Ratio of any development shall be 5.0, except that the Development Officer may use variance power to increase this maximum to 6.0 for developments with larger individual unit floor plates, and which comply with the Density provisions of this Provision.
- (d) The maximum Density shall be 500 Dwellings/ha.
- (e) The maximum Height shall be 92.0 m or 28 Storeys. Maximum building Heights shall be in strict accordance with the “Land Uses, Density, and Building Height” plan attached as part of Appendix 1 to this Provision. Notwithstanding this maximum, no building in this area shall exceed the maximum Height established by the Airport Protection Overlay of the Zoning Bylaw.
- (f) Front, Rear, and Side Yards shall be developed in accordance with the “Building Foot Prints and Setbacks” plan attached as part of Appendix 1 to this Provision.
- (g) A 2.0 m building Setback shall be provided at the Rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- (h) No Amenity Area or Private Outdoor Amenity Area is required for any development subject to this Provision.
- (i) Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
- (j) Access to vehicular Parking Garages or parking areas shall only be from an abutting Lane. If no Lane is present, access may be taken from an abutting public roadway, to the satisfaction of the Transportation Department. However, in no instance shall access be taken from 105 Avenue.
- (k) Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways, and Light Rail Transit lines in accordance with the provisions of Section 55 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning

Bylaw.

- (l) Underground driveway ramps for Apartment Housing and Stacked Row Housing, including Row Housing developments must not exceed a slope of 6% for the first 4.5 m from the property line and the ramp must be at Grade at the property line, to the satisfaction of the Transportation Department.
- (m) No surface vehicular parking areas are permitted abutting any public roadway, other than a Lane.
- (n) Residential Uses shall provide a minimum of one (1) vehicular parking stall for each Dwelling unit. All other requirements of Section 54 of the Zoning Bylaw pertaining to vehicular, visitor, and Bicycle Parking for Residential Uses shall be adhered to. Notwithstanding the above, vehicular and Bicycle Parking for all other Uses shall be in accordance with Section 54 of the Zoning Bylaw.
- (o) Secure indoor Bicycle Parking for residents and outdoor visitor Bicycle Parking will be required for Residential developments. The number of stalls required and the location of Residential and visitor Bicycle Parking shall be to the satisfaction of the Transportation Department.
- (p) The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Appraisal Section of the Asset Management and Public Works Department, and the Community Services Department. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- (q) The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Community Services, Planning and Development, or Transportation Departments as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. These streetscaping improvements may include, but are not limited to, new sidewalks,

- streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- (r) Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
 - (s) The owner, when deemed necessary, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Drainage Services Branch of the Asset Management and Public Works Department. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.
 - (t) All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
 - (u) The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
 - (v) The owner shall provide 5% of the total Dwelling units of the development project as affordable housing units to the City of Edmonton, at cost. Units designated as affordable housing will be indicated as such on the floor plans of a specific building, to the satisfaction of the Development Officer and the Asset Management and Public Works Department.
 - (w) Child Care Services; General Retail Stores; Health Services; Personal Service Shops; Professional, Financial, and Office Support Services; Restaurants; and Specialty Food Services shall only be permitted when designed as an integral and secondary component of a residential development consisting of 50 Dwellings or more, and shall not be developed above the lowest Storey of a building.
 - (x) Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw. Portable Signs shall not be permitted on any Site.
 - (y) An easement in favour of the City shall be registered on title for the use of the former 102 Street for public vehicle access. The property owner shall be responsible for ongoing maintenance of all roadways on the site.
 - (z) *The following regulations shall apply to surface Non-accessory Parking:*

*Bylaw 17849,
December 13, 2016*

- i. *Surface Non-accessory Parking shall be permitted on the following parcels: Lot 225-230, Block 2, Plan B3 and Lot 271, Block 2, Plan 072 9263.*
- ii. *Any Development Permit approved for surface Non-accessory Parking shall be temporary in nature and limited to a maximum of three (3) years commencing on December 12, 2016.*
- iii. *Directional and information signage consistent in design, colour, symbols and graphics shall be provided to:*
 - 1. *Direct patrons to vehicular exits;*
 - 2. *Identify areas for patrons to locate their vehicles;*
 - 3. *Advise patrons to lock their vehicles and remove all valuables;*
 - 4. *Advise patrons of the presence of security patrols; and*
 - 5. *Advise patrons of the presence of security cameras.*
- iv. *Lighting for the Site shall be a minimum of 6 lux or 1 foot-candle to provide a safe and secure pedestrian environment.*
 - 1. *Lighting shall be arranged, installed and maintained so as to reduce visual and light impacts on adjacent off-site residential units as well as provide a safely lit pedestrian environment.*
- v. *A minimum 3.0 m landscaped Setback shall be provided along the perimeter of the Site. The buffer should visually screen parked vehicles but not completely obstruct views into and out of the parking lot for the purpose of supporting pedestrian safety and security.*
- vi. *The following shall be provided within the 3.0 m Setback Area:*
 - 1. *One (1) tree for each 15m around the perimeter of the site. For tree requirements, only deciduous species shall be allowed.*
 - 2. *Dense shrubs greater than 12" in height, grassed areas and solid fences shall not be permitted.*
- vii. *Every access must be hardsurfaced from the curbface to 10 .0 m into the site.*
- viii. *Concrete wheel stops shall be provided.*
- ix. *All parking facilities shall be clearly demarcated, have adequate storm water drainage and storage facilities;*
- x. *The storage of materials inclusive of accumulated snow on Non-Accessory Parking surface lots shall be in a location away from the public roadway to improve safety and visibility.*
- xi. *Prior to the issuance of the Development Permit, the developer shall enter into an agreement to contribute funds to the Central McDougall Community League for the creation of a public amenity, with specific details to be determined at the Development Permit stage between the Owner and City Administration in consultation with the Central*

McDougall Community League. These funds will be submitted to the City of Edmonton and disbursed accordingly to the Central McDougall Community League. A minimum amount of \$150,000 shall be provided prior to the issuance of a Development Permit.

- xii. At the time of development permit application, provisions must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for barrier-free parking stalls.*

aa. Passenger Drop-off

- i. Passenger Drop-off Spaces located on-site shall be located so as to provide for safe and efficient movement of vehicles onto and from the site and within the site.*
- ii. Passenger Drop-off Spaces shall be a minimum of 7.0 m in length and a minimum of 2.6 m in width when oriented parallel to the flow of traffic and shall be a minimum of 5.5 m deep and a minimum of 2.6 m in width when oriented perpendicular to the flow of traffic. Where the flow of traffic is perpendicular to the flow of traffic, circulation drive aisles shall be a minimum of 7.0 m wide.*
- iii. At the time of development permit approval, provisions must be made, to the satisfaction of the Development Officer in consultation with Urban Transportation, for pedestrians that are being dropped off or picked up to safely enter and exit the site.*

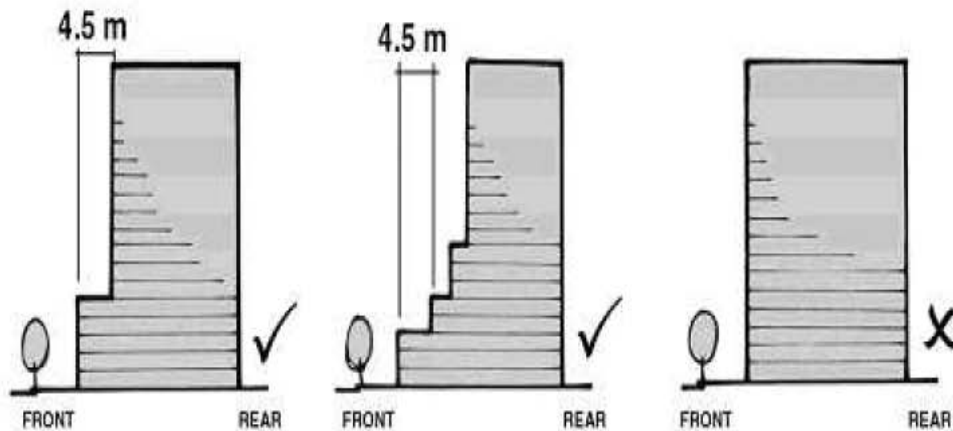
4. Urban Design Regulations

- (a) The ground (first) floor of buildings abutting a public roadway, other than a Lane, may be set back from 0.0 m to a maximum of 4.5 m as indicated on the “Building Foot Prints and Setbacks” plan attached as Appendix 1 to this Provision. The Setback shall be designed to accommodate sidewalk cafés, colonnades, arcades, or plazas for commercial uses and/or patios, courtyards, terraces, or other amenity space directly associated with an abutting Dwelling unit. In either case, the building Setback shall not be used exclusively for Landscaping.
- (b) There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately abutting a public roadway, other than a Lane. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be set back a minimum of 4.5 m from the lower portion of the building adjacent to a public roadway, other than a Lane, except for portions of Tower A, B, E, and F as indicated on the “Land Uses, Density, and Building Height” plan attached as part of Appendix 1 to this Provision.

Explanatory Note

A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation provides a

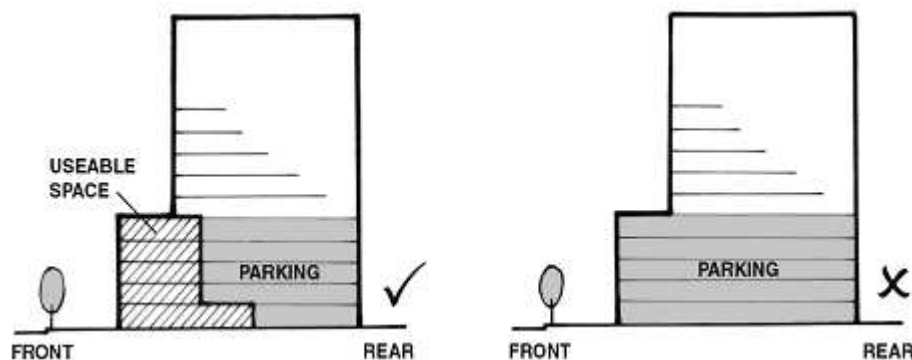
possible conceptual application of this regulation for interpretive purposes.



- (c) All developments shall provide a minimum 7.5 m building Setback from the Rear property line above the podium level of the building.
- (d) All developments shall provide a minimum 2.0 m building Setback from the Side property lines above the podium level of the building.
- (e) No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane.
- (f) No portion of an above Grade Parking Garage above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building façade facing a public roadway, other than a Lane.

Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating above-ground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations [(f) and (g)] for interpretive purposes.



- (g) Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.
- (h) Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- (i) Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- (j) At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- (k) Any building with a single wall length greater than 15.0 m abutting or visible from a public roadway shall comply with the following:
 - (i) the building façade shall include design elements, materials, and articulation that reduce the perceived mass of the building façade and add architectural interest.
- (l) Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- (m) To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- (n) The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or pre-cast coloured concrete.
- (o) The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- (p) Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to provide additional lighting for the 105 Avenue corridor.
- (q) Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- (a) (r) The Development Officer, in consultation with the Heritage Planner, shall ensure that development within the podium portion of any development

immediately adjacent to the A. MacDonald Building and the Carter Residence complements the colour and materials of these historic buildings, which are both designated Municipal Historic Resources.

- (s) Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives. The Development Officer will have the opportunity to require modifications to the conceptual building layouts/designs identified in the master plan to address specific issues that may be identified by these Studies.
- (t) Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- (u) The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.

5. Development Guidelines

- (a) Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- (b) The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
- (c) Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- (d) Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
- (e) Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- (f) A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- (g) The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves the pedestrian environment.

AURORA



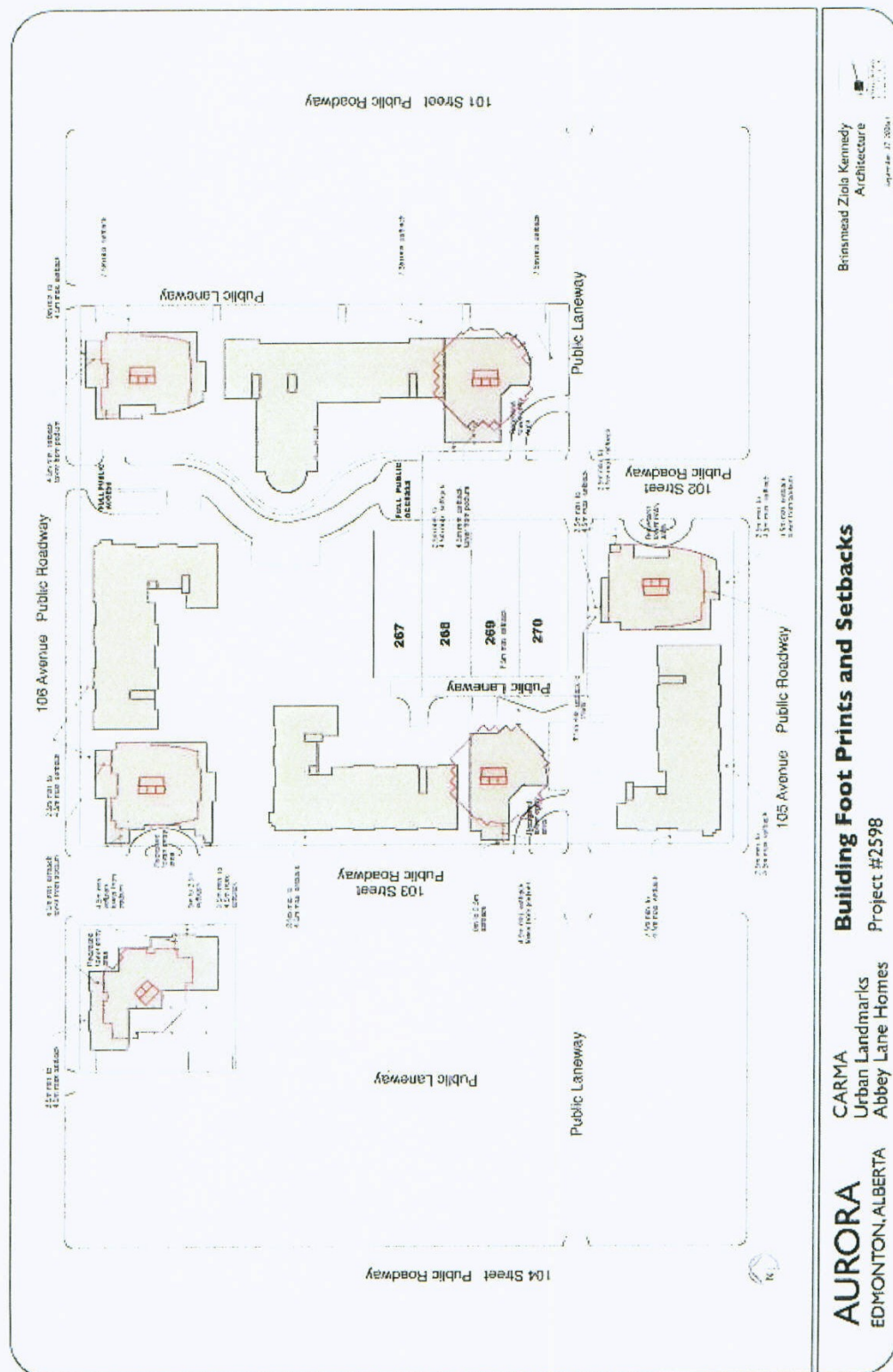
Context

Carma Developers Ltd.
Urban Landmarks
Abbey Lane Homes

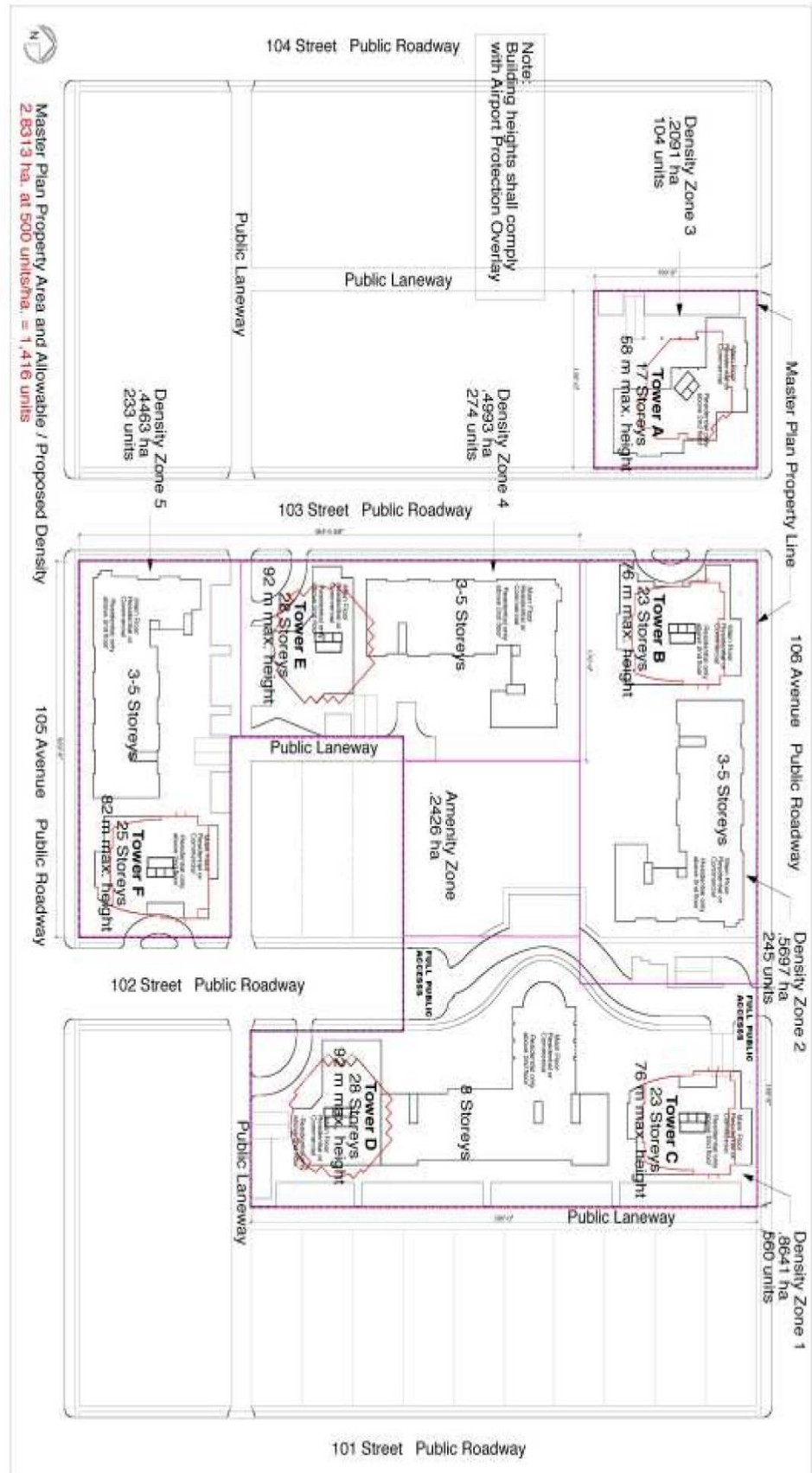
Consultants:
Prime Architectural Consultant
Brinsmead Ziola Kennedy
Architecture

Wadkins Land Development Ltd.
ISL Engineering
Stantec Consulting
CSG
Hudema Consulting Group Ltd.
Burt & Associates

Area Redevelopment Plan - Office Consolidation July 2019



Central McDougall/Queen Mary Park
Area Redevelopment Plan - Office Consolidation July 2019



AURORA
EDMONTON, ALBERTA

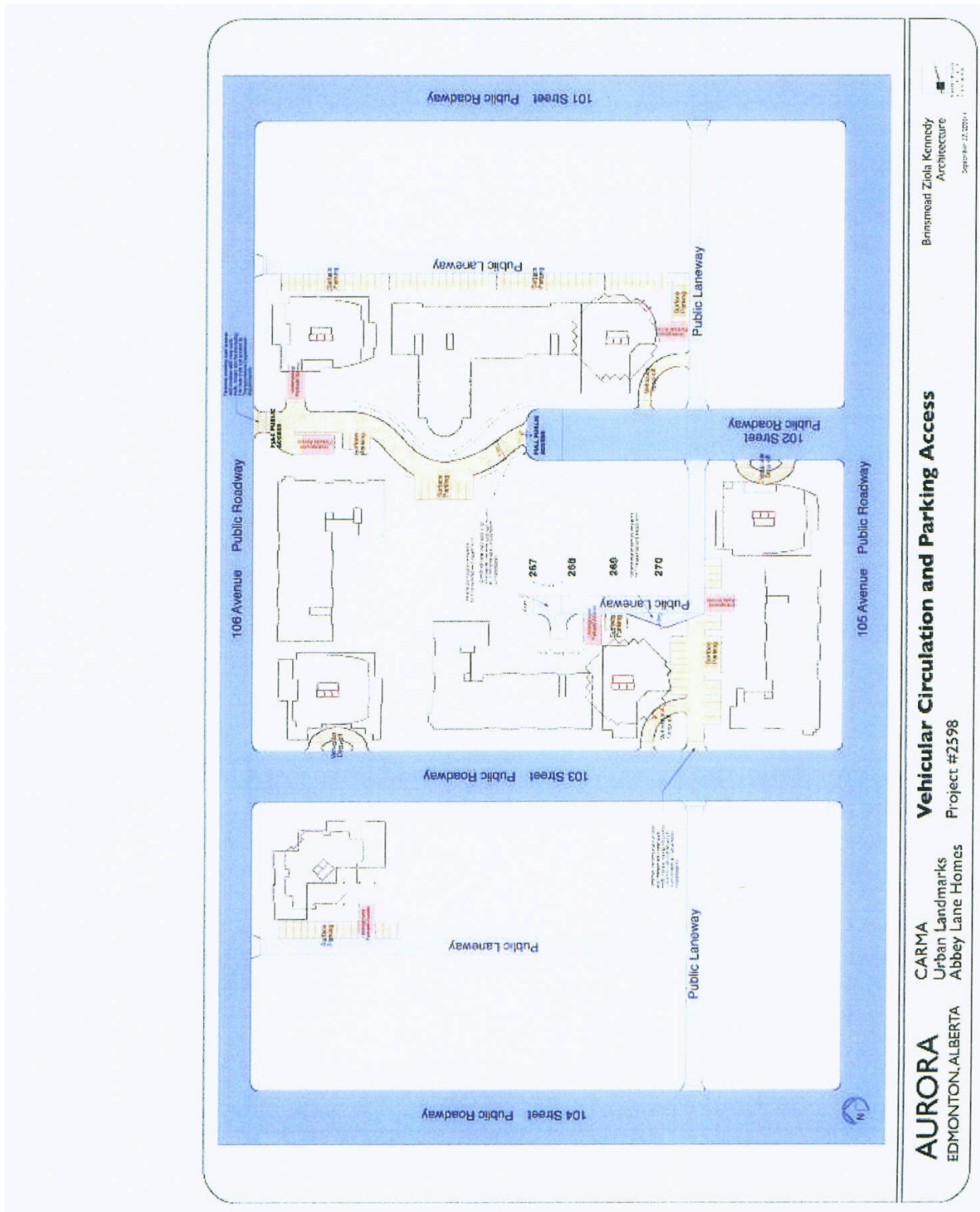
CARMA
Urban Landmarks
Abbey Lane Homes

Land Uses, Density and Building Height
Project #2598

Brinsmead Zoila Kennedy
Architecture
September 27, 2019



Central McDougall/Queen Mary Park
Area Redevelopment Plan - Office Consolidation July 2019



**Bennismead Ziola Kennedy
Architecture**
September 12, 2019

Vehicular Circulation and Parking Access
Project #2598

AURORA
EDMONTON, ALBERTA
CARMA
Urban Landmarks
Abbey Lane Homes

Central McDougall/Queen Mary Park
Area Redevelopment Plan - Office Consolidation July 2019



AURORA
EDMONTON, ALBERTA

CARMA
Urban Landmarks
Abbey Lane Homes

Conceptual Landscape Plan
Project #2598

Brinsmead Ziola Kennedy
Architecture
ISL Engineering and Land Services Ltd.





BRITISH COLUMBIA
ARCHITECTURE
BRITISH COLUMBIA
ARCHITECTURE

Britismead Ziola Kennedy
Architecture
September 20, 2019

View into Central Court from 106 Avenue
Project #2598

CARMA
Urban Landmarks
Abbey Lane Homes

AURORA
EDMONTON, ALBERTA



CARMA
Urban Landmarks
Abbey Lane Homes

View from 106 Avenue
Project #2598

Brinsmead Ziola Kennedy
Architecture

**(DC1) DIRECT DEVELOPMENT CONTROL PROVISION (AREA 6 –
PRECINCT ‘C’)**

*This DC1 Provision was added by Bylaw 16851, and revised by Bylaw 18847, May 13,
2019*

1. General Purpose

To allow for the existing building on-site as of the date of this bylaw to be used for commercial purposes while ensuring future buildings accommodate a transit-oriented development/high density residential mixed use node that creates a liveable “urban village” environment and generates an improved sense of place and quality development through the use of urban design regulations and the introduction of high density apartment housing adjacent to the Downtown area and future high speed transit corridors. Minor local commercial uses will be encouraged, but not required.

2. Area of Application

This Provision shall apply to Lot 1, Block 5, Plan 9921814, located at 10505 – 106 Street NW; as shown on Schedule “A” of this Bylaw adopting this Provision, Central McDougall.

3. Uses

- a. Apartment Housing
- b. Bars and Neighbourhood Pubs
- c. Breweries, Wineries and Distilleries
- d. Business Support Services
- e. Cannabis Retail Sales
- f. Child Care Services
- g. Convenience Retail Stores
- h. General Retail Stores
- i. Group Home
- j. Health Services
- k. Limited Group Home
- l. Lodging Houses
- m. Minor Alcohol Sales
- n. Minor Home Based Business
- o. Major Home Based Business
- p. Professional, Financial, and Office Support Services
- q. Residential Sales Centre
- r. Restaurants
- s. Specialty Food Services
- t. Stacked Row Housing only when incorporated at the lower levels of a high rise building

- u. Row Housing, only when incorporated at the lower levels of a high rise building
- v. Veterinary Services
- w. Fascia On-premises Signs
- x. Freestanding On-premises Signs
- y. Projecting On-premises Signs
- z. Temporary On-premises Signs

4. Development Regulations

- a. The overall Site development shall be in accordance with the urban design criteria established herein and in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- b. Prior to the issuance of any Development Permit, the owner shall provide proof satisfactory to the Development Officer in consultation with Alberta Environment and Sustainable Resource Development, Alberta Health Services, and Transportation Services that, if necessary, the lands have been remediated to allow the intended uses.
- c. The maximum Floor Area Ratio of any development shall be 5.0, except that the maximum Floor Area Ratio shall be 6.0 for developments with larger individual unit floor plates.
- d. The maximum Density shall be 500 Dwellings/ha.
- e. The maximum Height shall be 45.0 m.
- f. Building Setbacks shall be as follows:
 - i. 0 m from Front Lot Line
 - ii. 0 m from Side Lot Line
 - iii. 2.0 m from Rear Lot Line
- g. Landscaping shall be provided within the 2.0 m rear building Setback to provide an improved appearance of the Lane.
- h. Apartment Housing with non-Residential and non-Residential Related Uses on the ground floor shall have access at ground level that is separate from the access for the non-Residential and non-Residential Related Uses.
- i. Access to vehicular Parking Garages or parking areas shall only be from the Abutting Lane.
- j. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites, public roadways, and Light Rail Transit lines. If the rear or sides of a Site are used for surface vehicular parking, it shall be screened from view.
- k. Underground driveway ramps for Apartment Housing, Stacked Row Housing, and Row Housing developments must not exceed a slope of 6% and the ramp must be at Grade at the property line, to the satisfaction of

the Development Officer in consultation with Subdivision and Development Coordination (Transportation).

- l. No surface vehicular parking areas are permitted Abutting any public roadway, other than a Lane.
- m. The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal shall estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Development Officer in consultation with Appraisal Section of the Asset Management and Public Works Department, and the Community Services Department. The redevelopment levy shall be 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- n. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)- of-way Abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the Development Officer in consultation with Community Services, City Planning, or Subdivision and Development Coordination (Transportation) as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. The required streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- o. Where applicable, the Site plan submitted with a Development Permit application must indicate the coordination between development on the subject Site and the adjacent 105 Avenue corridor, in accordance with the 105 Avenue Corridor Study.
- p. The owner shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Development Officer in consultation with Drainage Services. Costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner. These costs shall be paid to the City of Edmonton as a condition of the approval of the Development Permit.
- q. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- r. For new buildings, the owner shall submit a Crime Prevention through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the

Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.

- s. Non-Residential and non-Residential Related Uses shall only be permitted when designed as an integral and secondary component of a residential development consisting of 50 Dwellings or more and shall only be developed within the lowest 4 Storeys of a building.
- t. Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw.
- u. Restaurants shall be limited to 100 occupants and 120m² of Public Space.
- v. Specialty Food Services shall be limited to 40 occupants and 48m² of Public Space.

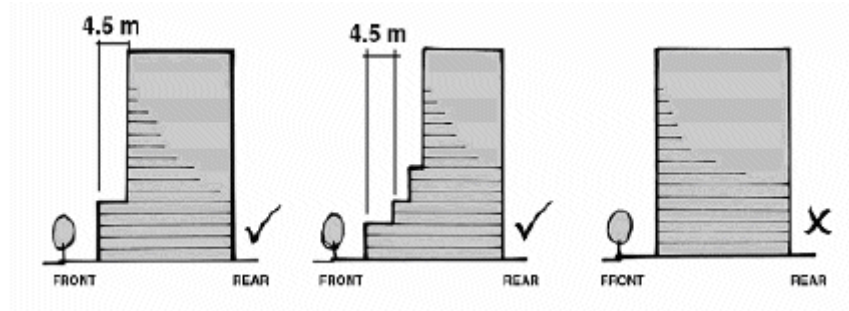
5. Urban Design Regulations

- a. Where the ground (first) floor of any development is designed for non-Residential or non-Residential-Related Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front Lot Line of up to 2.5 m, to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used primarily for Landscaping.
- b. Where the ground (first) floor of any development is designed for Residential or Residential-Related Uses, the building shall be constructed to the Front Lot Line. The Development Officer may allow a building Setback from the Front property line of up to 4.5 m, only to provide physical separation from the Abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the Abutting Dwelling unit. The 4.5 m building Setback for Residential Uses shall not be used primarily for Landscaping.
- c. There shall be a minimum of 3 and a maximum of 5 Storeys of a building immediately Abutting a public roadway, other than a Lane. Any portion of a building exceeding a Height of 5 Storeys or 17.5 m shall be stepped back a minimum of 4.5 m from the podium of the building adjacent to a public roadway, other than a Lane.

Explanatory Note

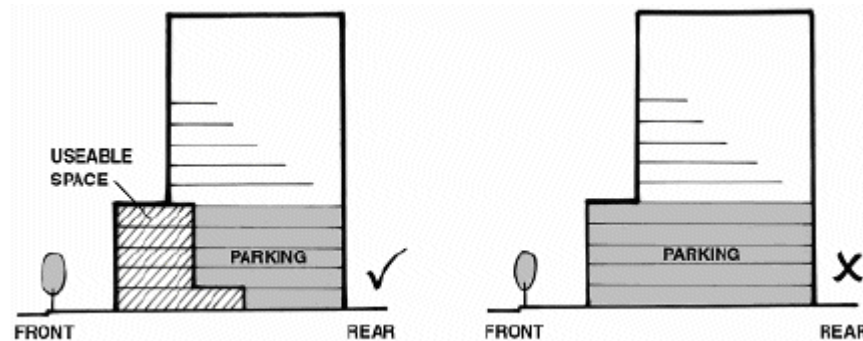
A 4.5 m setback between the front of the building and upper building storeys is intended to reduce the perceived mass of a building and promote the pedestrian scale of the street. The following graphic representation

provides a possible conceptual application of this regulation for interpretive purposes.



- d. Buildings shall provide a minimum 7.5 m building Setback from the Rear property line above the podium level of the building.
- e. Buildings shall provide a minimum 2.0 m building Setback from the Side property lines above the podium level of the building.
- f. No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building Façade facing a public roadway, other than a Lane.
- g. No portion of an above Grade Parking Garage above the ground (first) floor of the podium portion of a building shall be allowed for a minimum depth of 6.0 m from any building Façade facing a public roadway, other than a Lane.

Explanatory Note - The following graphic representation provides a possible conceptual application of these regulations [(f) and (g)] for interpretive purposes.



- h. Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.

- i. Where a Dwelling unit is provided at ground level Abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- j. Where a non-Residential or non-Residential Related Use is provided at ground level Abutting a public roadway, other than a Lane,
 - i. the principal entrance to the unit shall have direct external access to the adjacent public sidewalk, and
 - ii. a minimum of 50% of the ground (first) floor level portion of the Façade Abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- k. At least 80% of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk at the property line.
- l. Any building with a single wall length greater than 15.0 m Abutting or visible from a public roadway shall comply with the following:
 - i. the building Façade shall include design elements, materials, and articulation that reduce the perceived mass of the building Façade and add architectural interest.
- m. Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- n. The finishing of the podium portion of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or precast coloured concrete.
- o. The use of stucco as a finishing material is not permitted on the podium portion of any development. The use of stucco on the tower portion of any development shall be limited to a maximum of 15% of the exterior surface area of the tower.
- p. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to provide additional lighting for the 105 Avenue corridor.
- q. Where non-Residential and non-Residential Related Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- r. The owner shall enter into an Encroachment Agreement with the City of Edmonton for the proposed canopies/overhangs, and any street related activities and public art that encroach on, over, or into road right-of-way.
- s. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain

sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.

- t. Main building entrances for any Use shall be designed for universal accessibility. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.
- u. The upper two to four Storeys of high rise buildings shall step back from the lower levels of the tower portion of the building and provide distinctive shaping or sculpting of the roof line to contribute to a unique and interesting skyline.

6. Development Guidelines

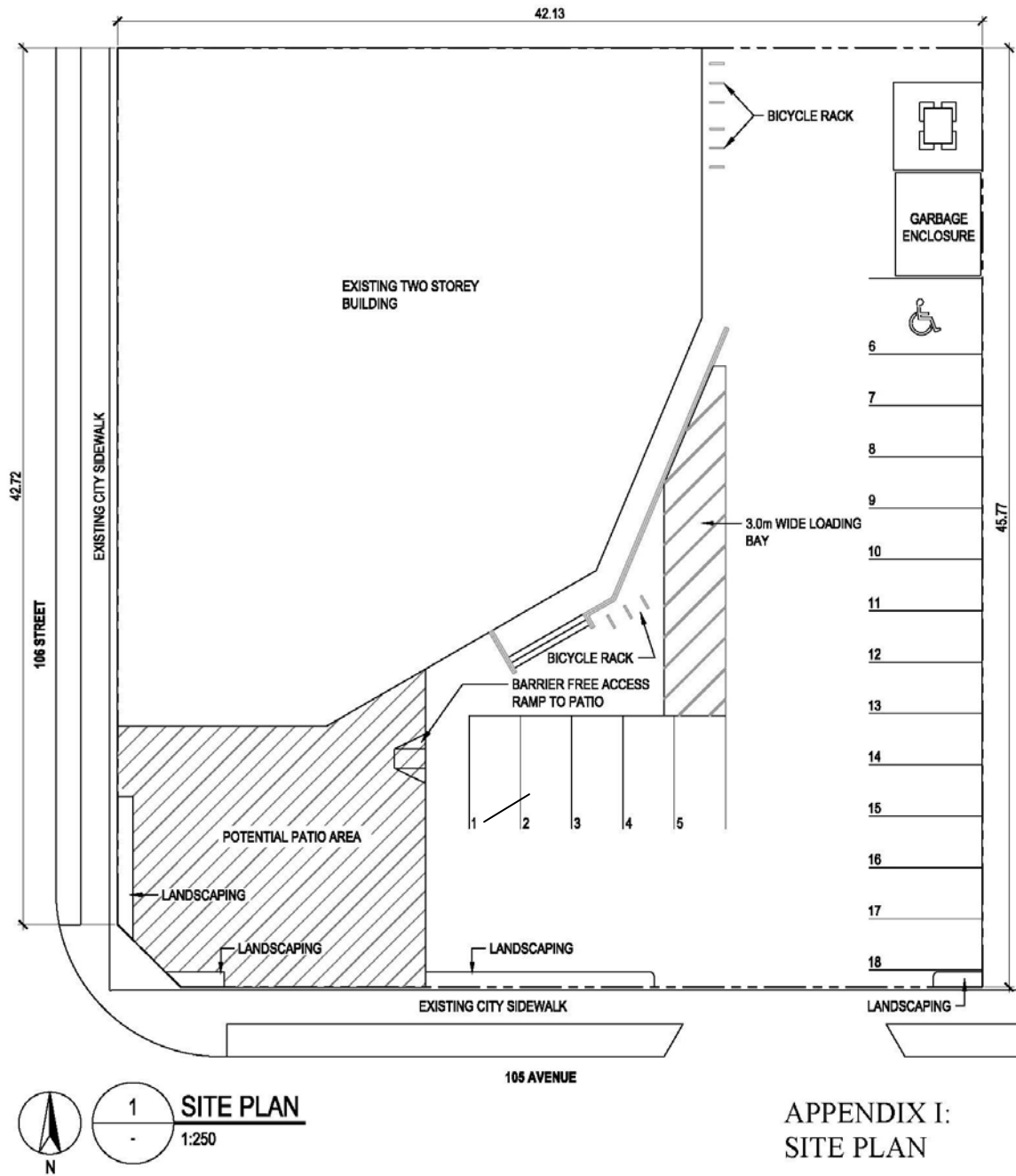
- a. Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- b. The maximum Height opportunity presented in this Provision should be utilized to develop high rise buildings that reduce the impact of the upper levels of the building above the podium portion of the building to maintain view corridors of the Downtown, maximize solar penetration, and reduce adverse microclimatic effects related to wind and shadowing.
- c. Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space.
- d. Development should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
- e. Landscaping of Sites should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.

7. Development Regulations for Development existing at the time of passage of this Bylaw

- a. Notwithstanding Sections 4, 5, and 6 the development existing at the time of passage of this Bylaw shall be in accordance with the following regulations and in general accordance with Appendices I & II.
- b. The existing building may not be enlarged, added to, rebuilt, or structurally altered except for routine maintenance of the building or to add an outdoor patio as described in Section 7(i) below.
- c. There shall be a minimum of 18 on-site bicycle parking spaces.
- d. There shall be a minimum of 18 on-site vehicular parking spaces
- e. There shall be 1 on-site loading space.

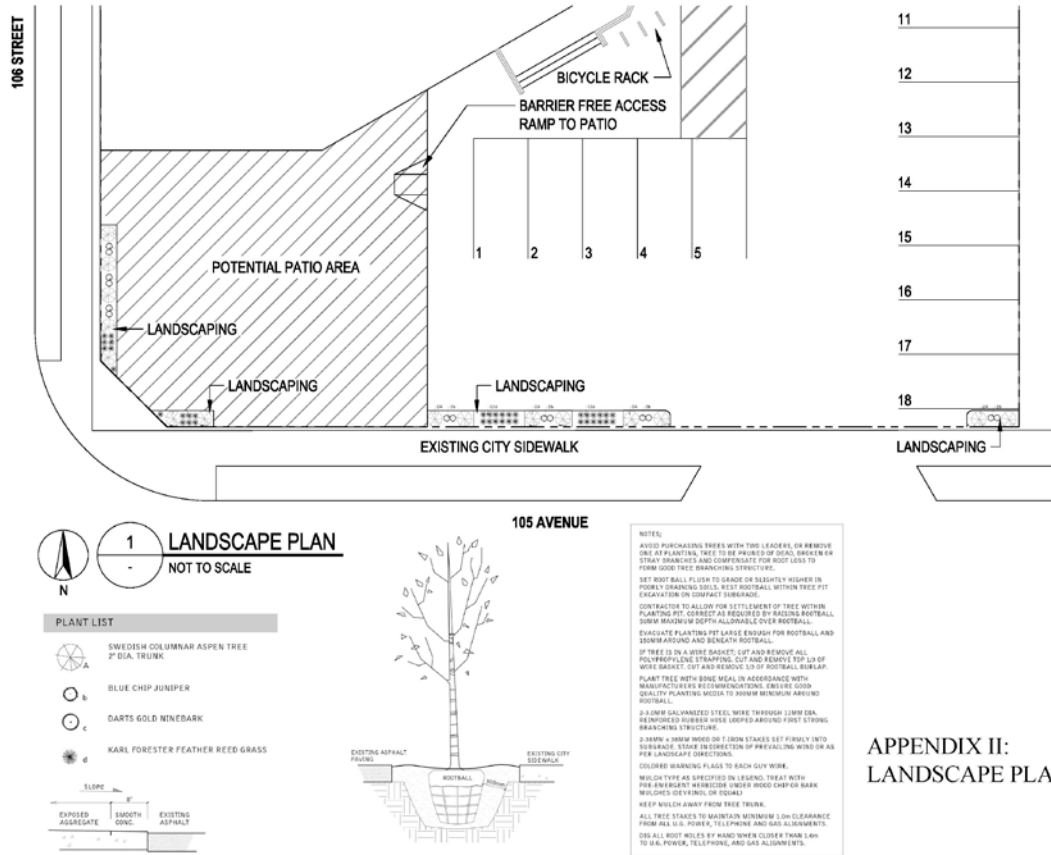
- f. Landscaping shall use plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- g. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months, and, if applicable, to provide additional lighting for the 105 Avenue corridor.
- h. Main building entrances for any Use shall be designed for universal accessibility through the use of a 2.0 m wide direct travel path, clear of any obstacles.
- i. Any outdoor patio area shall be:
 - i. restricted to Bars and Neighbourhood Pubs, Breweries, Wineries and Distilleries, Restaurants, or Specialty Food Services located on the ground floor of the existing building;
 - ii. designed to reflect the architectural character of the adjacent building and address the adjacent public roadways, particularly in terms of hard-surfacing materials, furniture style, quality of construction, materials and type of fencing selected for the area enclosure;
 - iii. designed to have an open appearance with a defined edge, such as a railing, fence, or a row of planters or pots. The use of planters, flower boxes and landscaping elements shall be used to enhance the patio atmosphere as well as to define the patio boundary. Plastic plants and ornamental trees are not permitted.
- j. Upon demolition of the building existing at the time of passage of this Bylaw, all new developments shall comply with the regulations stated in Sections 1 to 6.
- k. If the building existing at the time of passage of this Bylaw is damaged or destroyed to more than 75% of the value of the building above its foundations, then the building may not be repaired or rebuilt unless it complies with the regulations stated in Sections 1 to 6.

Appendix I – Site Plan



Appendix II – Landscape Plan

Central McDougall/Queen Mary Park
Area Redevelopment Plan - Office Consolidation July 2019



**APPENDIX II:
LANDSCAPE PLAN**

(DC1) Direct Development Control Provision (Area 7 – Precinct ‘D’)

This DC1 Provision was added by Bylaw 18331, March 19, 2018

1. Area of Application

This Provision shall apply to Lots 220-221, Block 11, Plan 172 3208, located at 10575 – 112 Street NW & 10572 – 111 Street NW; as shown on Schedule “A” of this Bylaw adopting this Provision, Queen Mary Park.

2. Rationale

To accommodate a business residential mixed use node that creates compatible and diverse mixture of residential, office, and commercial land uses at a human scale with a built form that has a strong relationship to the street.

3. Uses

- a. Apartment Housing
- b. Lodging Houses
- c. Child Care Services
- d. Commercial Schools
- e. General Retail Stores
- f. Government Services
- g. Group Homes
- h. Health Services
- i. Limited Group Homes
- j. Minor Home Based Business
- k. Personal Service Shops
- l. Private Clubs
- m. Professional, Financial, and Office Support Services
- n. Public and Private Education Services
- o. Public Libraries and Cultural Exhibits
- p. Residential Sales Centre
- q. Restaurants
- r. Row Housing
- s. Specialty Food Services
- t. Stacked Row Housing
- u. Fascia On-premises Signs
- v. Freestanding On-premises Signs
- w. Projecting On-premises Signs
- x. Temporary On-premises Signs

4. Development Regulations

- a. Prior to the issuance of a Development Permit, except for Development Permits for demolition, excavation, shoring or signage, any additional Environmental Site Assessment work and an updated Remedial Action Plan, as required by the Development Officer, shall be submitted and reviewed to the satisfaction of the Development Officer in consultation with City Planning (Environmental Planner). The Development Officer shall impose any conditions necessary, prior to the release of the drawings for Building Permit review, to ensure that the Site is suitable for the full range of uses contemplated in the Development Permit application.
- b. The maximum Floor Area Ratio of any development shall be 3.0.
- c. The maximum Density shall be 300 Dwellings/ha.
- d. The maximum Height shall be 6 storeys or 23.0 m.
- e. No Front, Rear, or Side Yards are required.
- f. A 2.0 m building Setback shall be provided at the Rear of a building. Landscaping shall be provided within the 2.0 m building Setback to provide an improved appearance of the Lane.
- g. No Amenity Area is required.
- h. Apartment Housing with Commercial Uses on the ground floor shall have access at Grade that is separate from the Commercial premises.
- i. Access to vehicular Parking Garages or parking areas shall only be from an abutting Lane.
- j. Loading, storage, and trash collection areas shall be located in such a manner to be screened from view from adjacent sites and public roadways in accordance with the provisions of Section 55 of the Zoning Bylaw. If the Rear or Sides of a Site are used for surface vehicular parking, it shall be screened in accordance with the provisions of Section 55 of the Zoning Bylaw.
- k. Underground driveway ramps for Apartment Housing, Stacked Row Housing and Row Housing developments must not exceed a slope of 6% and the ramp must be at Grade at the property line, to the satisfaction of the Development Officer in consultation with the Transportation Department.
- l. No surface vehicular parking areas are permitted abutting any public

roadway, other than a Lane.

- m. Vehicular and Bicycle Parking for all Uses shall be in accordance with Section 54 of the Zoning Bylaw.
- n. Secure indoor Bicycle Parking for residents and outdoor visitor Bicycle Parking will be required for Residential developments. The number of stalls required and the location of Residential and visitor Bicycle Parking shall be to the satisfaction of the Development Officer in consultation with the Transportation Department.
- o. The owner shall submit a market value appraisal for the subject Site at the time of the submission of a Development Permit application for the purposes of determining the amount of the redevelopment levy that applies to the Site. The appraisal will estimate the market value of the subject Site, based on the highest and best use of the land, as if vacant, and with the effective date of valuation being within 30 days of Development Permit application. The appraisal report must be reviewed and accepted by the Appraisal Section of Corporate Properties. The redevelopment levy shall be an amount representing 8% of the estimated market value of the Site, as if vacant, and shall be paid to the City of Edmonton as a condition of the Development Permit approval and prior to the release of drawings for Building Permit review. All redevelopment levies collected will be used to fund the acquisition of public park space as identified in the Central McDougall/Queen Mary Park Area Redevelopment Plan.
- p. The owner shall be responsible for the costs of the required streetscape improvements to the portion(s) of road right(s)-of-way abutting a Site (from private property line to the new curb) that are identified by the 105 Avenue Corridor Study, and/or identified by the City Planning Branch and the Integrated Infrastructure Services Department as part of the development. These costs shall be paid to the City of Edmonton as a condition of the approval of a Development Permit. These streetscaping improvements may include, but are not limited to, new sidewalks, streetlights, boulevard landscaping, boulevard trees, street furniture, and/or the relocation of utilities underground.
- q. The owner, when deemed necessary by the Development Officer, shall be responsible for analyzing a portion of the sewer system affected by the development Site to determine sewer servicing and upgrading requirements to the satisfaction of the Development Officer in consultation with the City Planning Branch. In addition, costs for relocating/abandoning sewer lines as a result of street/lane closures will be the responsibility of the owner.

- r. All mechanical equipment, including roof mechanical units, shall be concealed by screening in a manner compatible with the architectural character of the building or concealed by incorporating it within the building.
- s. The owner shall submit a Crime Prevention Through Environmental Design (CPTED) Assessment that shall be reviewed and accepted by the Development Officer prior to the issuance of a Development Permit to ensure that development on the Site provides a safe urban environment in accordance with the guidelines and principles established in the Design Guide for a Safer City.
- t. Signs shall comply with the regulations in Schedule 59B of the Zoning Bylaw.
- u. Prior to the issuance of a Development Permit for the construction of a principle building within this Provision, the Development Officer shall ensure that a signed agreement has been executed between the City and the Owner, requiring the Owner to provide to the City the option to purchase 5% of the proposed number of residential Dwellings at 85% of the market price or pay the equivalent cash in lieu to the City.

5. Regulations for Commercial Uses

- a. Restaurants shall be less than 100 occupants and 120 m² of Public Space.
- b. Specialty Food Services shall be less than 100 occupants and 120 m² of Public Space.

6. Urban Design Regulations

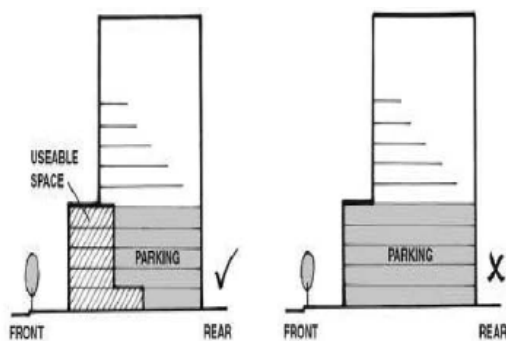
- a. Where the ground (first) floor of any development is designed for Commercial Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 2.5 m, only to accommodate street related activities such as sidewalk cafés, colonnades, arcades, or plazas. The 2.5 m building Setback shall not be used exclusively for Landscaping.
- b. Where the ground (first) floor of any development is designed for Residential Uses, the building shall be constructed to the Front property line. The Development Officer may allow a building Setback from the Front property line of up to 4.5 m, only to provide physical separation from the abutting street for the Dwelling units provided this Setback accommodates patios, courtyards, terraces, or other private amenity space directly associated with the abutting Dwelling unit. The 4.5 m

building Setback for Residential Uses shall not be used exclusively for Landscaping. All buildings shall include design elements such as, but not limited to, articulation of the façade, the use of recessions and projections such as canopies, bay windows, and entrance features, and architectural features such as cornices, sign bands, pilasters, and parapets to reduce the perceived mass of the building, add architectural interest, and to promote the pedestrian scale of the abutting street.

- c. No portion of an above Grade Parking Garage on the ground (first) floor shall be allowed for a minimum depth of 10.0 m from any building façade facing a public roadway, other than a Lane, as illustrated in the Explanatory Note provided below.
- d. No portion of an above Grade Parking Garage above the ground (first) floor shall be allowed for a minimum depth of 6.0 m from any building façade facing a public roadway, other than a Lane, as illustrated in the Explanatory Note provided below.

Explanatory Note

Community identity, stability of ownership, and residential character all require that a relationship be developed between residents, businesses, and the neighbourhood. Minimum setbacks for useable space, separating aboveground parking from the front of a building, provides an opportunity for a range of building uses that bind people more fully to the community and thereby contribute to the character and identity of an area. The following graphic representation provides a possible conceptual application of these regulations [(c) and (d)] for interpretive purposes.



- e. Buildings shall address all adjacent public roadways, other than Lanes, with individual entrances that are clearly visible to lend a sense of occupancy to the street. Buildings on corner Sites shall address both the street and avenue and shall distinguish the street intersection to give it prominence.

- f. Where a Dwelling unit is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk.
- g. Where a Commercial Use is provided at ground level abutting a public roadway, other than a Lane, the principal entrance to the unit shall have direct external access to the adjacent public sidewalk. A minimum of 50% of the ground (first) floor level portion of the façade abutting a public roadway, other than a Lane, shall be comprised of clear, non-reflective glazing to promote pedestrian interaction and safety.
- h. At least 80% of the floor elevation of the ground (first) floor shall be no higher than 1.0 m above the mean Grade of the adjacent public sidewalk, at the property line.
- i. Any building with a single wall length greater than 15.0 m visible from a public roadway shall comply with the following:
 - i the building façade shall include design elements, materials, and articulation that reduce the perceived mass of the building façade and add architectural interest.
- j. Blank walls (with or without windows) of vehicular Parking Garages shall not be developed adjacent to, or visible from, any public roadway.
- k. To ensure a high standard of development, building design plans shall be submitted with a Development Permit application. Such plans shall be to the satisfaction of the Development Officer and shall include details of overall site layout, exterior building treatment and colour scheme, perimeter and internal landscaping, fencing and screening, and surface vehicular parking layout.
- l. The finishing of the first 3 Storeys of any development shall consist of materials such as glass and glazed window wall systems, brick, stone, architectural concrete, and/or pre-cast coloured concrete.
- m. The use of stucco as a finishing material is not permitted within the first 3 Storeys of any development. The use of stucco within the portion of any development above 3 Storeys shall be limited to a maximum of 15% of the exterior surface area of the portion of any development above 3 Storeys.
- n. Development on a Site shall incorporate functional and decorative lighting to enhance the appearance of the building during the winter months.

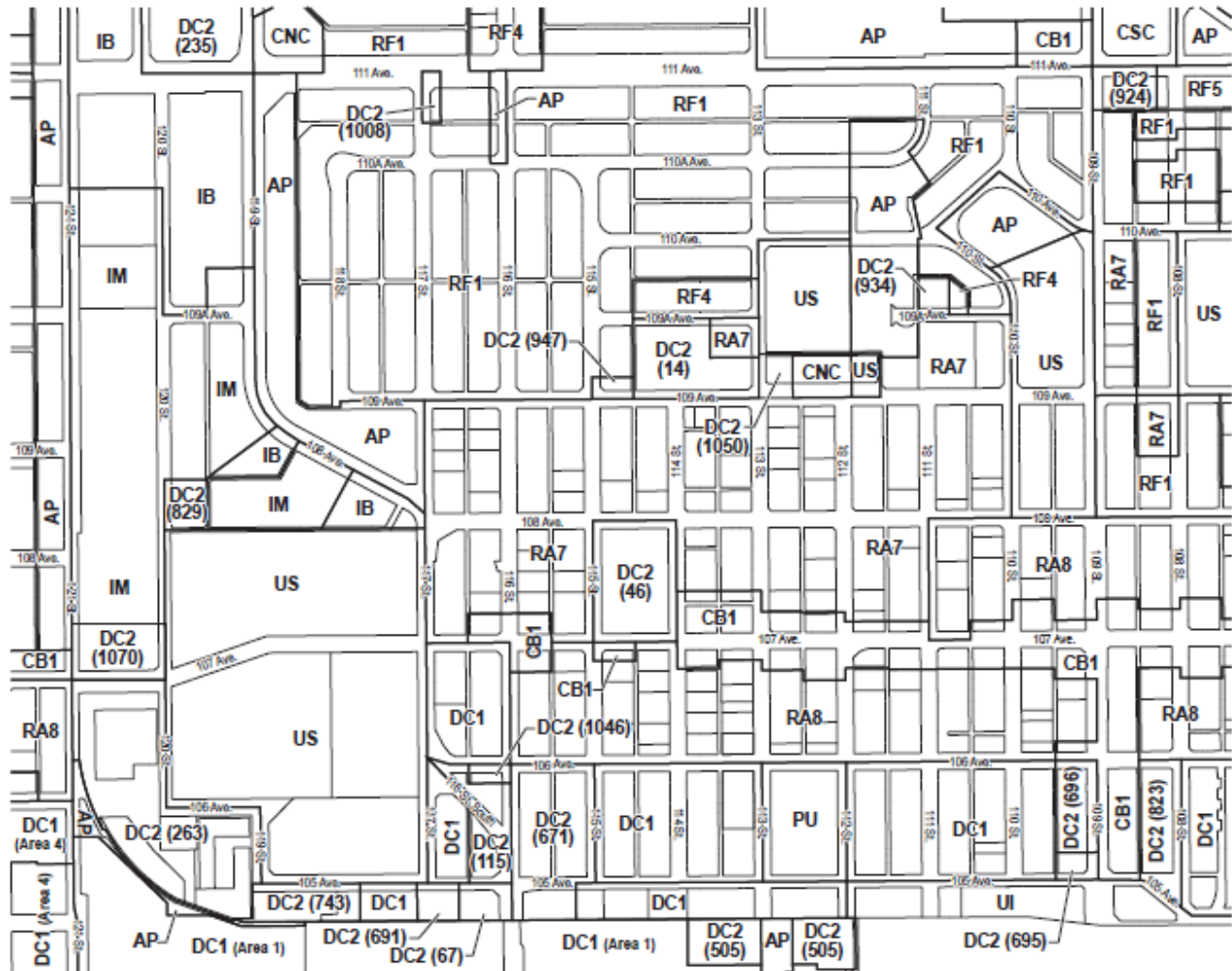
- o. Where Commercial Uses are developed on the ground (first) floor of a building that is built to the Front property line, weather protection in the form of a canopy at least 2.0 m wide or any other method suitable to the architectural style of the building or street theme, shall be provided one Storey above sidewalk level to provide a comfortable environment for pedestrians.
- p. Buildings shall be designed through their massing and location, to avoid adverse microclimatic effects such as wind tunnelling, snow drifting, rain sheeting, shadowing, and loss of sunlight, both on and off-site. The Development Officer may require the submission of a Wind Impact Statement or Study, and/or a Sun Shadow Impact Study to determine that proposed development achieves these objectives.
- q. Main building entrances for any Use shall be designed for universal accessibility. Level changes from the sidewalk to entrances of buildings shall be minimized. Sidewalk furniture and other elements shall be located out of the travel path to ensure they are not obstacles to building access.

7. Development Guidelines

- a. Apartment Housing developments in this Precinct should incorporate 100 percent visitability and 10 percent adaptable suites to ensure universal accessibility.
- b. Where feasible, developments should provide gardens or patios on the top of the podium level and building rooftops to improve rooftop aesthetics and provide additional amenity space to the satisfaction of the Development Officer.
- c. Development in this Precinct should utilize infrastructure practices and site designs that reduce the consumption of water, energy, and materials consistent with Leadership in Energy and Environmental Design (LEED) accreditation.
- d. Landscaping of Sites in this Precinct should consider the use of plant materials that provide colour throughout the year to enhance their appearance during the winter months.
- e. A variety of residential housing forms should be encouraged throughout this Precinct to support an enhanced pedestrian environment.
- f. The redevelopment and/or renovation of existing buildings in this Precinct should address the adjacent street with frontage that improves

the pedestrian environment.

Map 12 - Queen Mary Park - Zoning



Zones

RF1	Single Detached Residential District	IB	Industrial Business District
RF4	Semi Detached Residential District	IM	Medium Industrial District
RA7	Low Rise Apartment District	US	Urban Services District
RA8	Medium Rise Apartment District	PU	Public Utility District
CNC	Neighbourhood Convenience Commercial District	AP	Public Parks District
CB1	Low Intensity Business District	DC2	Site Specific Development Control District



(Bylaw 18917, July 15, 2019)

IMPLEMENTATION

IMPLEMENTATION SCHEDULE

- *Implementation of the Central McDougall and Queen Mary Park Area Redevelopment Plan will require commitments and resources from residents, various community organizations, local businesses and the City of Edmonton. The Plan promotes partnerships where possible to capitalize on resources and expertise.*
- *The roles and responsibilities of these respective players are briefly summarized below.*

1. Community Leagues and Other Community Organizations

The community has a key role to play in the successful implementation of this Plan. Their biggest challenge is to build a strong volunteer base and work with community organizations to take on, and resolve, a diverse range of community concerns. As residents work together, they are often surprised at their own self reliance, capability and expertise at solving many of their own problems.

The Plan calls for the continued involvement of the community in addressing various housing issues, implementing crime prevention initiatives, coordinating community development actions and providing recreation programs.

2. Avenue of Nations Business Association and Local Businesses

The Plan proposes that the Avenue of Nations Business Association prepare and implement a business development plan and marketing strategy specifically for 107 Avenue. Other actions, which will require the participation of local businesses, include improvements to streetlighting and the cleanliness of the streets and sidewalks, and the installation of culturally-themed street furniture.

3. Grant MacEwan Community College and NAIT

The Plan encourages Grant MacEwan Community College to continue its community outreach efforts in the area of recreational programs. The Plan also encourages Grant MacEwan Community College to develop sports fields and recreation facilities on their vacant lands west of 109 Street and allow community use of those

facilities. The Plan proposes that the community work with NAIT and other organizations, such as the Mennonite Central Committee, to purchase, renovate, and resell older single family houses in Central McDougall and Queen Mary Park.

4. The City of Edmonton

The City, through the annual work programs and operating budgets of its various Departments, as well as its 5 year Capital Priorities Plan, will play a significant role in the implementation of the Area Redevelopment Plan.

Most of the civic actions will be implemented in large part over the next 5 years, 1997-2002. Some of the actions proposed in the Plan are already underway. The Community Services Department is now working on a recreational needs assessment for Central McDougall. The Transportation and Streets Department has also been preparing the traffic and parking management plans for both the Central McDougall and Queen Mary Park neighbourhoods concurrently with the preparation of this Plan.

The City Departments that will be involved in implementation and their responsibilities are:

- a) **Planning and Development** (*Bylaw 12925, January 9, 2002*) - amend the Land Use Bylaw to change the zoning in the two neighbourhoods; review development applications for the Prince of Wales Armoury site; assist in the review and updating of a business plan for 107 Avenue and provide urban design services for improvements to 107 Avenue.

Sustainable Development 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:

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 circulation of the proposed Plan amendment and notification to the affected property owners and the Community League."*

- b) **Community Services** - undertake a recreational needs assessment for Central McDougall; prepare a needs assessment for the Central McDougall Community League

hall; work with local schools to provide recreational programs; assist in the establishment of an Umbrella Organization and an Information and Referral Centre for community services.

- c) **Transportation and Streets** - complete and implement traffic management plans for Central McDougall and Queen Mary Park; replace the 109 Street tunnel and 101 Street underpass with at grade roadways; develop pedestrian and bicycle network.
- d) **Asset Management and Public Works** - implement roadway and streetscape improvements to 107 Avenue; undertake various actions to improve management and maintenance of rental properties.
- e) **Edmonton Police Services** - with the assistance of the community, complete Safety Audits for problem areas; give crime prevention/ personal safety seminars; organize Neighbourhood Watch programs in each neighbourhood; establish a community police station in Central McDougall; provide foot and bicycle patrols along 107 Avenue.

Plan Budget and Financing

Funds to implement the Central McDougall / Queen Mary Park Area Redevelopment Plan will come from the following sources:

- 5 Year Capital Priorities Plan
- Departmental Annual Operating Budgets and Work Programs
- Business Revitalization Zone Levy
- Local Improvement Levy
- Community Fundraising
- Provincial Grants
- Redevelopment Levy

Most of the actions identified in this Plan will not require additional funding from the City, but can be implemented through existing departmental operating budgets and work programs.

Bylaw 13839, June 21, 2005