



ADMINISTRATION REPORT

REZONING

JASPER PARK

8741, 8739, 8735, 8731, 8725 and 8721 - 150 Street NW

To allow for mid-rise residential building.



Recommendation: That Charter Bylaw 19739 to amend the Zoning Bylaw from (DC2) Site Specific Development Control Provision and (RF1) Single Detached Residential Zone to (DC2) Site Specific Development Control Provision be APPROVED.

Administration is in **SUPPORT** of this application because it:

- increases residential density on an underutilized and vacant site;
- proposes a building which establishes sensitive transitions and setbacks to adjacent properties;
- creates increased housing diversity and housing choice in Jasper Park including ground level family-oriented residential units fronting a local road;
- aligns with the infill objectives of The City Plan by increasing density at an appropriate location adjacent to two intersecting Secondary Corridors forming a Local Node; and
- supports nearby local business and employment centres, while increasing the liveability and vibrancy around this sector of the neighbourhood.

Report Summary

This rezoning application was submitted by Beljan Development on September 16, 2019 on behalf of Lynnwood Centre Inc. The initial rezoning application for this site was for RF1 and DC2 to (RA7) Low Rise Apartment Zone, but the applicant had modified their proposal through a new DC2 to provide commitment details on architectural design for the proposed mid-rise apartment building.

The revised application proposes to change the designation of two parcels from (RF1) Single Detached Residential Zone and four parcels zoned (DC2) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision to allow for development of a mid-rise residential building with the following characteristics:

- A maximum height of 24.5 meters (approximately 7-storeys);
- Up to 100 residential dwellings;
- A maximum Floor Area Ratio of 2.4; and
- Surface and underground parking accessible from the rear lane.

This proposal is supported with the applicable policies of The City Plan, Edmonton's Municipal Development Plan by aligning with the goals and policies to accommodate all future growth for an additional 1.25 million population within Edmonton's existing boundaries. To do this, 50% of all new residential units are intended to be created at infill locations, focusing on key nodes and corridors. The secondary corridors of 149 Street NW and 87 Avenue NW as identified by The City Plan are located within close proximity of the site forming what is considered a local node serving the neighbourhoods of Jasper Park, Parkview, Laurier Heights and Lynnwood. Typical building types within Secondary Corridors and Local Nodes include low-rise and mid-rise built forms.

Rezoning History

Below is a summary of the two previous rezonings that occurred for the four southern lots of the subject site located at 8721, 8725, 8731 and 8735 - 150 Street NW.

- Bylaw 17455 to allow for the development of apartment housing and non-accessory parking through a DC2 Provision was denied on June 27, 2016 by City Council. A summary of the proposed development include the following characteristics:
 - Maximum height of 14.0 metres (approximately 4 stories);
 - Maximum density of 65 units;
 - Maximum floor area ratio of 2.5; and
 - Non-Accessory Parking abutting the rear lane or within an underground parkade.
- Bylaw 18196 approved on November 15, 2017 to allow for a low density residential development in the form of Row Housing. A summary of the approved zoning characteristics are as follows:
 - Maximum 9 row housing dwellings with up to 1 accessory suite per dwelling;
 - Maximum height of 12.0 metres; and
 - Non-Accessory Parking up to 34 parking spaces abutting the rear lane.

The Application

CHARTER BYLAW 19739 to amend the Zoning Bylaw to rezone the subject site from (RF1) Single Detached Residential Zone and (DC2) Site Specific Development Control Provision to a new (DC2) Site Specific Development Control Provision to allow for development of a mid-rise residential building with the following characteristics:

- A maximum height of 24.5 meters (approximately 7-storeys);
- Up to 100 residential dwellings;
- A maximum Floor Area Ratio of 2.4; and
- Surface and underground parking accessible from the rear lane.

The initial rezoning application for this site was for RF1 and DC2 to (RA7) Low Rise Apartment Zone, but the applicant had modified their proposal as a new DC2 to provide commitment details on architectural design for a proposed apartment building.

Site and Surrounding Area

The subject site is located one half block west of 149 Street NW, an arterial road identified as a Secondary Corridor as per the City Plan, and approximately 65 metres north of 87 Avenue NW, also an arterial road identified as a Secondary Corridor. The site fronting on 150 Street NW, a local road, consists of four vacant parcels used as a surface parking lot to serve the commercial uses to the east, and two parcels to the north which are developed as Semi-Detached housing with suites.

The Site is situated adjacent to commercial developments to the southwest, south and east forming what is considered by the City Plan as a 'local node' at the 149 Street and 87 Avenue intersection. Other commercial opportunities exist approximately 800 m further west where the Meadowlark Mall is located. Future LRT services will be provided at the mall site located along its western boundary. Three school sites École Notre-Dame, James Gibbons and Strathford public schools, are located within walking distance of the subject property to the west and northwest.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone • (DC2) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Semi-Detached Housing • Vacant lot used for parking
CONTEXT		
North	(RA7) Low Rise Apartment Zone	Multi-unit Housing
East	(CSC) Shopping Centre Zone	Commercial Uses
South	(CSC) Shopping Centre Zone	Specialty Food Services
West	(RF1) Single Detached Residential Zone	Single Detached Houses



VIEW OF THE SITE LOOKING SOUTHEAST FROM
150 STREET NW



VIEW OF THE SITE LOOKING NORTHEAST FROM
150 STREET NW



VIEW OF THE SITE LOOKING SOUTHWEST
FROM THE ADJACENT LANE



VIEW OF THE SITE LOOKING NORTHWEST
FROM THE ADJACENT LANE

Planning Analysis

LAND USE COMPATIBILITY

The multi-unit housing and residential uses proposed for this site are compatible with those currently present within this Jasper Park and in proximity to the site. The immediate and surrounding areas contain low rise residential apartment buildings and single detached dwellings with a contingent of businesses and services along arterial roadways of 149 Street NW and 87 Avenue NW. Other multi-unit developments within Jasper Park and surrounding neighbourhoods are found along the same arterial roads ranging from low-rise to high-rise apartments.

It may be interpreted that this application is considered significant intensification of the site and pushes against the limits of what is considered appropriate densification along a local road. However, due to a customized site layout and building design for active residential frontages, this proposal adequately mitigates negative off-site impacts, limits some intrusions on existing sunlight access and is considered compatible with surrounding uses.

The development proposal is designed to complement the surrounding area by transitioning from commercial uses to the south and east, and providing a separation from these uses from the mix of low and medium density residential uses within internal portions of the neighbourhood. The increased density on this site further provides continued contributions to infill initiatives while supporting continued vibrancy supporting the local businesses of the Jasper Park Neighborhood.

Building Design and Massing

The proposed structure takes the form of an L- shaped building facing west along 150 Street and wraps around its south property line abutting the commercial site to the south. Compared to the existing DC2 which allows for a row housing type use, this development proposes a more intense form of development in the form of a mid-rise building. A comparison to the closest conventional zoning, the (RA8) Medium Rise Apartment Zone, shows how the proposal differs slightly from the typical mid-rise developments. Overall, the proposed mid-rise building is considered generally in conformance with the RA8 and increases the north and south setbacks to compensate for the slight 1.5m increase in height.

	DC2.973 <i>Current</i>	RA8 Zone <i>Similar</i>	DC2 Provision <i>Proposed</i>
Maximum Height	12.0m	23.0 m	24.5 m
Maximum Floor Area Ratio (FAR)	N/A	3.0	2.4
Maximum Density	18 Dwellings 9 Principal dwellings and 9 Accessory Suites	No maximum	100 Dwellings
Minimum Setbacks and Stepbacks			
North	2.6 m	1.2 m 3.0 m above 10.0 m	3.0 m; 5.2 m above 16.5 m
West	2.5 m 3.0 m above 10.0 m	4.5	6.0 m
South	1.2 m	1.2 m 3.0 m above 10.0 m	3.0 m; 5.0 m above 16.5 m
East	N/A	7.5 m	4.0 m 6.0 m above 16.5 m

A Sun-Shadow Impact Study was reviewed against this application due to the relatively long 7-storey, north-south oriented building in relation to residential properties to the west and north. While impact on sunlight penetration and shadow casting is a common concern with infill development, there are no standards or guidelines specifically for these items. Many residential properties in this area have east and west facing dwellings that only get morning or evening

sunlight and not both. It is anticipated that shadow impacts to the lots in the west are most notable during the morning hours and shadows casting on the apartment site to the north occurs mid-day to mid-afternoon. Increased setbacks to the west and north are proposed beyond the RA8 standards within these areas to help limit impacts on shadowing.

During the spring and fall equinoxes, morning sun-shadows extend to the lots of the single detached houses across 150 Street and move past these properties between 9:00AM and 11:00AM. Using the winter solstice as a reference, impacts to the west are similar to those of the equinoxes but shadowing extends further northwest towards the multi-unit housing south of 89 Avenue and clears around the noon hour. To the north, at mid-day, the shadow of the proposed building would touch southern portions of the adjacent low-rise apartment building for a few hours into mid-afternoon during the equinoxes. Shadows during the winter solstice are expected to extend along the north facade of this adjacent building and once again passes by the afternoon.

During the summer months, shadows are expected not to reach the properties west of 150 Street NW and just touch the southern edge of the apartment building to the north for a period in the afternoon. Although sun-shadowing is expected with the proposed 7-storey building, the occurrence of impacts are considered periodic and sunlight penetration to those residential properties are expected during the majority of the day.

A full Sun-Shadow Impact Study is found in Appendix 1 of this report.

PLANS IN EFFECT

There is no plan in effect for the Jasper Park neighborhood.

THE CITY PLAN

The City Plan, Edmonton's new Municipal Development Plan, is a high level policy document describing the strategic goals, values and intentions that direct how Edmonton will grow from 1 million to 2 million people over the next several decades. One key piece of this plan is to accommodate all of this future growth within Edmonton's existing boundaries, with no further annexations or expansions. To do this, 50% of all new residential units are intended to be created at infill locations such as Jasper Park, focusing on key nodes and corridors such as the intersection of 149 Street NW and 87 Avenue as previously stated.

'Local Nodes' as defined in the City Plan are areas that typically serve residential neighbourhoods with existing or new small scale activity centres such as the commercial developments to the east and south. The desired density within 200 to 600 metres of a Local Node site seeks for a minimum 75 people per hectare to help support expected growth over time. Within 'Secondary Corridors', the City Plan envisions vibrant residential and commercial streets that serve as a local destination for surrounding communities. The minimum density sought for Secondary Corridors are identical with the Local Nodes, seeking for a minimum of 75 people per hectare across Secondary Corridor areas which are defined by 1 to 3 blocks wide and 5 blocks long. This project meets the minimum density targets for both Local Nodes and Secondary Coordinators by providing 100 dwellings located one half block west of 149 Street and approximately 65 metres from 87 Avenue.

Furthermore, the location of the proposed development aligns with these policies and leverages the intersection's unique identity and location for added connectivity with a more broader context. The site is near city-wide mass transit which provides added connectivity to nearby District and Major nodes along 87 Avenue such as the Meadowlark and West Edmonton Mall sites, as well as major employment centres such as the Misericordia Hospital located between these nodes. From this broad context approach, the development helps contribute towards a network of nodes and corridors that conform with the City Plan's policies and strategies for population, business and employment growth initiatives.

PUBLIC CONTRIBUTIONS

C582 - Developer Sponsored Affordable Housing

The proposed DC2 Provision provides the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution.

C599 - Community Amenity Contributions

A contribution for this rezoning of \$183,907.00 is required to comply with City Policy C599 Community Amenity contributions in Direct Control Provisions. The proposed application complies with this policy through the provision of the following amenities:

- Five dwellings that each have at least three bedrooms and are designed to be suitable for families
- \$8,907.00 towards the creation of, or improvement to, an off-Site Public Amenity such as improvements to the closed portion of the boulevard on 150 Street NW adjacent to the Site, or parks, gardens or open spaces within the boundaries of the Jasper Park neighbourhood.

Technical Review

Transportation

A Technical Traffic Memorandum was submitted in support of this application. It is understood that the owner intends to operate a shared-use parking program by sharing some of the surface parking spaces with the Lynnwood Commercial Building to the east.

Vehicular access to the surface parking lot and underground parkade will be from the abutting lane to the east. To support the on-site residential uses and the anticipated commercial traffic sharing the surface parking, the owner will be required to resurface the entirety of the abutting north-south lane from their south property line up to 89 Avenue NW, as well as a portion of the east-west lane.

In order to support active modes at this site and the local neighbourhood, the proposed DC2 provision requires the construction of a sidewalk connection on the south side of 89 Avenue NW between 150 Street NW and the north-south lane. The owner must also provide a minimum of

60 long term and 10 short term bicycle parking spaces, which is an increase compared to standard Zoning Bylaw requirements.

Drainage

A Drainage Servicing Report was reviewed by Administration with this application. Sanitary sewer servicing to the proposed rezoning area can be provided from the existing 200mm sanitary sewer main within 150 Street NW and storm sewer servicing is available from the existing 675mm storm sewer main within 150 Street.

The applicant has been advised that on-site stormwater management will be required to mitigate the impacts of development that would be allowed under the proposed zone. Details of the required on-site stormwater management will be reviewed at the Development Permit stage. Otherwise, the existing drainage infrastructure in the area will be sufficient to accommodate development allowed under the proposed zone.

EPCOR Water

There is a deficiency in on-street hydrant spacing (distance between fire hydrants) adjacent to the property. City of Edmonton Standards requires hydrant spacing of 90 metres for this type of zoning. The applicant is required to construct 120 metres of new water main on 89 Avenue and one new hydrant on the west side of 150 Street NW. All upgrades of the water infrastructure will be at the developer's expense.

All other comments from affected City Departments and utility agencies have been addressed.

Community Engagement

<p>ADVANCE NOTICE - RA7 proposal October 7, 2019</p>	<ul style="list-style-type: none"> ● Number of recipients: 52 ● 3 responses received with concerns. ● Common comments included: <ul style="list-style-type: none"> ○ General non-support towards RA7 zoning (x3). ○ Lack of public engagement from the applicant.
<p>PRE-APPLICATION NOTIFICATION May 25, 2020</p>	<ul style="list-style-type: none"> ● Number of recipients: 52 ● As reported by applicant: <ul style="list-style-type: none"> ○ 2 Email responses received ○ 1 Telephone call received ● Common topics include: <ul style="list-style-type: none"> ○ Additional off-site parking congestion ○ Shadowing/Privacy/overlook concerns ○ Proposed height is too tall ○ General support towards infill development in the neighbourhood.
<p>ADVANCE NOTICE - DC2 proposal December 17, 2020</p>	<ul style="list-style-type: none"> ● Number of recipients: 52 ● 1 response received with concerns from the Jasper Park Community League.

	<ul style="list-style-type: none"> • A summary of concerns have been provided below.
<p>PUBLIC ENGAGEMENT SESSION March 8 - 28, 2021</p>	<p>https://engaged.edmonton.ca/49west-jasperpark</p> <p>Visitor Categories*:</p> <ul style="list-style-type: none"> • Aware: 142 • Informed: 36 • Engaged: 16 <p>*Explanations of these categories are found in the "What We Hear" Public Engagement Report.</p> <ul style="list-style-type: none"> • Support: 11 • Opposed: 5 • Neutral (Suggestions only): 1 <ul style="list-style-type: none"> • Common comments included <ul style="list-style-type: none"> o Good location for added density and scale of the proposed development o Increases housing options o Supports local businesses o creates more efficient use of vacant parcels of land o Parking and traffic congestion o Broader neighbourhood impacts (increases the oversupply multi-family units, crime, development, too tall in comparison with surrounding properties) • See Appendix 3 for a full "What We Hear" Public Engagement Report.
<p>WEBPAGE</p>	<p>https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/jasper-park-planning-applications.aspx</p>

The single response received during the December 17, 2020 Advanced Notice entailed an email of opposition from representatives of the Jasper Park Community League. The concerns expressed by this Community League included noting multiple attempts to rezone the site by the same developer to allow for apartment housing which is considered by the Community League as inappropriate for the context of a local road. The Jasper Park Community League further indicates that this location is better suited for row housing as approved with the current zoning for the site. In contrast to the expected development, the Jasper Park Community League indicates the four most southern parcels have been operating solely as a vehicular parking lot serving commercial development across the lane and the parcels remain undeveloped. Based on the current DC2 provision, vehicular parking at this location is not permitted as a sole use on the property.

No formal feedback or position was received from either the Parkview or Lynnwood Community Leagues at the time this report was written.

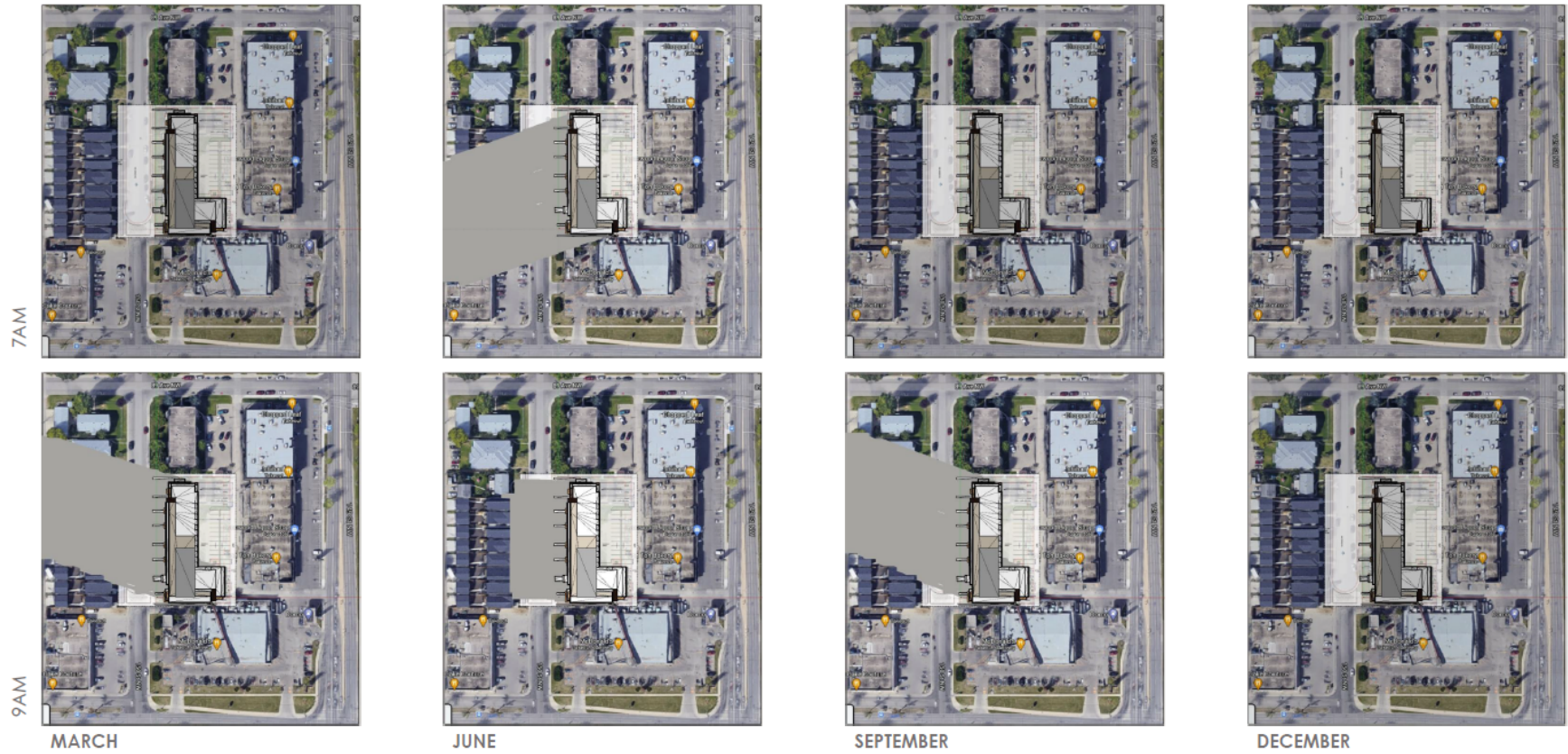
Conclusion

Administration recommends that City Council **APPROVE** this application.

APPENDICES

- 1 Sun-Shadow Impact Study
- 2 "What We Heard" Public Engagement Report
- 3 Application Summary

Sun-Shadow Impact Study





11 AM

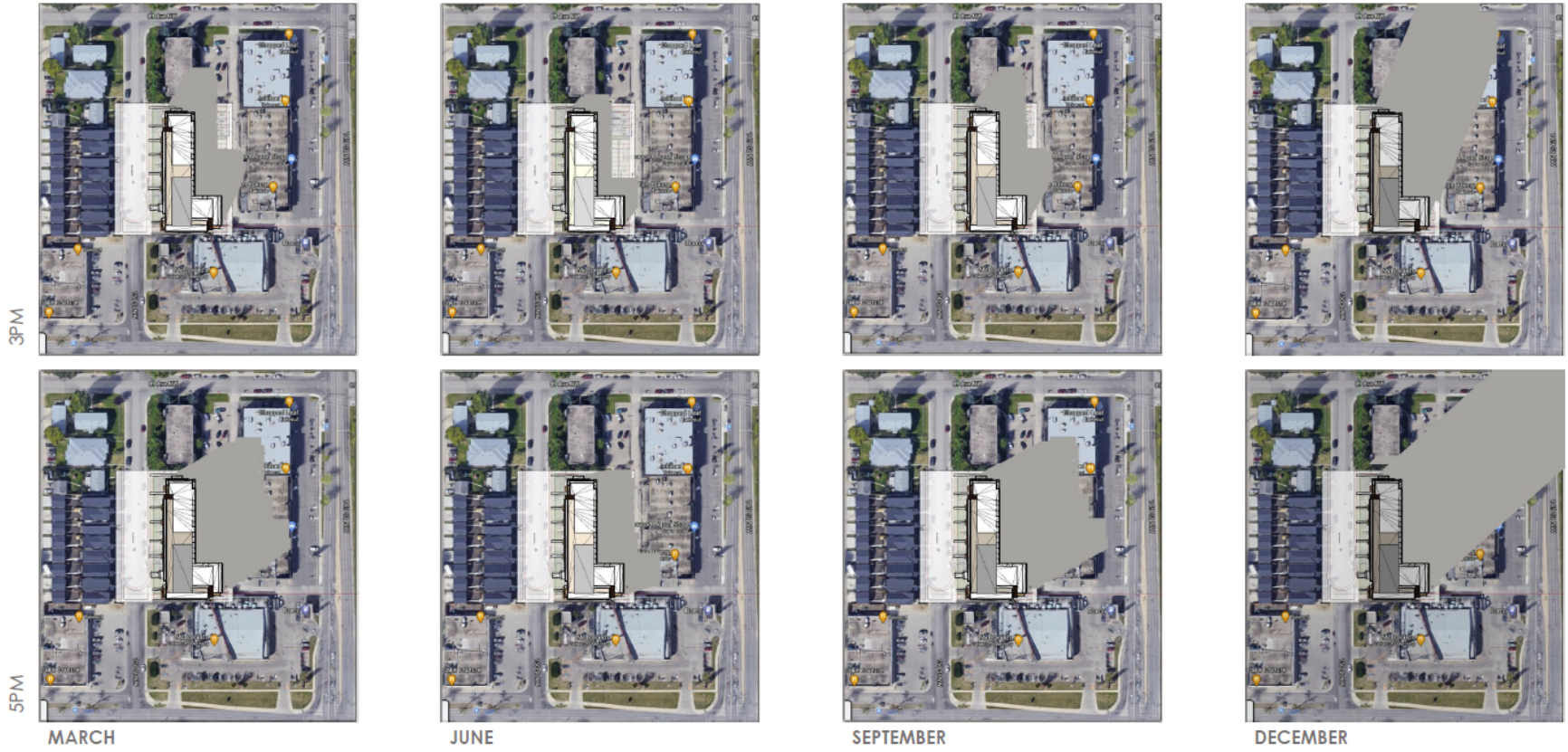
1 PM

MARCH

JUNE

SEPTEMBER

DECEMBER



7PM



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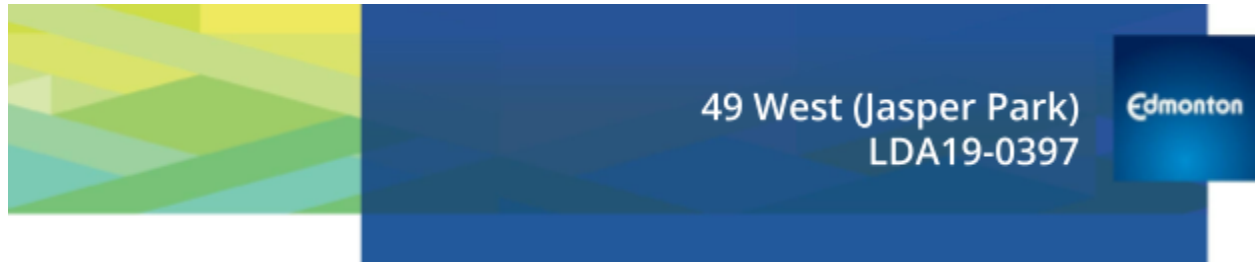


MARCH

JUNE

SEPTEMBER

DECEMBER



WHAT WE HEARD REPORT

Online Public Engagement Feedback Summary LDA19-0397 - Jasper Park

PROJECT ADDRESS: 8741, 8739, 8735, 8731, 8725 and 8721 - 150 Street NW

PROJECT DESCRIPTION: This application proposes to rezone the subject properties from a [\(DC2\) Site Specific Development Control Provision](#) and [\(RF1\) Single Detached Residential Zone](#) to a [new \(DC2\) Site Specific Development Control Provision](#).

The current Site Specific Development Control Provision (DC2.973) allows for the development of low density residential development in the form of row housing and non-accessory parking to serve the adjacent commercial development to the east. The purpose of the new (DC2) Site Specific Development Control Provision is to allow for the development of a mid-rise apartment building with the following characteristics:

- A maximum height of 25.0 meters (approximately 6-storeys);
- Up to 100 residential units ;
- A maximum Floor Area Ratio of 2.5; and
- Surface and underground parking accessible from the rear lane, including vehicle parking for the adjacent commercial development to the east.

PROJECT WEBSITE: www.edmonton.ca/residential_neighbourhoods/neighbourhoods/jasper-park-planning-applications.aspx

ENGAGEMENT FORMAT: Online Engagement Webpage - Engaged Edmonton:
<https://engaged.edmonton.ca/49west-jasperpark>

ENGAGEMENT DATES: March 8 - 28, 2021

NUMBER OF VISITORS:

- Engaged: 16
- Informed: 36
- Aware: 142

See “Web Page Visitor Definitions” at the end of this report for explanations of the above categories.

ABOUT THIS REPORT

The information in this report includes feedback gathered through online engagement via the Engaged Edmonton platform and two emails received from March 8 - March 28, 2021. Because of public health issues related to COVID-19, the City wasn't able to host an in-person public engagement event to share information and collect feedback, as we normally would have.

Input from Edmontonians will be used to inform conversations with the applicant about potential revisions to the proposal to address concerns or opportunities raised. Feedback will also be summarized in the report to City Council when the proposed rezoning goes to a future City Council Public Hearing for a decision.

This report is shared with all web page visitors who provided their email address. This summary will also be shared with the applicant and the Ward Councillor.

ENGAGEMENT FORMAT

The Engaged Edmonton webpage included an overview of the proposed development, information on the development and rezoning process and contact information for the file planner. Two “tools” were available for participants: one to ask questions and one to leave feedback.

The comments are summarized by the main themes below, with the number of times a similar comment was made by participants recorded in brackets following that comment. The questions asked and their answers are also included in this report.

WHAT WE HEARD

Opposed: 5

Support: 11

Other (suggestions only with no stance): 1

Comments

Location:

- This project will bring much-needed density to this area of neighbourhood. (x 8)
- This location makes sense with nearby access to transit in the area, as well as the new LRT Stop. (x6)
- This type of development at this location aligns with so many of the City's guidelines and the City Plan by moderately increasing density at a local node. (x3)
- The project increases the housing options in the area. (x3)
- This project will help support nearby local businesses. (x2)
- The project is not well thought through, with respect to the impact to the immediate neighbours and the broader neighbourhood.
- This is a great project to approve and in the right location.
- Converts an unattractive empty lot to more efficient use of the land.
- The Jasper Park neighborhood is already well over the City average in multi unit buildings, and is significantly above the surrounding neighborhoods.
- The development might bring in more unwanted irresponsible people to this peaceful neighborhood.
- It will be creating less of a home feel to this neighborhood that has more homes than apartments on 150 Street.
- The re-development is helping to make the neighborhood better.

Parking/Traffic :

- The new building does not have a parking solution for all the units, which will make the residents (x3) and commercial tenants/patrons (x1) park their vehicles on the street in front of other people's houses.
- The current road infrastructure (especially the abutting laneway) is not sufficient for this large amount of traffic. (x2)
- There are many blind spots from the laneway which poses safety concerns for pedestrians accessing the subject site and neighbouring properties. (x2)
- Having a residential property with over 100 units will make this area too busy and congested with both pedestrian and vehicular traffic.

- Consider limiting the building to fewer stories and units to further alleviate traffic impact.
- Having the adjacent commercial property on 149 Street share the laneway with the subject property will mean many delivery vehicles will park in or block the lane, making access impossible.
- Consider an entrance to the underground parkade on the west side of the building (on 150 Street) or the south side of the building, rather than on the east side that faces the alley.
- Consider opening up 150 Street at 88 Avenue where it is currently blocked off. There is very little traffic along the stretch of 150 Street south of 89 Avenue (less than the back alley). Opening that up will alleviate some of the traffic pressure on 89 Avenue and the intersection at 89 Avenue and 149 Street.
- Convert the intersection at 153 Street and 87 Avenue to be a full intersection, rather than just a pedestrian light. This will divert some of the school traffic away from the 89 Avenue intersection during the day and increase safety for the many children who have to exit the neighbourhood.
- Added traffic congestion poses a safety concern for children walking within the neighbourhood.
- Take away the nearby business complex, or increase underground parking so that parking concerns and traffic congestion is minimized.

Massing and Design

- A seven story building is too tall for the area based on the surrounding properties and will dwarf all surrounding properties. (x2)
- This is a reasonably scaled and well-designed project. (x2)
- Consider lighter colour materials to reduce heat trapping.

Other

- Many commenters do not live in the area. (x3)
 - This project may help increase property values in the area.
 - The project should be mandated with environmental initiatives, such as rainwater collection or solar roofing in order to make a big impact on the community.
 - The developer has been pressuring the City for almost a decade to make as building with as many units as possible.
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Questions & Answers

- How many underground parking stalls are planned for tenants? How many above ground are for tenants, and reserved for nearby business tenants? There are 42 surface parking stalls shown in diagrams, but these are likely all required by tenants of the BelJan business complex?
 - The applicant has indicated in their Traffic Brief that they intend to develop a total of 93 parking spaces through a combination of their underground parkade and surface parking areas. It is also their stated intention to allocate approximately 19 of these stalls to implement an owner-operated shared-use parking program for employee and visitor parking associated with the Lynnwood Commercial Building. The Traffic Brief also noted that the existing surface lot sees historical utilization of about 15 to 20 vehicles.
- Has the City Technical Review counted the vehicles parked on the vacant lot each day (there are 28 parking bunkers, as well as cars on the grass).
 - A Traffic Briefing was submitted with this application that generally explores the parking, trip generation and other traffic impacts related to this development. Some of the details and related context from this report have been provided below and you may wish to view this report here:
<https://engaged.edmonton.ca/20537/widgets/82291/documents/51307>
- What is the City projection of how many vehicles will be added to this area with 100 living units?
 - The 100 dwellings proposed by this development is estimated to generate 35 trips in the AM peak hour, 42 trips in the PM peak hour and approximately 584 trips per day. This does not include trips that may make use of any of the on-site shared parking that already occurs on this site and is expected to continue with the new development. The residual capacity of the commercial lane can accommodate this increase in traffic.
- What is the average number of vehicles per 2 bedroom apartment? I speculate the average could be between 1.0 and 1.5, how is this dead end street, as well as parking obligations to nearby business complex, going to support this?
 - City Council voted to enable Open Option Parking, effective July 2, 2020. Open Option Parking removed minimum on-site parking requirements for new homes and businesses from the zoning bylaw, allowing homeowners

and businesses to now choose how much parking to provide on their properties based on their particular operations, activities or lifestyle.

- In addition to the removal of parking minimums, Open Option Parking also enabled opportunities for businesses and homeowners to share parking or lease out space to nearby properties to make more efficient use of vehicle parking spaces.
- For more information about Open Option Parking, please visit edmonton.ca/makingspace

Web Page Visitor Definitions

Aware

An aware visitor, or a visitor that we consider to be 'aware', has made one single visit to the page, but not clicked any further than the main page.

Informed

An informed visitor has taken the 'next step' from being aware and clicked on something. We now consider the visitor to be informed about the project. This is done because a click suggests interest in the project.

Engaged

Every visitor that contributes on the page, either by asking questions or leaving a comment, is considered to be 'engaged'.

Engaged and informed are subsets of aware. That means that every engaged visitor is also always informed AND aware. In other words, a visitor cannot be engaged without also being informed AND aware. At the same time, an informed visitor is also always aware.

If you have questions about this application please contact:

Marty Vasquez, Planner

780-495-1948

marty.vasquez@edmonton.ca

APPLICATION SUMMARY

INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19739
Location:	East of 150 Street NW between 87 Avenue NW and 89 Avenue NW
Addresses:	8741, 8739, 8735, 8731, 8725 and 8721 - 150 Street NW
Legal Description(s):	Lots 14A and 14B, Block 1 Plan 8222153, Lots 15-18, Block 1, Plan 5572HW
Site Area:	3,373 m ²
Neighbourhood:	Jasper Park
Notified Community Organizations:	Jasper Park Community League, Lynnwood Community League, Parkview Community League
Applicant:	Beljan Developments

PLANNING FRAMEWORK

Current Zones and Overlay:	(RF1) Single Detached Residential Zone and the (MNO) Mature Neighbourhood Overlay; (DC2) Site Specific Development Control Provision.
Proposed Zone(s) and Overlay(s):	(DC2) Site Specific Development Control Provision
Plans in Effect:	None
Historic Status:	None

Written By:
 Approved By:
 Branch:
 Section:

Marty Vasquez
 Tim Ford
 Development Services
 Planning Coordination