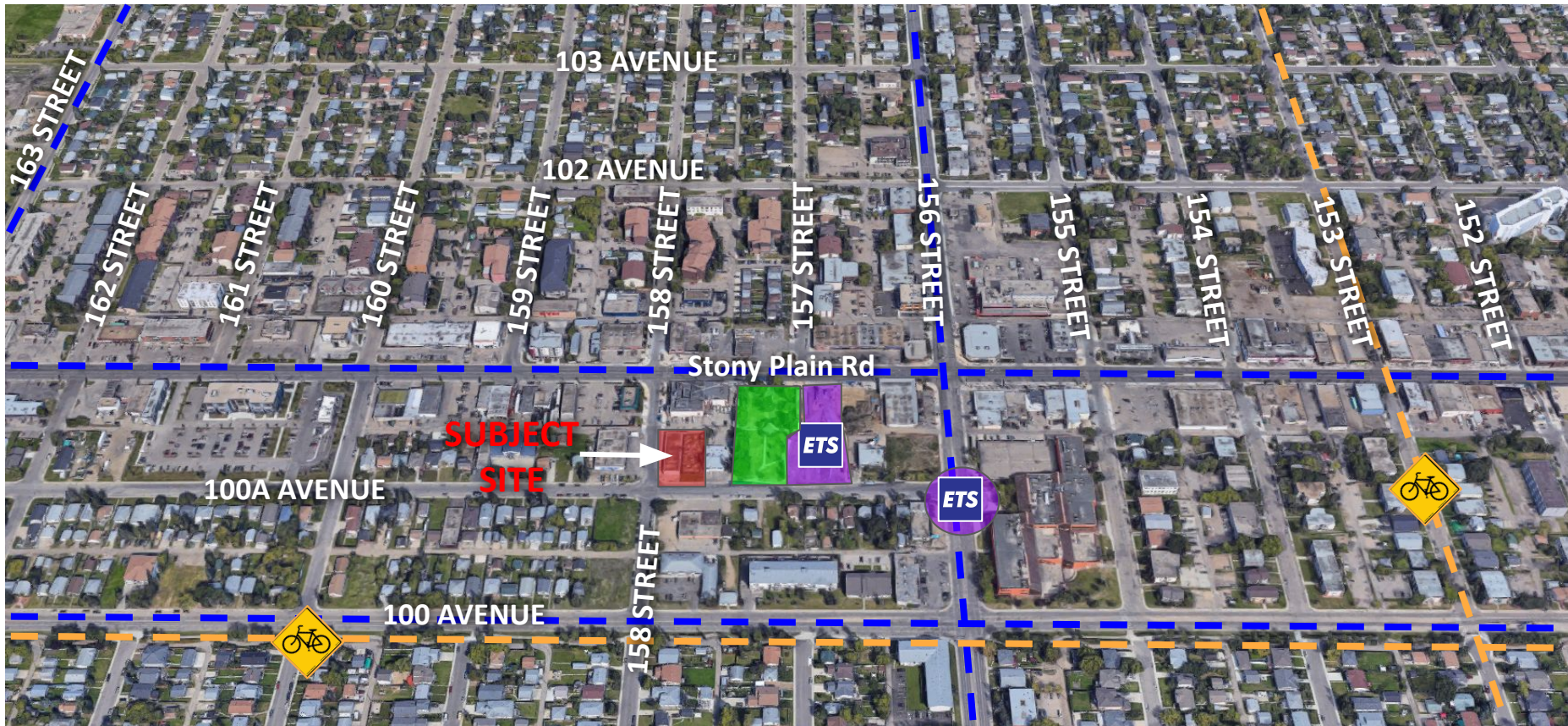


ITEMS 3.16 & 3.17 - GLENWOOD

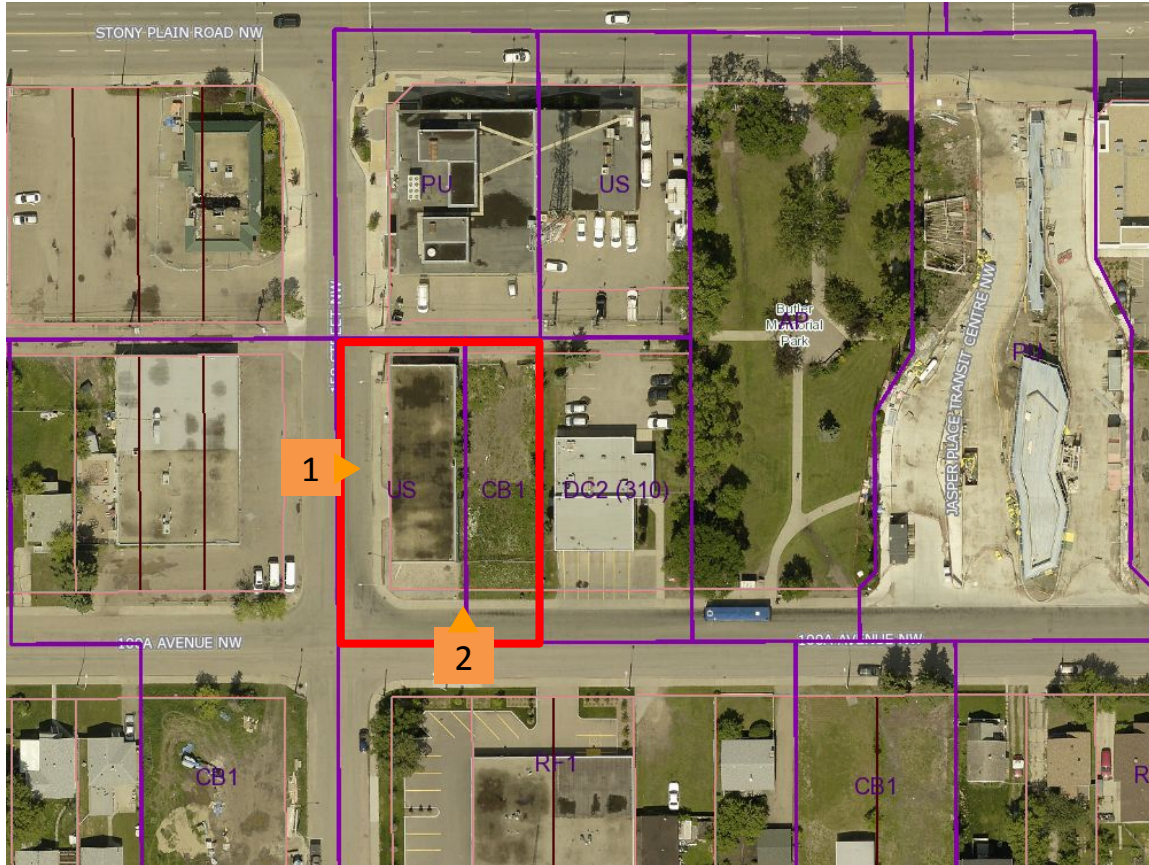
BYLAW 19832 & CHARTER BYLAW 19833

DEVELOPMENT
SERVICES
August 31, 2021

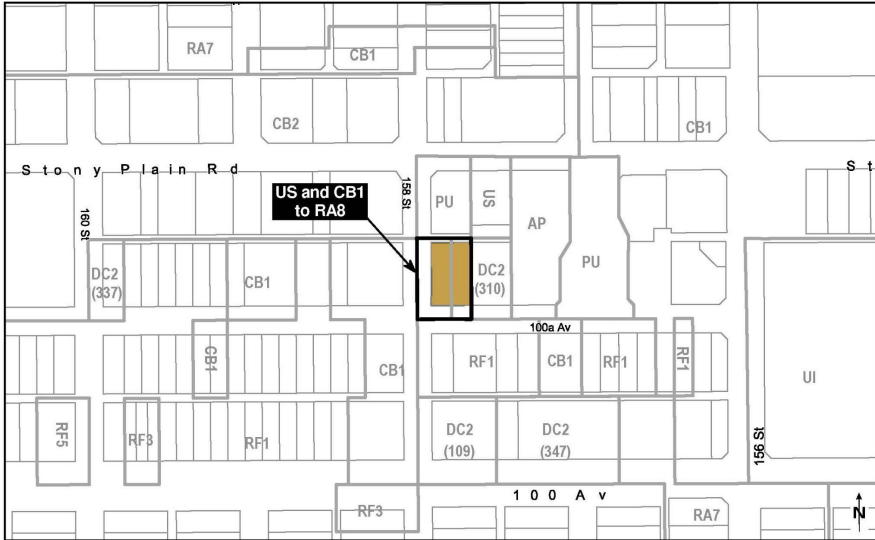
Site and Surrounding Context



3 Site

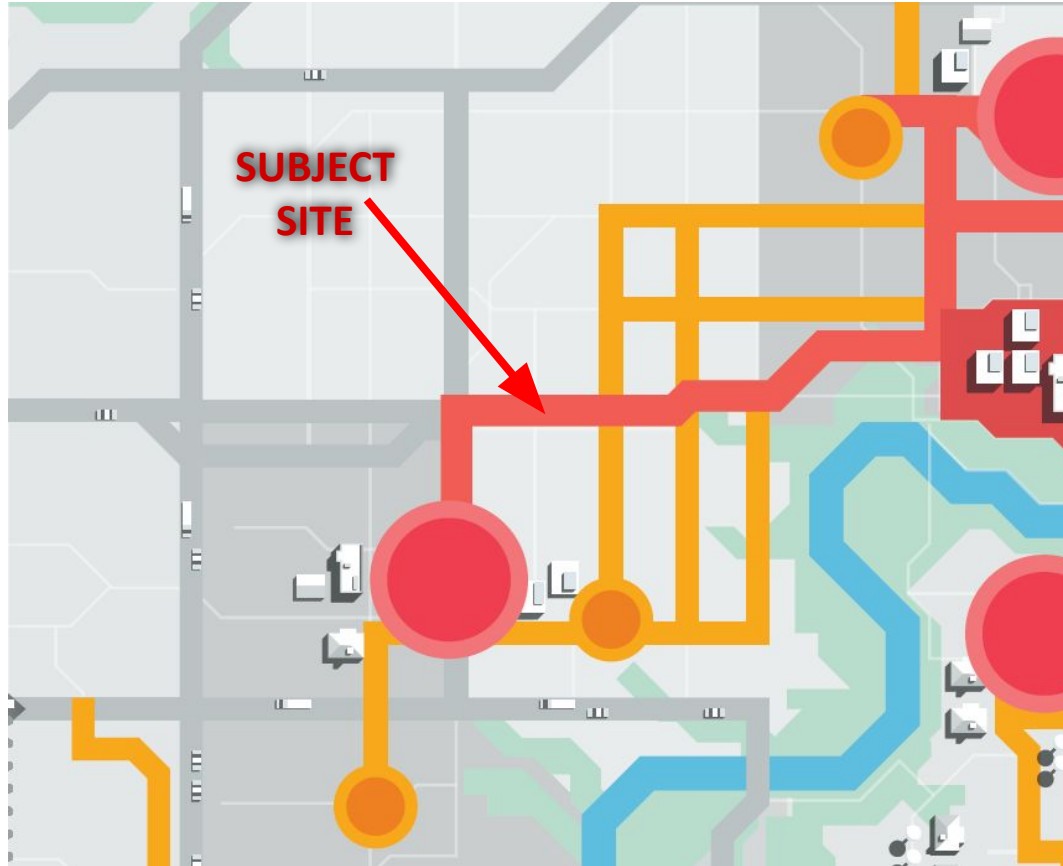


4 The Application

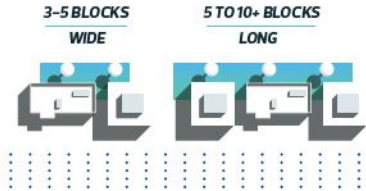


	US <i>Current</i>	CB1 <i>Current</i>	CB2 <i>Similar</i>	RA8 <i>Proposed</i>
Height	10.0 m	12.0 m	14.0-16.0 m, and 30.0 m*	23.0 m
Floor Area Ratio	N/A	2.0	3.5	3.0 - 3.3
Minimum Density	N/A	N/A	N/A	75 Dwellings/Ha
*30.0m for Hotels/ Apartment Hotels				

5 Policy Context



EDMONTON CITY PLAN / SYSTEMS AND NETWORKS



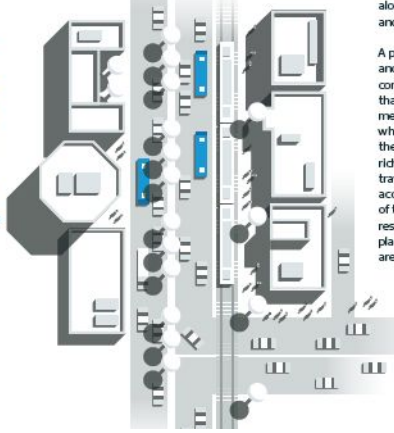
Minimum 150 people and/or jobs per hectare



Desired overall density: minimum 150 people and/or jobs per hectare (higher at intersections or connections with selected nodes)

Potential size/scale: 1-2 blocks on each side of street, 5-10 blocks or longer

Typical massing/form: mostly mid-rise with some high-rise



Primary Corridor
A primary corridor is a prominent urban street designed for living, working and moving. It serves as a destination in itself, but also provides critical connections between nodes, throughout the city and beyond. A primary corridor includes a wide range of activities supported by mixed-use development and mass transit. Gathering spaces are located strategically along corridors or nearby in parks, plazas and other publicly accessible areas.

A primary corridor spans several blocks and offers a destination that serves and connects multiple districts. It is also wider than a single block as its edges blend to meet surrounding parts of the district which they also support. As you travel the corridor's length, you experience rich and vibrant street life with diverse travel modes, busy sidewalks and publicly accessible spaces. Over time, some parts of the corridor feel more commercial or residential, other parts are uninterrupted places with activity, while other stretches are rebuilding and evolving.

Policy Context

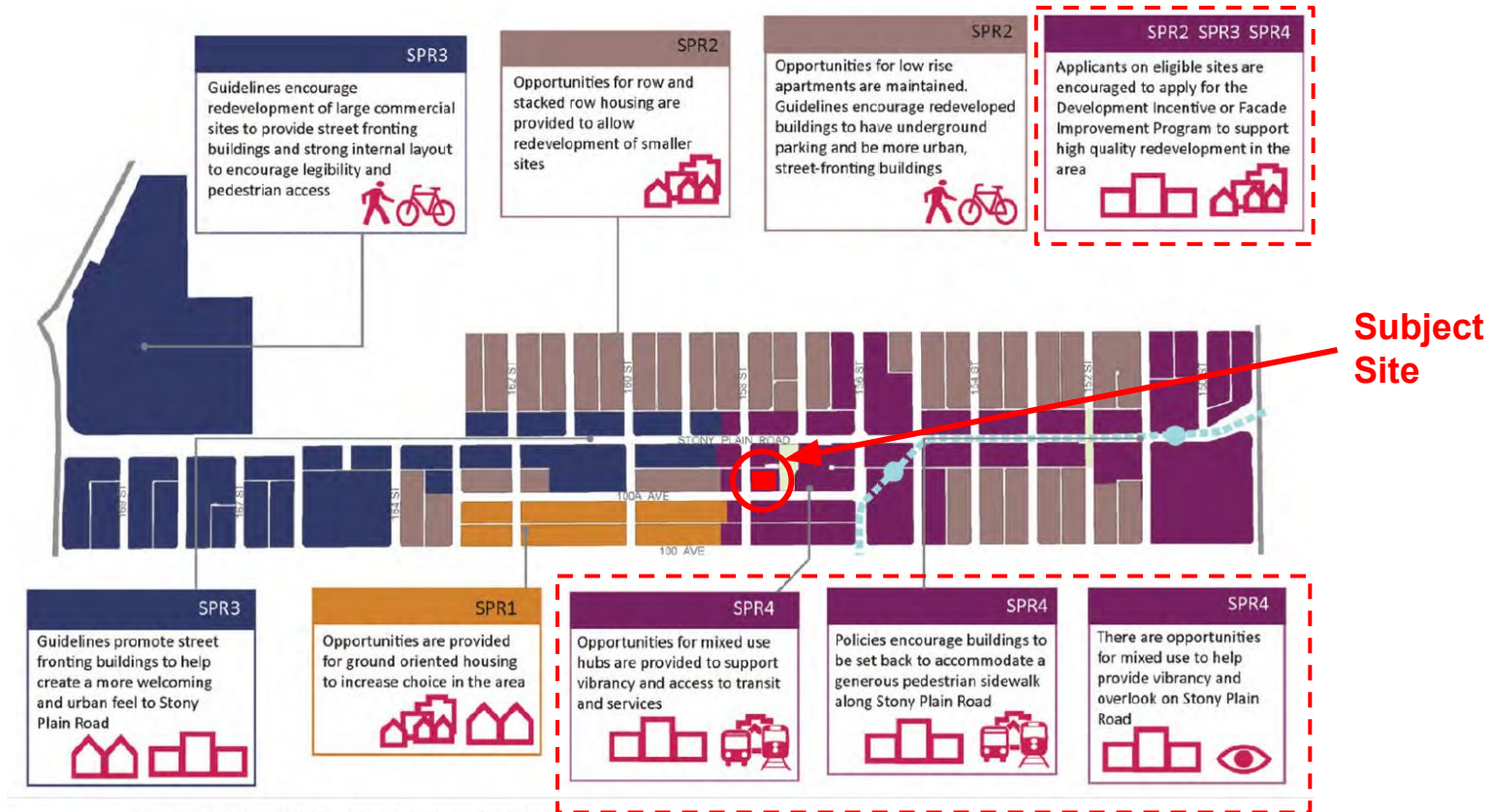


Figure 16: Stony Plain Road focus area proposed land use

Amended by Bylaw 18809, April 29, 2019

Mixed use hubs

SPR4

Purpose: To provide an active, mixed use, pedestrian oriented street that is well overlooked and welcoming and that serves as a destination shopping area.

Supported built form

*(Amended by Bylaw
19184, March 10, 2020)*
Mixed use buildings of 2
to 4 storeys

Mixed use buildings up to
8 storeys within 100m of
future LRT stations,
*except for the site legally
described as Lot 17, Block
59, Plan 208KS, where the
height may be increased
to a maximum of 45
metres.*

Row housing and stacked
row housing adjacent to
parks and open spaces

Transit uses as required

Parking structures

Policies

When considering rezoning or discretionary development, the Planner or Development Officer shall ensure:

1. Parking requirement reductions are, with justification, supported.
2. Parking access is from the rear laneways and underground parking is strongly encouraged.
3. Any surface car parking is: located at the back of the building; visually screened from floors above, adjacent properties, and adjacent streets; and developed in clusters divided by landscaping including trees.
4. No new vehicle access points are allowed along Stony Plain Road and existing access points are closed where possible, and drive-in or drive-through services are not supported.
5. Mixed use buildings with a combination of commercial, office, retail or residential uses are required.
6. The ground floor of the building has active commercial uses and buildings are street oriented and provide active frontage on all adjacent streets.
7. Buildings display high quality design meaning, but not limited to, building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level; no blank facades facing public realm; and landscaping and screening for parking areas.
8. On Stony Plain Road, a 4m distance is provided from the curb line established by the LRT to any building frontages, and that any portion of the 4m distance that falls on private property is hard surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.
9. Secondary entrances, windows and balconies at the rear of the building are encouraged to provide overlook to the laneways.
10. Buildings greater than four storeys on the south side and greater than six storeys on the north side of Stony Plain Road undertake shadow studies, and incorporate setbacks and stepbacks as necessary to ensure sunlight penetration to the street

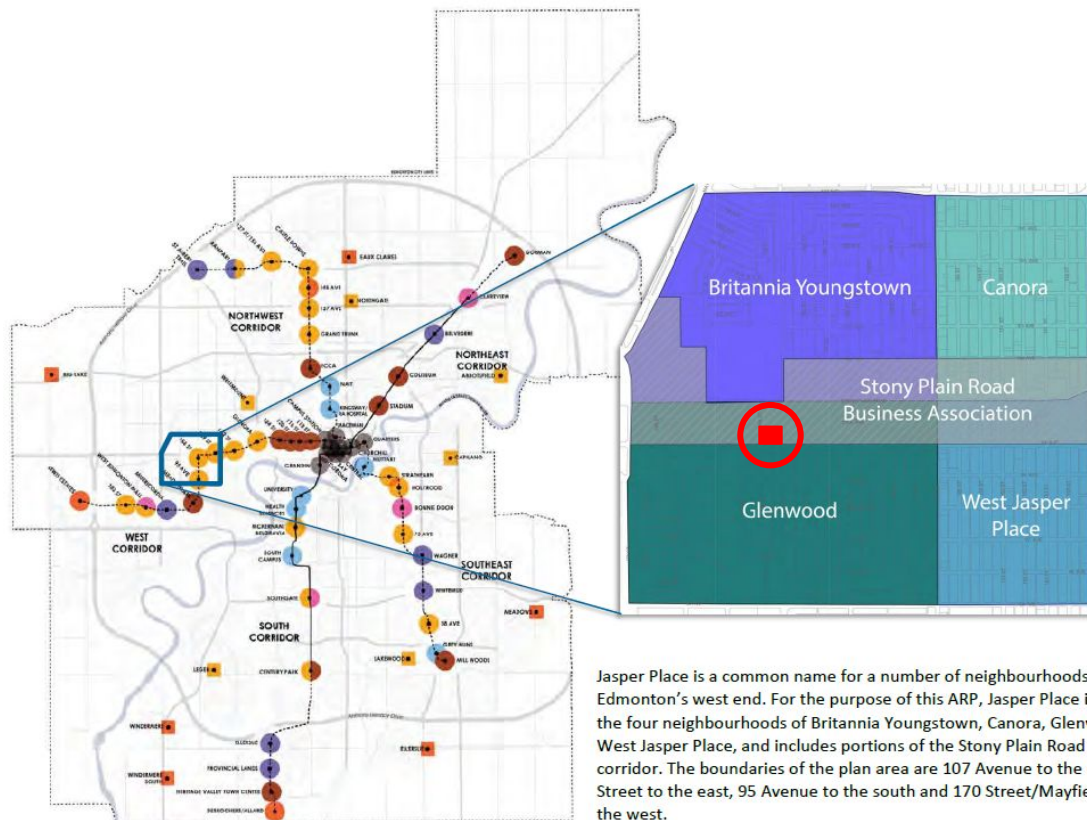


Figure 1: Plan area

Jasper Place is a common name for a number of neighbourhoods in Edmonton's west end. For the purpose of this ARP, Jasper Place is defined as the four neighbourhoods of Britannia Youngstown, Canora, Glenwood and West Jasper Place, and includes portions of the Stony Plain Road commercial corridor. The boundaries of the plan area are 107 Avenue to the north, 149 Street to the east, 95 Avenue to the south and 170 Street/Mayfield Road to the west.



NEIGHBOURHOOD

Location

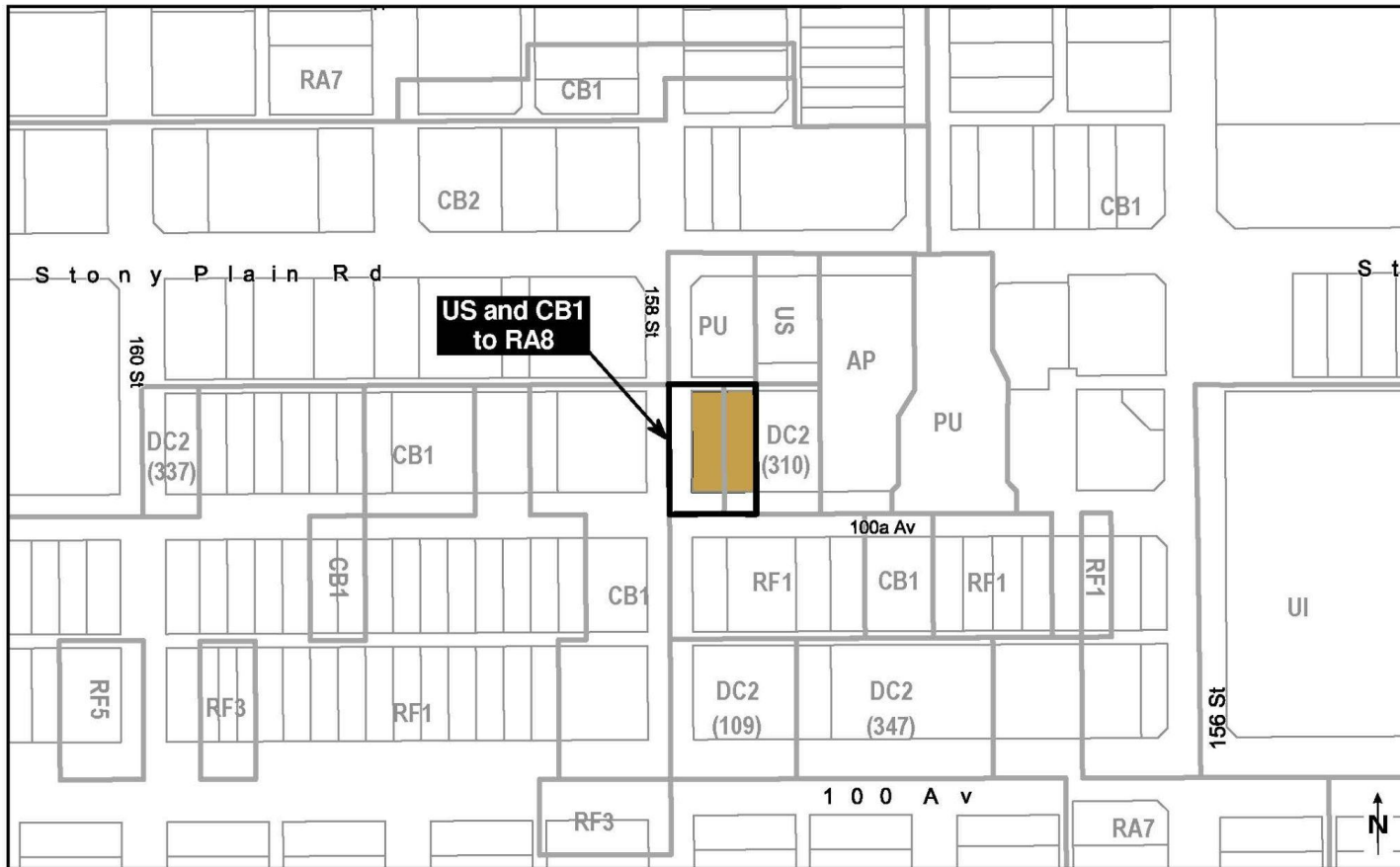
- Infill development settings.

Current Characteristics

- Predominantly single-family homes.
- Condition and value of homes vary widely.
- A mix of multi-family, employment and retail uses may occur, especially at stations close to downtown and along arterial roadways.
- Street grids are typically present within more urbanized areas; fewer are present within suburban areas and often include cul-de-sacs.

Appropriate TOD Characteristics

- Infill—2 storey townhomes and duplex housing, except on arterials, collector roads and large sites where 4 storey apartment housing is appropriate. Neighbourhood serving retail uses, eating and drinking establishments and professional offices close to station. Improved pedestrian and bike access.



ADMINISTRATION'S RECOMMENDATION: **APPROVAL**