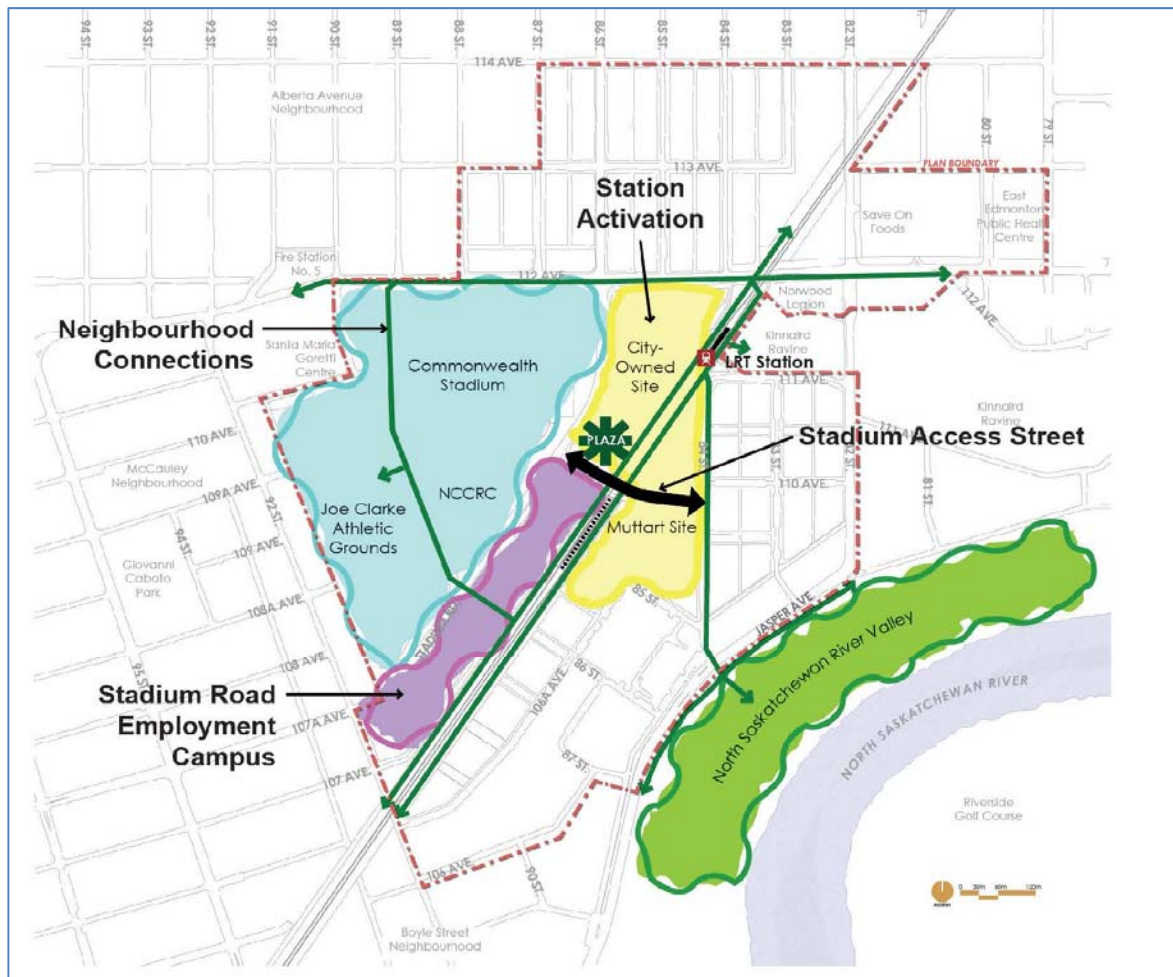




PLAN ADOPTION AND PLAN AMENDMENTS STADIUM STATION AREA REDEVELOPMENT PLAN; PARKDALE AREA REDEVELOPMENT PLAN; CROMDALE/VIRGINIA PARK AREA REDEVELOPMENT PLAN; AND BOYLE STREET/ MCCAULEY AREA REDEVELOPMENT PLAN

This application proposes to adopt the Stadium Station Area Redevelopment Plan (ARP) to facilitate transit oriented development (TOD) within the boundaries of the proposed plan area, rename the 1982 Stadium Station ARP to “Cromdale/Virginia Park Area Redevelopment Plan” and amend the Cromdale/Virginia Park ARP boundaries and those of the Parkdale ARP and Boyle Street/McCauley ARP.



RECOMMENDATION AND JUSTIFICATION

City Planning is in SUPPORT because the plan:

- Improves connectivity within the Stadium Station area and existing and planned amenities;
- Guides the area's transformation into a vibrant, higher density, pedestrian-friendly mixed-used transit-oriented area while preserving and enhancing the quality of life of the existing neighborhoods;
- Promotes transit ridership; and
- Provides a framework for private sector development and public sector improvements.

THE APPLICATION

1. BYLAW 18145 to adopt the Stadium Station Area Redevelopment Plan to facilitate transit-oriented development;
2. BYLAW 18146 to amend the 1982 Stadium Station ARP boundary and rename the plan to "Cromdale/Virginia Park Area Redevelopment Plan";
3. BYLAW 18147 to amend the Boyle Street/McCauley ARP boundary;
4. BYLAW 18148 to amend the Parkdale ARP boundary; and
5. BYLAW 18179 to remove two DC1 Provisions from the Boyle Street/McCauley ARP.

The purpose of this application is to adopt a new Stadium Station ARP that encourages the development of the area over the next 15-20 years within 800 meters of the Stadium LRT station into a higher density neighborhood urban form that is pedestrian friendly, economically sustainable, mixed use and physically connected to the area's amenities without compromising the existing neighborhoods livability.

The proposed ARP affects three (3) existing ARPs. Amendments to the 1982 Stadium Station ARP, Boyle Street/McCauley ARP and Parkdale ARP have been submitted in association with the proposed new plan for Stadium Station in order to update the text and maps to reflect the new boundaries and avoid any overlap between plans.

Background

Administration began TOD planning in the Stadium LRT station area in 2008. After extensive community involvement, the Stadium Station Concept Plan was presented to Executive Committee on April 25, 2012. The preparation of the plan did not move forward at that time.

In the fall of 2013, Council asked Administration to reassess the development potential for City owned property to the west of the station and the Muttart site across the tracks to the east. Three development scenarios and a market analysis for each scenario was prepared and presented to Council.

On July 2, 2014, Executive Committee directed Administration to negotiate a cost-sharing agreement with the prospective owner of the Muttart site based on the market study and

development scenarios previously presented to Council and to prepare an ARP for the area based on the Concept Plan.

Later in 2014, Council allocated \$14.13 million for infrastructure improvements in the area. Brookfield Residential acquired the Muttart site January of 2015. On November 10, 2015 and February 2, 2016, Executive Committee approved the terms of a cost sharing agreement with Brookfield and a new DC1 Provision was approved for Brookfield’s site on December 14, 2015. Subdivision for the site was approved on November 24, 2016.

A cost-sharing agreement between the City and Brookfield was executed on January 6, 2017. At this time, engineering drawings pursuant to Brookfield’s subdivision are being reviewed by Administration in anticipation of a servicing agreement.

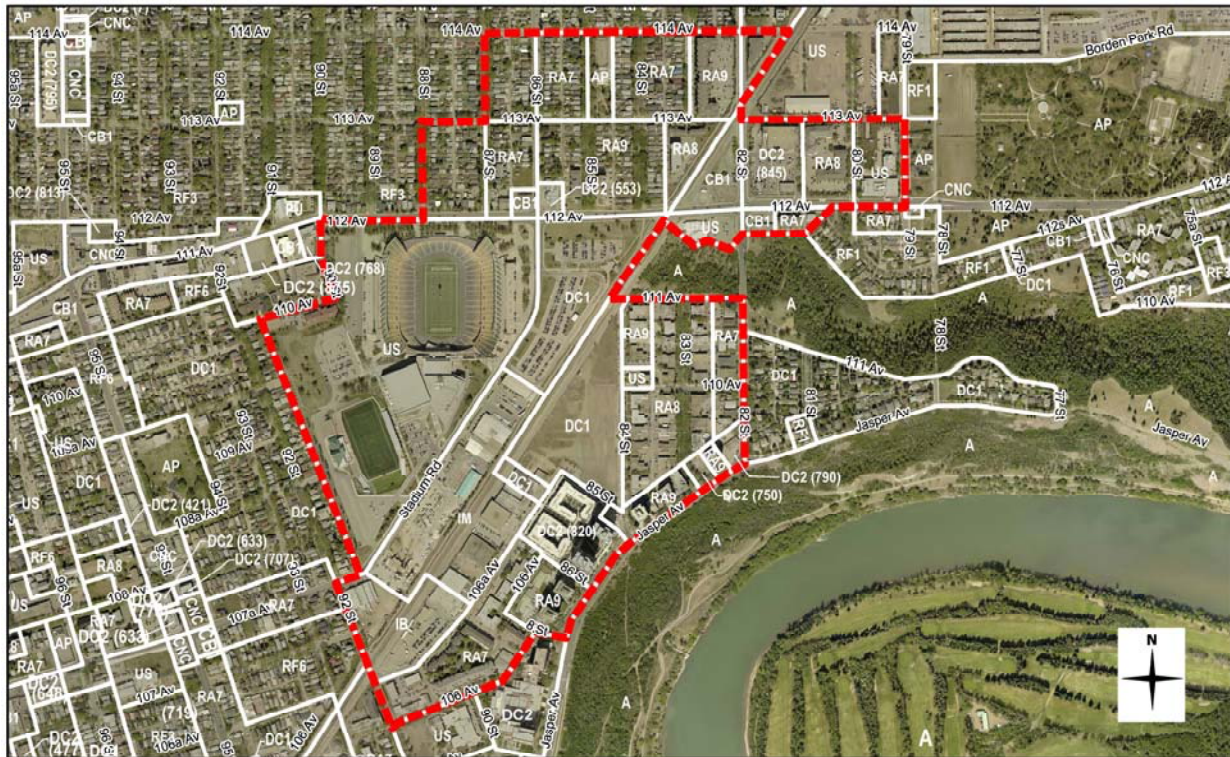
SITE AND SURROUNDING AREA

The proposed plan area is generally bounded by 114 Avenue NW to the north, 82 Street NW and 79 Street NW to the east, Jasper Avenue NW to the south and 92 Street NW to the west. Stadium Station is the first LRT Station northeast of the downtown core.

In addition to the LRT line and Stadium Station, the plan area encompasses a variety of land uses most notably the Commonwealth Stadium, Joe Clark Athletic Grounds and Commonwealth Community Recreation Centre; Lafarge Canada (concrete plant); Canadian Linen & Uniform Service; the Buchanan Centre for people with Parkinson’s disease; the newly built Edgewater complex and Parkdale affordable housing; historic one and two storey homes; aging low rise apartments; Save-On Foods and other retail uses; the Sheila Bowker Parkdale Park; and the City of Edmonton Park’n Ride lot.

	EXISTING ZONING	CURRENT USE
PLAN AREA	<ul style="list-style-type: none"> • (US) Urban Service Zone • (IM) Medium Industrial Zone • (IB) Business Industrial Zone • (DC1) Direct Development Control Provision • (DC2) Site Specific Development Control Provision • (RA8) Medium Rise Apartment Zone • (RA9) High Rise Apartment Zone • (CB1) Low Intensity Commercial Zone 	<ul style="list-style-type: none"> • Variety of commercial, industrial, residential, urban service and recreational uses. • LRT line and Stadium Station • Park’n Ride Facility
CONTEXT		
North	<ul style="list-style-type: none"> • Primarily (RF3) Small Scale Infill Development Zone 	<ul style="list-style-type: none"> • Parkdale neighbourhood
East	<ul style="list-style-type: none"> • (DC1) Direct Development Control Provision • (RF1) • (A) Metropolitan Recreation Zone • (AP) Public Parks Zone 	<ul style="list-style-type: none"> • Cromdale and Virginia Park neighbourhoods • Kinnaird Ravine • Borden Park

South	<ul style="list-style-type: none"> • (DC1) Site Specific Development Control Provision – Quarters Special Area Zoning • (A) Metropolitan Recreation Zone 	<ul style="list-style-type: none"> • The Quarters Downtown • Dawson Park/ North Saskatchewan River Valley
West	<ul style="list-style-type: none"> • Primarily (DC1) Direct Development Control Provision 	<ul style="list-style-type: none"> • Boyle Street and McCauley neighbourhoods



AERIAL VIEW OF APPLICATION AREA

PLANNING ANALYSIS

1. Compliance with Approved Plans and Policies

a) City of Edmonton Municipal Development Plan – The Way We Grow

This application is in accordance with The Way We Grow policies, including:

- preparing transit oriented development (TOD) plans around future LRT stations;

- encouraging a greater portion of housing unit growth to locate in mature neighbourhoods and LRT stations where infrastructure capacity and services support redevelopment;
- promoting medium and higher density residential and employment growth around LRT stations to support the viability of transit service;
- accompanying residential density increases with enhancements to public spaces and the provision of additional open spaces and amenities;
- designing density, land uses and buildings to benefit from local transit service by minimizing walking distances and by providing safe and comfortable pedestrian streetscapes and high quality transit amenities.
- ensuring active transportation opportunities are included in plans and development proposals;
- designing streets, sidewalks and boulevards to provide safe, accessible, attractive, interesting and comfortable spaces for pedestrians, cyclists, and transit; and
- involving residents in pre-consultation and planning processes.

b) City of Edmonton Transportation Master Plan – *The Way We Move*

The application is in accordance with *The Way We Move* strategic directions to achieve the following:

- Integration of transportation and land use - an integrated approach to land use and transportation planning to support the creation of an efficient, sustainable, compact and vibrant city that maximizes the effectiveness of its investment in transportation infrastructure; and
- Enhancing the use of public transportation and active transportation modes - public transportation and active transportation modes are the preferred choice for more people making it possible for the transportation system to move more people more efficiently in fewer vehicles.

c) City of Edmonton Strategic Plan – The Way Ahead

The application is in accordance with the strategic goals identified in The Way Ahead, especially the goals to:

- Transform Edmonton's urban form by optimizing existing infrastructure while revitalizing strong, vibrant neighbourhoods; and
- Shift Edmonton's transportation modes to "fit" Edmonton's urban form and enhanced density while supporting the City's planning, financial and environmental sustainability goals.

d) Transit Oriented Development Guidelines

The Stadium Station ARP was developed within the framework of the Transit Oriented Development (TOD) Guidelines which identify this station area as an enhanced neighbourhood station and as an appropriate location for higher density

residential and commercial development. Both the TOD Guidelines and the Stadium Station ARP encourage and support planning in advance to integrate transit and land use. The ARP provides direction for the implementation of design policies that align with the TOD Guidelines for land uses, building and site design, public realm, urban design and CPTED principles.

e) Winter City Strategy

The Winter City Strategy provides an approach to transform Edmonton into a more inviting, vibrant and prosperous place throughout the winter months. The document puts forward 10 social, cultural and economic strategies to improve quality of life in the City during winter. The Stadium Station ARP was developed through a winter lens and considers winter design outcomes in its policies for the mobility network, built form, and the public realm.

2. Civic Departments and Utility Agencies

A *Mobility Assessment* was submitted in support of the ARP, which was accepted as satisfactory by City transportation specialists.

A *Municipal Servicing Study* was completed to survey the existing sub-surface infrastructure. EPCOR Water and City drainage staff have reviewed the report.

It is anticipated that a number of local water mains will require replacement due to deterioration from old age, outmoded technologies, and inadequate capacity to meet current fire flow requirements. The exact nature of these upgrades will be dependent on site specific development and determined at conceptual and preliminary engineering design stages. Land owners will be responsible for all costs associated with providing City standards of water supply including any changes to the existing water infrastructure prior to any redevelopment.

The Stadium Station area and surrounding neighbourhoods are primarily serviced by combined sewers, which present overflow issues during major rain events. To address this issue and the general aging of the infrastructure, sewer separation is proposed. New development is required to provide separate waste water and stormwater facilities to the property line. This will allow an ease of connection when the neighbourhood combined sewer system is rehabilitated. There is no timeline for this rehabilitation. This new system will be supported by site-specific and district-wide low impact development approaches that require all developments to reduce run-off by providing on-lot stormwater storage or a combination of this with other stormwater management options such as green roofs, cisterns, over-sized storm pipes, and roof-top storage.

All comments from affected Civic Departments and utility agencies have been addressed and there are no outstanding concerns regarding the application.

3. Planning Process

A series of stakeholder meetings and community workshops were held in 2009-2010 to:

- establish community objectives;
- test a range of creative and credible design alternatives; and
- select a preferred development options.

Public input from each meeting and workshop was used to guide subsequent design refinements.

Overall Objectives

The following objectives derived from the public involvement and technical analyses were used to guide development of the plan.

- Consider new neighbourhood retail/commercial uses
- Promote high-density development
- Redevelop existing industrial properties
- Provide a mix of housing options for a range of income levels
- Provide new open space and link existing open space to the station
- Encourage sustainable design principles
- Improve safety at and around the station
- Provide safe and convenient bike and pedestrian access to the station
- Improve vehicular and bus mobility
- Provide adequate parking in the station area

UPDATED BUSINESS CASE (2013-2014)

This work consisted of preparing updated scenarios for transit oriented development at Stadium Station as supported by market demand analysis. Area stakeholders were consulted in the process.

AREA REDEVELOPMENT PLAN (2014-2017)

Administration activities on the Stadium Station file in the second half of 2014 were primarily related to the capital budget profile approved by Council in December 2014 and conversations with developers interested in the Muttart site. Negotiations with Brookfield extended from 2015 to the end of 2016. In 2016-2017 the TOD Concept Plan was updated and translated into this Stadium Station ARP, a formalized regulatory document with specific policies and implementation measures. The ARP was then reviewed by City departments, utility agencies, school boards and other technical groups and through public involvement and revised as necessary.

4. Implementation

The Stadium Station ARP implementation strategy prescribes a guide for creating positive change and growth in the Stadium Station plan area. It identifies the key steps the City of Edmonton should take to stimulate development momentum. Public investment in infrastructure and open space will be necessary to improve the private investment environment in the Stadium Station area over the next 15-20 years.

Overview

Council has allocated \$14.13 million to build infrastructure in the Stadium Station area. Implementation should focus on the proposed Stadium Access Street as an initial step toward leveraging adjacent private development and catalyzing change in the station

area. The redevelopment of the Stadium Station park & ride lot for the Stadium Plaza and Station Promenade will be the second priority. Other projects to improve pedestrian connections and streetscapes in the area should be undertaken in the longer term.

The strategy includes phases, each of which call for both public and private investment. The numbering and order of the phases in this plan reflects their importance to the development of the core transit oriented development area. The phases, however, do not necessarily have to occur in sequence.

The strategy aims to improve connectivity, create a compact mixed-use destination, and enhance the area's public realm in support of walkability and transit use by proposing:

- necessary Zoning Bylaw 12800 amendments;
- aligning and guiding City, industry, and stakeholder action;
- leveraging planned public investment;
- assisting redevelopment and private investment opportunities; and
- monitoring the progress towards achieving the vision and objectives.

A series of key projects have been outlined in the *Implementation* section of the ARP.

Public Engagement

Public consultation was incorporated into each phase of the Stadium Station Concept Plan and ARP preparation. City of Edmonton civic departments and utility agencies were regularly consulted as technical experts during the development of the Plan to engage with both the broader public and key stakeholders.

<p>OPEN HOUSE #1 January 28, 2016</p>	<ul style="list-style-type: none"> • The purpose was to provide information on the planning process, background and key aspects of the TOD vision for the area • Solicit feedback
<p>ADVANCE NOTICE / OPEN HOUSE #2 April 20, 2017</p>	<ul style="list-style-type: none"> • Number of attendees: 77 • Number of feedback forms: 69 • Most attendees were excited about redevelopment and improvements in the area such as improved linkages between the LRT Station and Kinnaird Ravine and shopping areas, and designated bike lanes • Concern was expressed about the loss of the Park 'n Ride site for parking, the current quality of the back lanes, and the maximum building heights on the higher density sites in the ARP area • Refer to "What We Heard Report" for more details

WEBPAGE	<ul style="list-style-type: none">• Available at: https://www.edmonton.ca/projects_plans/design_studies/stadium-station-transit-oriented-development.aspx• Provide a project timeline, information on the project timelessness and public consultation activities, and to the open house display boards and draft ARP, and how to register to speak to Council.
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JUSTIFICATION

City Planning recommends that Bylaws 18145, 18146, 18147, 18148, and 18179 be APPROVED.

ATTACHMENTS

- 1 "What We Heard" Public Engagement Report
- 2 Proposed Stadium Station Area Redevelopment Plan
- 3 Application Summary