

Strathcona ARP Amendment

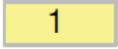
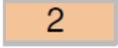
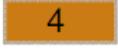
1. Amend the Land Use Concept on Map 2 on page 12 from *High Rise Apartment to Mid/High Rise Apartment*.
2. Amend the Land Use Concept on Map 2 on page 12 to reflect the proposed development.
3. Amend the land use on Figure 3 on page 20 to reflect the proposed land use change.
4. Amend the land use title on page 24 from High Rise Apartment to *Mid/High Rise Apartment*.
5. Amend the land Use on Figure 4 on page 24 to reflect the proposed development.
6. Change all references to the High Rise Apartment Area throughout the plan to Mid/High Rise Apartment Area.
7. Add Policy Number 5., on page 25 as follows:

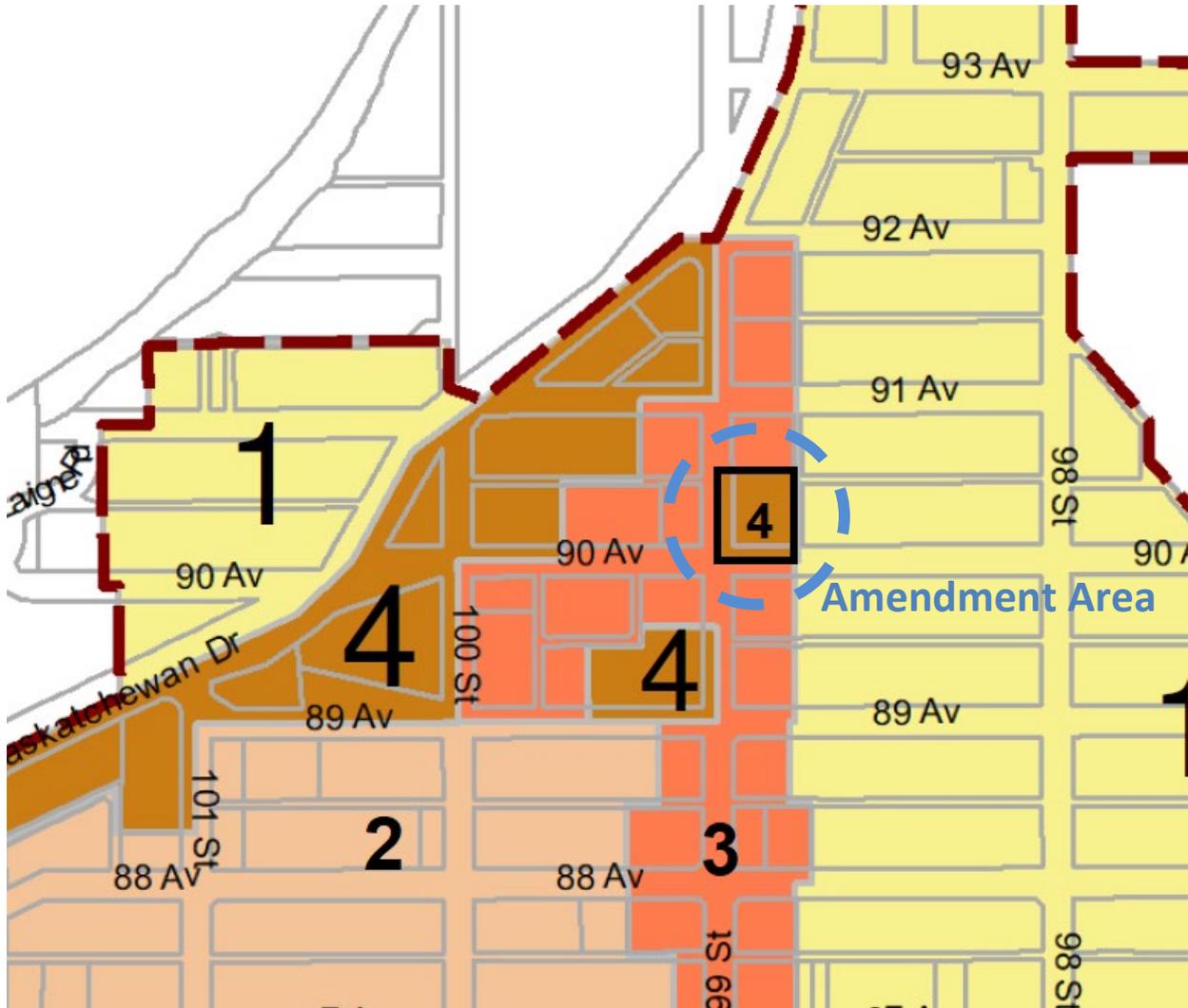
“Mid-rise buildings up to 8-storeys in height shall only be permitted abutting the east edge of 99 Street NW when the following conditions are met:

- The zoning is a (DC2) Site Specific Development Control Provision
- The building contains ground floor Commercial Uses
- The Commercial Uses are oriented to front onto 99 Street NW
- A lane separates the site from the remaining residential block to the east;
- A minimum Setback of 10 m is provided between the east lot line and any portion of the building above the first Storey;
- A minimum Setback of 7.5 m is provided between the west lot line and any portion of the building above the first Storey; and
- The Floor Area Ratio is no higher than 3.3.”

STRATHCONA

Area Redevelopment Plan
Map 2
Land Use Concept

-  ARP Boundary
-  1 Low Density Residential
-  2 Mixed Low and Medium Density Residential
-  3 Walk Up Apartment
-  4 Mid/High Rise Apartment



June 2, 2020

Re: DC2 Rezoning/ Strathcona ARP Amendment Justification (LDA18-0647)

The proposed rezoning intends to redevelop an underutilized site with frontage along an arterial roadway in the Strathcona neighbourhood. The rezoning will allow for an 8-storey mixed-use building with commercial uses at grade and residential apartments above. The site is located on the corner of 99 Street and 90 Avenue and although 99 Street is not a designated Transit Avenue, it shares the characteristics of one due to the frequency of transit routes operating several days per week. The site is within a walkable location given the gridlinear roadway pattern, nearby commercial amenities and proximity to a number of multi-use trails situated along Saskatchewan Drive and Mill Creek ravine. The podium will feature a design that creates a lively, active, and pedestrian-friendly interface, and will establish an urban street wall along 99 Street. The tower portion incorporates a variety of design features such as stepbacks along the upper floors creating an appropriate transition between the land-uses around the site. Developing this site into medium-rise apartment with commercial uses at grade supports the transformation of 99 Street into a mixed-use main street corridor.

The DC2 zoning and ARP Amendment is supported by various policies in The Way We Grow, The Way We Move, and The Way We Green statutory plans, Strathcona ARP, Residential Infill Guidelines and the Infill Roadmap 2.0 as summarized below:

The Way We Grow

3.5.1.1 Support redevelopment and residential infill that contribute to the livability and adaptability of established neighbourhoods and which are sensitive to existing development.

3.5.2.1 Support neighbourhood revitalization that contributes to the livability and adaptability of mature neighbourhoods.



4.2.1.1 Support neighbourhood revitalization, redevelopment and residential infill that contributes to the livability and adaptability of established neighbourhoods.

The Way We Move

4.3 Community Building:

Land Use and Community Character

- The creation of a sustainable community involves a mix of land uses as well as land use features and design elements that promote the development of walkable communities

The Way We Green

2.4 Principles of Resilience – Strategy Level Principles

8. Density, Diversity, and Mixed-use: Creating resiliency and reducing the carbon footprint of urban development requires space and land use be maximized. A vibrant, densely populated urban environment is well used around-the-clock, every day, and during all seasons.

9. Active Transportation: Resilient cities and neighbourhoods should prioritize active transportation as the preferred mode of travel and as a defining component of a healthy quality of life. Reducing car dependency is a key objective and imperative to resiliency.

11. Place Making: To increase resiliency, Edmonton should focus energy and resources on conserving, enhancing, and creating strong, vibrant places that are a significant component of the neighbourhood’s structure and community’s identity.

Strathcona Area Redevelopment Plan

Chapter 2: Goals

3. Maintain a diversity of housing types in the community, including single family, semi-detached, row housing and apartments, to provide opportunity for people of different age groups, lifestyles, and incomes, to live in the community.

4. Maintain existing commercial areas, and encourage reinvestment in these areas, recognizing some of the physical restraints and the need to be sensitive to surrounding residential communities.

10. All publicly accessible streets, alleys and open spaces are to be designed and maintained to ensure they are usable by people of all ages and abilities throughout the year by using the principles of universal design.

Residential Infill Guidelines – Large Scale Infill Guidelines

Location + Distribution

- On sites where the specific context warrants, such as a site isolated from smaller scale residential by other land uses such as existing medium/large scale residential, commercial development, large parks or natural areas.

Parking

- Parking should be provided in an underground or above ground parking structure, accessible from an adjacent lane.
- Quality materials similar/complementary to those within the neighbourhood should be used.

Built Form + Design

- Building mass should be arranged to minimize shadowing/optimize access to sunlight on adjacent lots.
- Building articulation, setbacks, and careful placement of windows/doors/patios/balconies should maintain privacy of units and adjacent lots.
- Building facades should be punctuated/varied to reduce appearance of building bulk and create visual interest.

- Building length should be no more than 48m.
- Buildings should front onto a street.
- Ground floor retail should be developed in buildings that front onto a commercial street or that are part of a comprehensively planned site.

Site Design + Streetscape

- Access to sunlight should be optimized on adjacent properties and common outdoor amenity areas.
- Fencing/screening/landscaping should be used to maintain privacy of adjacent homes.
- Common outdoor amenity space should accommodate needs of residents and be located where there is surveillance/sunlight/weather protection.
- Building design and landscaping features should integrate infill into existing pattern of development in the neighbourhood.
- Buildings along street frontages should have prominent front entrances.

Infill Roadmap 2.0

Action 1: Build an approach to prioritize infill at key transit nodes and corridors.

Action 7: Address land assembly and mixed use.