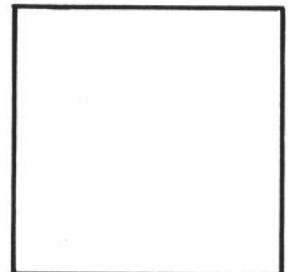


MONTROSE SANTA ROSA

AREA REDEVELOPMENT PLAN

BYLAW NO.6767 JANUARY, 1983

OFFICE CONSOLIDATION, May 2017



Montrose/Santa Rosa Area Redevelopment Plan

Bylaw 6767

Adopted on January 11, 1983

Office Consolidation, May 2017

Prepared by:

*City Planning Branch
Sustainable Development
City of Edmonton*

Bylaw 6767 (as amended) was adopted by Council in January 1983. In January 2016, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original Bylaw 6767.

Bylaw 6767	Approved January 11, 1983 (To adopt the Montrose-Santa Rosa ARP)
Bylaw 7430	Approved January 24, 1984 (Redevelopment Levy deleted)
Bylaw 9258	Approved April 10, 1990 (Policy changes necessitated by Northlands ARP)
Bylaw 10091	Approved May 11, 1992 (Amendment to Objective 1.12)
Bylaw 10825	Approved July 18, 1994 (Policy changes resulting from interim parking for Coliseum Events)
Bylaw 11314	Approved November 18, 1996 (Policy changes resulting from an additional parking area for Coliseum Events)
Bylaw 12801	Approved May 30, 2001 (Land use policy changes for conformity to new Zoning Bylaw)
Bylaw 12925	Approved January 9, 2002 (Various policy changes)
Bylaw 13734	Approved June 15, 2004 (Amendment to Policy 1.11)
Bylaw 13771	Approved August 25, 2004 (Amendment to Policy 1.21, Schedule I and Schedule I7)
Bylaw 15738	Approved May 2, 2011 (Amendment to Schedule C and Schedule I7)
Bylaw 16330	Approved February 4, 2013 (Amendment to Schedule I, Industrial Business Area, and Schedule I.7 maps)
Bylaw 17108	Approved January 25, 2016 (Amendment to Section 6 Urban Service District)
Bylaw 17990	Approved May 8, 2017 (Amendment to Schedule 1 – Medium Industrial Area, and Schedule 1.7 maps)

Editor's Note:

This is an office consolidation edition of the Montrose-Santa Rosa Area Redevelopment Plan, Bylaw 6767, as approved by City Council on January 11, 1983. This edition contains all subsequent amendments and additions to Bylaw 6767. For the sake of clarity, new maps and a standardised format were utilised in this Plan. All names of City departments have been standardised to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original Bylaws. In case of uncertainty, the reader is advised to consult the original Bylaws, available at the office of the City Clerk.

Sustainable Development

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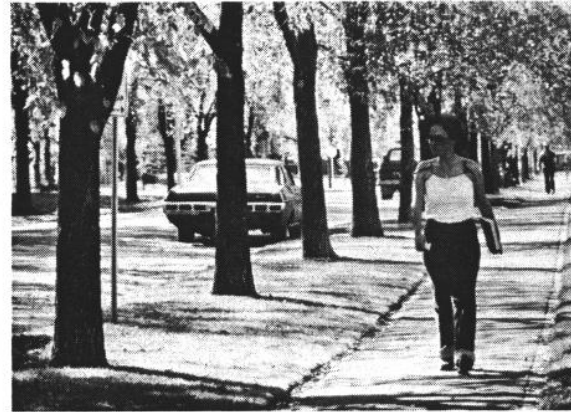
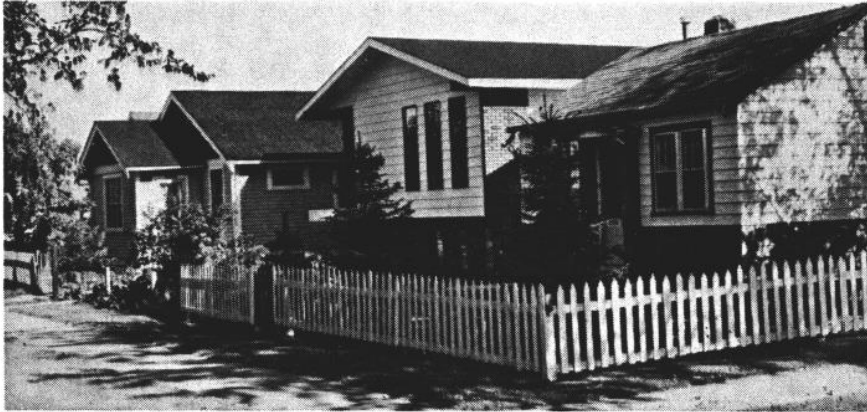
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Section 1.0

PREAMBLE



Section 1.0

PREAMBLE

1.1 Planning Framework

Sections 65, 66 and 67 of the Planning Act, Revised Statutes of Alberta, chapter P-9 provide for a Municipal Council to designate a redevelopment area and to adopt an Area Redevelopment Plan by Bylaw. The purpose of an Area Redevelopment Plan is to provide a direction for the orderly redevelopment of an older neighbourhood. Being an integral part of the hierarchy of statutory plans, an Area Redevelopment Plan must conform to all legislation previously enacted or obtain amendments when necessary. That legislation, in this case includes the Edmonton Regional Plan and the General Municipal Plan.

The Regional Plan designates the Montrose/Santa Rosa area as "General Urban" which accommodates the land use proposals contained in the Montrose/Santa Rosa Area Redevelopment Plan. Regarding inner city neighbourhoods, the General Municipal Plan sets out the following objective: 2.A.g to "create conditions which will encourage the rejuvenation of established neighbourhoods through rehabilitation of existing housing stock and small scale redevelopment, while preserving the essential character of these neighbourhoods as desirable family areas."

Montrose/Santa Rosa is an inner city neighbourhood and therefore policies and objectives contained in the General Municipal Plan regarding established neighbourhoods are refined and implemented through the Montrose/Santa Rosa Area Redevelopment Plan. Specifically these policies and objectives are outlined as follows along with their respective reference numbers:

Growth Strategy

B.5 Increasing compactness of residential development.

B.6 Priority on existing developed areas for:

- a) accommodating growth in order to better utilize existing services and infrastructure; and
- b) improving services where necessary.

D.13 Priority upon improving the quality of the environment.

Objectives and Policies

5.B To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas.

- 5.B.6 To establish density nodes around L.R.T. stations.
- 6.A.4 To encourage the development of intensive mixed-use employment nodes at L.R.T. stations.
- 6.G To stabilize, consolidate, and improve established strip commercial areas, and accommodate a wide variety of commercial activities having due regard to the maintenance of the character and amenities of adjacent residential areas.
- 7.B To encourage the relocation and upgrading of obsolete or noxious industrial uses in the inner city.
- 8.D To minimize the impact of transportation on inner city communities.

1.2 An Area Redevelopment Plan for Montrose/Santa Rosa

The Montrose/Santa Rosa neighbourhood was identified in the 1979 Selection Report (prepared by the Planning Department for the purpose of selecting new areas for neighbourhood planning) as a high priority area for the Community Services Programme. The Programme was jointly funded by the federal, provincial and civic governments. Consequently, on 1979 10 16, City Council directed the administration to apply to the Province for funding under the Community Services Programme and in conjunction with the Programme, prepare a community plan for Montrose/Santa Rosa. The application was approved by the Province in February, 1980 and the preparation of an Area Redevelopment Plan began in May, 1980.

On 1985 11 26, City Council approved the Terms of Reference for the Northlands Area Redevelopment Plan (ARP) and defined an area of study which included portions of the Montrose/Santa Rosa ARP area. As a result of the Northlands ARP planning process, amendments were required to the Montrose/Santa Rosa ARP.

*Bylaw 9258
April 10, 1990*

1.3 Definition of Plan Area

The Montrose/Santa Rosa neighbourhood is located in the northeast sector of Edmonton, bounded on the east by 58 Street, on the west by the L.R.T. track and 73 Street, on the south by 118 Avenue, and on the north by Yellowhead Trail. The south side of 118 Avenue is also included in the Plan area so that both sides of the avenue can be dealt with as a unit. Schedule "A" shows the location of the neighbourhood.



1.4 Plan Process and Public Participation

Recognizing the value of public input during the plan process the Montrose/ Santa Rosa plan team endeavored to involve interested members of the public via the establishment of a Citizen Liaison Committee. The Montrose/Santa Rosa Active Citizens Committee (M.A.C.) was established under the auspice of the Montrose Community League to facilitate public involvement for the development of the Area Redevelopment Plan. The M.A.C. Committee was charged with assisting and advising the Planning Department in identifying needs and issues in the neighbourhood and suggesting actions that should be included in the Plan. Regular meetings were held with the M.A.C. Committee throughout the entire plan process and public meetings involving the whole community were held at critical stages of the plan process such as issue identification and review of the draft plan.

As the first step toward developing the Area Redevelopment Plan, a Community Profile Report was prepared in July, 1980 to present a variety of factual information pertaining to Montrose/Santa Rosa. Subsequent to the Profile Report, a community questionnaire and two workshops were conducted to identify needs and issues confronting the community. The issues were finalized in December, 1980 and an Issue Report was presented to Council as information.

Based upon the issues, objectives for the plan area were defined and alternative strategies to achieve the objectives were developed. The alternative strategies were discussed with the local public and a working paper was prepared outlining the major proposals and strategies. The working paper was reviewed by local businessmen, industrialists, community groups, and the administration.

1.5 Plan Format

The Montrose/Santa Rosa Area Redevelopment Plan is intended to facilitate the presentation of a series of objectives along with the policies and recommended actions developed to achieve them. Policies are organized in four categories: land use, transportation, recreation, and municipal services. They range from general to specific, applying to the entire or a portion of the plan area.

This document is one part of a three part series. The Background Report includes supplemental material, statistics and historical information on the Montrose/Santa Rosa plan area. The implementation document outlines all actions the Civic Departments are required to undertake to implement the plan.

1.6 The Neighbourhood of Montrose/Santa Rosa

Montrose/Santa Rosa had a population of 3,336 in 1979 living in 1,290 households. This represents an average household size of 2.58 persons. The total population of the neighbourhood has been declining steadily over the past ten years from 4,542 in 1969 to 3,336 in 1979. This represents an average decline of 2.7% per year. In terms of age composition of the, overall population, like most inner-city communities, Montrose/Santa Rosa has a high percentage of senior citizens (13%) and a low percentage of people under 20 years of age (26%) compared to the City average (30%).

The neighbourhood has an area of approximately 90 hectares made up of a variety of land uses. The residential component accounts for 50% of the area and is characterized by older single detached family housing. Industrial activities are the

second major land use occupying 18% of the community. The industries are located in the northwest sector of the neighbourhood and are designated as heavy and medium industrial districts in the Land Use Bylaw. Commercial land uses range from highway oriented commercial to neighbourhood convenience stores. Most of the commercial establishments are located near the Coliseum and along 118 Avenue.

In selecting Montrose/Santa Rosa for an Area Redevelopment Plan area, the area was considered to be a potentially stable residential neighbourhood that was encountering land use incompatibilities, redevelopment pressures and moderate need for environmental improvement. The land use incompatibilities are caused by conflicts between the residential area within the neighbourhood and the industrial area within and around Montrose/Santa Rosa. The redevelopment pressures are related to Northlands Coliseum and the Coliseum Light Rail Transit station. There are also a number of roadway improvements which would affect the neighbourhood. These include the future extension of the Capilano Freeway, the eventual completion of Yellowhead Trail and the widening of 118 Avenue.

1.7 Issues

Five major issues confronting Montrose/Santa Rosa were identified. They are as follows:

1. **Land Use** - The Montrose/Santa Rosa industrial area is perceived by community residents and the Planning Department as an incompatible land use with the adjacent residential area. This incompatibility stems from the fact that many of the industries are poorly maintained and have unsightly storage areas. Also, there is redevelopment potential for the vacant Burns site and the commercial area adjacent to the Northlands Coliseum because of their proximity to the Coliseum Light Rail Transit station and the Northlands Coliseum. There is also development potential for the vacant land along the Yellowhead Trail. However, concern has been expressed by community residents that Montrose/Santa Rosa should be maintained as a low density residential area.
2. **Transportation Conflicts** - Nonresident parking and traffic congestion related to the Coliseum are identified as major transportation problems. This is particularly evident in the area west of 66 Street. Traffic short-cutting through the residential areas on 119 Avenue, 121 Avenue, 122 Avenue and 59 Street was also raised by residents. Another transportation issue is the need to address the problem of dangerous roadways and intersections identified by the community. Negative impact of major highways (Yellowhead Trail and Capilano Freeway) adjacent to the neighbourhood were also pointed out as issues to be addressed in the Plan.
3. **Declining School Enrollments** - Over the last ten years, school enrollment in Montrose/Santa Rosa has declined steadily. As a result, both schools in the neighbourhood are currently operating well below their capacities. If this trend continues, it may force the closure of one or both of the schools. Community residents and the Planning Department feel that the two schools are assets to the neighbourhood. The closure of one or both of the schools would negatively affect the community because Montrose/Santa Rosa might be less attractive to potential homebuyers with school age children. As well, the two schools serve as a focal point for the community.

4. **118 Avenue Commercial Strip** - The 118 Avenue commercial strip adjacent to Montrose/Santa Rosa is visually unattractive, underutilized and declining in its role as a local shopping area. In addition, parking facilities are deficient in most of the existing commercial establishments and pedestrian safety along 118 Avenue is a major concern. In order to deal with 118 Avenue in a complete fashion, the south side of the avenue is included in the plan area.
5. **Community Security** - Residents in the neighbourhood have indicated petty crimes and vandalism are common problems throughout the area. This issue cannot be dealt with within the scope of an area redevelopment plan bylaw. However, by addressing the other issues, the problem of community security may be partially alleviated.

1.8 Goals

Based on the identified issues and potentials of the neighbourhood, the following overall goals have been developed:

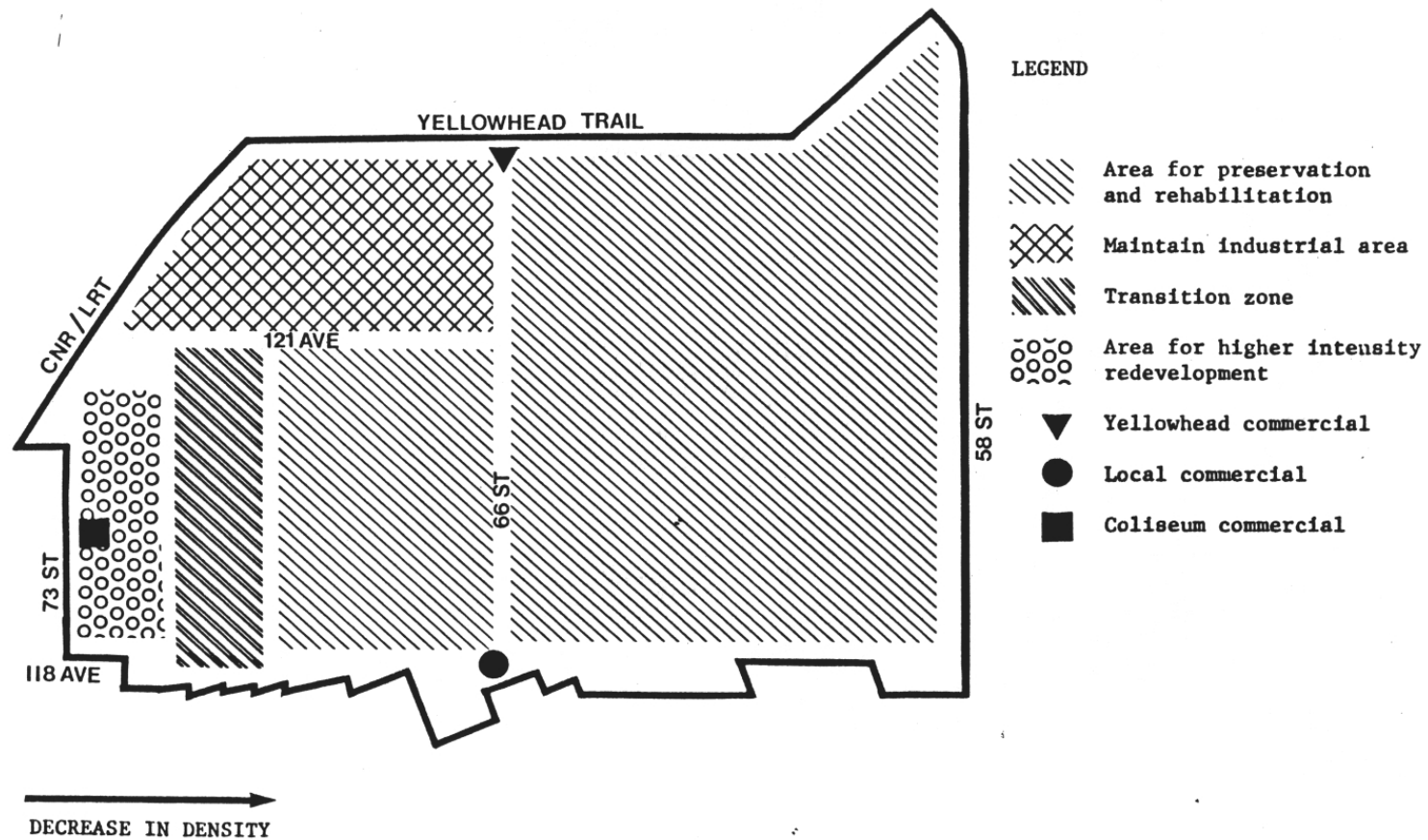
1. To maintain Montrose/Santa Rosa as a stable family oriented residential neighbourhood.
2. To preserve the low density residential character of the neighbourhood while accommodating redevelopment activities related to the Coliseum L.R.T. station and Capilano Freeway.
3. To provide higher density housing development or redevelopment in the vicinity of the Coliseum Station to facilitate greater usage of the L.R.T.
4. To minimize conflicts between various types of land uses within and around the neighbourhood.
5. To provide a variety of housing types, with a strong emphasis on family housing.
6. To manage traffic and parking in the community, particularly nonresident parking generated by the Northlands Coliseum, Exhibition Grounds and Commonwealth Stadium.
7. To improve and consolidate commercial development along 118 Avenue in order to better serve the surrounding neighbourhoods.
8. To provide opportunities to improve the safety and security of the neighbourhood.
9. To ensure a sufficient level of municipal services including parks and recreation space in the community.
10. To provide detailed direction to implement the policies of the General Municipal Plan pertaining to Montrose/Santa Rosa.

1.9 Overall Development Concept

The overall development concept for Montrose/Santa Rosa is based upon the existing land use pattern, transportation system, city policies, development trends and general planning principles. The concept is to focus higher intensity development near the Coliseum Light Rail Transit station and arterial roads, while preserving and rehabilitating the remainder of the neighbourhood for low-density residential land uses. The intensity of development would decrease from high to moderate to low eastward from Northlands Coliseum. The industrial sector in Montrose/Santa Rosa would be reduced in size and intensity to minimize conflict with the neighbouring residential area. Commercial developments will be consolidated to form three major commercial nodes. The area adjacent to 73 Street and 72 Street will provide business offices and commercial establishments that cater to Northlands Coliseum. The area around the 66 Street/Yellowhead Trail intersection will be designated for commercial development relating to Yellowhead Trail and the industrial districts. The 118 Avenue commercial strip will be maintained and upgraded for local shopping needs.

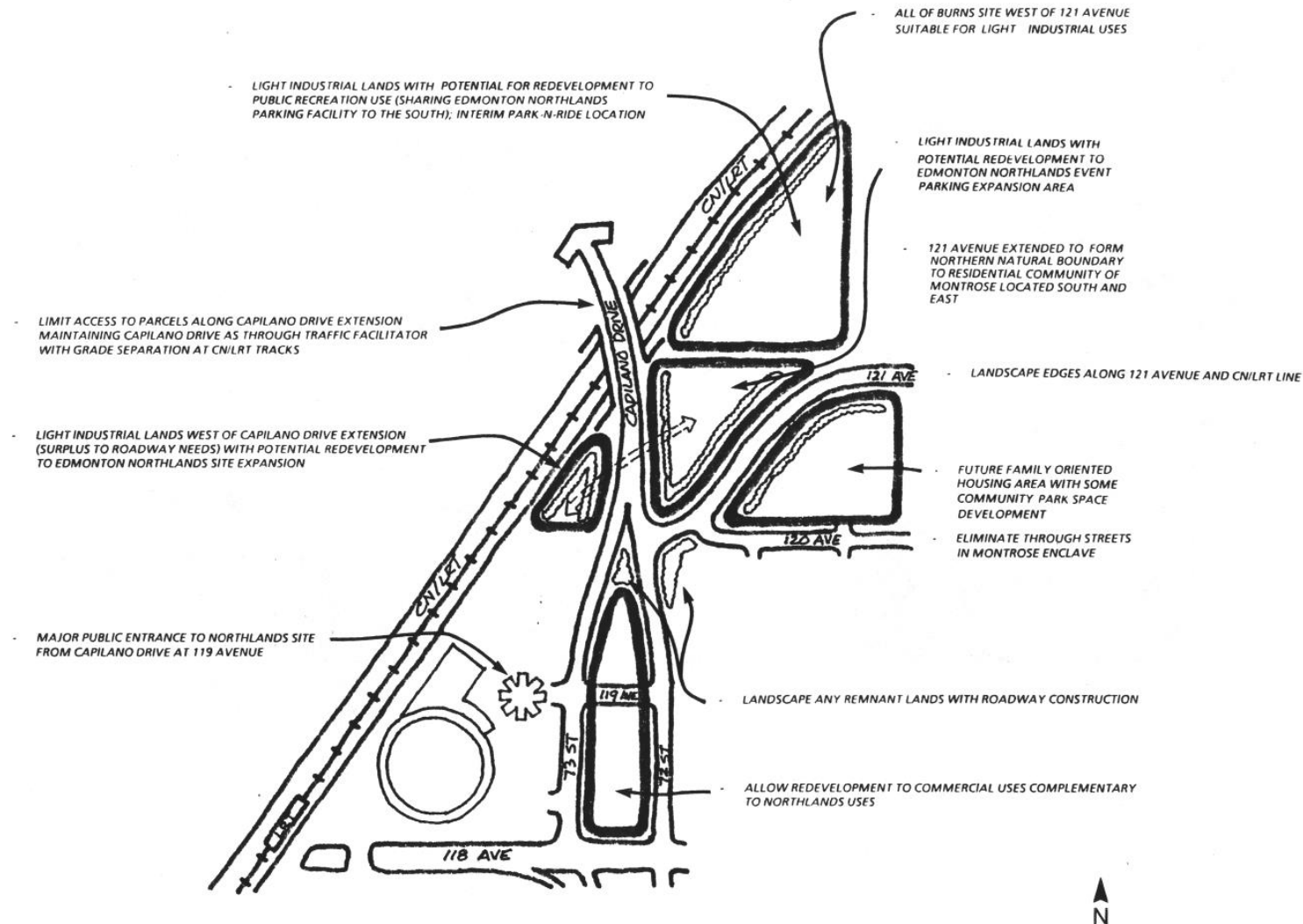
*Bylaw 9258
April 10, 1990*

The development concept for the portion of Montrose/Santa Rosa that is east and north of the existing Northlands site and includes the Burns site plus the two block area between 72 and 73 Street north of 118 Avenue to 120 Avenue is indicated in Schedule A.1



OVERALL DEVELOPMENT CONCEPT

Bylaw 9258
April 10, 1990



**SCHEDULE A.1 – MONTROSE-BURNS
DEVELOPMENT CONCEPT**

Section 2.0

LAND USE POLICIES



Section 2.0

LAND USE POLICIES

2.1 Introduction

The policies and interpretations stated in the following sections of the Montrose/Santa Rosa Area Redevelopment Plan shall apply to the entire Plan area as described in Schedule "A", except where stated otherwise.

For the purpose of this Bylaw, "Policy" shall mean the policy of Council with respect to all matters relating to the Montrose/Santa Rosa Plan Area.

Statements under the heading "Objective" provide the justification for the corresponding policies and are intended to assist in interpreting policy implications with respect to implementation or enforcement where this may be necessary.

Statements under the heading "Summary of Action" serve to identify the implementation and enforcement authorities charged with carrying out the Plan policies.

All drawings are included for illustrative purposes. Maps referred to as Schedules are included by law as part of the Plan Bylaw.

PLAN COMPONENT: LAND USE: GENERAL**POLICY NUMBER 1.1****It is the Policy of Council that:**

RESIDENTIAL COMPONENTS IN MONTROSE/SANTA ROSA BE INCREASED IN DENSITY IN SELECTED LOCATIONS AS DETAILED IN SUBSEQUENT POLICIES.

Objectives:

- To reinforce the residential land use component in Montrose/Santa Rosa.
- To halt declining population in Montrose/Santa Rosa.
- To provide additional housing near the L.R.T. station.

Summary of Action:

Specific actions are outlined in subsequent policies.

Explanations

- The General Municipal Plan provides direction for inner-city housing in Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas".
- Montrose/Santa Rosa has experienced population decline over the last ten years.
- This policy will provide opportunity for population increase in the neighbourhood.
- When Montrose/Santa Rosa was selected for the Community Services Programme, the area was considered to be a viable residential neighbourhood.

PLAN COMPONENT: LAND USE: GENERAL

POLICY NUMBER 1.2

It is the Policy of Council that:

FUTURE RESIDENTIAL DEVELOPMENT IN MONTROSE/SANTA ROSA WILL, WHERE POSSIBLE, PROVIDE FOR A MIX OF UNIT TYPES AS DEFINED BY SIZE, AMENITY SPACE, AND ACCESS. FAMILY-ORIENTED HOUSING WILL BE ESPECIALLY ENCOURAGED.

Objectives:

- To provide for a variety of housing accommodation close to the L.R.T. station through the introduction of a wide range of housing forms and densities.
- To encourage innovative designs with better integration into existing built forms of the neighbourhood.
- To reinforce the residential nature of the community.
- To encourage the development of family oriented housing.

Summary of Action:

The administration will encourage development applications which provide for family-oriented housing as well as applications which propose to provide a variety of unit types within individual developments.

Explanations

- Existing residential uses in the neighbourhood are mainly single family detached houses and walk-up apartments and do not provide a variety of housing accommodation.
- Today's lifestyle and economic climate demand a variety of housing accommodations.
- Family-oriented residential redevelopment is encouraged to help accommodate the housing demand of families with children and will ensure that future development here is compatible with the existing residential character of Montrose/Santa Rosa.
- This policy is consistent with General Municipal Plan Policy 5.B.1 which states that the City will "permit relatively higher density residential development to take place throughout the inner city, with an emphasis on family suitable housing".
- This policy is consistent with General Municipal Plan Policy 5.B.2 which states that the City will "encourage variety in the types and density of residential land uses accommodated in inner city areas".

PLAN COMPONENT: LAND USE: GENERAL**POLICY NUMBER 1.3****It is the Policy of Council that:**

A TRANSITION ZONE BE ESTABLISHED FROM 70 STREET TO 73 STREET BETWEEN 118 AVENUE AND 120 AVENUE, FOLLOWING THE DESIGN CONCEPT OUTLINED BELOW:

- (i) maximum building height and density shall occur in the area along 73 Street;
- (ii) building heights and densities shall decrease gradually eastward from 73 Street to 70 Street;
- (iii) commercial land uses shall decrease eastward from 73 Street to 70 Street;
- (iv) residential land uses shall increase eastward from 73 Street to 70 Street;
- (v) building heights and densities on 70 Street shall be compatible with existing residential character of 69 Street south of 120 Avenue.

Objectives:

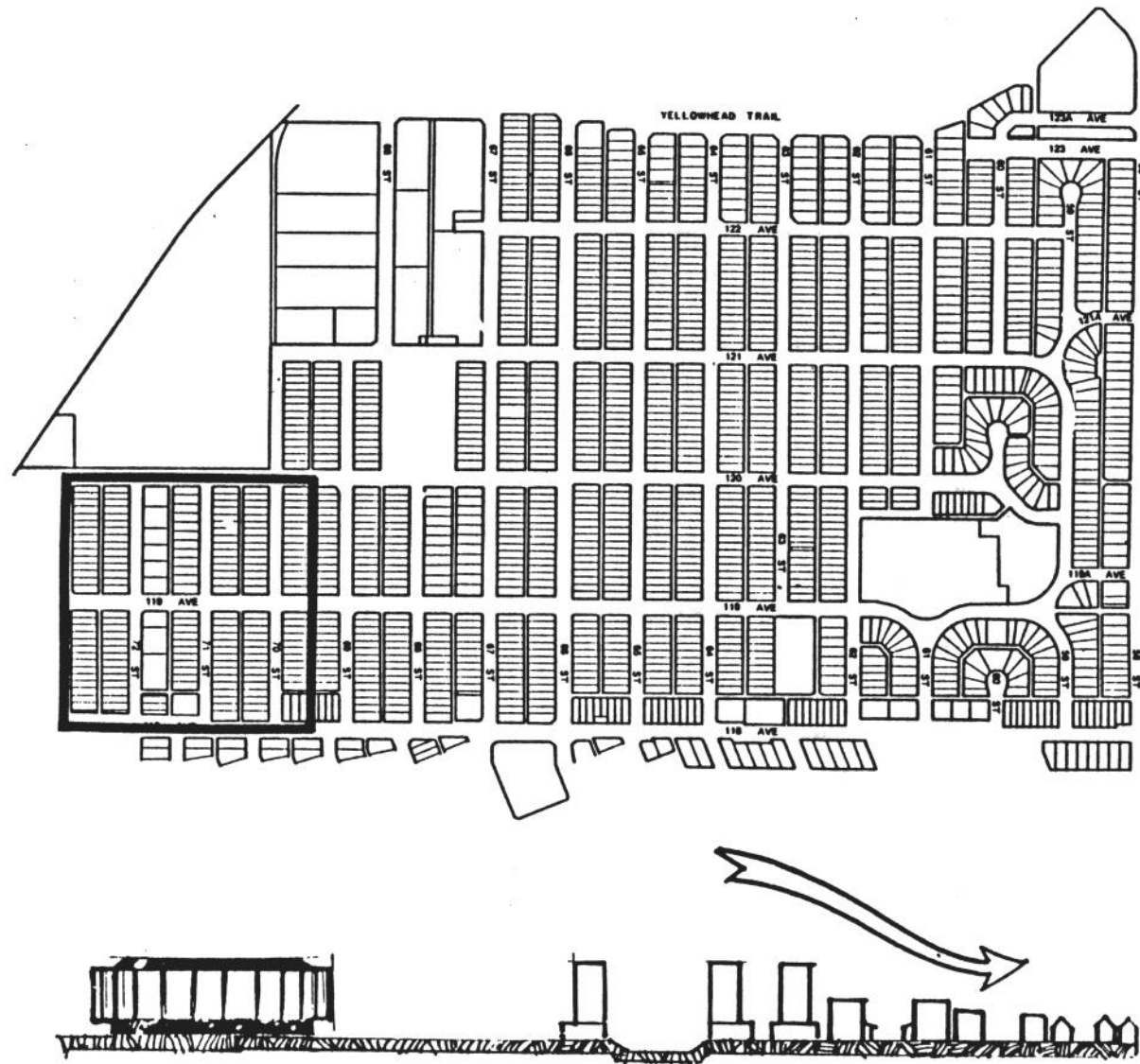
- To minimize the impact of Coliseum and Capilano Freeway related development on the existing residential neighbourhood.
- To allow for a controlled high intensity development which is sensitive to the impact of the Coliseum, Capilano Freeway, and L.R.T. station.

Summary of Action:

- The Development Officer will review development applications so as to apply the criteria outlined above.
- Specific actions to implement the transition zone are detailed in subsequent policies.

Explanations

- This policy will seek to balance the need for high intensity development and the desire to preserve the overall low-density character of Montrose/Santa Rosa.
- This area is appropriate for a transition zone due to the nature of its existing condition: the areas along 73 and 72 Streets are composed of a mixture of industrial - and highway-oriented commercial uses. The areas along 71 and 70 Streets are mainly single-family detached housing. Most of the houses there are owned by absentee landlords and in relatively poor condition.
- The criteria set out in this policy will establish the general framework for the creation of a transition zone as directed by the General Municipal Plan in Policy 5.B.6: "The City will, as part of the District Planning process and Area Redevelopment Plan process, utilize the following guidelines when recommending the establishment of density nodes:
 - (a) an increase in the density of development should be limited to a radius of 365 metres or 3 blocks, whichever is greater, from the centre of a L.R.T. station;
 - (b) development within the area described in (a) should reflect a transition between the centre and edge..."



DECREASING HEIGHT AND DENSITY

PLAN COMPONENT: LAND USE: GENERAL**POLICY NUMBER 1.4***Bylaw 9258
April 10, 1990*

Deleted.

PLAN COMPONENT: LAND USE: GENERAL

POLICY NUMBER 1.5

*Bylaw 9258
April 10, 1990*

Deleted.

PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.6****It is the Policy of Council that:**

THE CITY WILL ENDEAVOUR TO FIND AND DEVELOP SUITABLE SITES FOR COMMUNITY HOUSING WITHIN MONTROSE/SANTA ROSA.

Objective:

- To provide housing opportunity for all sectors of Edmonton's population within Montrose/Santa Rosa.

Summary of Action:

Council will instruct the Real Estate and Housing Department to implement this policy in their future development of community housing in inner city neighbourhoods.

Explanations

- There are presently few publicly-supported housing projects in Montrose/ Santa Rosa.
- The General Municipal Plan and the 1980 Annual Housing Report support the provision of Community Housing in the inner city.

PLAN COMPONENT: LAND USE: RESIDENTIAL

POLICY NUMBER 1.7

It is the Policy of Council that:

PRINCIPLES OF CRIME PREVENTION THROUGH URBAN DESIGN BE INCORPORATED IN FUTURE MEDIUM AND HIGH DENSITY RESIDENTIAL PROJECTS. SPECIFICALLY THE FOLLOWING SHOULD BE ENCOURAGED:

- (i) designs which assign outdoor space to small and homogeneous user groups for their own use and control.
- (ii) design of outdoor space that can be easily defined.
- (iii) design of exterior spaces which can be surveyed from dwelling interiors.
- (iv) design of dwelling entries along streets so that the street will seem to be part of the residential environment.

Objective:

- To inhibit and reduce thefts and break-ins in Montrose/Santa Rosa through the use of innovative housing design that incorporate principles of crime prevention.

Summary of Action:

The Development Officer will take this policy into consideration while approving development applications.

Explanation

Residents in Montrose/Santa Rosa have indicated petty crimes such as theft and break-ins are common problems in the neighbourhood.

PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.8****It is the Policy of Council that:**

FUTURE DEVELOPMENT ON EITHER SIDE OF 71 STREET BETWEEN 118' AVENUE AND 120 AVENUE WILL BE IN THE FORM OF LOW RISE APARTMENT.

Objectives:

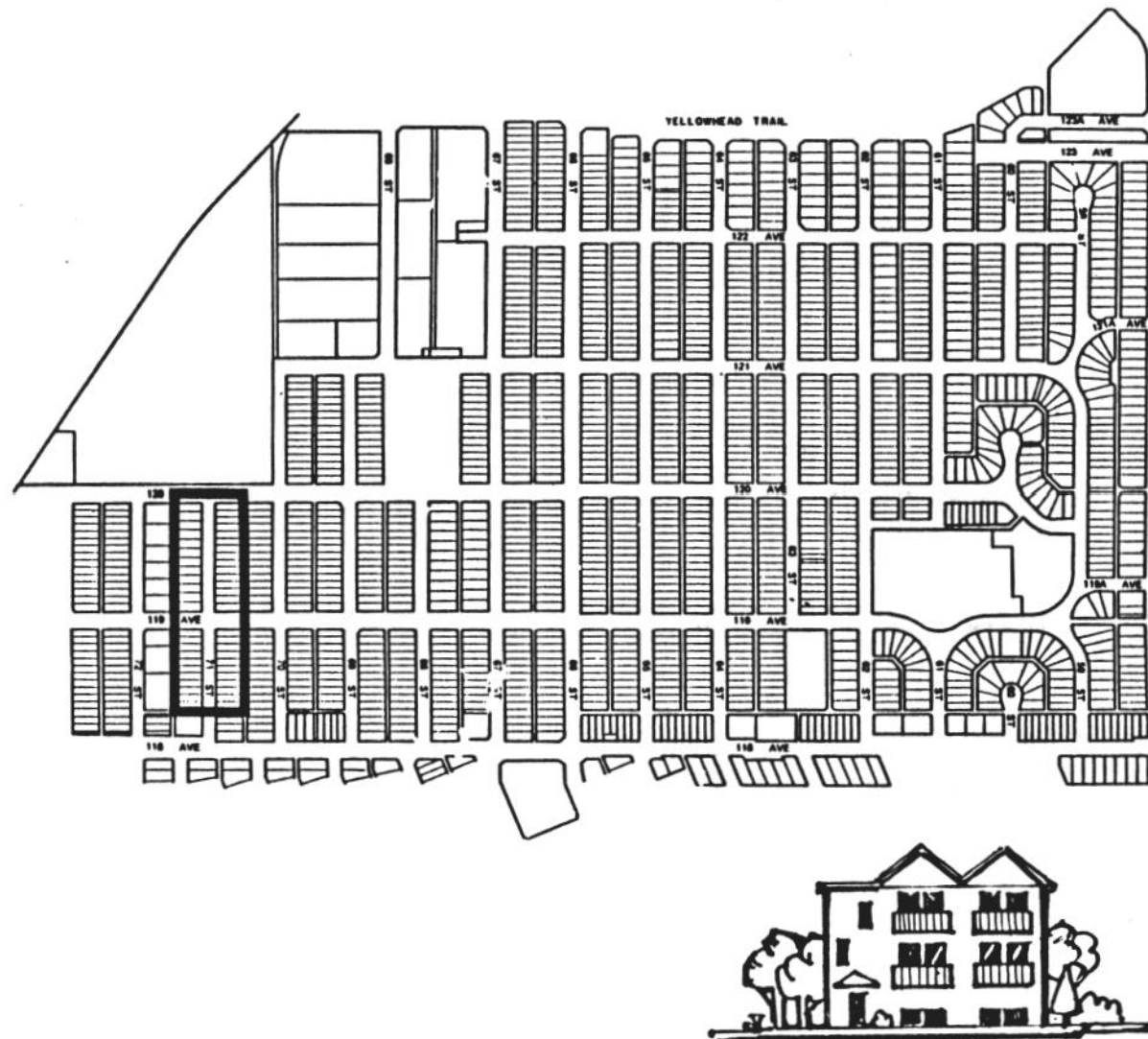
- To serve as part of the transition zone between the high intensity use area to the west and the low density residential area to the east.
- To increase population in the neighbourhood, particularly around LRT stations.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 to RA7, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area is within walking distance of the Coliseum LRT station.
- This area forms part of the transition zone outlined in Policy 1.3. The establishment of a transition zone seeks to balance the need for high intensity development and the desire to preserve the low density character of Montrose/Santa Rosa.
- This area is presently composed of low density single-detached housing in relatively poor condition. Most of the housing units are tenant occupied.



LOW RISE APARTMENT AREA

PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.9****It is the Policy of Council that:**

FUTURE DEVELOPMENT ON EITHER SIDE OF 70 STREET BETWEEN 118 AVENUE AND 120 AVENUE EXCLUDING THE PORTION FACING 118 AVENUE AS SHOWN ON SCHEDULE "B" BE IN THE FORM OF ROW HOUSING.

Objectives:

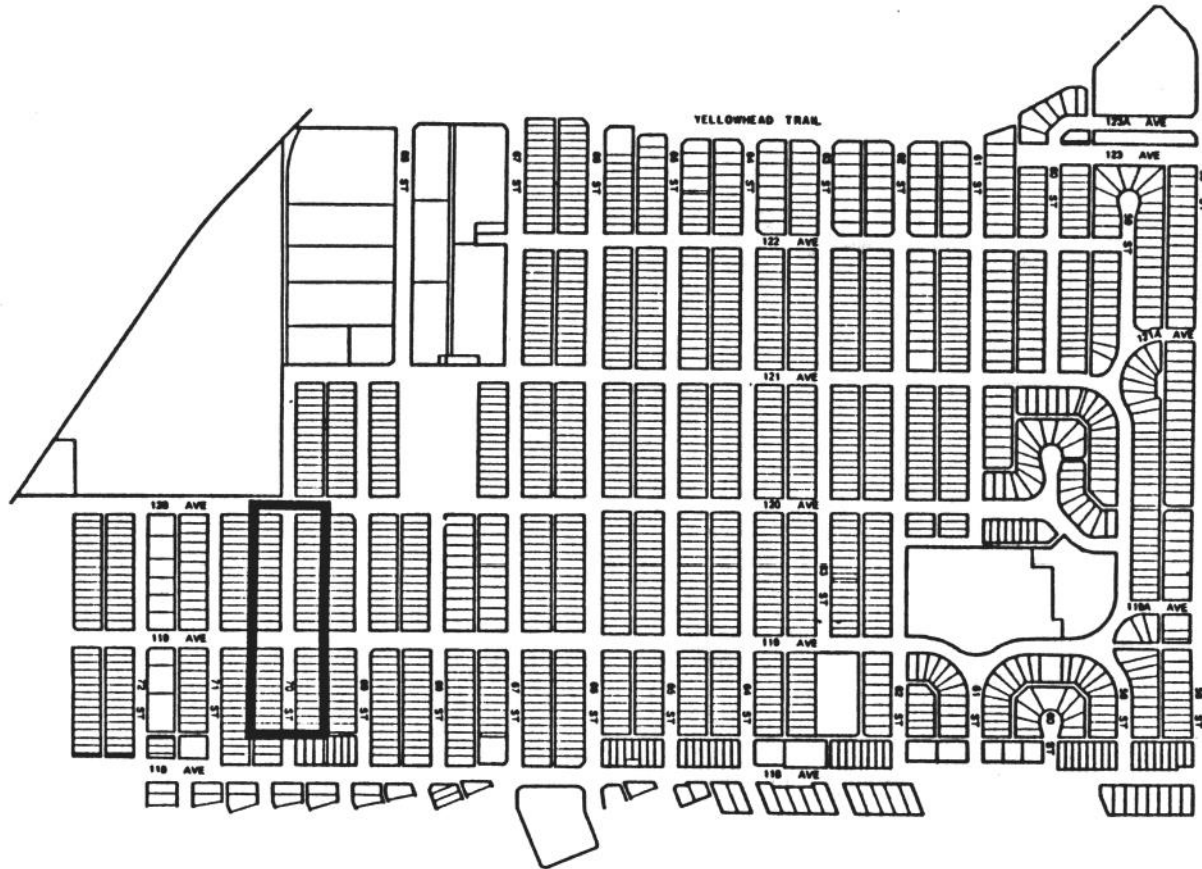
- To serve as part of the transition area between the high intensity uses to the west and residential uses to the east.
- To increase family-oriented residential component in Montrose/Santa Rosa.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 to RF5, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area forms part of the transition zone outlined in policy 1.3. The establishment of a transition zone seeks to balance the need for high intensity development and the desire to preserve the low density character of Montrose/Santa Rosa.
- The proposed medium density row housing in this area provides a gradual transition in built form and density from the single-detached housing to the east.
- The proposed medium density row housing will provide accommodations which are suitable for families with children. This will bolster declining enrollment at the nearby elementary schools.
- This policy is consistent with General Municipal Plan Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing..."



PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.10**

It is the Policy of Council that:

DEVELOPMENT IN THE AREA ALONG 67, 68, AND 69 STREETS BETWEEN 118 AVENUE AND 121 AVENUE EXCLUDING THE PORTION RELATING TO 118 AVENUE AS SHOWN ON SCHEDULE "C" BE MAINTAINED AS LOW DENSITY RESIDENTIAL BUT ALLOW FOR SMALL-SCALE REDEVELOPMENT.

Objective:

- To allow for small-scale conversion and infill redevelopment that will ensure renewal and up-grading of the community, while preserving the low density, family-oriented character of this area.

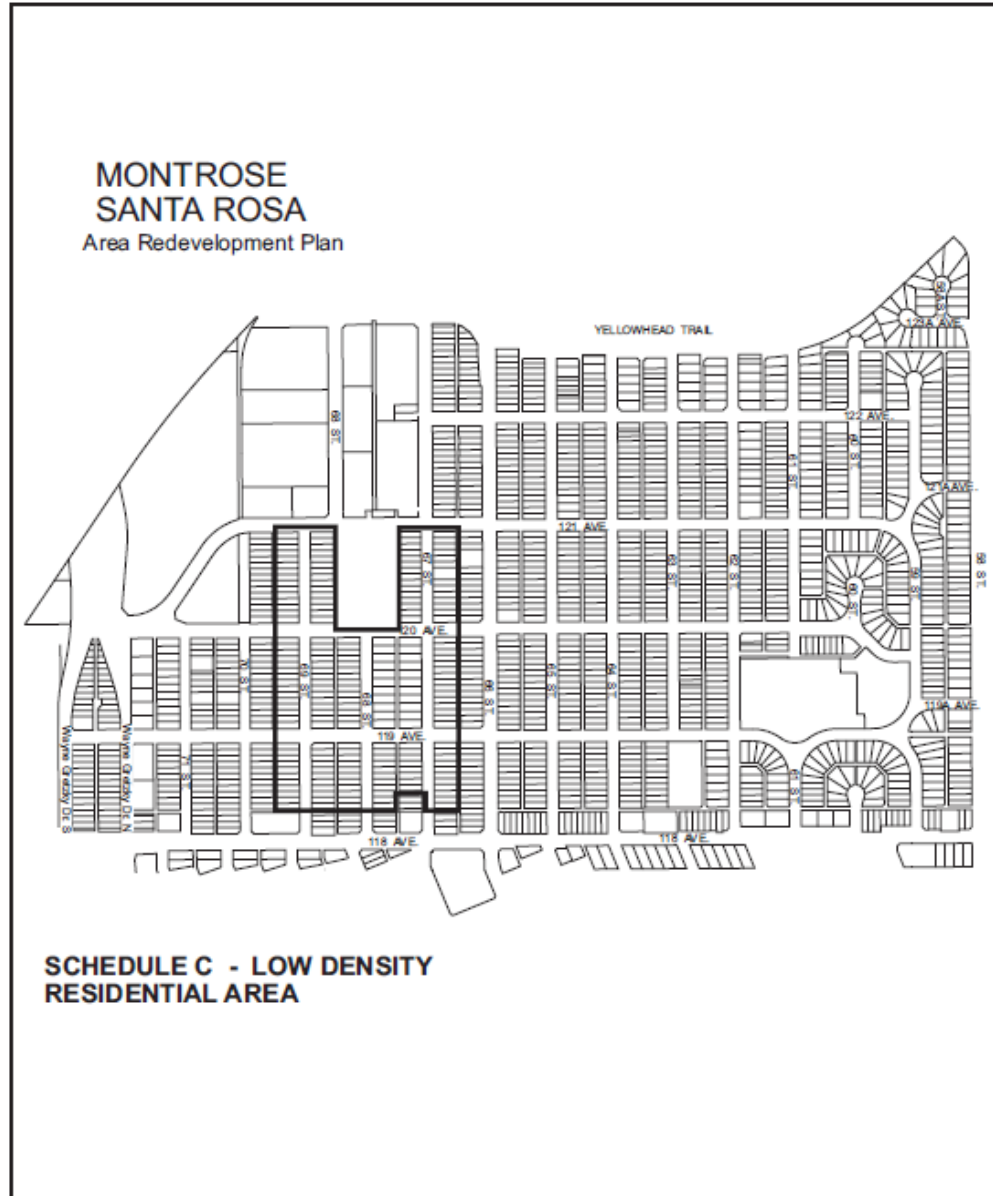
Summary of Action:

The Administration and Council will have regard for this policy when considering development and redistricting applications.

Explanations

- This area is predominantly low density residential in nature and the housing condition there is fair to good.
- The Santa Rosa Area Park within this area provides adequate neighbourhood park space and enhances the area as a low density residential area.
- Small-scale redevelopment is compatible with the present character of the neighbourhood and will have a stabilizing effect on the area.
- This Policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8 and 5.B.9 which state in part: "The City will encourage rejuvenation of predominantly low density inner city neighbourhoods through an emphasis on both rehabilitation and selective redevelopment."; "The City will, as part of the District Planning and Area Redevelopment Plan processes, establish residential densities on a block or site basis for low density neighbourhoods to reflect the desire to encourage a variety of housing types, encourage the rehabilitation of existing sound housing stock and recognize the opportunities and constraints of the area imposed by existing infrastructure or area amenities."; "The City will, in-the interior of low density inner city neighbourhoods, encourage the maintenance and provision of family suitable dwelling units..."

Bylaw 15738
May 2011



PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.11***Bylaw 13734
June 15, 2004***It is the Policy of Council that:**

THE PROPERTIES ALONG 118 AVENUE AND 66 STREET AS SHOWN ON SCHEDULE "D" BE DEVELOPED IN THE FORM OF LOW RISE APARTMENTS; PROPERTIES ALONG THE EAST SIDE OF 66 STREET BETWEEN THE EXISTING COMMERCIAL SITE AND 119 AVENUE MAY BE DEVELOPED FOR INSTITUTIONAL USES OR LOW RISE APARTMENTS.

Objectives:

- To encourage redevelopment at medium densities which will not have a negative impact on existing adjacent single family developments.
- To increase the population of the area and thus strengthen the local shopping area along 118 Avenue.
- To provide for higher density housing with design features to reduce noise impact along major transportation routes.
- To recognize and allow for the expansion of the existing St. Elia's Church.

Summary of Action:

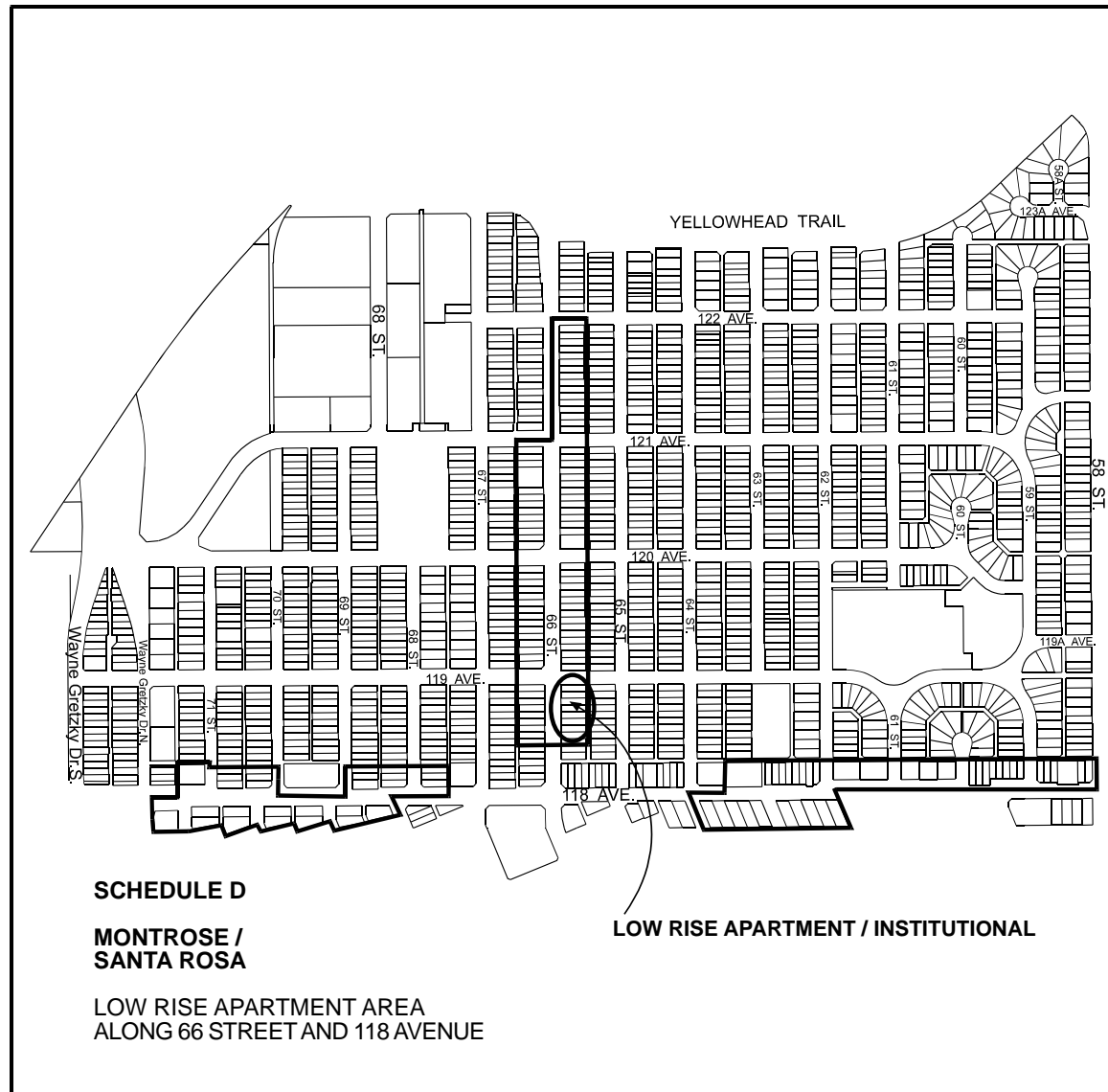
Council will amend the Edmonton Land Use Bylaw by redistricting from RF3 and CB-2 to RA7, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Council will amend the Zoning Bylaw by rezoning the St. Elia's Church site from RA7 to US.

Explanations

- The area is already developing to low rise apartment uses.
- Compared to the low density residential dwellings, design of low rise apartments are less vulnerable to adverse effects of 118 Avenue and 66 Street, which are arterial roads.
- The increase in population will strengthen the commercial node at 66 Street and 118 Avenue.
- The existing St. Elia's Church has acquired several residential lots on 66 Street between 118 Avenue and 119 Avenue for surface parking and future expansion that might include a cultural centre. The proposed institutional use is an appropriate use for this location and would be compatible in terms of use and scale with future low rise apartment development.

Bylaw 13734
June 15, 2004



PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.12****It is the Policy of Council that:**

DEVELOPMENT IN THE AREA EAST OF THE LANE BETWEEN 66 STREET AND 67 STREET AS SHOWN ON SCHEDULE "E" BE MAINTAINED AS LOW DENSITY RESIDENTIAL BUT ALLOW FOR SMALL SCALE REDEVELOPMENT.

Objective:

- To allow for small-scale conversion and infill redevelopment that will ensure renewal and up-grading of the community, while preserving the low density, family-oriented character of this area.
- To allow for the redevelopment of the existing commercial node south of 120 Avenue at 60 Street for low density residential uses.

*Bylaw 10091
May 11, 1992*

Summary of Action:

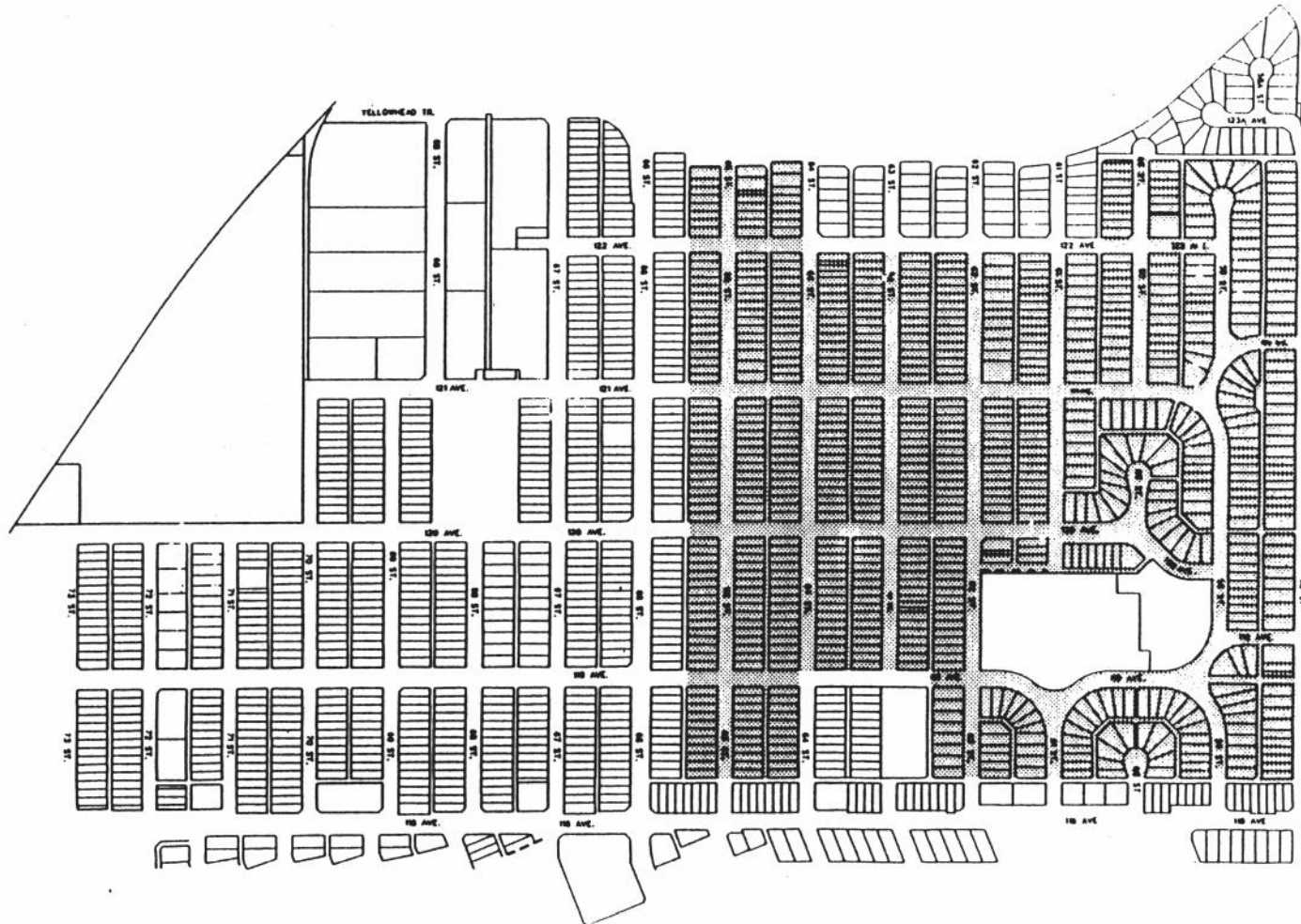
Council will amend the Edmonton Land Use Bylaw from CNC to RF3, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This area is the most stable low density residential area in Montrose/Santa Rosa with sufficient amenities in schools and neighbourhood park space.
- Provision for small scale redevelopment will revitalize the neighbourhood and increase the family-oriented population in Montrose/Santa Rosa.
- The existing CNC District in the area is under-utilized, which is an indication of excessive neighbourhood commercial facilities in the neighbourhood.
- This Policy conforms with Policy 1.B.4. of the General Municipal Plan Bylaw No. 9076, as amended.
- Given that the existing commercial node south of 120 Avenue at 60 Street is not required, redevelopment and redistricting for low density residential uses will be encouraged.

*Bylaw 10091
May 11, 1992*

Bylaw 10091
May 11, 1992



SCHEDULE E – LOW DENSITY RESIDENTIAL AREA (BYLAW NO. 10091)

PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.13****It is the Policy of Council that:**

RESIDENTIAL REDEVELOPMENT TO USES LISTED AS DISCRETIONARY USES WITHIN THE RF3 DISTRICT SHALL ABUT A COMMERCIAL OR HIGHER DENSITY RESIDENTIAL DISTRICT OR BE SITUATED AT THE INTERSECTION OF ANY TWO ROADWAYS.

Objectives:

- To retain the existing character of Montrose/Santa Rosa as a primarily low density residential neighbourhood.
- To minimize on-street parking problems on residential streets resulting from insufficient on-site parking.

Summary of Action:

The development officer will take this Policy into consideration when approving development applications.

Explanations

- This Policy will allow for redevelopment activities to occur in the low density residential area of Montrose/Santa Rosa with due respect to the physical character of the existing neighbourhood.
- Minimum required on-site parking will be ensured through the enforcement of existing regulations outlined in the Edmonton Land Use Bylaw.
- This policy conforms with General Municipal Plan Policies 5.B.7, 5.B.8, and 5.B.9.

PLAN COMPONENT: LAND USE: RESIDENTIAL

POLICY NUMBER 1.14

It is the Policy of Council that:

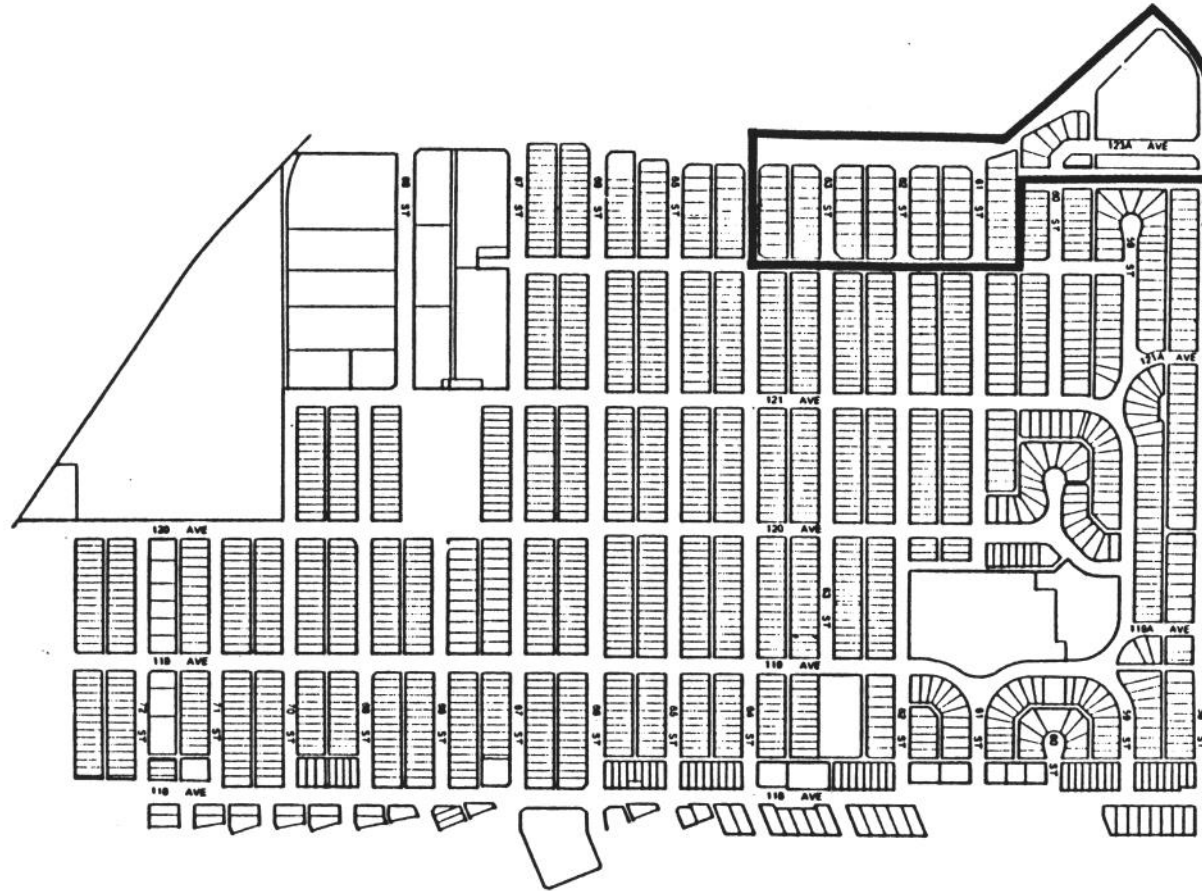
ROW HOUSING IS APPROPRIATE FOR THE AREA NORTH OF 122 AVENUE BETWEEN 58 STREET AND 64 STREET AS SHOWN ON SCHEDULE " F".

Objectives:

- To increase the amount of family-suitable housing units in the neighbourhood.
- To provide a variety of housing forms.

Summary of Action:

Council will favourably consider redistricting applications which comply with this policy.

**SCHEDULE F – ROW HOUSING AREA**

Explanations

- This Policy conforms with General Municipal Plan Objective 5.B: "To increase the amount of future housing accommodated in the inner city, with a strong emphasis on family housing and requiring redevelopment to occur on a dispersed basis rather than concentrated in only a few areas."
- This policy conforms with General Municipal Plan Policies 5.B.1 and 5.B.2 which state in part: "The City will permit relatively higher density residential development to take place throughout the inner city, with an emphasis on family suitable housing..."; "The City will, as part of the District Planning and Area Redevelopment Plan Processes, encourage variety in the types and densities of residential land uses accommodated in inner city areas..."
- Family-suitable housing will eventually contribute to an increase in enrollment figures at the two elementary schools.

PLAN COMPONENT: LAND USE: RESIDENTIAL**POLICY NUMBER 1.15****It is the Policy of Council that:**

EXISTING PROPERTY LINES BE REALIGNED FOR THE AREA NORTH OF 122 AVENUE BETWEEN 58 STREET AND 64 STREET AS SHOWN ON SCHEDULE "F", WITH THE FOLLOWING GUIDELINES:

- (i) Egress to 122 Avenue shall be minimized.
- (ii) A transit route along 123 Avenue east of 60 Street shall be provided to service the area to the east.
- (iii) Development in the area shall be in the form of small pockets of row housing.
- (iv) One hectare of the site shall be provided for community housing.

Objectives:

- To facilitate greater flexibility and innovation in site design in a medium density development.
- To increase the population of the community while reducing the impact on the physical character of the low density residential neighbourhood.
- To provide a variety of housing forms.
- To provide housing opportunities for all sectors of Edmonton's population within the inner city.

Summary of Action:

Council will instruct Real Estate and Housing Department to initiate a property lines realignment scheme for this area within the guidelines outlined in this Policy.

Explanations

- The land in this area is mostly vacant and city-owned. At present there are nine privately-owned single family houses in the area. Out of the nine, only three are in good condition. A property lines realignment scheme will provide an opportunity for greater flexibility and innovation in site design.
- This Policy conforms with General Municipal Plan Objective 5.H: "To endeavour to provide housing assistance for low income singles, families and senior citizens."
- This Policy conforms with General Municipal Plan Policy 5.H.2: "The City will endeavour to obtain suitable sites for community housing projects in the inner city areas on the basis of the location of demand."

PLAN COMPONENT: LAND USE: COMMERCIAL**POLICY NUMBER 1.16***Bylaw 9258
April 10, 1990***It is the Policy of Council that:**

THE AREA NORTH OF 118 AVENUE TO 120 AVENUE BETWEEN 72 AND 73 STREET (CAPILANO DRIVE MEDIAN) AS INDICATED ON SCHEDULE "F1" BE DEVELOPED IN A FORM COMPATIBLE WITH COMMERCIAL OFFICE USES.

Objectives:

- To provide a district for development which complements the Coliseum/Exhibition ground.
- To accommodate redevelopment activities supporting the Coliseum LRT station and Capilano Drive.
- To consolidate and define the commercial area adjacent to the Coliseum.

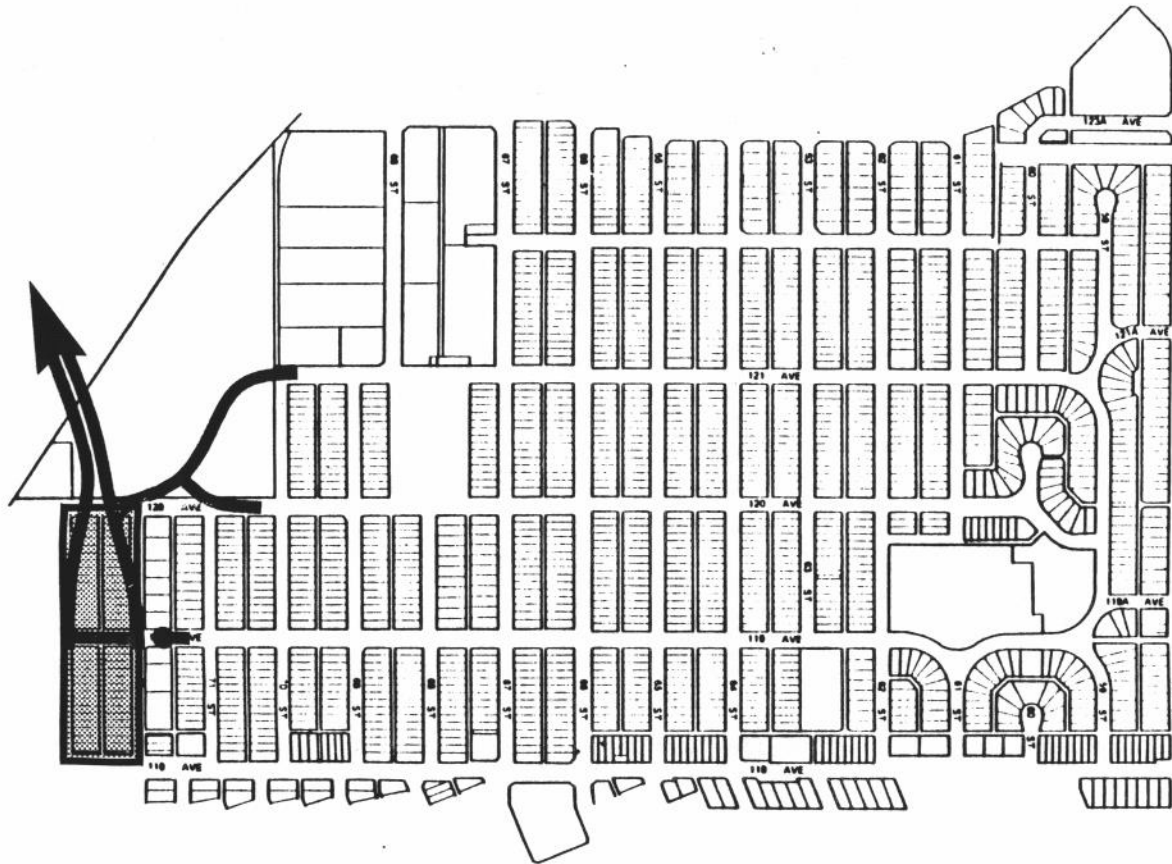
Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IM (Medium Industrial) District to CO (Commercial Office) District as indicated in Bylaw 9256, being a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- This Policy conforms with General Municipal Plan Policy 6.A.4 which states in part: "...the City will encourage the development of intensive mixed-use employment nodes at L.R.T. stations..."
- The area is appropriate for commercial and related uses due to its proximity to the Coliseum L.R.T. station and the Coliseum.

Bylaw 9258
April 10, 1990



SCHEDULE F.1 – COMMERCIAL OFFICE AREA

PLAN COMPONENT: LAND USE: COMMERCIAL**POLICY NUMBER 1.17****It is the Policy of Council that:**

COMMERCIAL DEVELOPMENT OF A LOW INTENSITY NATURE BE PERMITTED SOUTH OF THE YELLOWHEAD TRAIL AND 66 STREET INTERSECTION AS SHOWN ON SCHEDULE "G ".

Objective:

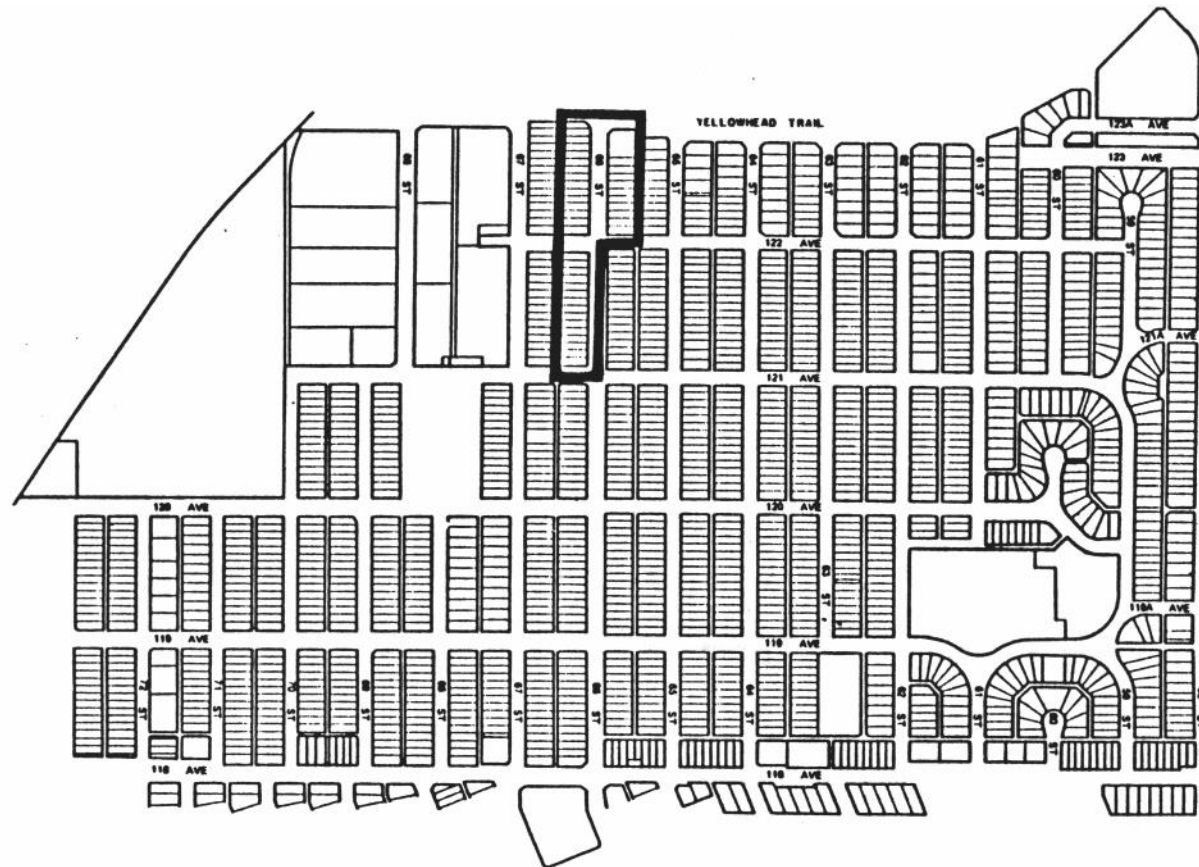
- To allow for small scale commercial development at a major intersection adjacent to a residential neighbourhood.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IH and CB2, to CB1 as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- Commercial development in this area is appropriate because 66 Street and Yellowhead Trail form a major intersection.
- This area is adjacent to the low density residential area of Montrose/Santa Rosa and therefore is not appropriate to accommodate major commercial development related to the Yellowhead Trail (e.g. hotels).
- This policy conforms with General Municipal Plan Objective 6.C.1 which states in part: "...commercial development sites should be located on arterial or collector roads ... in the case of sites adjoining existing or proposed residential developments, regulations regarding the permitted and discretionary uses should be formulated in such a way as to screen out uses which are likely to have a negative impact upon the adjoining residential areas..."



SCHEDULE G – LOW INTENSITY COMMERCIAL AREA

PLAN COMPONENT: LAND USE: COMMERCIAL**POLICY NUMBER 1.18**

It is the Policy of Council that:

THE PROPERTIES ALONG 118 AVENUE IN THE AREA BETWEEN 64 STREET TO 67 STREET AS SHOWN ON SCHEDULE "H" WILL REMAIN A LOW INTENSITY COMMERCIAL AREA WITH USES COMPATIBLE WITH THE CHARACTER OF ADJACENT RESIDENTIAL USES.

Objectives:

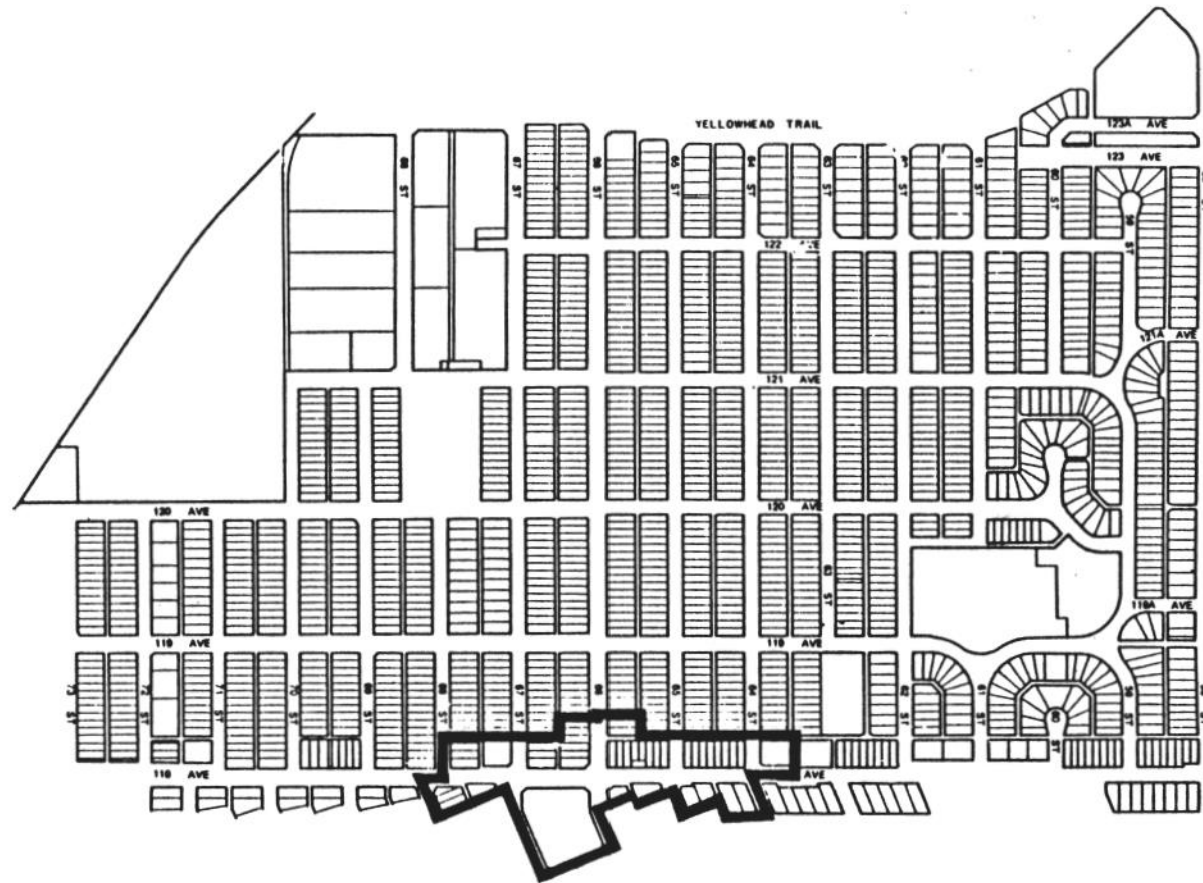
- To define and consolidate the 118 Avenue commercial strip, thus providing a viable local commercial area for local residents.
- To minimize conflicts between 118 Avenue commercial strip and adjacent residential uses.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from DC3 to CB1, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- The commercial uses in the area are presently under-utilized, visually unattractive and scattered.
- The area has the potential to become a strong local shopping area.
- This area should be physically delineated from the commercial mixed use districts near the Coliseum and Capilano Freeway in order to distinguish the different functions of the two commercial areas.
- This Policy conforms with General Municipal Plan Objective 6.G: "To stabilize, consolidate and improve established strip commercial areas and accommodate a wide variety of commercial activities, having due regard to the maintenance of the character and amenities of adjacent residential areas".



**SCHEDULE H – LOW INTENSITY
COMMERCIAL AREA**



PLAN COMPONENT: LAND USE: COMMERCIAL**POLICY NUMBER 1.19**

It is the Policy of Council that:

THE LOCAL SHOPPING AREA AROUND 118 AVENUE AND 66 STREET BE INCLUDED IN THE 118 AVENUE BUSINESS IMPROVEMENT STUDY.

Objectives:

- To determine and strengthen future growth direction for the entire 118 Avenue commercial strip.
- To ensure different segments on the commercial strip complement one another.
- To ensure consistency of economic renewal treatment on the entire commercial strip.

Summary of Action:

Council will instruct the Planning Department to include this portion of 118 Avenue into future phase of the 118 Avenue Business Improvement Study.

Explanations

- The 118 Avenue commercial strip is composed of a number of sections which function as one unit and therefore should be examined as a whole.
- The entire 118 commercial strip is visually unattractive, under-utilized and has traffic and parking problems.
- 118 Avenue between 50 Street and Capilano Freeway will be widened. This Business Improvement study will deal with the effect this widening may have on adjacent commercial uses.
- Some preliminary work on an economic renewal programme for 118 Avenue had been done by the Planning Department in conjunction with East Edmonton Businessmen's Association.
- This Policy conforms to General Municipal Plan Objective 6.G which states in part: "To stabilize, consolidate, and improve established strip commercial arcs..." and Policy 6.G.4 which states in part: "The City will encourage and facilitate the efforts of any merchant's association to improve the streetscape and/or parking in a strip commercial area through the creation of a business improvement area,..."

PLAN COMPONENT: LAND USE: INDUSTRIAL

POLICY NUMBER 1.20

It is the Policy of Council that:

INDUSTRIAL DEVELOPMENT IN THE AREA EAST OF THE BURNS SITE BOUNDED BY YELLOWHEAD TRAIL, 67 STREET, AND 121 AVENUE BE IN THE NATURE OF MEDIUM INTENSITY INDUSTRIAL DEVELOPMENT AS SHOWN ON SCHEDULE "T".

Objectives:

- To maintain the existing industrial activities in the area.
- To ensure that the scale and intensity of future industrial activities are compatible with adjacent residential land uses.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IH to IM, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- All of the existing industrial activities actually fall into the category of medium industrial.
- The area is more appropriate for medium industrial activities such as warehousing, distributing and trans-shipping of materials as opposed to heavy industrial because of its proximity to Yellowhead Trail.
- This area is served by railway spur lines which make it suitable for medium industrial uses.

MONTROSE SANTA ROSA

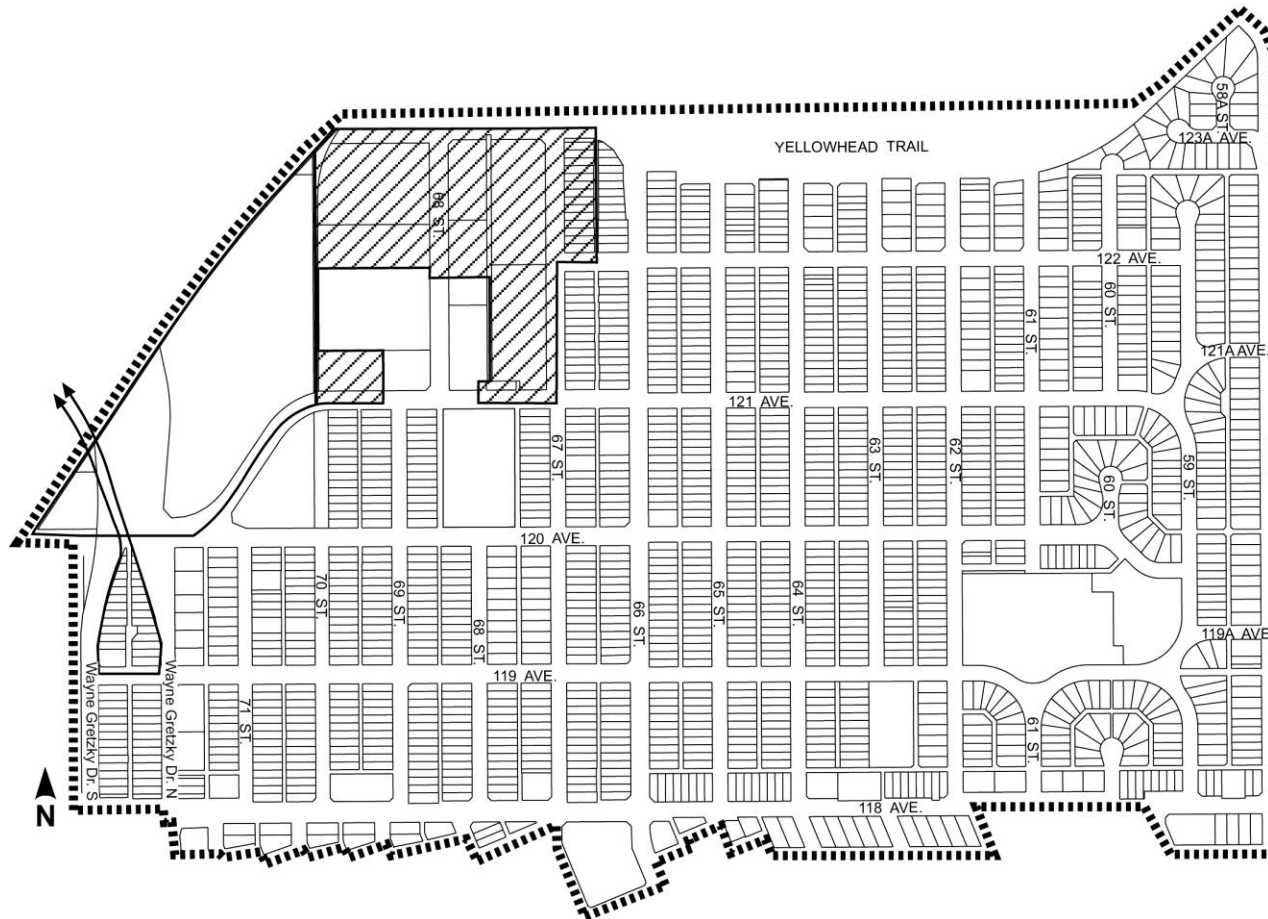
Area Redevelopment Plan (As Amended)

SCHEDULE I



Medium Industrial Area

Bylaw 17990

May 8, 2017



LEGEND:

-  Medium Industrial Area
-  NSP Boundary

SUSTAINABLE DEVELOPMENT

PLAN COMPONENT: LAND USE: INDUSTRIAL

POLICY NUMBER 1.21

*Bylaw 13771
August 25, 2004*

It is the Policy of Council that:

INDUSTRIAL BUSINESS DEVELOPMENT IS APPROPRIATE IN THE AREA ALONG THE EAST SIDE OF 67 STREET BETWEEN 121 AVENUE AND 122 AVENUE AND EAST OF 68 STREET AND NORTH OF 121 AVENUE.

Objectives:

- To maintain industrial activities in the area.
- To ensure the scale and intensity of future industrial activities are compatible with adjacent residential land uses.

Summary of Action:

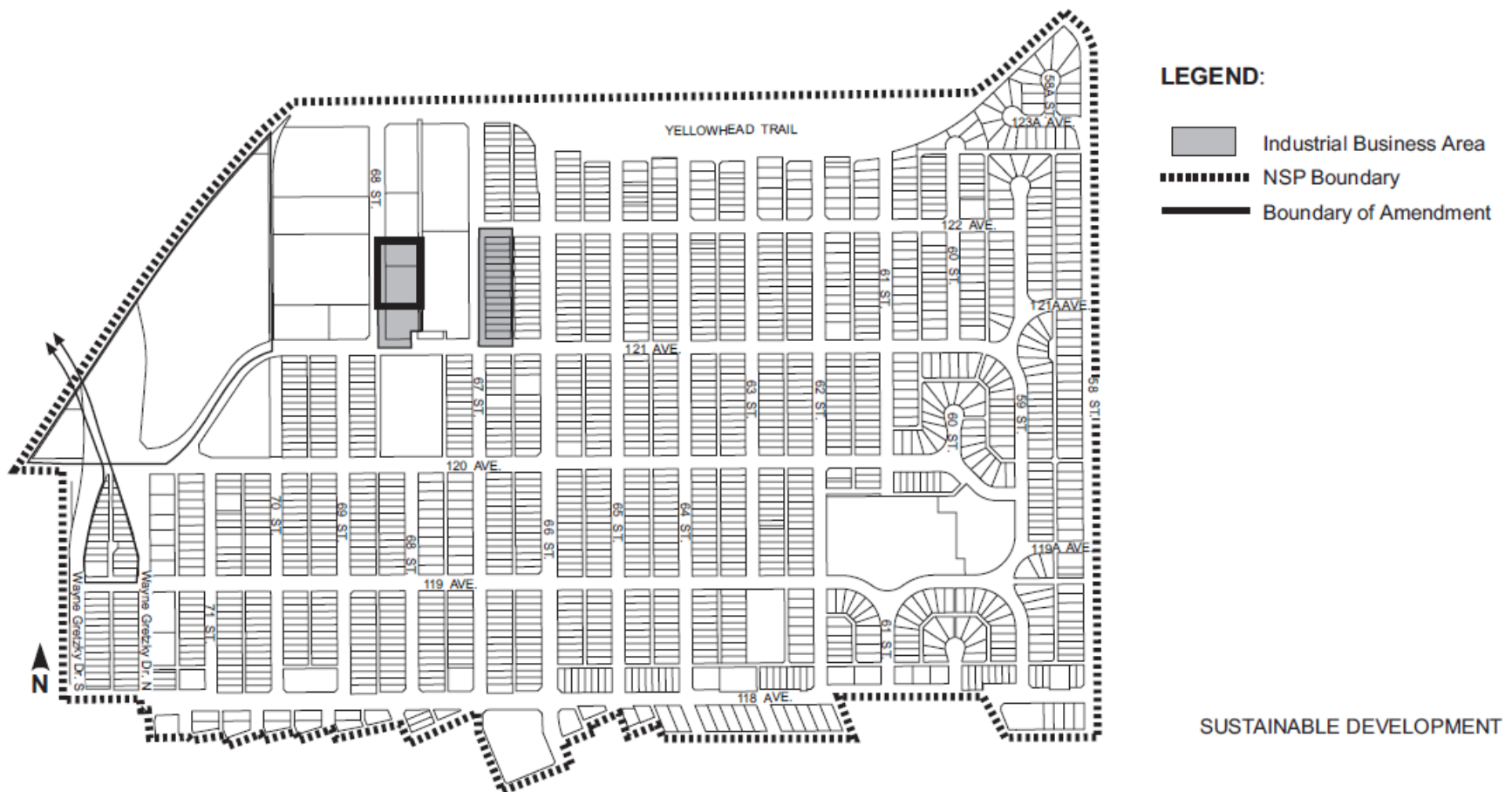
Council will amend the Edmonton Land Use Bylaw by redistricting from CB2 to IB, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw and by rezoning land east of 68 Street and north of 121 Avenue to IB.

Explanations

- The light industrial business district will improve the compatibility of the industrial area with adjacent residential uses to the east.
- This area is already developing into an industrial business use area.

MONTROSE
SANTA ROSA

Industrial Business Area



PLAN COMPONENT: LAND USE: INDUSTRIAL

POLICY NUMBER 1.22

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

THE PORTION OF THE BURNS SITE WEST AND NORTH OF THE 121 AVENUE EXTENSION AS INDICATED IN SCHEDULE 'I.1' WILL BE DEVELOPED AS BUSINESS INDUSTRIAL.

Objectives:

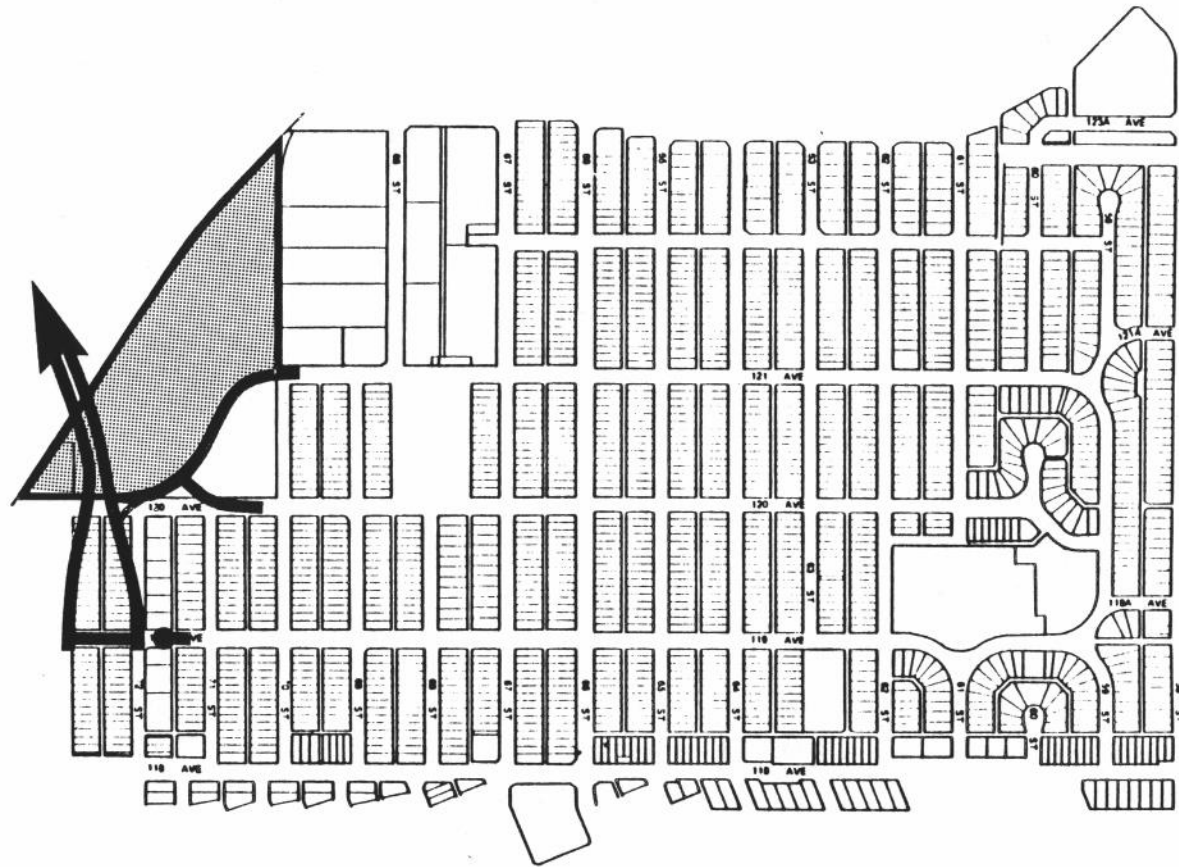
- To eliminate heavy industrial uses from this inner city area.
- To provide a district for the development of light industrial uses which are more compatible with adjacent residential areas.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IH (Heavy Industrial) District to IB (Industrial Business) District, as indicated in Bylaw 9256, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- 121 Avenue will become a new east-west collector for the area. It will provide a logical boundary separating two major land uses types (industrial and residential) west of 66 Street.
- The area is appropriate for industrial business activities because of its proximity to the Yellowhead Trail, Capilano Drive and Coliseum LRT station.
- Other development proposals for the site will be considered in the context of redevelopment guidelines.



Bylaw 9258
April 10, 1990

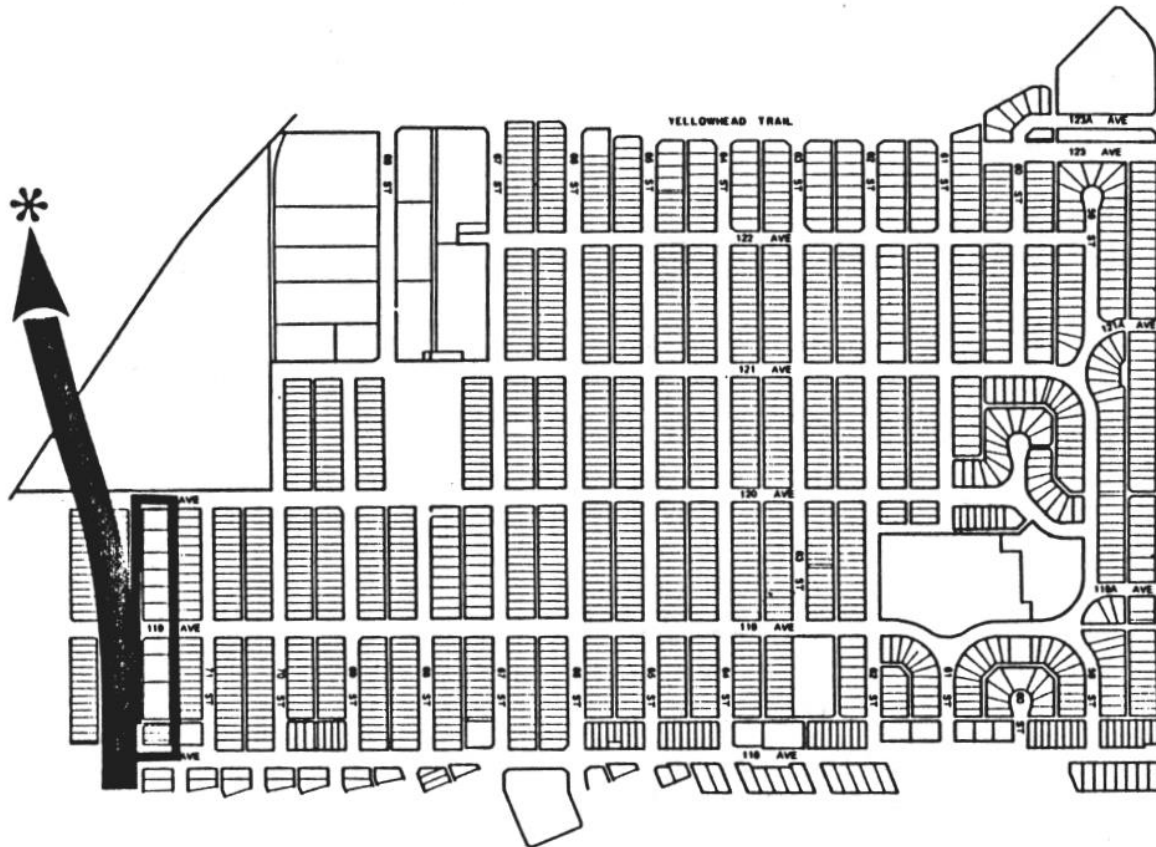
SCHEDULE I.1 – BURNS INDUSTRIAL

PLAN COMPONENT: LAND USE: MIXED DEVELOPMENT**POLICY NUMBER 1.23****It is the Policy of Council that:**

RESIDENTIAL AND RELATED USES AND DENSITIES BE INCREASED ALONG THE AREA EAST OF 72 STREET TO THE LANE BETWEEN 118 AVENUE AND 120 AVENUE, ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) Residential uses will be the dominant land use component but commercial and related uses which compliment the Coliseum/ Exhibition grounds, Capilano Freeway, Coliseum LRT station and increased residential density in this general area will be permitted.
- (ii) Uses which are not compatible to the residential component in this area shall be prohibited.
- (iii) Development will be of high density, medium-rise nature compatible with the Coliseum and conform with the transition concept outlined in Policy 1.3 of this plan.
- (iv) All development shall front onto 72 Street and provide an adequate and uniform setback on the ground floor for a pedestrian corridor down 72 Street.
- (v) Residential component of the development shall be oriented away from the Capilano Freeway. Indoor sound level shall not exceed 45 dBA.
- (vi) All commercial functions shall be located on the ground floor of buildings.
- (vii) Development will incorporate design elements on the ground floor which promote pedestrian scale, interest, and comfort such as awnings, canopies, and building overhangs.
- (viii) Developers will be responsible for both the hard and soft landscaping of the pedestrian corridor.
- (ix) In reviewing parking requirements in development applications which are accompanied with a parking demand study prepared by the applicant, the Development Officer shall consider Section 66.1(2) of the Land Use Bylaw.
- (x) Parking and loading facilities shall not front onto 72 Street and should be properly screened from adjacent uses.
- (xi) Unit type and amenity space in the residential land use component shall meet the requirements of the RA8 District.

* PRELIMINARY FREEWAY ALIGNMENT



RESIDENTIAL MIXED USE AREA

Objectives:

- To provide opportunities for development which complements the Coliseum/Exhibition grounds.
- To accommodate redevelopment activities supporting the Coliseum LRT station and Capilano Freeway.
- To consolidate and define the commercial area in the general area of the Coliseum.
- To improve pedestrian linkage to the LRT station.
- To provide a variety of residential accommodations that offer a variety of housing styles in the neighbourhood.
- To allow for a controlled high intensity development which is sensitive to the existing adjacent major developments such as the Coliseum and Forum Inn.

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IM to RMX, as indicated in Bylaw 6768, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- Current land use in the area is a mixture of commercial and industrial uses.
- Proximity to the Coliseum L.R.T. station and being adjacent to Capilano Freeway make this area appropriate for high density residential development.
- This Policy conforms to the General Municipal Plan in its recommendations that housing be increased in the inner city.
- This Policy conforms with General Municipal Plan Policy 5.B.6 regarding guidelines for concentrations of higher density development in L.R.T. station areas.
- This area is within five minutes walking distance of the Coliseum L.R.T. station. The pedestrian corridor will facilitate pedestrian linkage to the L.R.T. station.
- Height of the Coliseum and Forum Inn is approximately 7 storeys.
- In order to make this area function effectively as a pedestrian oriented corridor, uses and design should be sensitive to pedestrian needs.
- Regulation placed on development affecting the front of the buildings is a recognition that most vehicle access will be from the lane. This will ensure continuity of the pedestrian corridor.

PLAN COMPONENT: LAND USE: BURNS SITE**POLICY NUMBER 1.24***Bylaw 9258
April 10, 1990***It is the Policy of Council that:**

THE AREA EAST OF THE 121 AVENUE EXTENSION AS INDICATED ON SCHEDULE “1.2” BE DEVELOPED AS MEDIUM DENSITY MULTIPLE FAMILY WITH BUFFERING AND/OR BERMING OF SITES ALONG 121 AVENUE, ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) development should be orientated toward the residential community in Montrose;
- (ii) scale, height, density and built form should exhibit sensitivity to existing residential development on adjacent blocks;
and
- (iii) aggregate children’s play space or community recreation space should be provided on-site.

Objectives:

- To reinforce the residential land use component in Montrose/Santa Rosa.
- To combat declining population in Montrose/Santa Rosa.
- To allow for the development of alternative residential accommodations in the Montrose/Santa Rosa neighbourhood.
- To provide an area near the LRT station for higher density housing redevelopment.

SCHEDULE I.2 – BURNS RESIDENTIAL

Summary of Action:

Council will amend the Edmonton Land Use Bylaw by redistricting from IH (Heavy Industrial) District and IM (Medium Industrial) District to RF6 (Medium Density Multiple Family) District (SPO – Special Plan Overlay), as indicated in Bylaw 9256, a Bylaw to amend the Edmonton Land Use Bylaw.

Explanations

- 121 Avenue will provide a logical boundary separating two major land uses types (industrial and residential) west of 66 Street.
- This area will become part of the residential area south of 121 Avenue and as a result will be suitable for residential redevelopment.
- The redevelopment of this property to residential uses will strengthen the residential character of the Montrose/Santa Rosa neighbourhood west of 66 Street.
- Redevelopment guidelines are provided to ensure the area is protected from nearby non-residential uses and complements adjacent residential development in the neighbourhood.

PLAN COMPONENT: LAND USE: BURNS SITE

POLICY NUMBER 1.25

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

THE CITY WILL ESTABLISH A COMMITTEE TO DEVELOP AND IMPLEMENT AN AGGRESSIVE STRATEGY TO EFFECT MEDIUM DENSITY MULTIPLE FAMILY DEVELOPMENT ON THAT PORTION OF THE BURNS SITE SOUTH AND EAST OF THE 121 AVENUE EXTENSION.

Objectives:

- To help fulfil the objectives of Policy 1.24.

Summary of Action:

The Administration will establish a committee to develop a strategy to implement intended development in this area.

Explanations

- The redistricting of land is one step in altering future land use. Market forces will then determine whether the land will be developed as proposed. Proposed development must be actively encouraged in order for the desired land use to develop.
- Redevelopment guidelines for residential development in this area are provided.

PLAN COMPONENT: LAND USE: BURNS SITE**POLICY NUMBER 1.26***Bylaw 9258
April 10, 1990***It is the Policy of Council that:**

THE PARKS AND RECREATION DEPARTMENT CONSIDER THAT THE PORTION OF THE BURNS SITE BETWEEN THE 121 AVENUE AND CAPILANO DRIVE EXTENSIONS, AND DECLARED SURPLUS TO ROADWAYS REQUIREMENTS AS A POSSIBLE REPLACEMENT SITE FOR A TRIPLE-A BASEBALL FACILITY OR OTHER MAJOR RECREATIONAL USE, ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) Development proposals for the site will include a review of shared parking facilities with Edmonton Northlands.
- (ii) Development proposals will include buffering of the site along the CN/LRT line along the north side of 121 Avenue.
- (iii) Should the site be found suitable for major recreational facility development, an AP (Public Parks) District is deemed appropriate for the site.

Objectives:

- To highlight this portion of the Burns site as a potential replacement site for John Ducey Park.
- To consider a use that could take advantage of the site's proximity to the Yellowhead Trail, Capilano Drive and Coliseum LRT Station.
- To examine a development proposal in the context of a shared use facility.

Summary of Action:

Council will instruct the Parks and Recreation Department to evaluate the site's potential for the development of a Triple A Baseball Park or other major recreational use within the guidelines of this policy. Council will instruct the Transportation Department to seek an alternate site for the Stadium Park-and-Ride service.

Explanations

- The Burns site was purchased by the City to fulfil road requirements. Depending upon its marketability, lands surplus to road requirements may be retained by the City for other municipal purposes.
- Depending upon its final configuration, the site may be appropriate for the development of major recreational uses, especially in view of the site's proximity to two major roadways and a LRT station.

PLAN COMPONENT: LAND USE: BURNS SITE

POLICY NUMBER 1.27

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

SHOULD THE PARKS AND RECREATION DEPARTMENT CHOOSE NOT TO DEVELOP THE SITE UNDER POLICY 1.26, THE CITY WILL CONSIDER PROPOSALS BY EDMONTON NORTHLANDS FOR THE PURCHASE OF A PORTION OF THE BURNS SITE, ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) The site must be used for parking purposes.
- (ii) Upon purchase, Northlands must apply for a DC5 (Direct Control) Redistricting for the site.
- (iii) The site must have adequate vehicular circulation.
- (iv) Pedestrian connections must be provided between the site and Northlands main site.
- (v) The site must be screened where it abuts the CN/LRT line.
- (vi) The site must have adequate lighting and landscaping.

Objectives:

- To highlight this portion of the Burns site as a potential parking area for Northlands Coliseum events.
- To consider a use that could take advantage of the site's proximity to the Yellowhead Trail, Capilano Drive and Coliseum LRT station.
- To respond to a need for event parking in the area.

Summary of Action:

Should the site be declared surplus to municipal requirements, the City will approach Northlands with an offer of sale. Northlands would respond within one (1) year after the land has been declared surplus by the City and has been offered for sale by the City. Should Northlands purchase the property, the Development Officer will have regard for the guidelines within this policy. Council will instruct the Transportation Department to seek an alternate site for the Stadium Park-and-ride service.

Explanations

- The Burns site was purchased by the City to fulfil roadway requirements. Should the site not be required for municipal purposes, it is appropriate for development as a parking facility.
- Should the site not be developed for the purpose of parking, the site may be developed to industrial business uses.

PLAN COMPONENT: LAND USE: BURNS SITE**POLICY NUMBER 1.28**

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

SHOULD THE BURNS SITE WEST OF THE CAPILANO EXTENSION BE DEEMED SURPLUS TO MUNICIPAL REQUIREMENTS IT WILL BE OFFERED FOR SALE TO NORTHLANDS, ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) The site must be used for parking purposes.
- (ii) Upon purchase, Northlands must apply for a DC5 (Site Specific Development Control) Redistricting for the site.
- (iii) The site must have adequate vehicular circulation.
- (iv) Pedestrian connections must be provided between the site and Northlands main site.
- (v) The site must be screened where it abuts the CN/LRT line.
- (vi) The site must have adequate lighting and landscaping.

Objectives:

- To highlight this portion of the Burns site as a potential parking area for Northlands Coliseum events.
- To consider a use that could take advantage of the site's proximity to the Yellowhead Trail, Capilano Drive and Coliseum LRT station.
- To respond to a need for event parking in the area.

Summary of Action:

Should the site be declared surplus to municipal requirements, the City will approach Northlands with an offer of sale. Should Northlands purchase the property, the Development Officer will have regard for the guidelines within this policy.

Explanations

- The Burns site was purchased by the City to fulfil roadway requirements. Should the site not be required for municipal purposes, it is appropriate for development as a parking facility.
- Should the site not be developed for the purpose of parking, the site may be developed to industrial business uses.

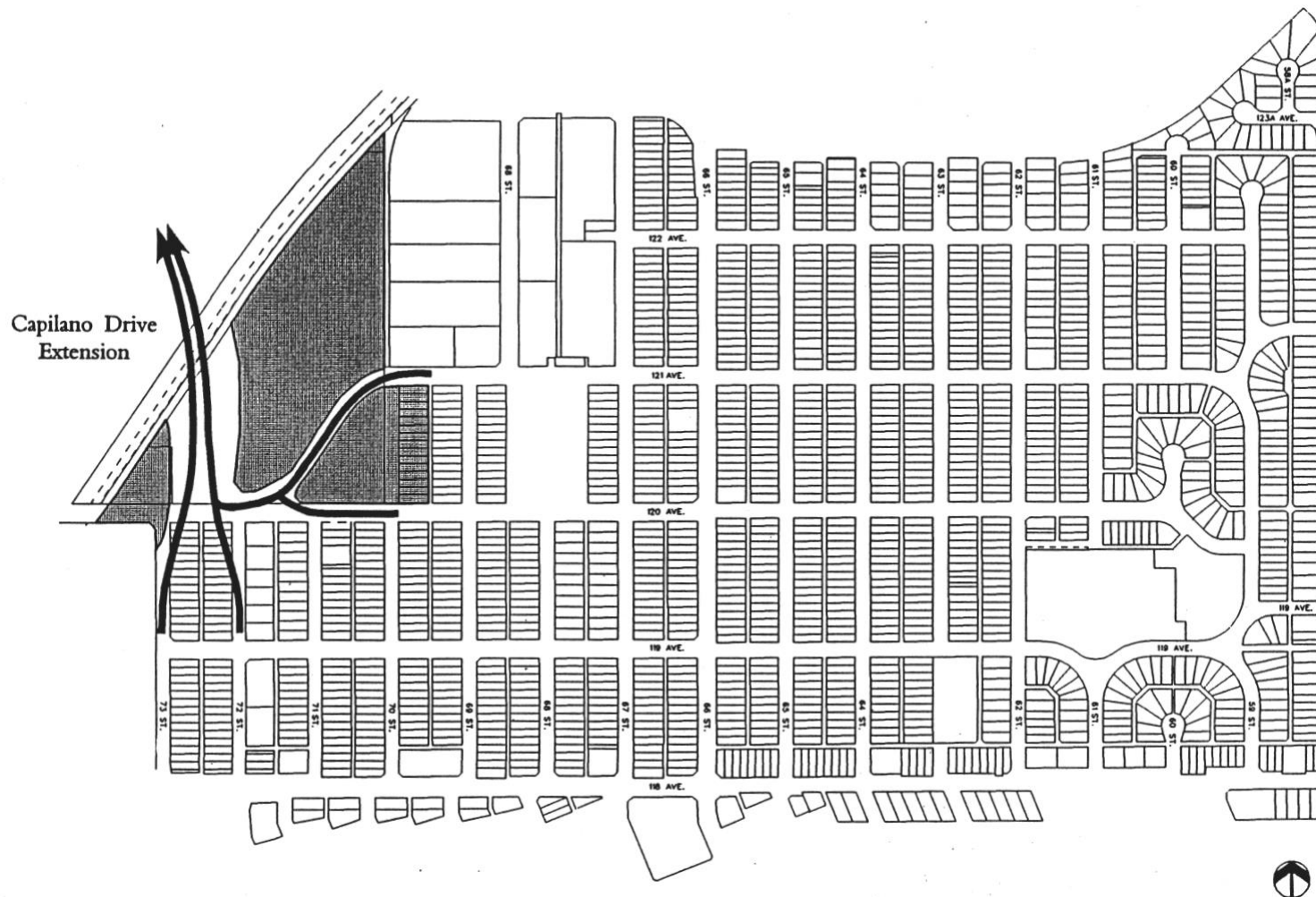
INTERIM PARKING FOR COLISEUM EVENTS

POLICY NUMBER 1.29

*Bylaw 10825
July 18, 1994*

The land shown shaded on Schedule I.2A will be designated for surface parking in accordance with the regulations of a Site Specific Development Control (DC5) district for the duration of the lease of these lands to Edmonton Northlands or its designate. Upon the termination of this lease, future development of the lands shall be considered for industrial and residential uses in accordance with policies 1.25, 1.26, 1.27, and 1.28 of this Plan.

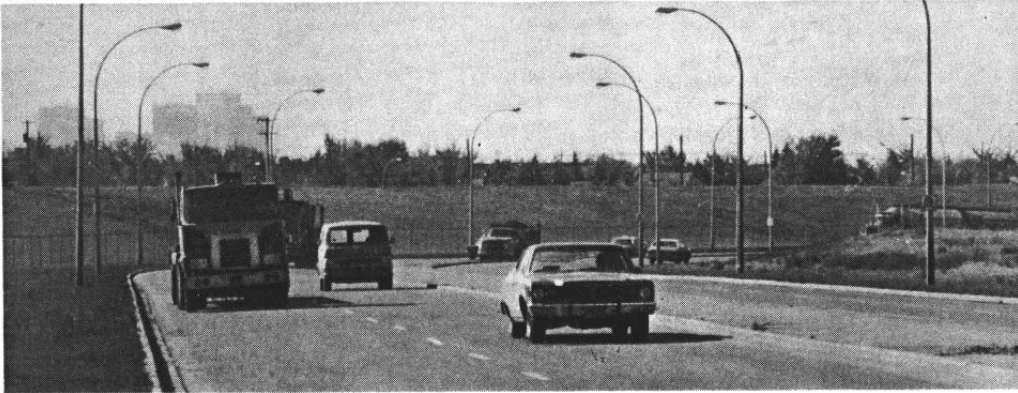
*Bylaw 11314
November 18,
1996*



SCHEDULE I.2A – INTERIM PARKING FOR COLISEUM EVENTS

Section 3.0

TRANSPORTATION POLICIES



PLAN COMPONENT: TRANSPORTATION: TRUCK ROUTE

POLICY NUMBER 2.1

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

UPON COMPLETION OF THE YELLOWHEAD TRAIL AND THE CAPILANO DRIVE AND 121 AVENUE EXTENSIONS, EXISTING TRUCK ROUTES IN MONTROSE/SANTA ROSA WILL BE EVALUATED TO MINIMIZE IMPACT ON THE NEIGHBOURHOOD WITH PARTICULAR ATTENTION GIVEN TO THE REMOVAL OF 118 AVENUE AS A DAY-TIME TRUCK ROUTE.

Objective:

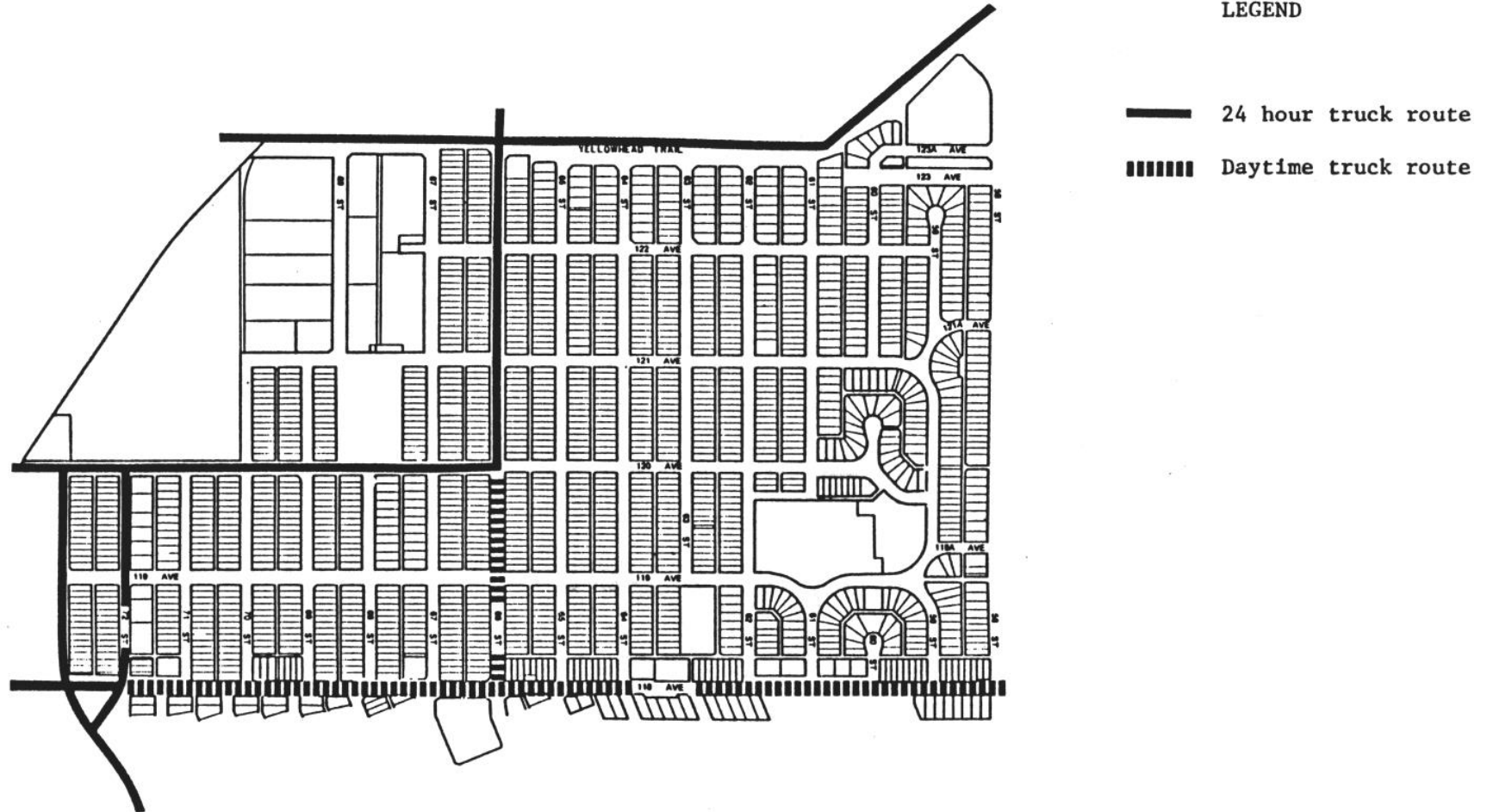
- To develop a rationalized truck route in Montrose/Santa Rosa that would reduce disruption to the residential portion of the neighbourhood.

Summary of Action:

Council will instruct the Transportation Department to evaluate the truck route system in Montrose/Santa Rosa when the Yellowhead Trail, Capilano Drive and 121 Avenue extensions are completed.

Explanations

- Removing truck route designation on 118 Avenue will improve traffic safety along 118 Avenue without negatively impacting the business of the commercial establishments.
- Completion of the Yellowhead Trail and the Capilano Drive and 121 Avenue extensions may affect the existing truck route system and should be adjusted accordingly.



PLAN COMPONENT: TRANSPORTATION: ARTERIALS

POLICY NUMBER 2.2

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

WITH THE COMPLETION OF THE YELLOWHEAD TRAIL AND DURING FUNCTIONAL PLANNING FOR THE CAPILANO DRIVE AND 121 AVENUE EXTENSIONS, THE ADMINISTRATION SHALL TAKE INTO CONSIDERATION THE FOLLOWING RECOMMENDATIONS:

- (i) removal of 120 Avenue from the arterial network;
- (ii) utilizing 121 Avenue to connect 66 Street and the Capilano Drive extension;
- (iii) minor adjustments to the intersection of 66 Street and 120 Avenue, to discourage traffic to 120 Avenue;
- (iv) minor adjustment to the intersection of 120 Avenue and 121 Avenue, to discourage traffic to 120 Avenue; and
- (v) creation of a major entrance to the Coliseum at 119 Avenue.

Objectives:

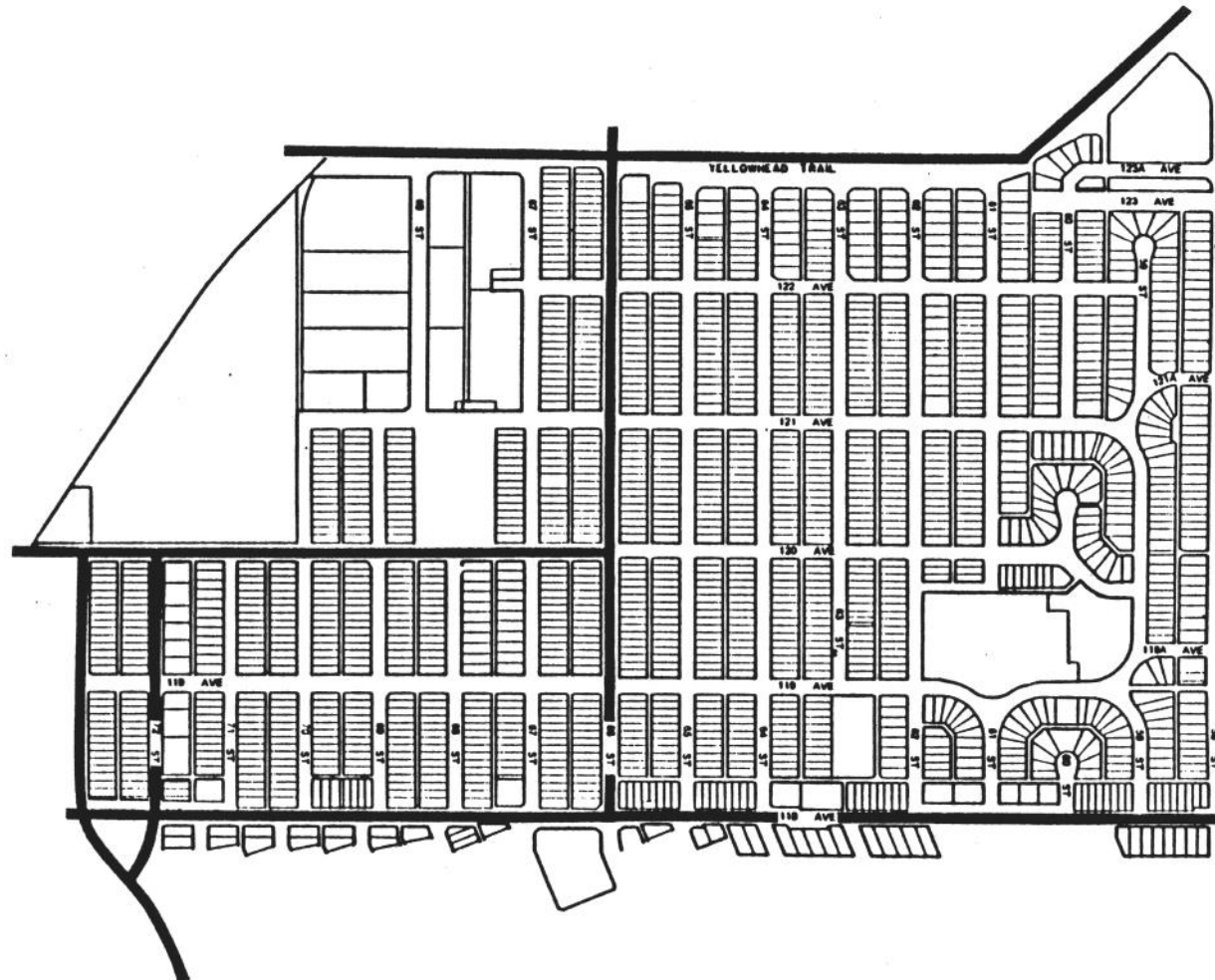
- To consolidate the low density residential area west of 66 Street.
- To improve access to Santa Rosa Arena Park for the local residents.
- To ensure adequate access to the general area around Northlands Coliseum.
- To discourage non local traffic from using 120 Avenue.

Summary of Action:

Council will instruct the Transportation Department and Public Works Department to include these recommendations in their consideration of the Northeast Corridor Functional Plans.

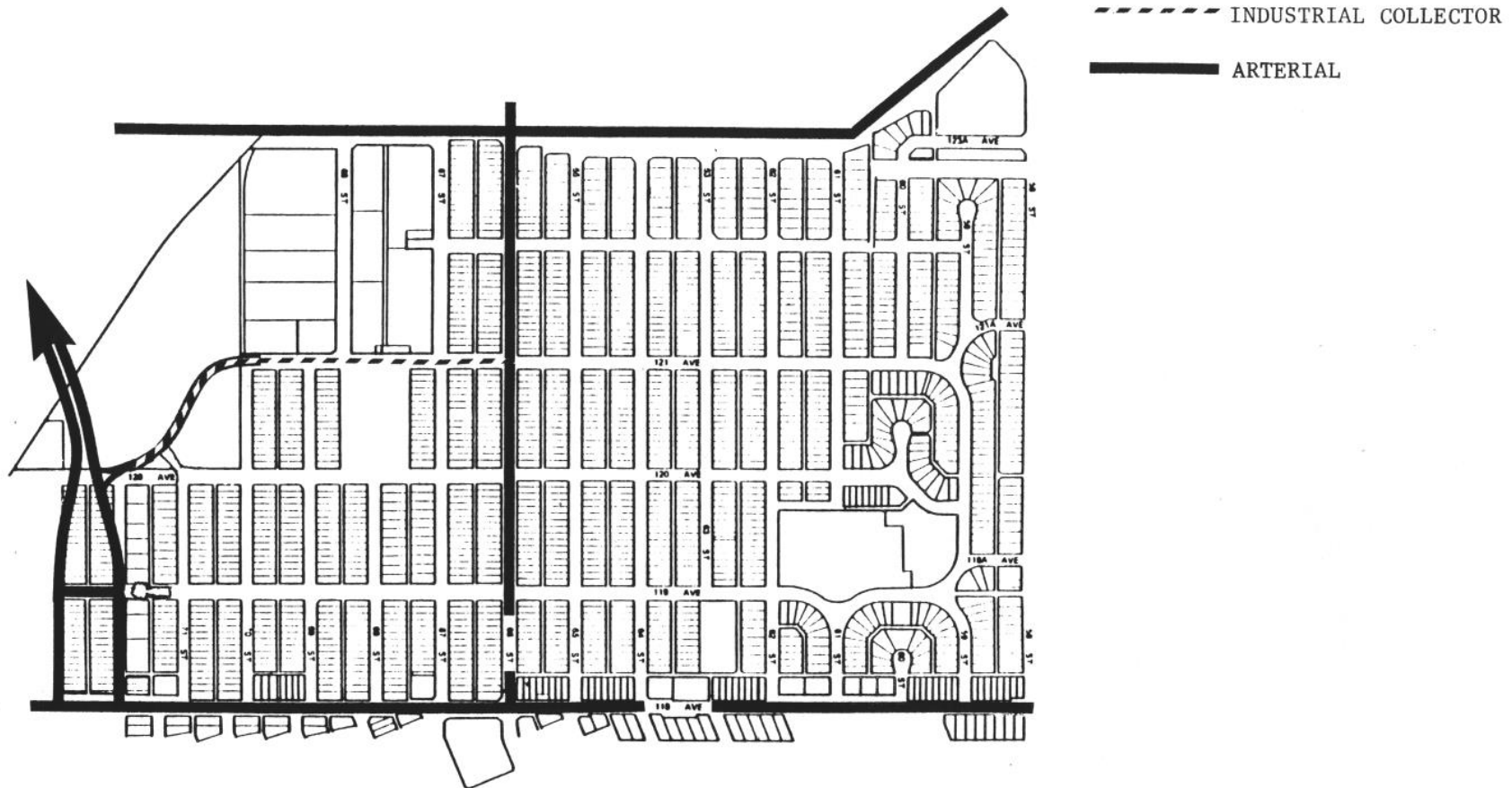
Explanations

- 120 Avenue divides the residential area west of 66 Street into two portions and separates the Santa Rosa Arena Park from the larger area of residential development south of 120 Avenue.
- By utilizing 121 Avenue as a collector road, it will provide a natural buffer between the industrial and the residential areas west of 66 Street.
- 121 Avenue will also provide adequate traffic access to Capilano Drive.



EXISTING ARTERIAL NETWORK

Bylaw 9258
April 10, 1990



SCHEDULE I.3 – PROPOSED ARTERIAL NETWORK

PLAN COMPONENT: TRANSPORTATION: LANDSCAPING

POLICY NUMBER 2.3

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

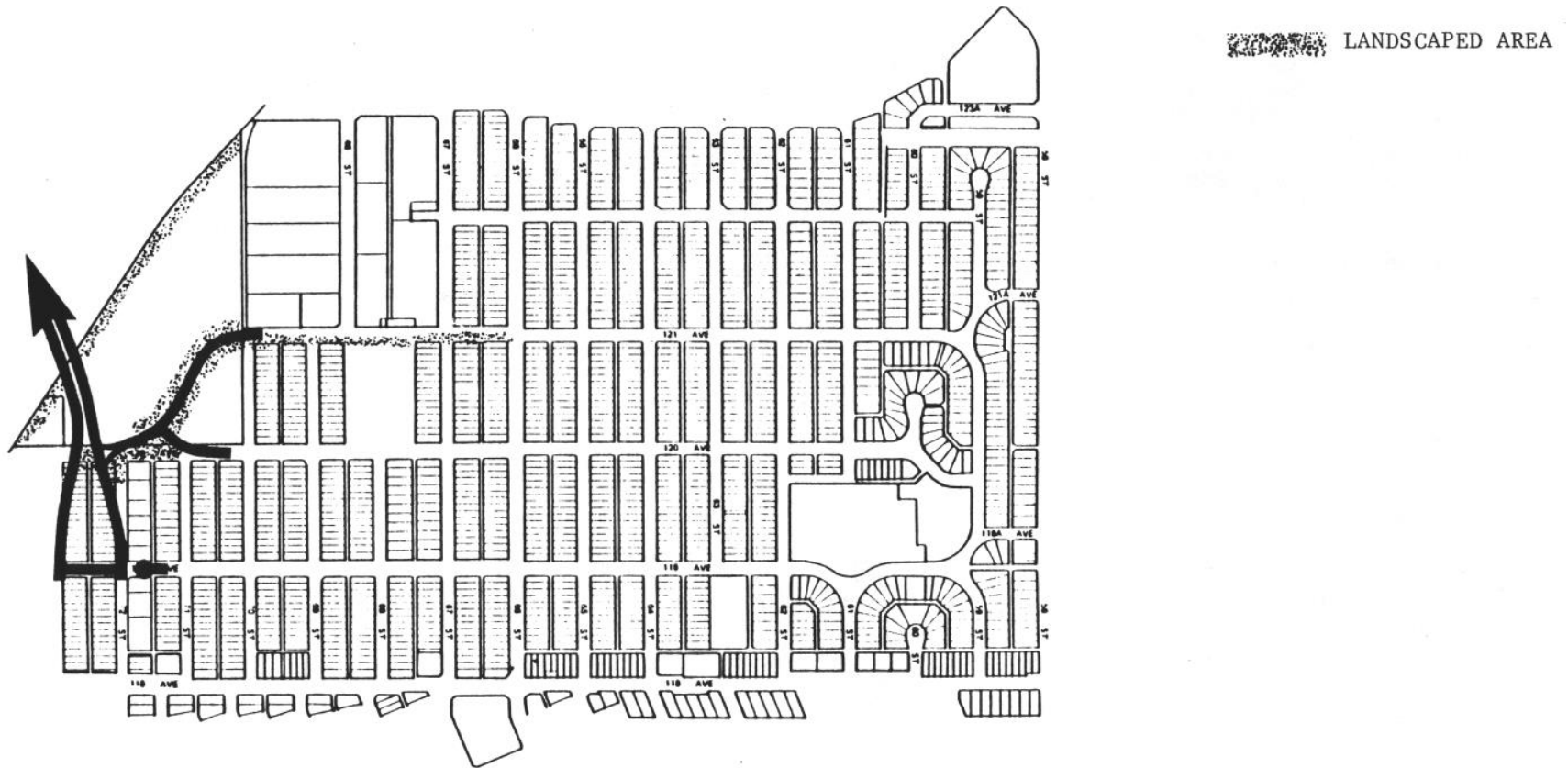
UPON THE COMPLETION OF THE CAPILANO DRIVE AND 121 AVENUE EXTENSIONS AND THE REDEVELOPMENT OF REMAINING PORTIONS OF THE BURNS SITE, APPROPRIATE LANDSCAPING WILL BE PROVIDED IN THE FOLLOWING LOCATIONS:

- (i) any remnant road right-of-way lands surplus to municipal requirements south of 120 Avenue to 118 Avenue between 72 and 73 Street (Capilano Median);
- (ii) along the east side of the Capilano Drive extension where it adjoins the residential area;
- (iii) on the north and south side of 121 Avenue and west of 66 Street; and
- (iv) along the CN/LRT line.

Objective:

- To protect the residential areas abutting Capilano Drive and 121 Avenue.
- To enhance the image of the approach routes to Edmonton Northlands.
- To generally improve the appearance of the area near the Northlands Coliseum.
- To improve the appearance of the Northeast CN/LRT corridor.

Bylaw 9258
April 10, 1990



SCHEDULE I.4 – PROPOSED LANDSCAPED AREA

Summary of Action:

This policy will be implemented as follows:

- (i) The Capilano Median, the east side of the Capilano extension and the south side of 121 Avenue between 66 and 69 Streets will be landscaped by the City.
- (ii) The north and south side of 121 Avenue west of 69 Street will be landscaped by the City and property owners abutting that portion of 121 Avenue will be responsible for buffering along the edge of their property.
- (iii) The CN/LRT line will be landscaped and or screened by the developer of property abutting the right-of-way.
- (iv) Council will instruct the Transportation Department to conduct a detailed urban design review of that portion of CN/LRT corridor that is within the Montrose/Santa Rosa ARP area.

Explanations

- The provision of residential development on a portion of the Burns site requires some protection from the negative visual impact of the Capilano Drive extension and 121 Avenue.
- With proper landscaping and buffering, 121 Avenue will become the natural boundary separating the two major land use types (residential and industrial).
- The City is committed in assisting Edmonton Northlands to enhance the image of its site and the approaches to that site.
- The Civic Administration is conducting a corporate review of the Northeast CN/LRT corridor to improve its appearance; this includes that portion abutting the Burns site.

PLAN COMPONENT: TRANSPORTATION: TRAFFIC MANAGEMENT

POLICY NUMBER 2.4

It is the Policy of Council that:

TRAFFIC CONTROL SCHEMES TO DISCOURAGE TRAFFIC SHORTCUTTING ALONG 121 AVENUE EAST OF 66 STREET, AND THE LANE AT THE 119 AVENUE AND 59 STREET INTERSECTION WILL BE ESTABLISHED.

Objectives:

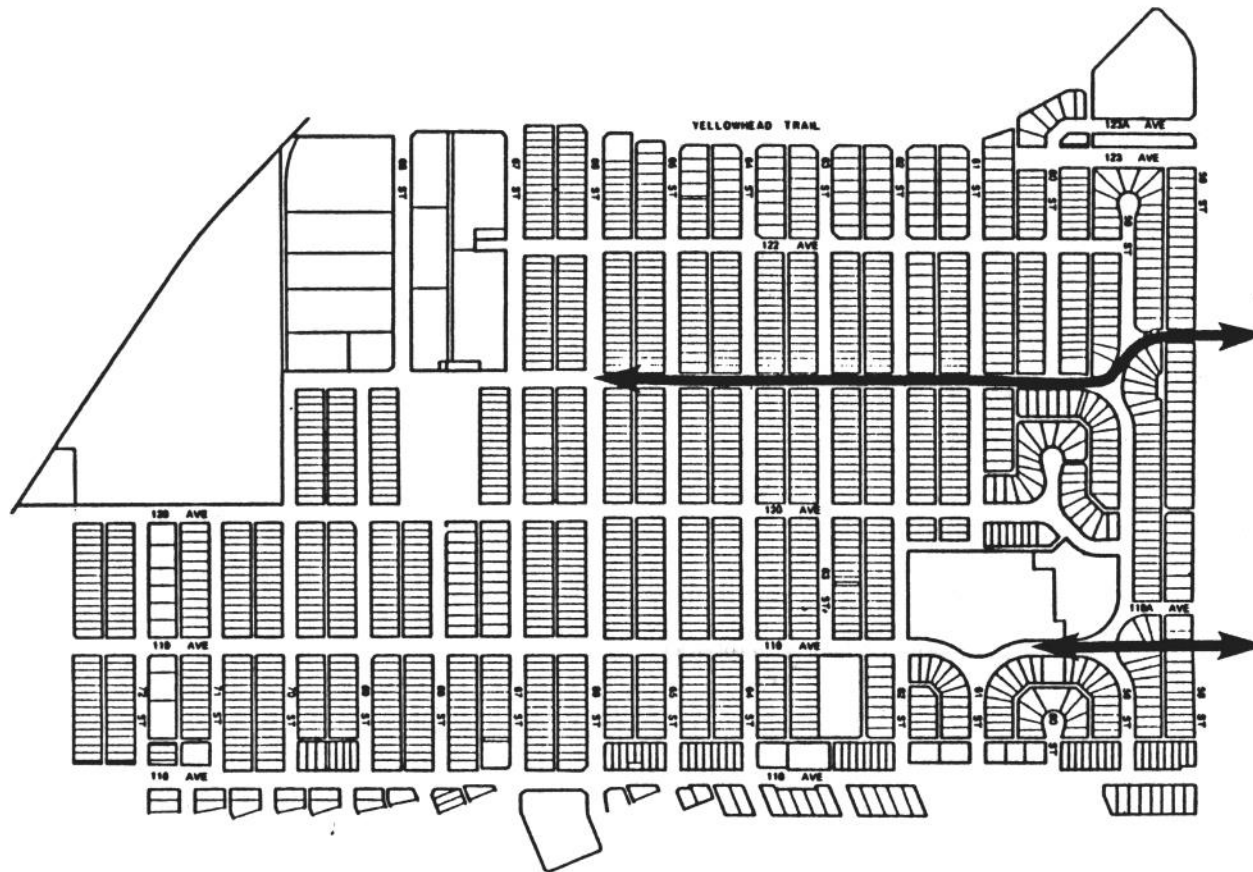
- To reduce traffic shortcutting through the residential neighbourhood.
- To improve traffic safety in the neighbourhood.

Summary of Action:

Council will instruct the Engineering Department to investigate and where feasible carry out improvements in consultation with the Montrose Community League and the Planning Department, as outlined in the implementation document.

Explanations

- These problems were identified by the community and verified by the Engineering Department.
- This Policy conforms with General Municipal Plan Policy 8.D.1: "The City will investigate and implement, where feasible, measures to discourage community disruption by through commuter traffic on nonarterial roadways."



TRAFFIC SHORT-CUTTING ROUTES

PLAN COMPONENT: TRANSPORTATION: TRAFFIC MANAGEMENT

POLICY NUMBER 2.5

It is the Policy of Council that:

TRAFFIC CONTROL SCHEMES WILL BE ESTABLISHED AT THE FOLLOWING LOCATIONS TO IMPROVE ROADWAY SAFETY:

- (i) 121 Avenue, 59 Street and 121A Avenue intersection; and
- (ii) 119 Avenue, 59 Street and 119A Avenue intersection.

Objective:

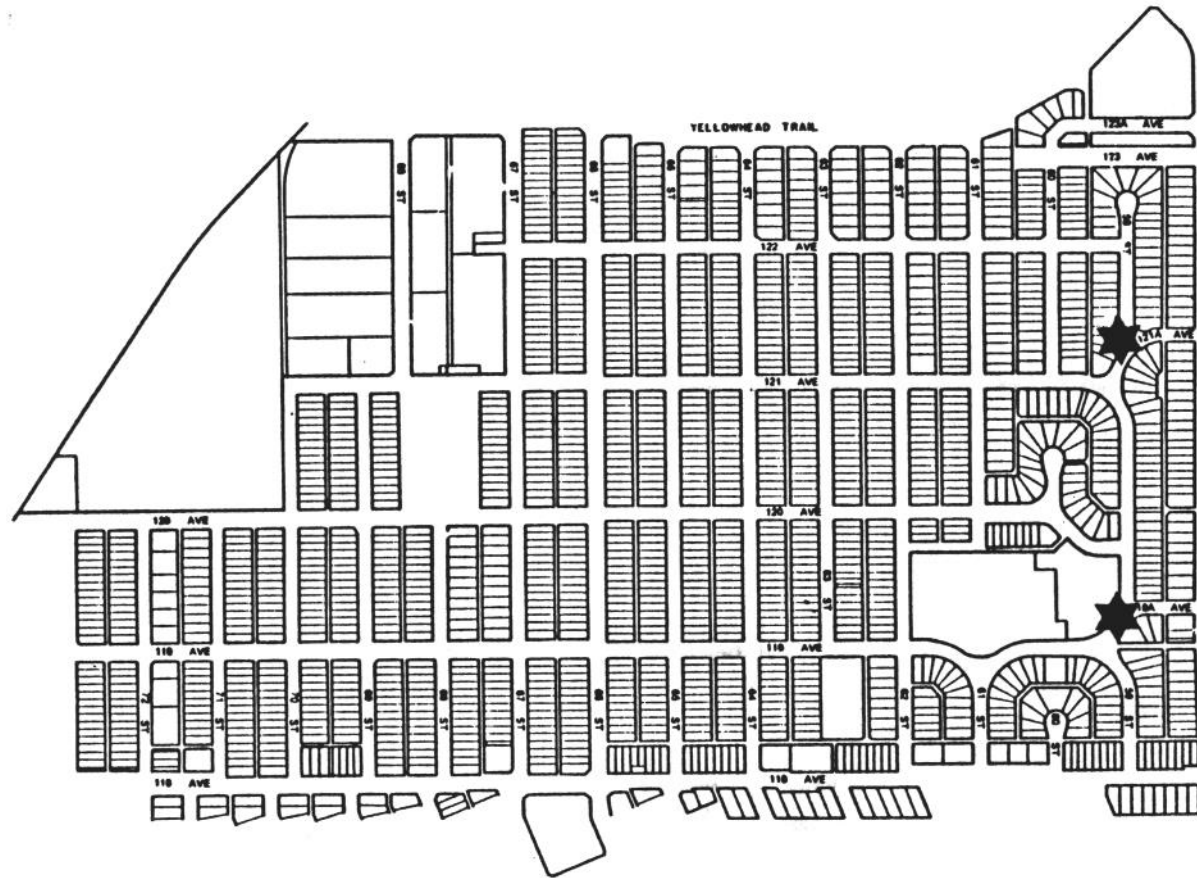
To improve traffic safety at dangerous intersections within the neighbourhood.

Summary of Action:

Council will instruct the Engineering Department to investigate, and where feasible carry out improvements in consultation with the Montrose Community League and the Planning Department, as outlined in the implementation document.

Explanation

- These problem areas were identified by the community and verified by the Engineering Department. Each of these two intersections has four roadways coming together in a curve with no traffic control signs.



ROADWAY INTERSECTION IMPROVEMENTS

PLAN COMPONENT: TRANSPORTATION: PARKING MANAGEMENT

POLICY NUMBER 2.6

*Bylaw 9258
April 10, 1990*

It is the Policy of Council that:

THE NORTHLANDS AREA NON-RESIDENT PARKING RESTRICTION PROGRAM BE ESTABLISHED FOR THE AREA INDICATED ON SCHEDULE "I.5".

Objective:

To restrict non-residential parking on residential streets in Montrose/Santa Rosa during Coliseum/Exhibition Grounds events.

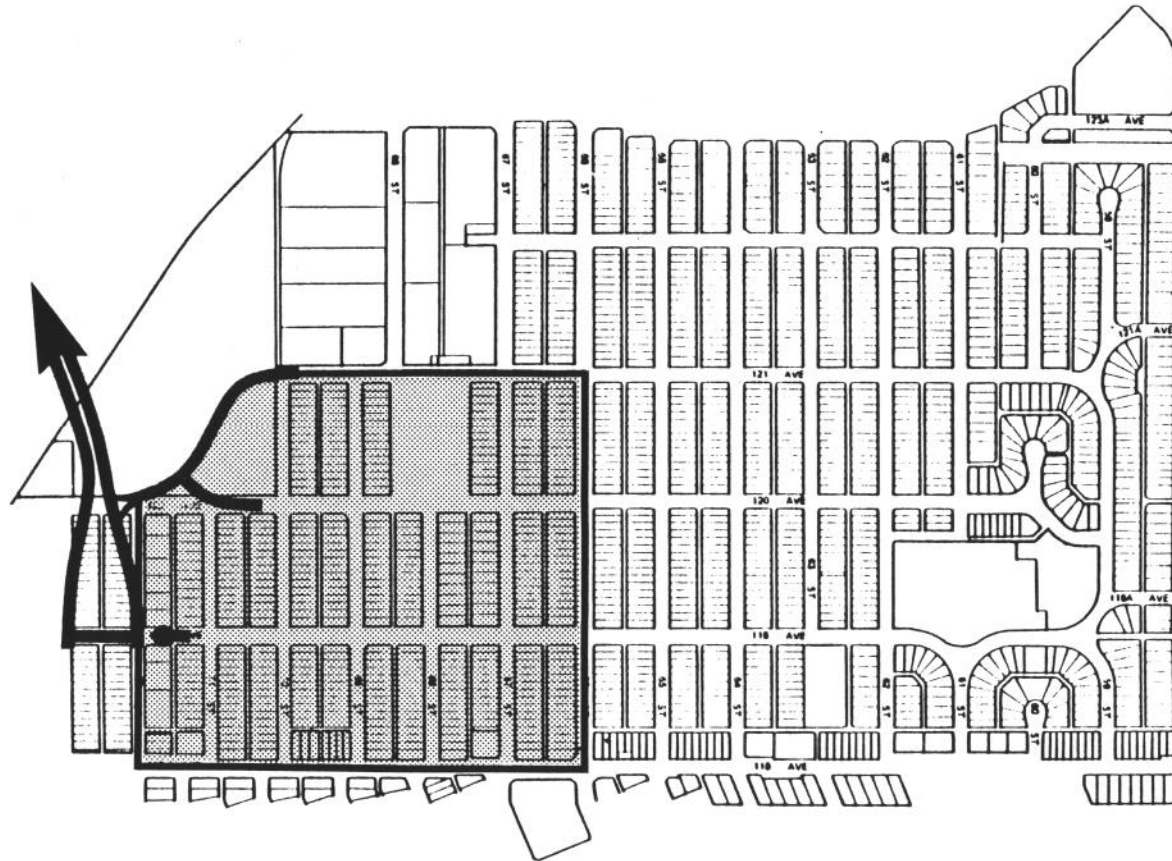
Summary of Action:

Council will reaffirm the implementation and enforcement of the Northlands Area Non-Resident Parking Restriction Programme. The Transportation Department will expand the area of the programme as indicated in Schedule I.5.

Explanations

- Parking problems in this area were identified by the community and verified by a survey and a
- parking study conducted by the City. The problems stemmed from non-residents parking during major Coliseum/Exhibition Grounds events.
- The Northlands Area Non-Resident Parking Restriction Program was implemented in November 1981 after a study was prepared by the Engineering Department.

Bylaw 9258
April 10, 1990



SCHEDULE I.5 – PARKING AREA AFFECTED BY COLISEUM EVENTS

PLAN COMPONENT: TRANSPORTATION: PARKING MANAGEMENT

POLICY NUMBER 2.7

It is the Policy of Council that:

PARKING FUNCTIONS ARE PERMITTED ON THE BURNS SITE ACCORDING TO THE FOLLOWING GUIDELINES:

- (i) Parking facilities may be integrated with future developments on the site.
- (ii) Primary function of the parking facilities shall be to provide parking for Shuttle Services during major events at the Commonwealth Stadium but shall also be diversified to accommodate various parking needs for major events in the area.
- (iii) Parking facilities may be developed in conjunction and cooperation with Northlands Coliseum.
- (iv) Proper access to and egress from parking facilities shall be provided to minimize the impact on the neighbouring residential area.

Objectives:

- To facilitate parking needs for Shuttle Services during major events at the Commonwealth Stadium.
- To mitigate the parking problems in the Coliseum area.

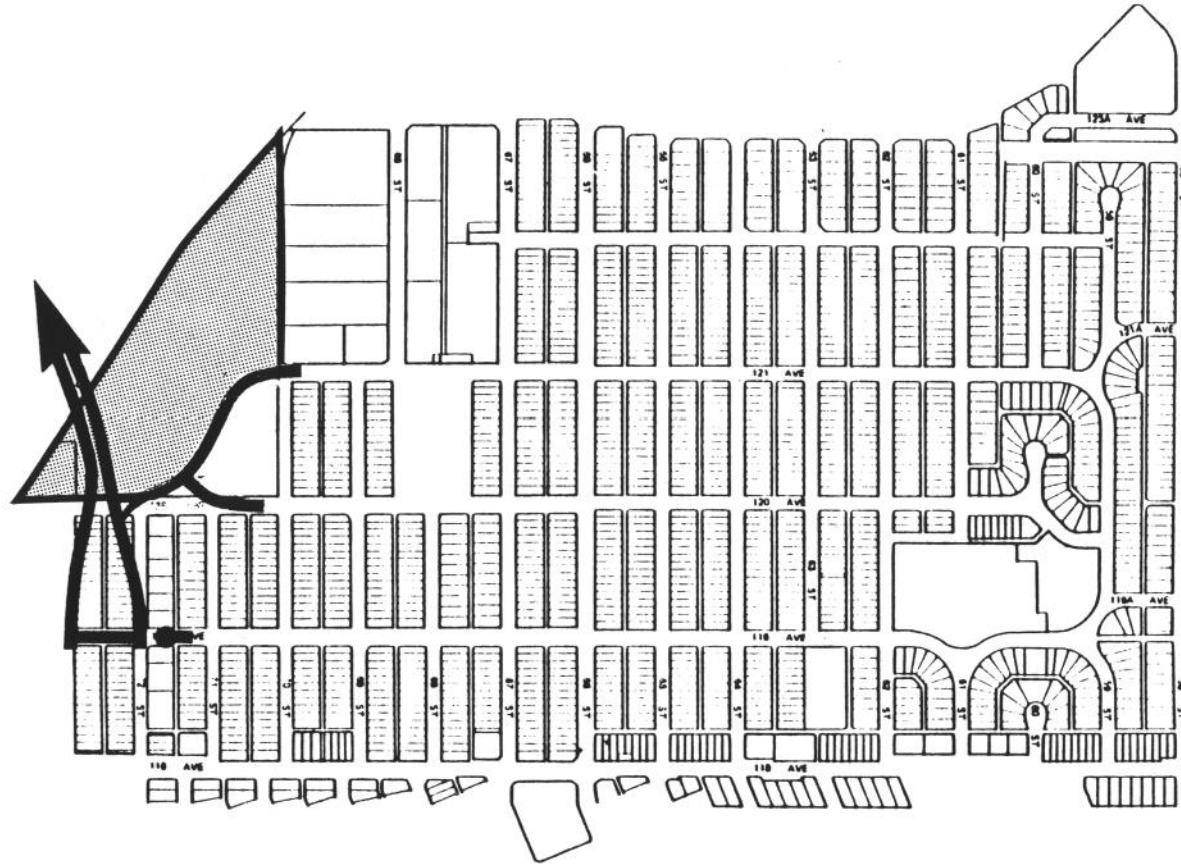
Summary of Action:

- Council will instruct Edmonton Transit to develop parking facilities on the Burns site according to the guidelines outlined in this Policy and appropriate policies regarding Park 'N' Ride in conjunction with the Planning, Transportation Management, and Real Estate and Housing Departments.
- Council will instruct the Real Estate and Housing Department to ensure parking facilities are integrated with appropriate future developments on the Burns site according to the guidelines set down in this Policy.

Explanations

- Edmonton Transit is under extreme pressure to find and develop suitable parking sites to provide Shuttle Services due to the expansion of Commonwealth stadium and the advent of the World University Games. This site is suitable because of its proximity to the Commonwealth Stadium which enables Transit to make multiple shuttle trips.
- The establishment of the Shuttle Services parking lot as an integral part of the Capilano Freeway extension will maximize the utilization of the site.
- The development of parking facilities in conjunction with Northlands Coliseum will maximize the utilization of the facilities and mitigate the parking problems of the area.

Bylaw 9258
April 10, 1990



SCHEDULE I.6 – BURNS PARKING

PLAN COMPONENT: TRANSPORTATION: PARKING MANAGEMENT

POLICY NUMBER 2.8

It is the Policy of Council that:

THE ADMINISTRATION BE DIRECTED TO INVESTIGATE MEANS TO MITIGATE PARKING PROBLEMS AT THE 118 AVENUE AND 66 STREET COMMERCIAL NODE.

Objectives:

- To improve customer parking deficiencies at the 118 Avenue and 66 Street commercial area.
- To strengthen the area as a local shopping area.

Summary of Action:

Council will instruct the Planning Department to develop a parking improvement plan along with the local businesses in the area, with the assistance of the Engineering Department. The plan should identify the nature of the parking problems, possible means to alleviate the problem, and the costs involved. Adjacent communities (Montrose/Santa Rosa, Highlands, and Bellevue) will be informed and allowed input into the parking improvement plan.

Explanations

- Lack of customer parking has been identified as one of the major sources of parking congestion.
- Adequate customer parking is essential for the success of this area as a local shopping area.

**PLAN COMPONENT: TRANSPORTATION:
PEDESTRIAN CIRCULATION****POLICY NUMBER 2.9****It is the Policy of Council that:**

A PEDESTRIAN NETWORK BE DEVELOPED IN MONTROSE/SANTA ROSA LINKING MAJOR ACTIVITY CENTRES INCLUDING THE L.R.T. STATION AREA, SCHOOLS, AND NEIGHBOURHOOD PARKS.

Objective:

To facilitate efficient and safe pedestrian access to major activity centres in the neighbourhood.

Summary of Action:

Specific actions are outlined in Policies 2.10 and 2.11

Explanations

- This Policy conforms with General Municipal Plan Policy 8.F.2 which states: "The city will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses."
- Pedestrian facilities are desirable in residential areas to ensure safety of movement, as well as to provide access to community amenity areas and public transit service.

**PLAN COMPONENT: TRANSPORTATION:
PEDESTRIAN CIRCULATION**

POLICY NUMBER 2.10

It is the Policy of Council that:

119 AVENUE BE DEVELOPED AS A MAJOR PEDESTRIAN CORRIDOR EAST OF CAPILANO FREEWAY LINKING THE NEIGHBOURHOOD IN AN EAST-WEST DIRECTION.

Objectives:

- To improve the security and safe movement of pedestrians.
- To promote greater ease of movement by linking major activity centres in the neighbourhood such as the two schools and the Community League Park.

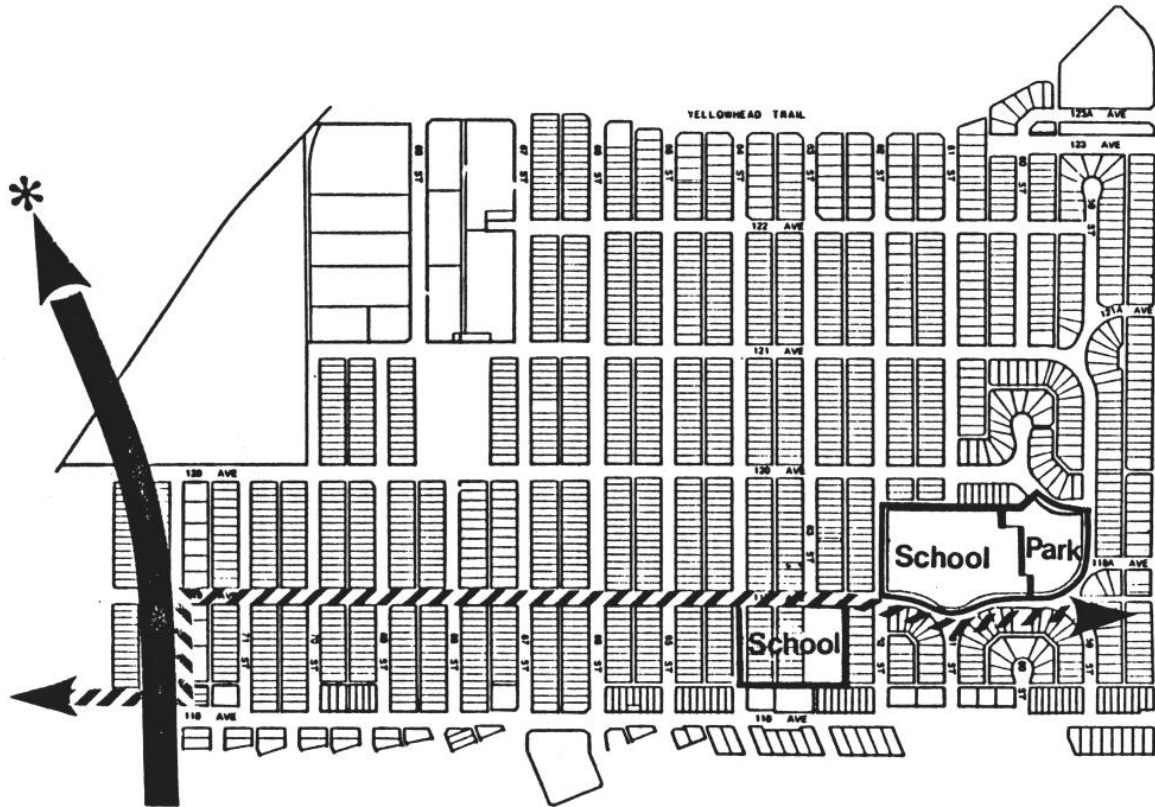
Summary of Action:

- Council will instruct the Engineering Department to provide sidewalk structures and improvements along the south side of 119 Avenue, as outlined in the implementation document.
- Council will instruct Edmonton Power to investigate the feasibility of providing pedestrian-oriented lighting along 119 Avenue, as outlined in the implementation document.
- Council will instruct the Parks and Recreation Department to investigate and undertake the provision of pedestrian amenities such as benches and improved landscaping along 119 Avenue, as outlined in the implementation document.
- Council will instruct the Planning Department to co-ordinate the development of 119 Avenue as a major pedestrian corridor.

Explanations

- 118 Avenue and 120 Avenue are both major arterials not suitable for pedestrian corridors.
- The route recommended in this policy offers the most direct and efficient pedestrian linkage between the major community amenity areas such as the Montrose Community League Park and the two elementary schools.
- This Policy conforms with General Municipal Plan Policy 8.F.2: "The City will provide pedestrian facilities within residential areas to provide access to community facilities for recreational or other uses."

* PRELIMINARY FREEWAY ALIGNMENT



PROPOSED PEDESTRIAN CORRIDOR

**PLAN COMPONENT: TRANSPORTATION:
PEDESTRIAN CIRCULATION**

POLICY NUMBER 2.11

It is the Policy of Council that:

A PEDESTRIAN ACCESS BE PROVIDED ACROSS THE CAPILANO FREEWAY IN THE FUTURE GRADE SEPARATION AT 118 AVENUE.

Objectives:

- To facilitate pedestrian access to the Coliseum L.R.T. station.
- To ensure pedestrian safety across the Capilano Freeway.

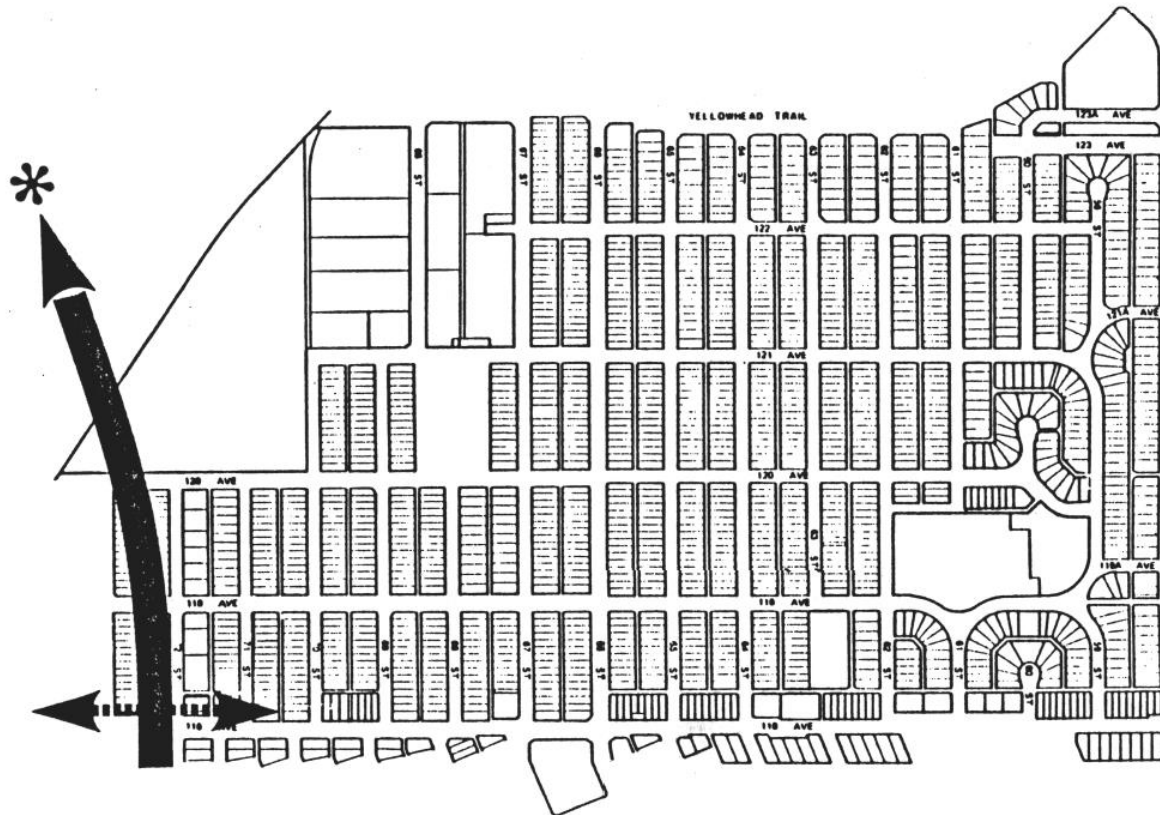
Summary of Action:

Council will instruct the Transportation Management and Engineering Departments to include this pedestrian connection in their plans and programmes.

Explanations

- The Capilano Freeway is a major obstacle for pedestrian access to the Coliseum L.R.T. station. This pedestrian connection will improve accessibility to the L.R.T. station from the area east of the Capilano Freeway.
- 119 Avenue is proposed to be a major pedestrian corridor linking the neighbourhood in an east-west direction. The pedestrian corridor will be routed down 72 Street to link up at 118 Avenue.

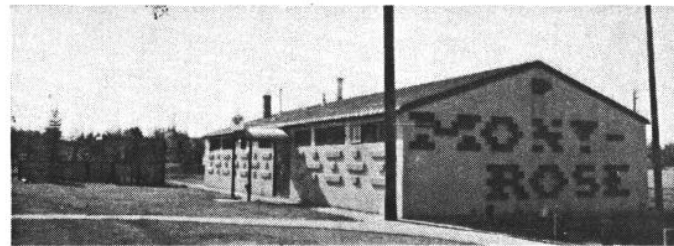
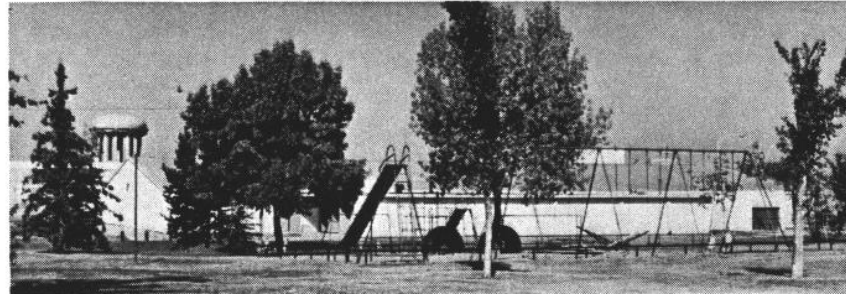
* PRELIMINARY FREEWAY ALIGNMENT



PEDESTRIAN WALKWAY

Section 4.0

RECREATION POLICIES



PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY**POLICY NUMBER 3.1**

*Bylaw 7430
January 24, 1984*

It is the Policy of Council that:

A REDEVELOPMENT LEVY AS OUTLINED IN THE PLANNING ACT, R.S.A. 1980 C.P-9, WILL BE EMPLOYED SOLELY FOR THE PURCHASE OF LAND FOR PARK AND OPEN SPACE RECREATIONAL FACILITIES. NO MONIES COLLECTED THROUGH THE LEVY WILL BE ALLOCATED FOR SCHOOLS AS THERE IS NO NEED EXPECTED BEYOND EXISTING FACILITIES.

Objective:

- To compensate for increased demand for park space resulting from greater populations.

Summary of Action:

The Administration will utilize the redevelopment levy funds collected to supplement other sources of funds for the acquisition of land for parks and recreation facilities.

Explanations

- At present park space in Montrose/Santa Rosa is inadequate. With the proposed land use districts in the area, the population will be doubled and will have an additional park space deficiency of about 2.5 ha (6.2 acres). With the proposed 1 ha parkland on Burns site, the neighbourhood will still have a park space deficiency of about 1.5 ha (3.7 acres).

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY

POLICY NUMBER 3.2

It is the Policy of Council that:

MONIES COLLECTED UNDER A REDEVELOPMENT LEVY FOR MONTROSE/ SANTA ROSA WILL BE SPENT ON THE FOLLOWING PROJECTS:

- (i) Purchase of properties not to exceed 0.2 ha (0.5 acre) in area to connect the Santa Rosa Arena Park with the proposed park on Burns site.
- (ii) Purchase of properties approximately 1.2 ha (3 acres) in area for a neighbourhood park in the northeast portion of Montrose/Santa Rosa.

Objective:

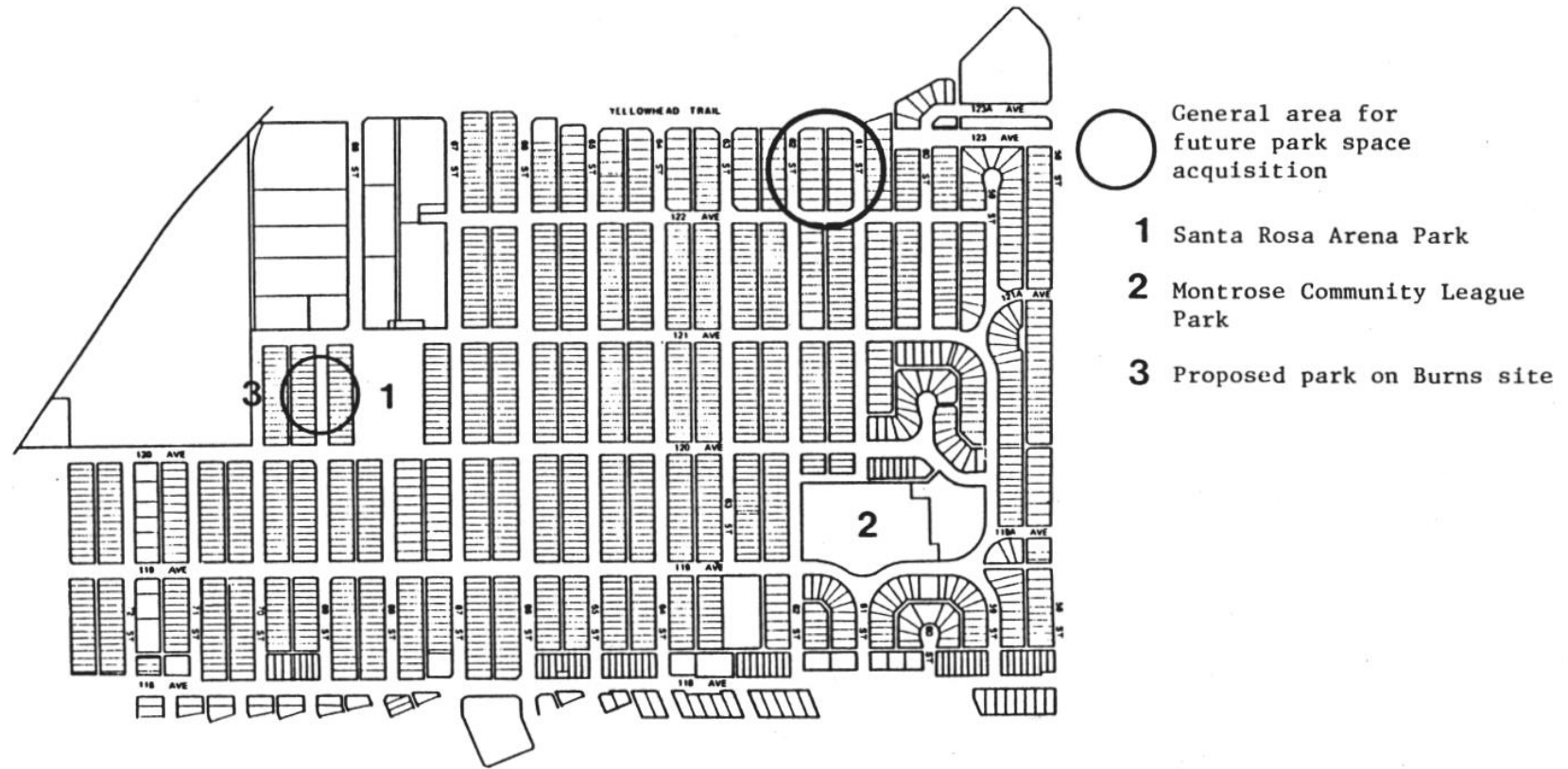
- To allocate monies collected through the redevelopment levy to appropriate areas for parks.

Summary of Action:

Council will instruct the Parks and Recreation Department to make the appropriate program adjustment in order to begin site selection and purchase procedures.

Explanations

- The Parks and Recreation Department will use redevelopment funds to purchase properties from either private or other interest groups.
- Presently, Parks and Recreation Department already had about 0.2 ha of undeveloped park land in the northeast portion of the neighbourhood.



FUTURE PARK SPACE ACQUISITION

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY

POLICY NUMBER 3.3

*Bylaw 7430
January 4, 1984*

Deleted.

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY**POLICY NUMBER 3.4****It is the Policy of Council that:**

THE FOLLOWING CATEGORIES OF DEVELOPMENT SHALL BE EXEMPTED FROM A REDEVELOPMENT LEVY CHARGE:

1. Non-Profit Housing

According to the definition used in the National Housing Act, a nonprofit corporation, is one in which no part of the income is payable to or is otherwise available for the personal benefits of any proprietor, member or shareholder thereof. It is a corporation which is:

- “(i) constructed exclusively for charitable purpose, or
- (ii) a housing corporation all of the shares or capital of which are owned by the government of a province, by a municipality or by an agency of the province or a municipality, or
- (iii) a cooperative association that is constructing, acquiring or improving a housing project with the intention of providing housing to persons, the majority of whom are members of the association who will occupy the housing as owners upon completion of the project.”

2. The following developments which require a Development Class 'A' permit under Bylaw No. 5996, being the Edmonton Land Use Bylaw are exempted from redevelopment levy:

- “(1) Subject to the provisions of Section 75 of the Planning Act, R.S.A. 1980, the carrying out of work or maintenance or repair not exceeding a value of \$500.00 to any building or structure either lawfully in existence at the effective date of this Bylaw or lawfully constructed thereafter, if the work does not include structural alterations or major works or renovation which will materially alter the structural appearance of the building or structure;
- (2) The following residential use and development, except in areas of potential riverbank or ravine slope instability:
 - (a) erection of a single detached dwelling, with or without an attached garage or carport;
 - (b) the placement of a Mobile Home;
 - (c) the accessory residential uses and developments specified below:
 - i) a single or double detached garage or carport;
 - ii) a pigeon loft or pigeon house;
 - iii) structural alterations and building operations which will materially alter the appearance of the structure such as a deck, an enclosed patio, a greenhouse, fireplace or breeze-way;
 - iv) additional living space within a basement or elsewhere in an existing building that will not result in the

- development of an additional dwelling or sleeping unit;
- v) an open or enclosed, attached or detached swimming pool;
- (3) The development of a minor accessory commercial building, including a loading dock or bay, or a similar accessory usage.
- (4) The following developments:
 - (a) The demolition of an existing building or structure, except where such building or structure has been designated as an historic resource within the DC1 District.
 - (b) The demolition of an existing building, except when a development permit has been issued for a new development.
 - (c) A pedestrian way which is covered, or otherwise enclosed, at, below or above grade.
 - (d) The erection of towers, poles, television and other communications aerials or masts in a Residential District; or in a Commercial or Industrial District where such structures may cause a load to be placed upon a building through its attachment or placement upon such building.”

Objective:

- To include information regarding exemptions from the Redevelopment Levy Policy.

Summary of Action:

Council will instruct the Administration to exempt these use classes from the collection of a redevelopment levy.

Explanation

This policy is consistent with the Redevelopment Levy approved by Council.

PLAN COMPONENT: RECREATION: REDEVELOPMENT LEVY**POLICY NUMBER 3.5**

*Bylaw 7430
January 24, 1984*

Deleted.

Section 5.0

MUNICIPAL SERVICES POLICIES



**PLAN COMPONENT: MUNICIPAL SERVICES:
DEVELOPER RESPONSIBILITY**

POLICY NUMBER 4.1**It is the Policy of Council that:**

ANY NEW DEVELOPMENT PROPOSED WILL MEET ALL THE SERVICING REQUIREMENTS FOR ALL PUBLIC UTILITIES INVOLVED IN THE PROPOSAL.

Objective:

- To ensure compatibility of proposed development with servicing capacity in the area.

Summary of Action:

The Development Officer will require the applicant to arrange for the supply of utility services including payment of the costs of installation and construction of any such utility or facility on the advice of the utility departments.

Explanations

- Many of Montrose/Santa Rosa's utilities are already very close to capacity and any redevelopment will have the potential of over-extending present servicing.
- Section 17(3) and 17(4)(d) of the Land Use bylaw allow the Development Officer to require the applicant to make satisfactory arrangements and/or pay all costs of providing the servicing and/or facilities required.

**PLAN COMPONENT: MUNICIPAL SERVICES:
STORM WATER MANAGEMENT**

POLICY NUMBER 4.2

It is the Policy of Council that:

UNLESS OTHERWISE SPECIFIED BY WATER AND SANITATION DEPARTMENT, STORM WATER MANAGEMENT TECHNIQUES ARE REQUIRED ON FUTURE REDEVELOPMENT TO LIMIT THE RATE OF DISCHARGE TO THE SEWER TO ONE HALF INCH PER HOUR PER UNIT ACRE OF THE PROPERTY.

Objective:

- To ensure compatibility with sewer capacity in Montrose/Santa Rosa.

Summary of Action:

The Development Officer will enforce this policy on all future development.

Explanations

- The Water and Sanitation Department indicated that except for a few specific locations, the sewer system in Montrose/Santa Rosa will not accommodate increased run-off resulting from redevelopment without on-site storm water run-off retaining features incorporated in the development.
- In the combined sewer districts, the practice of immediately and directly draining parking lots to road drains and/or roofs to service lines via roof leaders increases the potential for sewer surcharge, back-up and flooding problems.

**PLAN COMPONENT: MUNICIPAL SERVICES:
SIDEWALK PROGRAM****POLICY NUMBER 4.3****It is the Policy of Council that:**

SIDEWALKS BE INSTALLED AT PEDESTRIAN CORRIDORS ALONG 119 AVENUE AND BUS ROUTES THROUGH THE ESTABLISHMENT OF A LOCAL BENEFIT AREA.

Objective:

- To provide safety and ease for pedestrian travel in areas of frequent pedestrian movement where these facilities do not currently exist.

Summary of Action:

- Council will instruct the Finance Department to prepare a Local Improvement Bylaw to allow the construction of sidewalks along the area identified in the Implementation Document.
- Council will instruct the Engineering Department to install sidewalks through the establishment of a Local Benefit Area along the area identified in the Implementation Document.

Explanations

- There are at present no sidewalks along 121 Avenue east of 66 Street, which is a bus route.
- There are also no sidewalk structures along the south side of 119 Avenue west of 64 Street, which is proposed to be a pedestrian corridor.
- Sidewalks increase pedestrian safety and are particularly important along pedestrian corridors.

**PLAN COMPONENT: MUNICIPAL SERVICES:
CRIME PREVENTION**

POLICY NUMBER 4.4

It is the Policy of Council that:

APPROPRIATE CRIME PREVENTION PROGRAMS BE MADE AVAILABLE TO THE COMMUNITY.

Objective:

- To promote community awareness of available crime prevention programs.

Summary of Action:

Council will instruct the Police Department to undertake a promotional campaign to inform the residents of Montrose/Santa Rosa of the crime prevention programs outlined in the Implementation Document.

Explanations

- Residents in Montrose/Santa Rosa have indicated petty crimes and vandalism are common problems in the area.
- Programs such as Senior Power, Neighbourhood Watch, and Block Parents are identified by the Police Department as being appropriate for Montrose/Santa Rosa.

PLAN COMPONENT: MUNICIPAL SERVICES: SCHOOLS**POLICY NUMBER 4.5****It is the Policy of Council that:**

ALTERNATIVE COMMUNITY ORIENTED USES OF SCHOOL ROOMS THAT IS COMPLEMENTARY TO THE NORMAL CLASSROOM FUNCTION SHOULD BE ENCOURAGED AND SUPPORTED.

Objectives:

- To ensure the facilities of the two school grounds be utilized as much as possible by the public.
- To retain the school function in the community in close proximity to the student population even in the event of declining enrollments.

Summary of Action:

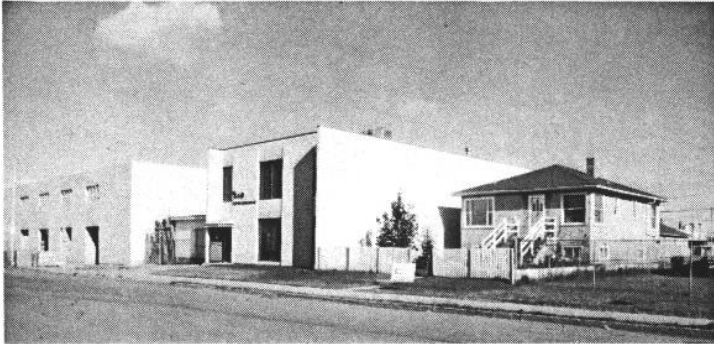
Council will instruct the Parks and Recreation Department to negotiate for community oriented uses of school rooms in the City's Joint Use Agreement with the two School Boards.

Explanation

- The existence of the two schools enhance the attractiveness of Montrose/Santa Rosa as a stable and viable residential neighbourhood for families with children and therefore the schools should be maintained.

Section 6.0

PROPOSED LAND USES



6.1 Introduction

This section outlines the proposed land uses in the Montrose/Santa Rosa Area Redevelopment Plan. It is provided for the convenience of the public and for the guidance of the Development Officer in considering proposed developments and exercising discretion pursuant to the Zoning Bylaw. The Zoning Bylaw, as amended, regulates and controls the use and development of land within the boundaries of the Area Redevelopment Plan. The Bylaw takes precedence over any information provided in this section, and the public is advised to refer directly to the regulations of the Zoning Bylaw including the General Regulations and other applicable provisions.

*Bylaw 12801
May 30, 2001*

Where specific provisions affecting the consideration of Discretionary Uses are indicated, the Development Officer will use them in his discretion to approve, refuse or impose appropriate conditions on a development of a discretionary use in order to implement the specific provisions of the Plan.

Within a Plan area, certain regulatory aspects of conventional land use zones (such as minimum yard requirements or density, for example) may be modified in order to achieve certain policy or design objectives. Two ways to accomplish this are:

- *advice to the Development Officer* - guidelines established through the preparation of the Area Redevelopment Plan, and
- *overlay provisions* - regulations established through City-wide Overlays.

Advice to the Development Officer provides direction in the exercise of his authority to vary regulations when approving, refusing or imposing appropriate conditions on the development of lands, and are established as guidelines or directives in the Plan. Overlay provisions alter or add new regulations to the Zone, and are established as Citywide Overlays in the Zoning Bylaw itself. This Area Redevelopment Plan contains development guidelines for certain residential and commercial zones. The Citywide "Mature Neighbourhood Overlay" provisions also apply to some of those zones.

For all lands not affected by overlay provisions, the development regulations for uses are those of the Zoning Bylaw. The Development Officer may consider the guidelines and vary certain regulations when authorized to use discretion. For those lands affected by both overlay provisions and guidelines, the regulations are those of the Zone as altered by the overlay, and the Development Officer will use discretion to approve, refuse or impose appropriate conditions on the development of those lands in consideration of the guidelines of this Plan.

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

*Bylaw 12925
January 9, 2002*

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

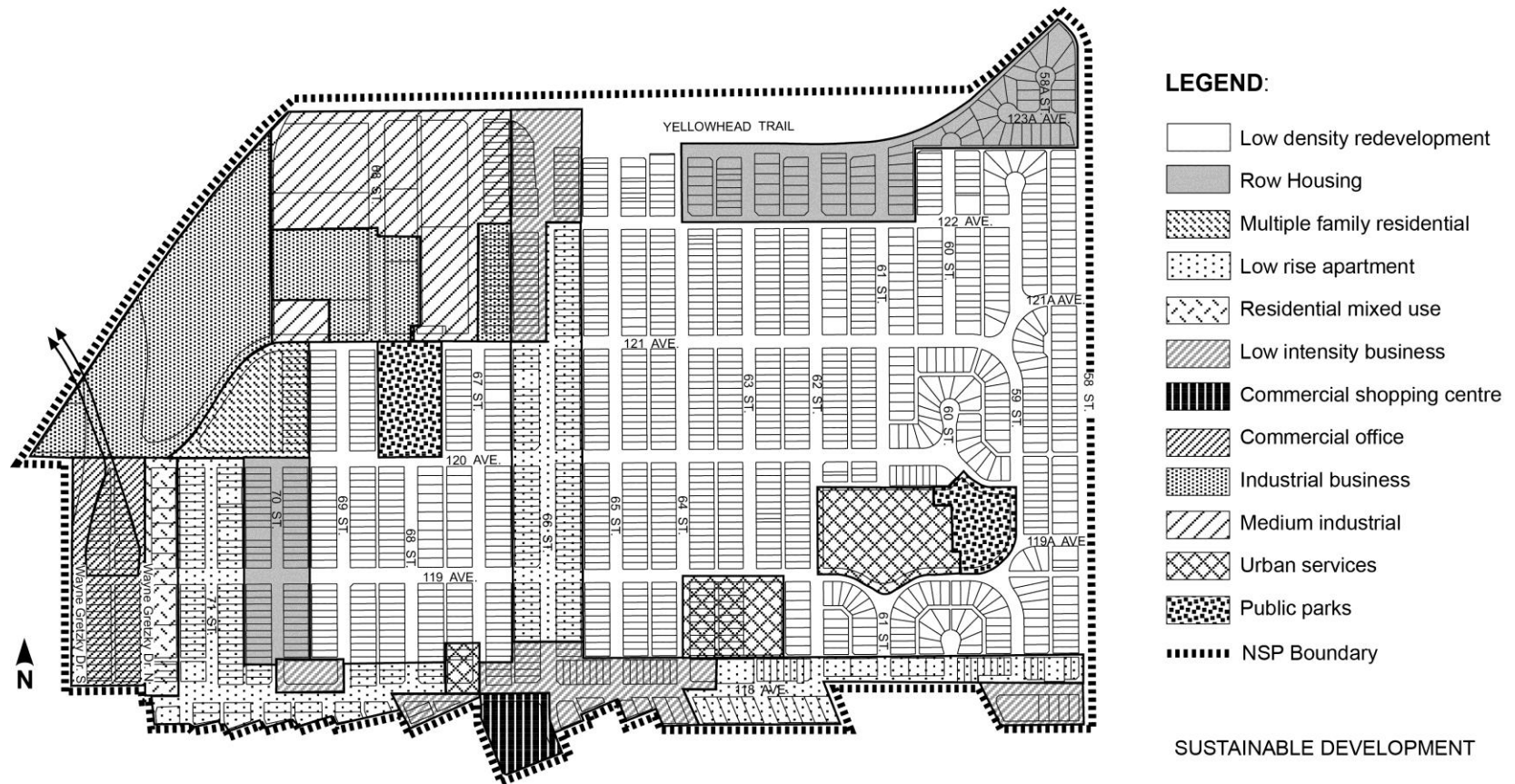
The Plan amendment will be comprised of the following components:

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

Bylaw 17990
May 8, 2017

MONTROSE SANTA ROSA LAND USES

Schedule 1.7



RF3 – Low Density Redevelopment District

*Bylaw 12801
May 30, 2001*

Area of Application:

Portions of the area bounded by 58 Street, 118 Avenue, 66 Street and Yellowhead Trail and along 67, 68, and 69 Streets between 118 Avenue and 121 Avenue, designated RF3 in the Zoning Bylaw.

Rationale:

To promote renovation of existing single family homes and to enable redevelopment of a compatible scale and character to existing houses in the low density residential areas. (Policies 1.10, 1.12 and 1.13).

Advice to Development Officer – Development Guidelines

Development shall meet at least one of the following locational criteria:

- (a) abutting a commercial or higher density residential district; or,
- (b) situated at the intersection of any two roadways.

RF5 – Row Housing District (Section 160, Land Use Bylaw)Area of Application:

Area along 70 Street between 118 Avenue and 120 Avenue excluding the initial 144 feet from 118 Avenue, designated RF5 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for row housing in order to achieve the objectives of Policies 1.1, 1.2, 1.3, 1.9, 1.14 and 1.15 of this Plan.

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

Area of Application:

Portions of the area along 66 Street and 118 Avenue and the area along 71 Street between 118 Avenue and 120 Avenue, designated RA7 in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for medium density walk-up type apartments to achieve the objectives of Policies 1.1, 1.2, 1.3, 1.8, and 1.11 of this Plan.

CNC – Neighbourhood Convenience Commercial District (Section 310, Land Use Bylaw)Area of Application:

Area to the northwest of the Montrose Community League Park, designated CNC in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district to accommodate existing convenience commercial and personal service uses on a neighbourhood scale.

CSC – Shopping Centre District (Section 320, Land Use Bylaw)

Area of Application:

Area southwest of the 66 Street and 118 Avenue intersection, designated CSC in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To reflect the existing land use of the Safeway Store on that particular site.

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer shall have regard to the following guidelines when reviewing development applications for Discretionary Uses:

1. Large scale commercial uses, such as hotel and warehouse sales, which generate high volumes of traffic and vehicular-oriented uses shall be discouraged.
2. Commercial developments which contribute to pedestrian activity at-grade shall be encouraged.

CB1 – Low Intensity Business*Bylaw 12801**May 30, 2001*Area of Application:

Portions of the area along 118 Avenue and at the 66 Street and Yellowhead Trail intersection, and the area east of 72 Street between 118 Avenue and 120 Avenue, designated CB1 in the Zoning Bylaw.

Rationale:

To provide for low intensity businesses in order to achieve the commercial objectives of Policies 1.17 and 1.18 and the residential objectives of Policies 1.1, 1.2, 1.3 and 1.23.

CO – Commercial Office District (Section 360, Land Use Bylaw)

Area of Application:

The area east of 73 Street between 118 Avenue and 119 Avenue designated CO in Bylaw 6768 amending the Land Use Bylaw.

The half block facing 72 Street north of 118 Avenue and the block between 72 and 73 Streets north of 119 Avenue, designated CO (Commercial Office) District in Bylaw 9256 amending the Land Use Bylaw.

*Bylaw 9258
April 10, 1990*

Rationale:

To reflect the existing land use of the Forum Inn on those sites and establish a district for medium intensity office development which compliments the high accessibility to this location due to the Capilano Freeway extension and L.R.T. Station.

Specific Provisions Affecting Consideration of Discretionary Uses:

The Development Officer shall have regard for the following guideline when reviewing development applications for discretionary height limits:

- The maximum building height shall not exceed 27 m (89 feet) nor seven storeys.

IB – Industrial Business District (Section 410, Land Use Bylaw)Area of Application:

Portions of the area bounded by 121 Avenue, 66 Street, Yellowhead Trail, and 67 Street, designated IB in Bylaw 6768 amending the Land Use Bylaw.

That portion of the Burns site north and west of the 121 Avenue extension, designated IB (Industrial Business) in Bylaw 9256 amending the Land Use Bylaw.

That portion of the area east of 68 Street and north of 121 Avenue, designated IB (Industrial Business) in *Bylaws 13772 and 16331* amending the Zoning Bylaw.

Bylaw 9258

April 10, 1990

Bylaw 13771

August 25, 2004

Bylaw 16330

February 4, 2013

Rationale:

To provide a district for industrial businesses which is compatible with the adjacent non-industrial districts.

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

Area of Application:

Portions of the area bounded by 121 Avenue, 66 Street, Yellowhead Trail and 70 Street alignment, designated IM in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for industrial activities which confine their impact within their site to achieve the objectives of Policy 1.20.

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

<i>Bylaw 17108 Approved January 25, 2016</i>
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Area of Application:

The existing Montrose Elementary School site, St. Clare School site, the Edmonton Public Library Highlands Branch, designated US in Bylaw 6768 amending the Land Use Bylaw, and the proposed Extended Medical Treatment Services site located at 12029-12049 66 Street which will reflect the US designation if the proposed Extended Medical Treatment Service use is developed on the site and will be controlled by (DC2) Site Specific Development Control Provision.

Rationale:

To reflect the existing land use on those particular sites.

Specific Provisions Affecting Consideration of Discretionary Uses:

All Discretionary Uses are discouraged.

AP – Public Parks District (Section 530, Land Use Bylaw)

Area of Application:

Present sites of the Santa Rosa Arena Park, Montrose Community League Park and the berm along Yellowhead Trail east of 66 Street, designated AP in Bylaw 6768 amending the Land Use Bylaw.

Rationale:

To provide a district for public park lands for active and passive recreational uses.

<p>NOTE: The following zones were deleted by Bylaw 12801 – January 9, 2001</p> <p>RF6* – Medium Density Multiple Family District (Section 820H, Land Use Bylaw)</p> <p>RMX – Residential Mixed Use District (Section 240, Land Use Bylaw)</p>
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