

Bylaw 18145

A Bylaw to adopt the Stadium Station Area Redevelopment Plan

WHEREAS pursuant to the authority granted to it, City Council considers it appropriate to provide planning policy to guide the future redevelopment of certain lands within the Boyle Street, Downtown neighbourhoods, 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; and

WHEREAS the Municipal Council of the City of Edmonton now deems it in the public interest to pass the Stadium Station Area Redevelopment Plan Bylaw; and

NOW THEREFORE after due compliance with the relevant provisions of the Municipal Government Act RSA 2000, ch. M-26, as amended, the Municipal Council of the City of Edmonton duly assembled enacts as follows:

1. The lands shown outlined on Figure 1 of Schedule "A" are hereby designated as a redevelopment area pursuant to Section 634(a) of the Municipal Government Act, S.A. 2000, c. M-26, for the purposes defined therein.
2. The Stadium Station Area Redevelopment Plan annexed hereto as Schedule "B" is hereby adopted as the Stadium Station Area Redevelopment Plan pursuant Section 634(b) of the Municipal Government Act, S.A. 2000, c. M-26.

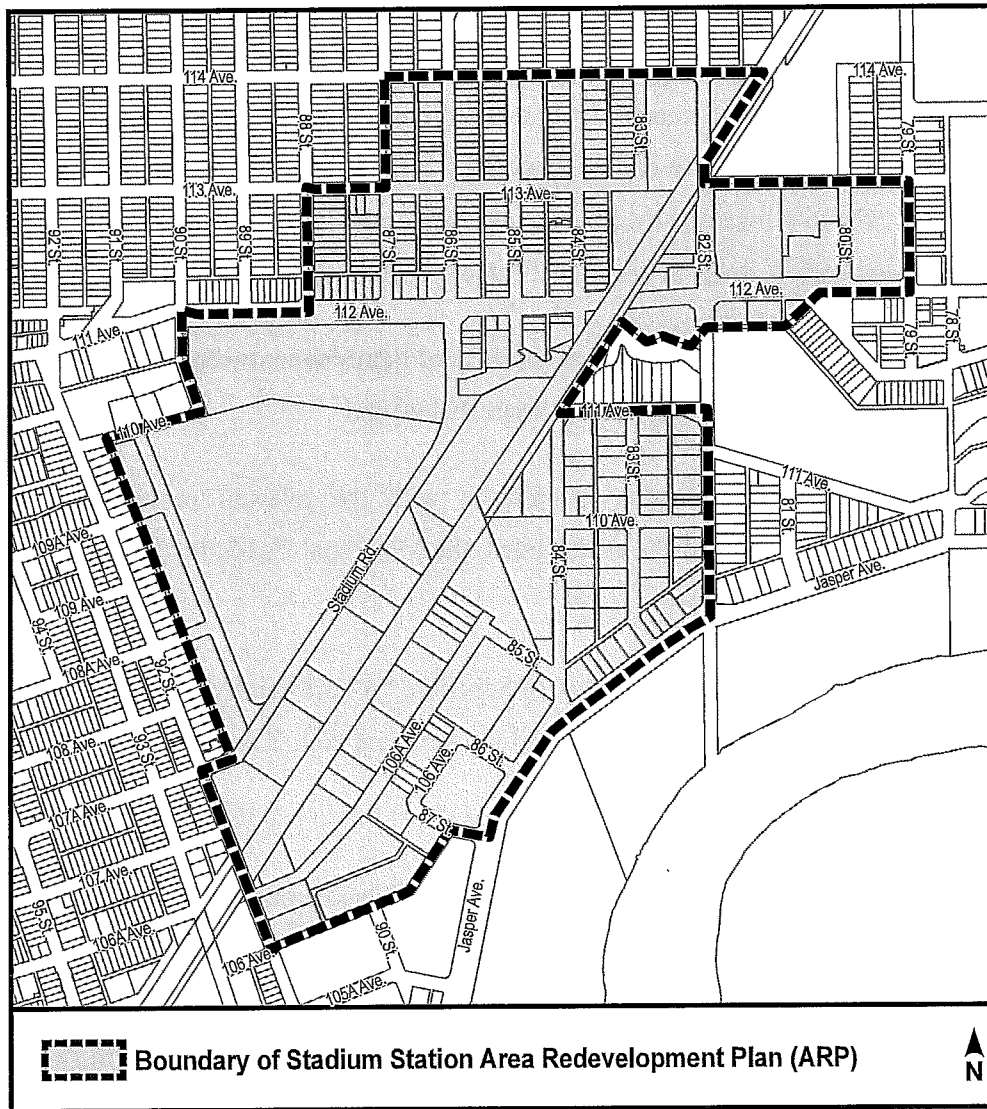
READ a first time this	26th	day of	February	, A. D. 2018;
READ a second time this	26th	day of	February	, A. D. 2018;
READ a third time this	26th	day of	February	, A. D. 2018;
SIGNED and PASSED this	26th	day of	February	, A. D. 2018.

THE CITY OF EDMONTON


MAYOR


CITY CLERK

BYLAW 18145



Transit Oriented Development
Stadium Station
AREA REDEVELOPMENT PLAN

January 2018



Edmonton

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INTRODUCTION



Background

Stadium Station, opened in 1978, is one of the five original stations in Edmonton's light rail transit (LRT) system. The station was built without a plan to guide adjacent development. Two plans—the Stadium Station Area Redevelopment Plan (1981) and the Boyle-McCauley Area Redevelopment Plan (1994)—were subsequently prepared to guide redevelopment in the area.

While these plans applied higher density and mixed-use zoning to existing parcels adjacent to the station, minimal attention was paid to other key features of transit oriented development (TOD), such as the integration of the station with surrounding development, emphasis on pedestrian scale and connectivity, and the provision of high quality streetscapes, public open spaces and amenities. Both of these redevelopment plans have failed to generate TOD that is characteristic of a vibrant and safe station area.

The Stadium Station TOD project was initiated in the fall of 2008, when Sustainable Development retained a consultant team to develop the Stadium Station TOD Concept Plan. After an extensive community involvement effort, the concept plan was presented to Executive Committee on April 25, 2012 without formal adoption.

In 2013, in conjunction with developer interest in the Muttart site, located just south of the LRT station, Council asked Administration to reassess the business case for transit oriented development at Stadium Station. This work, which included a market study, identified potential options for mixed-use development on the Muttart site and the City-owned site (existing park and ride).

On July 2, 2014, Executive Committee directed Administration to prepare a new Area Redevelopment Plan based on the earlier TOD Concept Plan and negotiate a cost-sharing agreement for the construction of TOD-supportive infrastructure with the prospective owners of the Muttart site.

In December 2014, City Council allocated \$14.127 million for TOD-supportive infrastructure at Stadium Station and the next month Brookfield Residential acquired the Muttart site. On November 10, 2015 and February 2, 2016, Executive Committee approved terms of a cost-sharing agreement with Brookfield and on December 14, 2015 Council approved new zoning for the Muttart site. Brookfield's subdivision of the Muttart site was approved on November 24, 2016 and a cost-sharing agreement between the City and Brookfield was executed January 6, 2017.

This new Stadium Station Area Redevelopment Plan fulfills the direction given in 2014 to prepare a new long-term TOD plan for the Stadium Station area.

Figure 1: Stadium Station Area (2016 photo)



Purpose

The intent of this Stadium Station Area Redevelopment Plan (ARP) is to enhance business and increased residential presence in the area through transit-oriented development (TOD) that capitalizes on access to the Stadium LRT Station and proximity to community recreation and sports entertainment facilities associated with the Commonwealth Stadium, Joe Clark Athletic Grounds and the Commonwealth Community Recreation Centre (CCRC)

The Stadium Station Area Redevelopment Plan incorporates previous work associated with the earlier TOD Concept Plan and provides a complete vision and development framework for future investment within the Stadium Station area over the next 15-20 years.

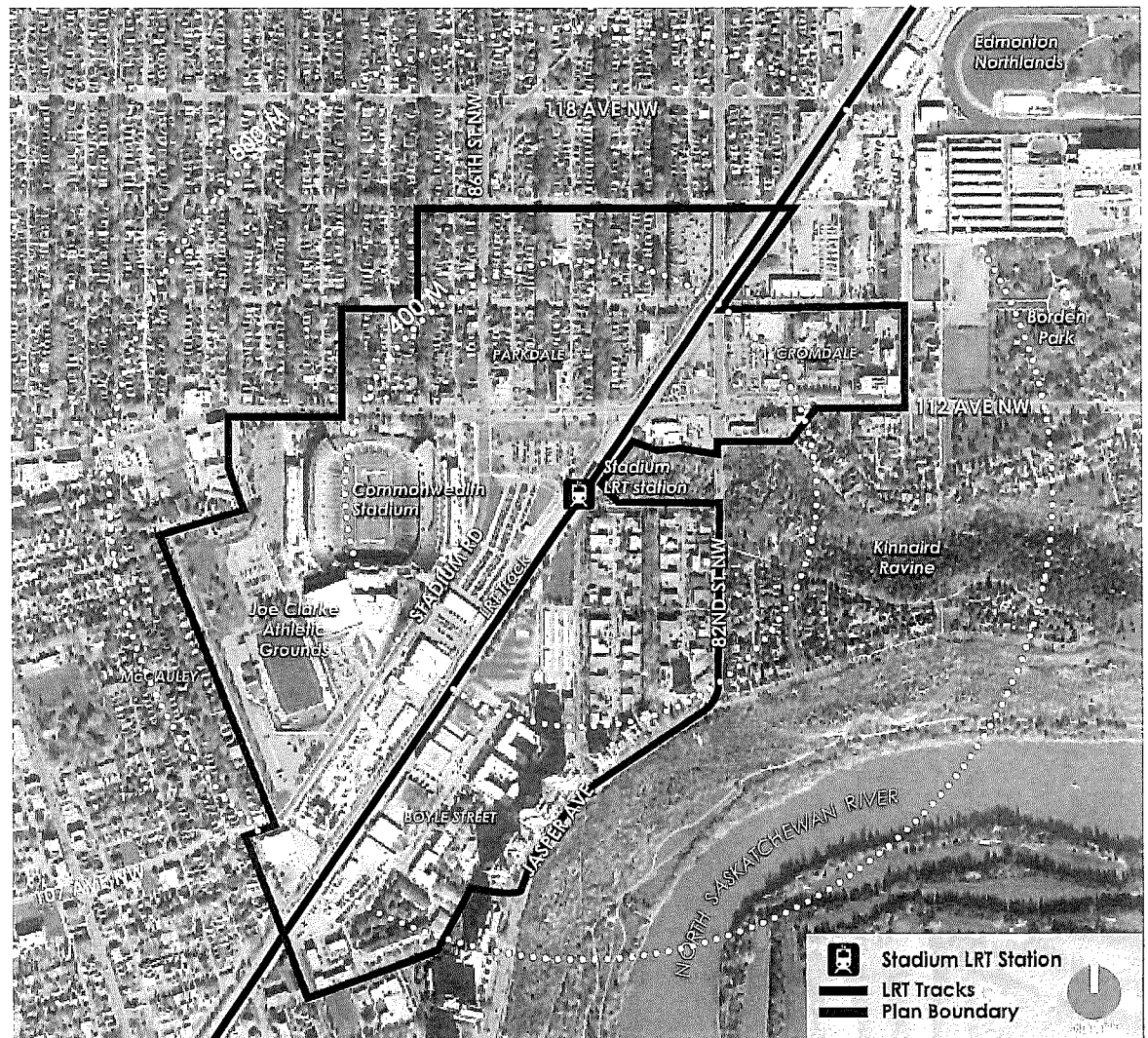
The purpose of the Stadium Station Area Redevelopment Plan is to:

- Provide a framework for private sector redevelopment and public sector improvements
- Guide the area's transformation into a vibrant, higher density, mixed-use transit oriented precinct, while enhancing existing neighborhoods
- Increase transit ridership
- Connect to the area's existing and planned amenities

The boundaries of the Stadium Station ARP are shown in Figure 2. The area, outlined in red, is centered on the Stadium LRT Station on 84 Street and 111 Avenue and encompasses portions of surrounding neighbourhoods of Parkdale, Cromdale, Boyle Street, and McCauley. The plan area boundary was determined after completing a site analysis, reviewing the areas of influence surrounding the Stadium LRT station, and consulting with local stakeholders.

TOD focuses on areas within a 400 metres radius, approximately a 5 minute of walk, of an LRT station. Areas within a 10 minute walk or 800 metres may still be influenced by their proximity to the station and have been considered in identification of the plan boundary.

Figure 2: Stadium Station Plan Boundary



Enabling Legislation

Under provincial legislation, this document is an Area Redevelopment Plan. In accordance with Section 634 of the Municipal Government Act (RSA 2000, c. M-26), municipalities can designate an area as a redevelopment area for the following purposes:

- Preserving or improving land and buildings in the area;
- Rehabilitating buildings in the area;
- Removing buildings from the area;
- Constructing or replacing buildings in the area;
- Establishing, improving or relocating roads, public utilities or other services in the area;
- Facilitating any other development in the area

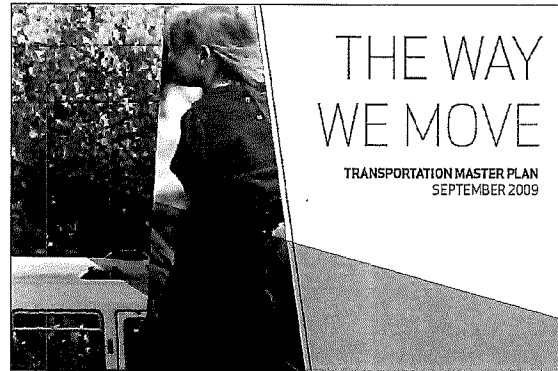
Section 635 of the Act stipulates the contents of area redevelopment plans. They must describe the objectives of the plan and how they will be achieved, the proposed land uses for the redevelopment area and any proposals for the acquisition of land for any municipal use, school facilities, parks and recreation facilities or any other purposes the council considers necessary. If a redevelopment levy is to be imposed, the reasons must also be described.

The Act also requires opportunities for members of the public, property owners and other affected parties to provide input during the planning process. The Stadium Station Area Redevelopment Plan has met all requirements of the Act.

Policy Context

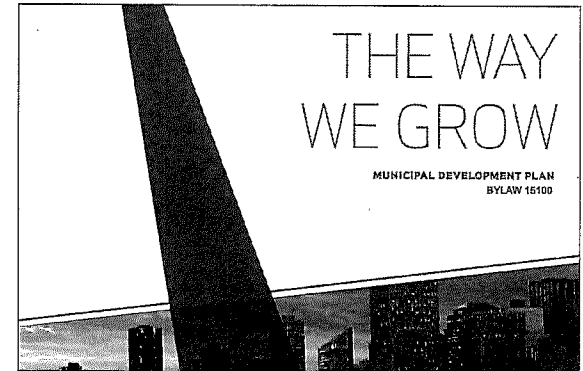
The area redevelopment plan was developed within the framework of existing city policies and regulating documents

CITY POLICY—THE WAY WE MOVE



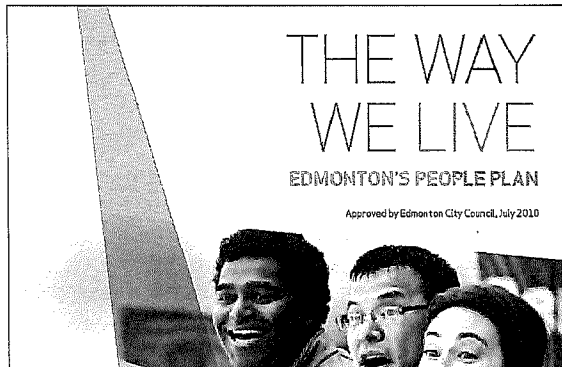
The plan responds positively to the tenets of **The Way We Move**, Edmonton's Transportation Master Plan, which notes that "the effective integration of land use and transit infrastructure requires mutually supportive land use, roadway, neighbourhood design and transit policies and actions." The plan will provide a setting for desirable land uses, and reinforce the City's broader economic, social and cultural objectives. Other objectives in **The Way We Move** have directed the plan, including section 5.2 related to the bus system; section 5.3 related to accessibility for mobility challenged persons; section 5.5 focused on safety; and section 6.1 for the creation of walkable environments.

CITY POLICY—THE WAY WE GROW



The plan supports section 3.3 of **The Way We Grow**, which calls for integrated transit and land use planning, specifically the promotion of "medium and higher density residential and employment growth around LRT stations and transit centres" (policy 3.3.1.1). The plan identifies elements that will require the cooperation of public and private sectors in creation of "place-making elements such as streetscapes, and urban parks" (policy 3.3.1.8). In addition, the design of the street network will require the "review and revisions to the City's servicing and operating standards to support new design and development plans at LRT stations" (policy 3.3.1.10). Moreover, the integration of the existing stadium, athletic grounds and Community Recreation Centre with future redevelopment of the Muttart property and city owned properties support City Policy C565, which calls for TOD that "establishes land uses around LRT stations and transit centres to reflect the characteristics of surrounding areas and each station or centre's role in the network."

CITY POLICY—THE WAY WE LIVE



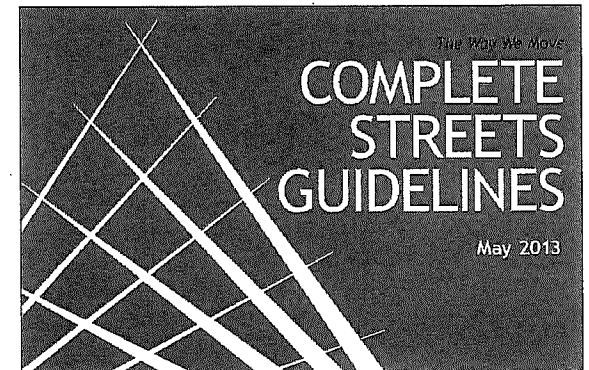
The plan responds positively to the tenets of **The Way We Live**, Edmonton's People Plan, which supports the integration of public transit with economic, social, residential and recreational hubs (Section 1.3). The plan enhances neighbourhood access to existing bus and transit operations and the Commonwealth Stadium and Recreation Center by providing for an additional at-grade pedestrian LRT connection, a new east-west roadway connection, a shared use pathway, and new street grid within the redevelopment of the Muttart site.

CITY POLICY—THE WAY WE GREEN



The plan responds positively to the tenets of **The Way We Green**, Edmonton's Environmental Strategic Plan, by enhancing the ability to walk, bike and use transit, thereby providing multi-modal options for Edmontonians to get to the places they live, shop, work, learn and play (section 6.17).

COMPLETE STREETS GUIDELINES



The plan addresses the Complete Streets Guidelines* and establishes a complete street network within the station area that:

Integrates Transportation and Land Use— the use of transit and transportation infrastructure is optimized and supports best practices for adjacent land uses.

Promotes Access and Mobility— the interconnected street network supports a variety of travel modes and improved access within the Stadium Station area.

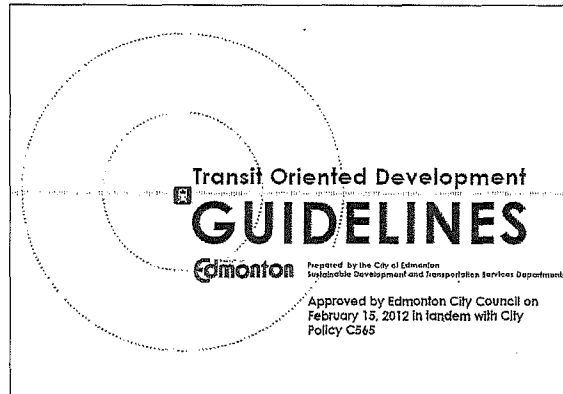
Encourages Transportation Mode Shift— light rail and bus transit access is improved and streets are designed to encourage active transportation.

Enhances Sustainability— integrated transportation and land use within the station area creates a livable community with easy access to employment, transit, and nearby goods and services and enhances the quality of life.

Promotes Health and Safety— streets are designed to support essential services access within the station area. The design of streets and buildings provides for safe pedestrian and bicycle access, which encourages active lifestyles.

* As of the writing of this document, *The Complete Streets Guidelines* are currently being updated.

TOD GUIDELINES—PUBLIC REALM

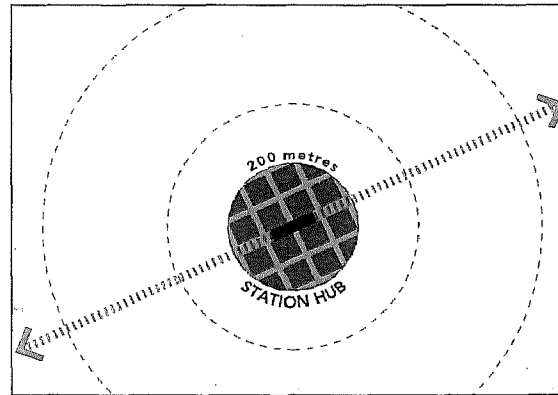


The plan addresses the City's *TOD Guidelines* that include design guidance for design of the public realm:

Roadways and Public Boulevards— The design of the public roadways and trails will contribute to the quality and safety of the pedestrian environment. The street network will be consistent with Public Realm Guidelines that define essential elements to best serve these objectives. Well-scaled furnishing zones separate pedestrians and cars, and allow for the placement of trees, streetlights, benches, landscaping, and other street serving elements.

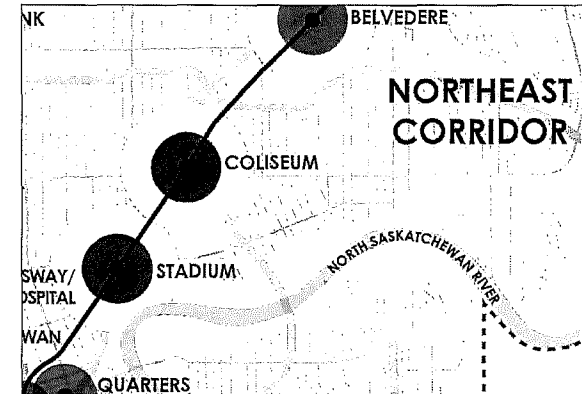
Blocks—New blocks introduced into the existing urban fabric will be done in a way that affords appropriate connections and respects existing patterns. The new block patterns will also appropriately address current needs for development types, multi-modal transportation goals, and pedestrian and bicycle access.

TOD GUIDELINES—STATION HUB



The Land Use Framework in this plan addresses the City's TOD Guidelines on how to integrate development with LRT stops. The TOD Guidelines prescribe that the highest intensity of development in a TOD occurs within the 'station hub', the area within 200 metres of the transit station. The station hub is described as the home to neighbourhood-serving retail and employment uses necessary to support the residents of the TOD. Because two-thirds of driving trips are made to business, retail or work destinations, concentrating these trip-generating uses around the station and within a short walk for most residents can reduce both the length and quantity of driving trips made by residents and employees.

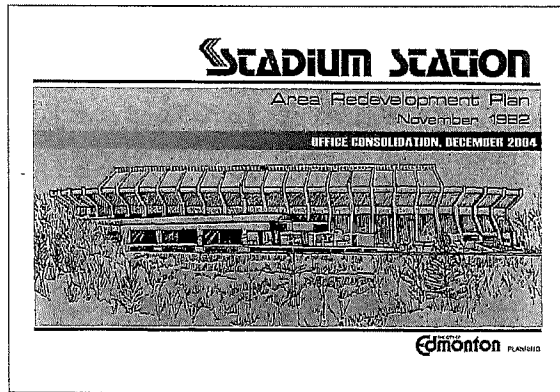
TOD GUIDELINES—STATION AREA TYPE



In the TOD Guidelines, the Stadium Station area is identified as an 'enhanced neighbourhood'. The proposed land uses in the Stadium Station ARP are consistent with the Land Use and Intensity Guidelines for sites within 200 metres of the station:

- High density residential (250 dwelling units per hectare min.)
- Neighbourhood-serving employment-professional offices and services (1.0 floor area ratio min.)

STADIUM STATION ARP

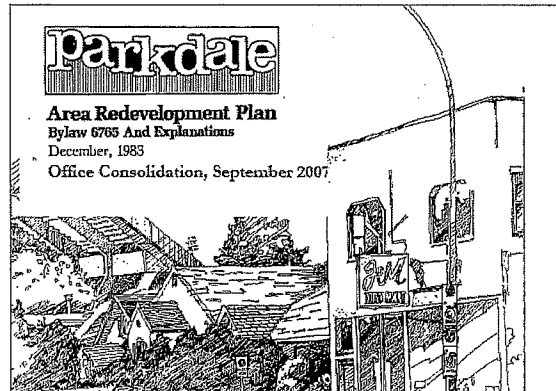


This new Stadium Station ARP (2017) replaces the original Stadium Station Area Redevelopment Plan (adopted in 1982 and last amended in 2011). The original plan included policies for land use and redevelopment in the areas east and southeast of the Stadium LRT Station, and addressed issues such as residential development pressure and the effect of transportation corridors through the area. Key policy directions of the plan included the improvement of traffic and parking management in the area, the promotion of high density redevelopment near the LRT Station, and the transition of density and building form from the LRT Station to surrounding neighbourhoods. Building on these policies, the new Stadium Station ARP (2017) addresses:

- Maintaining the character of low density family housing areas
- Promoting high-density redevelopment projects
- Ensuring a logical transition of density and built form moving from the highest densities near the LRT
- Providing housing for a variety of income levels
- Strengthening economic viability of surrounding businesses
- Providing improved access for bicycles

The boundaries of the original Stadium Station ARP were amended and the plan was renamed the Cromdale Virginia Park ARP with adoption of this new Stadium Station ARP (2017) to avoid overlap and confusion.

PARKDALE ARP

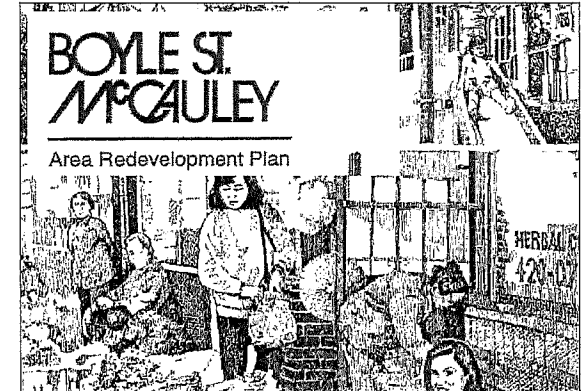


The boundaries of this new Stadium Station ARP (2017) includes land previously contained in the Parkdale Area Redevelopment Plan*. The Parkdale ARP was completed in 1983 and last amended in 2010, provided a long term land use policy that reinforces the low-density residential scale and character of the Parkdale community while providing increased densities and building heights in areas that are near Stadium Station and that are adjacent to arterial roadways and the LRT tracks. The Parkdale land use policy is closely tied to the policies concerning the community's transportation network. Similarly, the Stadium Station ARP Plan (2017) includes direction regarding:

- Maintaining Parkdale's family oriented residential community
- Minimizing incompatibility of land uses

The boundaries of the Parkdale ARP were amended in conjunction with adoption of this new Stadium Station ARP (2017) to avoid overlap.

BOYLE ST. MCCAULEY ARP



The new Stadium Station ARP (2017) also includes properties previously contained in the Boyle Street McCauley Area Redevelopment Plan. Adopted in 1994 and last amended in 2015, this plan contains policies for the physical, social, and economic revitalization of the Boyle St. and McCauley neighbourhoods with an emphasis on community development. The ARP's development concept includes the redevelopment of lands adjacent to the Stadium LRT Station with high density residential and commercial uses. The Stadium park and ride lot was to be replaced with a parking structure incorporated into this redevelopment. This plan also called for pedestrian and bicycle circulation along the LRT corridor. In line with this direction, the Stadium Station ARP (2017) addresses:

- Locating transit oriented development adjacent to the station
- Replacing surface parking with structured parking
- Accommodating a broad mix of population and housing
- Stimulating businesses development in the area
- Encouraging pedestrian and bicycle circulation
- Increasing public safety

The boundaries of the Boyle Street McCauley ARP were amended in conjunction with adoption of this new Stadium Station ARP (2017) to avoid overlap.

Planning Process

TOD CONCEPT PLAN (2008-2012)

Technical Work

The TOD Concept Plan work included technical analysis of the Stadium Station area related to:

- Land use
- Transportation
- Servicing
- Market demand
- Geotechnical conditions

Public Involvement

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
- Select a preferred development alternative

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 analysis were used to guide development of the TOD Concept 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)

As indicated on page 8, 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 revised as necessary.

Public Involvement

Owners of property in the Stadium area, residents, community leagues and other stakeholders were invited to an open house on January 28, 2016. The planning process, background, and key aspects of the TOD vision for the area were explored and feedback solicited.

April 20, 2017 the new draft Stadium Station ARP and proposed amendments to the original Stadium Station ARP and the Parkdale and Boyle Street/McCauley ARP's were presented at a public meeting. The new draft ARP was also posted to the City's website. Feedback received was used to finalize the plan before it was presented to City Council at a public hearing.

During the planning process additional meetings with community groups and property owners were held as required.

History

What we now call the Stadium area is land whose uses have changed significantly over time. Originally covered by the aspen parkland native to the region, the area would have been used by indigenous peoples hunting and fishing along Rat Creek, a small (possibly intermittent) stream that once flowed at least three 3 km from where the Royal Alexandra Hospital now sits, along what is now Norwood Boulevard and through Kinnaird Ravine to meet the river. The plan area, like the rest of Edmonton, is in Treaty 6 territory.

Kenneth McDonald, a Hudson's Bay Company employee from the Hebrides, and his Metis wife Emma (Rowland) McDonald, were some of the first settlers to homestead outside the walls of Fort Edmonton. When legal surveys were prepared, the McDonald homestead became River Lot 20, the western boundary of which is 92 Street. Emma's brother Frederick Rowland obtained title to River Lot 22, the eastern edge of which is now defined by 82 Street (see Figure 3).

The plan area lay outside Edmonton's original 1892 limits but was added to the boundary in 1904 when Edmonton was incorporated as a city.

Most of the northern portion of River Lot 20 has been used for public purposes since that time. The municipality established a nuisance ground (landfill) just south of Rat Creek in 1904 and added an incinerator in 1908. The first federal penitentiary in Alberta operated there between 1906 and 1920 (see Figure 5). Coal was mined under portions of the area until 1930. Pressure for cleaner, more salubrious land uses grew as the nearby residential population increased. The City established playing fields on the site of the nuisance ground in 1930 and before the decade ended Clarke Stadium had been built (see Figure 6).

A generation later (1978) the much larger Commonwealth Stadium opened next door. In

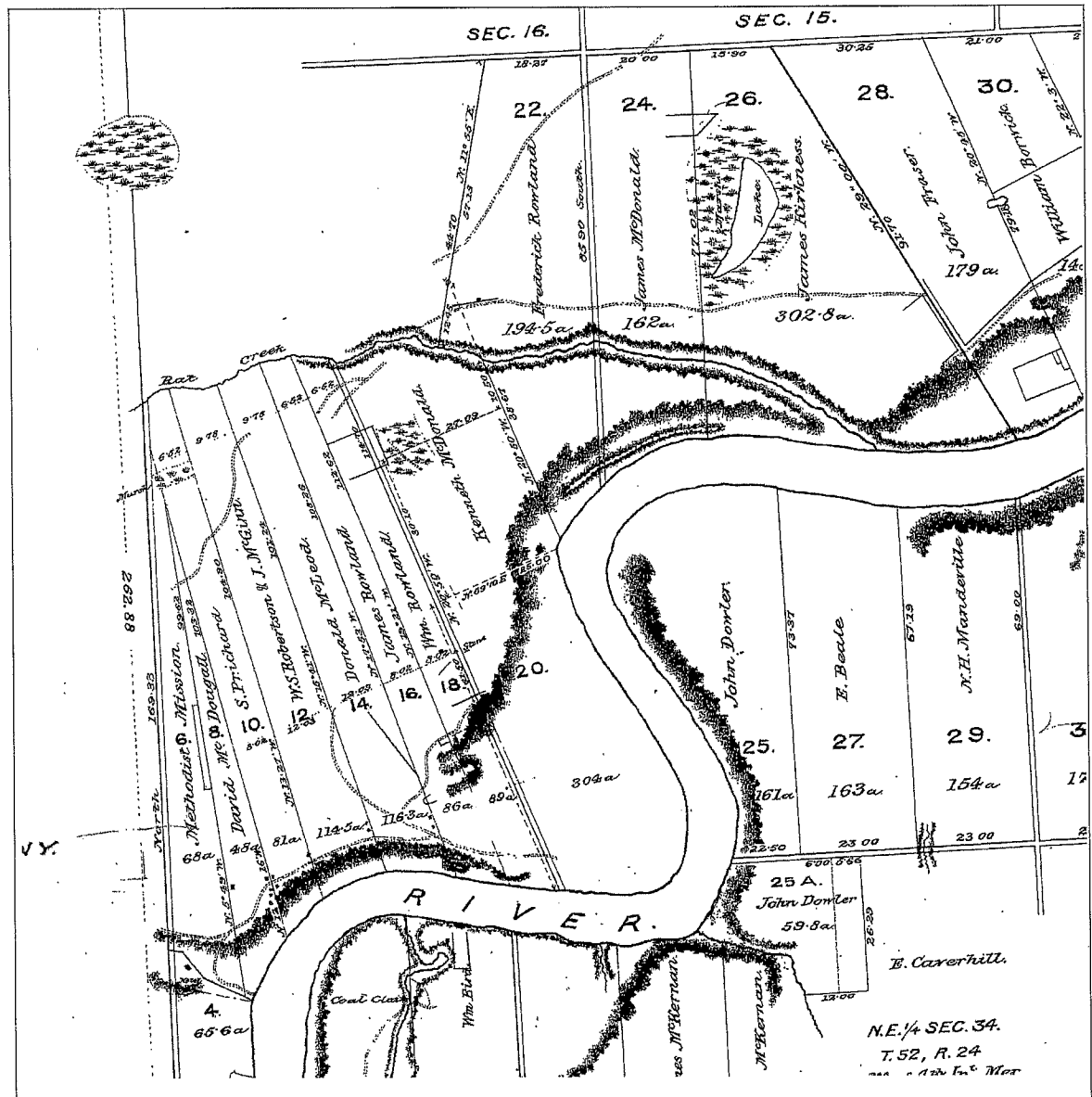


Figure 3: Plan of Edmonton Settlement (portion)

2001 the old Clarke Stadium was replaced with a smaller grandstand and in 2012 the Commonwealth Community Recreation Centre opened.

The Canadian Northern Railway reached Edmonton in 1905. The railroad ran northeast / southwest through the area. In 1909 the Grand Trunk Pacific Railway was built in the same corridor. (Following World War I these railroad combined into Canadian National Railway.) Industries located next to the tracks (see Figure 4). In 1978 Edmonton's LRT commenced service in the corridor, and twenty years later CN's rails were removed.

When the City purchased land for new exhibition grounds northeast of the plan area, transportation to the grounds needed to be provided. Opting for a scenic route, the City constructed a wooden trestle over Rat Creek in 1909 (replaced by a steel bridge in 1932) and a streetcar line along Jasper Avenue and Kinnaird (82) Street in 1910. This line and one built later along 114 Avenue attracted additional housing to the area.

Cromdale School served children in the area between



Figure 4: 1965 Air Photo (City of Edmonton Archives)

1931 and 1980 (See Figure 7). In 2010 the old school building was incorporated into the East Edmonton Health Centre, which offers urgent care and public health services.

As military-related construction boomed in the early 1940s, Merrill Muttart established a lumber yard and warehouse on a triangle of land between the railroad and 84 Street. After the war, the Great Western Garment Company opened a large garment factory just south of the Muttart property. GWG employed hundreds of workers, many new immigrants to Canada, in producing jeans and other items of clothing (see Figure 8). The plant was later purchased by Levi's. When it was closed in 2004, with 488 people losing their jobs, it was among the last Levi's factories in North America.

Redevelopment has been taking place in the plan area for decades. Single detached dwellings that originally stood between 82 and 84 Streets and south of the GWG factory (see Figure 4) were replaced with apartment buildings beginning in the 1960s, attracted by the views of the river valley. The factory itself and housing between it and Jasper Avenue were transformed into the Edgewater apartment complex between 2012 and 2016. Housing and businesses between Rat Creek and 112 Avenue were replaced by Commonwealth Stadium and the Commonwealth park and ride lot in the 1970s. Since the LRT opened, apartments have been built on certain sites north of 112 Avenue, taking advantage of the accessibility it offers. In the 1990s an automobile-oriented grocery complex and inward-facing apartment buildings were built north of 112 Avenue and east of 82 Street.



Figure 7: Cromdale School Safety Patrol 1950
(City of Edmonton Archives EA-600-4999a)

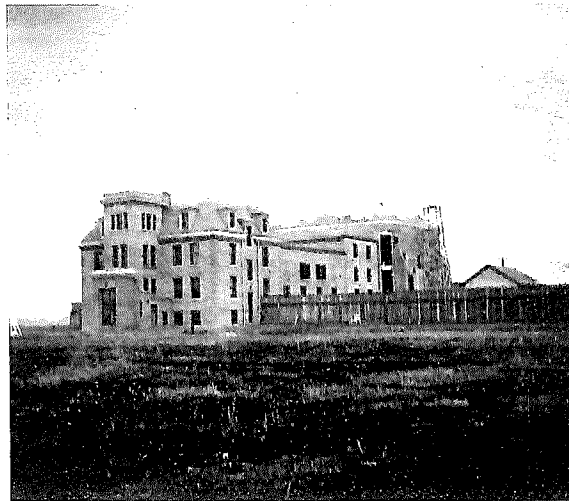


Figure 5: Federal Penitentiary ca.1909
(City of Edmonton Archives EA-793-75)

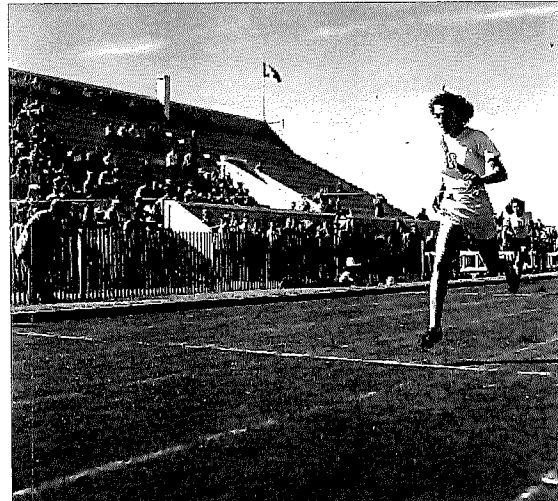


Figure 6: Clarke Stadium 1947
(City of Edmonton Archives EA-600-263d)

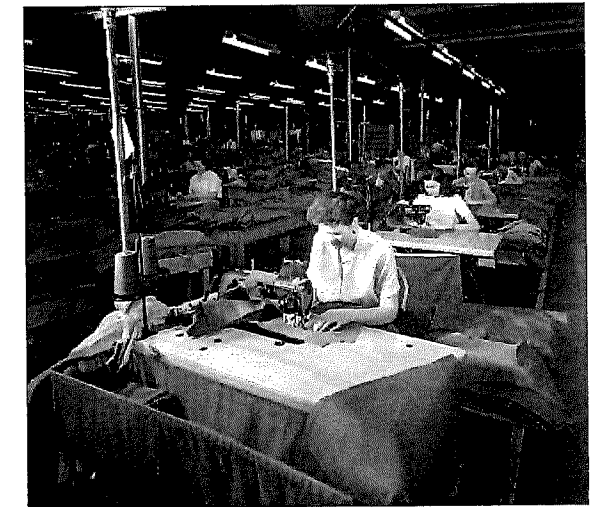


Figure 8: GWG Factory 1958
(Provincial Archives of Alberta BL24152)

STATION AREA



Existing Conditions

Existing conditions within the study area incorporate data collected within 800 metres of the Stadium Station and provide a comprehensive understanding of the current environment that informed the creation of this Area Redevelopment Plan.

Land Use (2017)

Stadium Station is the first LRT station northeast of Edmonton's downtown core. It is adjacent to a mixture of residential, commercial and industrial land uses as well as major recreational facilities. Commonwealth Stadium, a 60,000 seat stadium; Clarke Field, a 5000 seat facility for soccer and football; and the Commonwealth Community Recreation Centre, a sports and fitness centre attached to the stadium.

At the time of adoption of this plan in 2017, there was an operating concrete plant within the 800 meter radius of Stadium Station and additional industries on either side of the LRT corridor. A number of commercial enterprises, residential developments of various types and institutional uses completed the area. The Sheila Bowker Parkdale Park is the only parkland in the plan area though the river valley, Kinnaird Ravine and other parks are nearby.

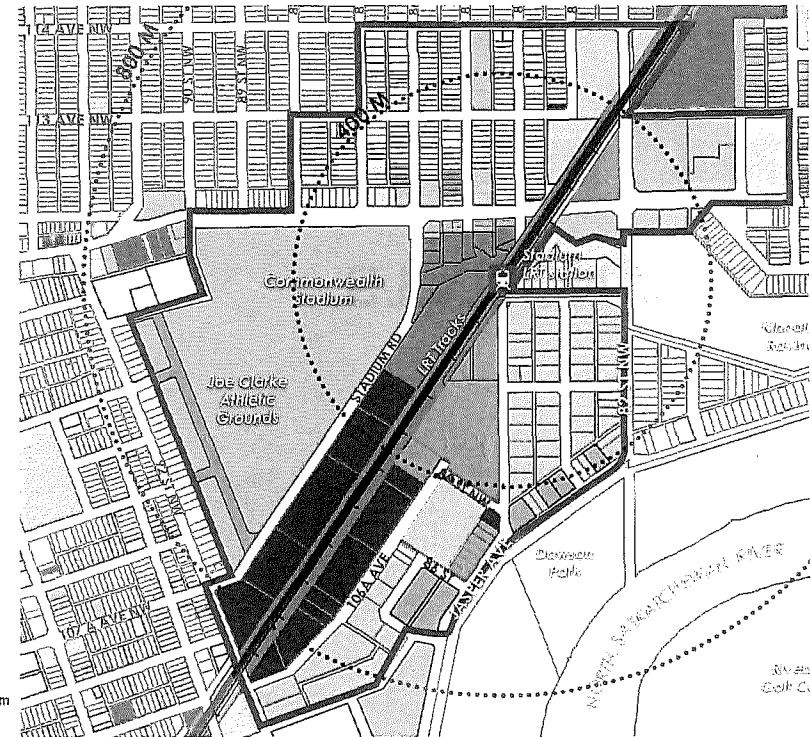
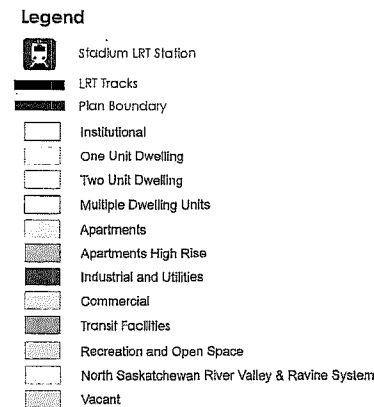
The 529 stall Stadium Park and Ride lot was a major land use in the area. Owned by the City of Edmonton, the lot was used for regular park and ride on a daily basis and for bus marshaling during major stadium events.

The accessibility that Stadium Station offers makes this area a very desirable area for the City to support TOD principles, and for a wide variety of people who look for a place with great convenience and opportunity.

Recent Development

In recent years there has been new development in the Stadium Station area. The former site of the GWG clothing manufacturing plant (west of 85 Street and south of 106A Avenue) was assembled with lots fronting Jasper Avenue and redeveloped. Known as the Edgewater development, this project includes two low rise buildings and two towers. RedBrick Real Estate Services has constructed a 34-unit apartment

Figure 9: Land Use



on a site just 175 m north of the LRT station. The Parkdale Apartments, a 66-unit affordable housing development opened in 2013, is also just 175 m from the station and a 70-unit second phase was under construction as this plan was finalized.

The Buchanan Centre, a wellness centre for people with Parkinson's disease and the new location for Parkinson Alberta, has been constructed at the corner of 112 Avenue and 86 Street. A mixed-use (residential / commercial) development has been built on 90 Street west of Commonwealth Station

Built Form in 2017

Aside from the prominent form of the Commonwealth Stadium, existing structures within 800 metres of the station primarily include historic one- and two-story houses north of 112th Avenue; aging low-rise apartment buildings east of the LRT tracks; high-rise apartments along Jasper Avenue and one-story buildings south-west of the station on Stadium Road and the north side of 106A Avenue; and apartments on the south side of 106A Avenue.

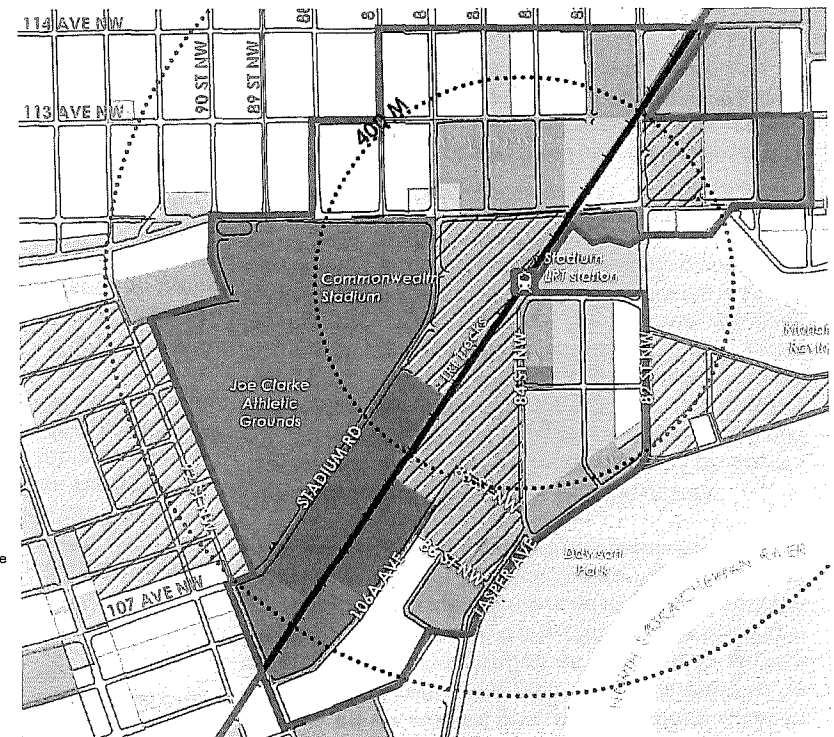
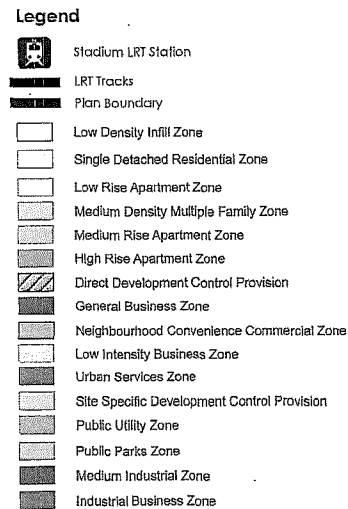
Zoning (2017)

The Zoning Bylaw 12800 regulates the use and development of land within the boundaries of the City of Edmonton. At the time of adoption of this plan in 2017, zoning with the plan area consisted of Medium Industrial Zones (IM) involving companies such as Canadian Linen and Lafarge; Industrial Business Zones (IB); Urban Services Zones (US) for many of the recreation and sports facilities in the plan; Direct Development Control Provision (DC1); and Site Specific Development Control Provision (DC2). The Medium Rise Apartment Zone (RA8) and High Rise Apartment Zone (RA9) applied between 83 and 84 Streets south of the station but uses were not built up to their full potential.

The entire Stadium area falls under the Mature Neighbourhood Overlay and the Medium Scale Residential Infill Overlay that addresses transitions between new low rise apartments and existing smaller scale housing in mature neighbourhoods.

The High Rise Apartment (RA9) Zone between 112 and 113 Avenues was subject to the High Rise Residential Overlay, which limited the height of new development to 23 M or about 6 storeys. The commercial site on the northwest corner of the intersection of 112 Avenue and 86 Street was subject to the Major and Minor Secondhand Stores Overlay.

Figure 10: Zoning



Market Analysis

The development opportunities in the Stadium area are expected to follow current market trends within office, retail, and residential markets. As part of the analysis of the development opportunities, analysis into the potential long-term market demand for office, retail, and residential markets was conducted in 2014 and is summarized below.

Retail Market Demand

An analysis of the retail demand in the primary and secondary trade areas near Stadium Station was conducted using an assessment of the retail spending behaviours of the population. Based on a review of the existing retail nodes in the region, it is anticipated that 40,000 - 50,000 square feet of retail space could be supported in the area by new development and immediate demand in the area, with additional retail space requiring regional market support. Updated, more specific market research is recommended prior to any specific development.

Office Market Demand

The key advantages of the area for an office development is the proximity to the downtown along the LRT network and the opportunity to develop a campus style development which can leverage the proximity to the river valley, new retail and restaurants supported by the redevelopment, and the existing recreational facilities at the Commonwealth Community Recreation Centre. These attributes may attract tenants requiring a non-downtown location with central access to post-secondary institutions along the LRT system. Given the area characteristics and projected tenant use, it is anticipated that upwards of 250,000 square feet of commercial office space could be supported in the area with typical tenant space requirements of 5,000 - 25,000 square feet.

Residential Market Demand

The development of residential housing units is likely to be the largest user of space in the Stadium area and is expected to be the first development to occur. Residential development will also support

the development of additional retail spaces, which can help revitalize the neighbourhood and support redevelopment elsewhere in the area. Given the characteristics of the area, it is anticipated that a rapid sales environment could support 50 condominium sales, or roughly 10% of the market share, per year.

In addition to condominium product, rental housing will be supported in the area and is expected to support modestly stronger demand given the proximity to the LRT and the general site characteristic. Notwithstanding the market supply risks, upwards of 500 rental units are expected to be supported in the area in both high and low-rise built-forms. Higher levels of residential rental product may be supported over the mid-term as development proceeds in the area and retail and office development create additional demand for new housing.

Public Services

The Stadium area is conveniently located and is easily accessible to many public services. The Commonwealth Community Recreation Centre is within the Stadium boundaries and offers many drop-in and registered fitness classes, and has a swimming pool, fitness centre, gymnasiums, and an indoor running track. The recreation facility is also directly connected to the Commonwealth Stadium, home of the Edmonton Eskimos, where many major sporting and entertainment events are held. Just northeast of the ARP boundaries is a grocery store and the East Edmonton Health Centre. East of Stadium Station is access to Jasper Avenue as well as the Kinnaird Ravine and the North Saskatchewan River Valley green space.

Schools

While there are no schools located within the plan area boundary, schools that serve the area include Norwood, Virginia Park, Delton and Mother Theresa elementary schools, Spruce Ave, Highlands and St. Alphonsus junior high schools, and Victoria, Eastglen and St Joseph high schools.

Protective and Emergency Services

Norwood Fire Station #5 is located on 112 Avenue directly west of the study area. The Edmonton Police Service headquarters and AHS EMS Central Station #42 are located southwest of the plan boundary.

Community Facilities

Ital Canadian Seniors Centre, Parkdale Community Hall, and the Royal Canadian Legion—Norwood Branch are all located within the study area.

Utilities

Franchise Utilities

Electric power, natural gas, and telecommunication infrastructure within the plan area will need to be extended and/or expanded as required to service proposed development. Many of the utilities existing in the Stadium area are still exposed above ground. With future development it is anticipated that some or all utilities such as power lines will be buried underground.

Stormwater and Sanitary Infrastructure

The Stadium Station area is located within Edmonton's combined sewer service area where stormwater runoff and wastewater are collected and conveyed in the same pipe. Further study is needed to determine the best way to provide stormwater and sanitary servicing for the study area. However, the solution will likely involve construction of a new sewer system to manage stormwater runoff while utilizing the existing combined sewer trunk for sanitary servicing.

Water Infrastructure

The local water distribution network mains will need to be updated with new PVC mains sized appropriately to accommodate increased demands and fire flow pressure requirements for new development.

Lighting

Existing lighting in the study area consists primarily of cobra-head light fixtures along roadways and pedestrian-scaled lighting along the LRT corridor shared-use path.

Mobility

Light Rail Transit (LRT)

LRT represents the highest level of transit service in the area, with peak hour frequencies of five minutes, mid-day frequencies of 10 minutes, and evening frequencies of 15 minutes. The Stadium LRT Station serves the plan area.

The LRT station can be accessed via underground pedestrian connections to the east and west. These underground connections were necessitated by freight rail tracks. However, the freight rail lines have since been removed and there is now an opportunity to allow at-grade passenger access, reducing passenger access times to the station platform and increasing visibility.

Bus Transit

The Stadium transit centre has arguably one of the lowest ridership rates in terms of buses as most people park and ride (529 stalls) to use the LRT. The transit centre consists of six sawtooth bus bays west of the LRT station, currently used by one route (127), and two daytime routes (2,120) and one evening route (512) stopping on-street east of the station on 111 Avenue.

Pedestrian and Bicycle Circulation

Designated trails, bike paths and sidewalks connect pedestrians to bus routes, the Stadium Station, and local destinations and amenities. Sidewalks exist along the majority of the study area's streets. A shared use pathway exists on the west side of the tracks which allows for non-motorized, active modes of transport to connect directly into downtown, or north towards Coliseum station.

Primary pedestrian circulation to and from Stadium Station occurs east-west along 112, 111 and Jasper Avenues, and north-south along 82 and 84 Streets and Stadium Road. The area is dominated by parking lots and industrial buildings, and lacks human scale or daily activity that supports a safe and walkable environment.

The LRT alignment is a barrier with no conveniently located, at-grade access to cross the train tracks.

Deficiencies in the pedestrian network exists in the following locations:

- Along the south side of 113 Avenue, sidewalks are missing in most cases. These are necessary to access bus route 127 on 86 Street
- 114 Avenue has sidewalks along the north side only
- No sidewalk along the west side of 84 Street south of the Stadium Station
- The 85 Street/106A Avenue loop has a sidewalk on the north/west side, but there are missing links. Businesses fronting the opposite side of the street have no sidewalk access
- Overall infrastructure needs to be assessed and updated as necessary to support universal design standards

Primary bicycle circulation occurs along the paved shared-use path adjacent to the LRT tracks, and along

on-street signed bicycle routes. However, minimal bike parking is provided in the study area.

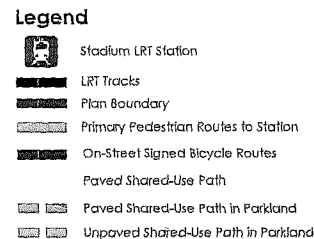
On-street Signed Bicycle Routes

The on-street signed bicycle routes run east-west on 114, 113, 112 and 108A Avenues and north-south on 92, 81 and 79 Streets.

Off-Street Shared-use Paths

- A protected, paved shared-use path runs parallel with the west edge of the LRT alignment from 117 Avenue to 97 Street. This route is completely separated from vehicles, except at intersection crossings.
- A paved shared-use path runs along the north bank of the North Saskatchewan River.
- An unpaved shared-use path runs along the Kinnaird Ravine, ending at 82 Street.

Figure 11: Pedestrian and Bicycle Circulation



Mobility, cont.

Auto Circulation

Primary east-west circulation through the study area is along 112 Avenue NW, which becomes 111 Avenue NW (Norwood Boulevard) as it continues west. The road serves as a primary circulation route connecting the station area to the larger region and in 2016 carried about 20,000 vehicles daily. Primary north-south circulation is along 82 Street NW and Jasper Avenue (approximately 21,000 vehicles daily). 82 Street NW connects to the Yellowhead Trail to the north. Jasper Avenue connects travelers to downtown Edmonton.

While Stadium Road has lower traffic volumes (approximately 13,000 vehicles daily in 2016) than other arterial roadways in the area, it serves as the most direct auto access to the Park & Ride at Stadium Station. Stadium Road becomes 86 Street NW north of 112 Ave and becomes 107A Avenue NW south of the study area.

84 Street/111 Avenue and 92 Street are designated collector roadways.

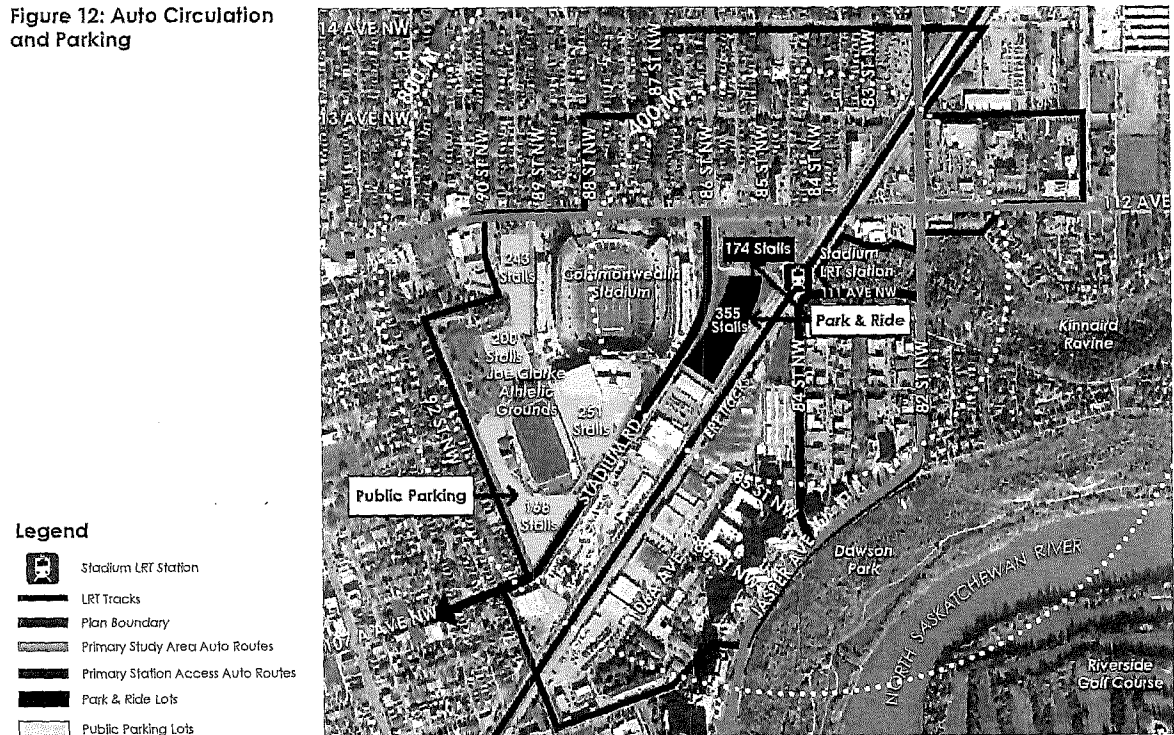
Parking

There are five primary parking lots located in proximity to Stadium Station. Two of the lots are designated for Park & Ride. Combined, the Park & Ride lots provide 529 stalls. The remaining three lots are identified as public parking and primarily serve the two stadiums and the recreation centre.

Most local (residential) roads allow parking on one-side and ban parking on the opposite side. The one-side parking allows cars traveling in opposite directions to pass. Parking is not allowed on the arterial streets of 82 Street, Jasper Avenue, and Stadium Road. Sections of 86 Street and 112 Avenue/Norwood Boulevard allow parking in the off-peak direction.

There is a residential parking program that applies during major stadium events.

Figure 12: Auto Circulation and Parking



Potential Areas of Change

Areas with a high, medium or low potential for change exist on vacant or underutilized sites including the City owned park and ride identified in Figure 13.

High Potential for Change

The area with a high potential for change within the Stadium Station plan area is identified in green on the diagram to the right. This area, known as the Muttart site, is currently planned for redevelopment.

Medium Potential for Change







Areas with a medium potential for change are identified in orange. These areas include industrial uses that may want to relocate as the area redevelops, aging multi-family residential uses and vacant or underutilized parcels including parking lots.

Low Potential for Change

Areas with a low potential for change are identified in yellow. These areas include existing stable low density uses, existing stable high-density uses and areas that are currently under construction.

Figure 13: Stadium Station Potential Redevelopment Areas

Legend

-  Stadium LRT Station
-  LRT Tracks
-  Plan Boundary
-  High Potential for Change
-  Medium Potential for Change
-  Low Potential for Change



Opportunities and Issues

OPPORTUNITIES FOR TOD

Shared-Use Path—The existing paved shared-use path, located on the west side of the LRT tracks, links adjacent neighbourhoods to the Stadium Station. There are opportunities to enhance/expand the path and introduce an east-west protected bicycle route to the station

Neighbourhood Commercial Node—Existing commercial businesses serve the station area and are essential to a successful TOD. There are opportunities to make the area more pedestrian friendly over time.

Health & Medical Services—The East Edmonton Health Care facility provides urgent care, a family care clinic, public health and mental health services. This facility will benefit from enhanced pedestrian and bike access to the LRT station.

Open Space Amenities—The North Saskatchewan River, Kinnaird Ravine, Dawson Park, and Borden Park are open space amenities located in proximity to the Stadium Station. There are opportunities to integrate these amenities into the station area with new pedestrian and bicycle facilities and/or additional open space.

River Valley Promenade -- This portion of Jasper Avenue has similarities with 100 Avenue in Oliver (high density housing and commanding river valley view). There is an opportunity to create a promenade here comparable to Victoria Promenade."

Key Pedestrian LRT Connections—There are opportunities to enhance existing routes and provide additional safe and direct routes to and from the station.

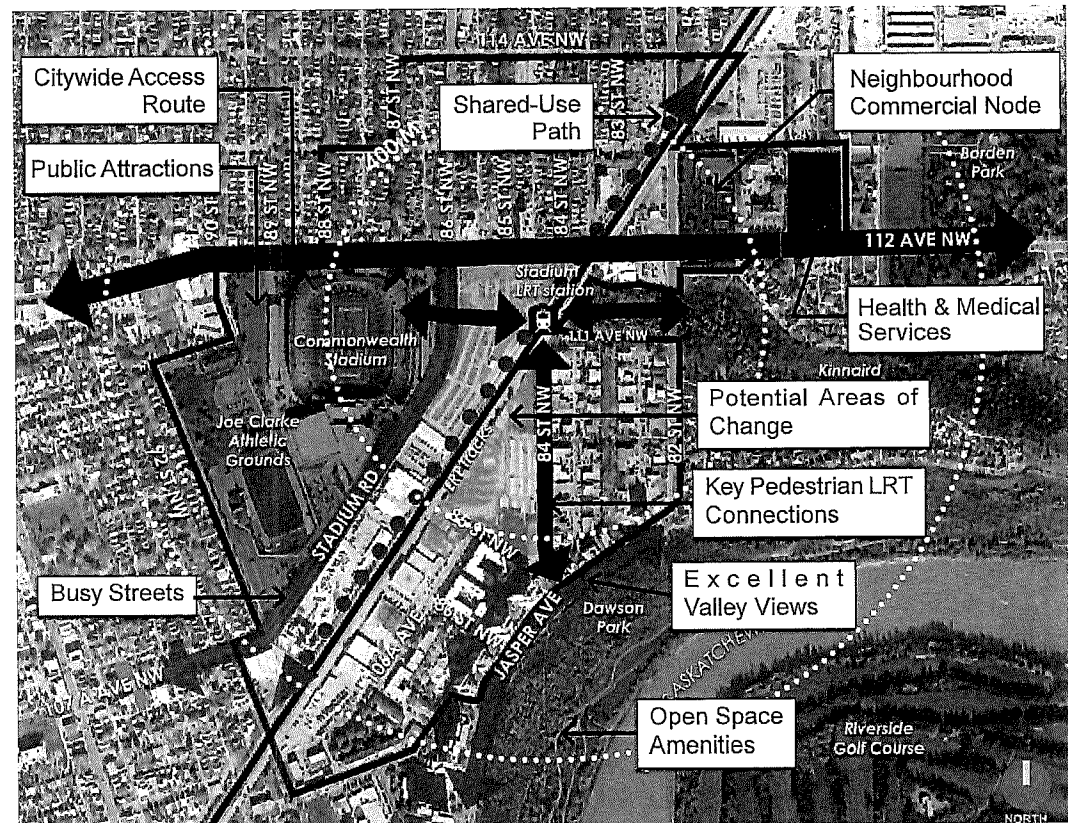
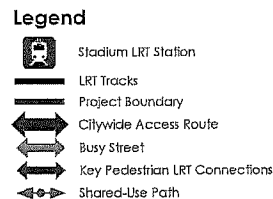
Busy Streets—Stadium Road and Jasper Avenue have more than 10,000 vehicle trips per day. These busy streets support drive-by visibility, a key component to the success of office, retail and commercial businesses.

Public Attractions—Commonwealth Stadium, the Joe Clarke Athletic Grounds, Community Recreation Centre are public amenities that serve as a catalyst for redevelopment in the study area.

Potential Areas of Change—Strategic TOD sites including the City-owned site west of the station platform and the Muttart site are potential redevelopment areas and provide an opportunity to activate the station and enhance transit ridership.

Citywide Access Route—112 Avenue serves as a major east-west auto corridor. This busy arterial street provides citywide accessibility, good visibility and a prominent address for new development in the area.

Figure 14: Stadium Station Opportunities



ISSUES TO BE ADDRESSED

Isolated Platform—The Stadium Station platform is isolated between the Kinnaird Ravine on the east, a large Park & Ride surface lot on the west and a high traffic volume street, 112 Ave NW, to the north.

Limited Periods of Activity—The Stadium Station platform is adjacent to uses that have relatively low periods of activity throughout the day and year and do not support the 18-hour a day, year-round activity that is desirable in vibrant and safe transit oriented developments and at LRT stations.

The Park & Ride lot adjacent to Stadium Station draws commuters for approximately two hours in the morning and evening, but has low levels of activity during the remainder of the day.

Commonwealth Stadium is a public attraction that draws visitors for major events approximately 15 times per year. During the remainder of the year, the site experiences relatively low levels of activity.

Intersection Mode Conflicts—The frequency of trains and the daily volumes of automobile traffic at the 112 Avenue and LRT intersection create a busy and sometimes congested crossing that can be dangerous for pedestrians

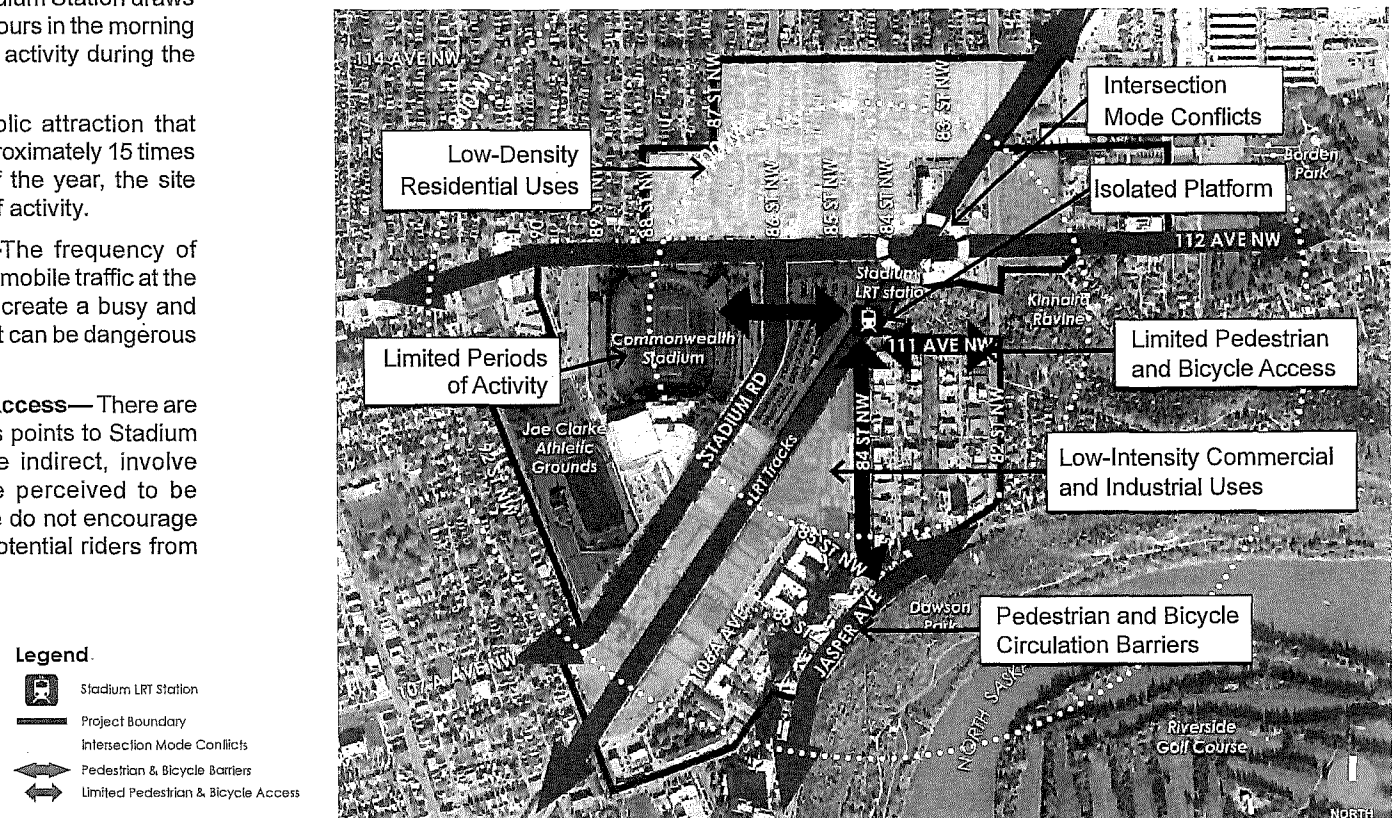
Limited Pedestrian and Bicycle Access—There are few pedestrian and bicycle access points to Stadium Station. Routes that do exist are indirect, involve dangerous crossings and/or are perceived to be unsafe. Connections of this nature do not encourage the use of transit and can deter potential riders from using the light rail facilities.

Pedestrian and Bicycle Circulation Barriers—High traffic volume streets and the light rail alignment are barriers limiting station area access.

Low-Intensity Commercial and Industrial Uses—Low-density commercial and industrial uses are tailored primarily to customers who arrive by automobile, generate little demand for light rail transit and have densities that are not transit supportive.

Low-Density Residential Use—The residential neighbourhoods north of 112 Avenue are low-density and have a low potential for redevelopment over time. Low-density residential located near light rail stations may provide potential transit riders. However medium- and high-density neighbourhoods are more consistent with transit oriented development principles as they support higher levels of potential ridership.

Figure 15: Stadium Station Issues



DEVELOPMENT CONCEPT



Vision

The vision for the station area is a distillation of the key design ideas, physical elements and spatial relationships that have informed the development of the Stadium Station Area Redevelopment Plan. It is intended to support vibrant, safe and involved communities in the plan area.

LINKAGES

Improved utilization of the Stadium Station and stimulating station area investment will require the establishment of safe, direct, and convenient connections to light rail and bus facilities with improved access between Stadium Road and Jasper Avenue. All modes will be adequately served, with an emphasis on pedestrian and bicycle routes within a five minute trip of the station. The network will consist of an urban street grid and pedestrian and bicycle enhancements. Not all routes will be the same. Hierarchies of routes will create a more coherent station area, including the following fundamental elements:

Stadium Access Street

A key new street within this network will provide an at-grade crossing of the LRT line and will link Stadium Road with 84 Street. The Stadium Access Street should:

- Provide direct, safe and convenient pedestrian, bike and vehicle access to light rail transit from the east and the west
- Establish a new 'front door' and focus for high density residential development within the Muttart site
- Induce new drive-by traffic. Increased visibility is a necessary requirement for creating development interest for current 'backwater' Muttart site
- Provide an attractive setting for adjacent development. The street will include special landscaping, lighting, and other streetscape elements that will signal that this street is special and important—a place worthy of investment
- Provide improved bus transit access to the stadium and LRT platform

In January 2016 the City's Naming Committee officially designated the Stadium Access Street—'Muttart Crossing'

Neighbourhood Connections

New and enhanced pedestrian and bicycle routes to and from surrounding neighbourhoods will expand transit use

and access to community recreational assets.

A loop of active transportation improvements is envisioned that knits the Stadium LRT Station to the recreation centre and other attractions and destinations. The connections should include:

- The existing paved shared-use path along the west side of the LRT alignment should be strengthened by widening to 6M and adding a landscape buffer between the path and the LRT between 112 Avenue and 92 Street.
- An additional paved shared-use path connection provided along the east side of the LRT alignment between the 112 Avenue and 92 Street
- Additional pedestrian and bike at-grade crossings at the existing LRT station and at a possible future station platform
- Pedestrian 'boulevard' enhancements along the west side of 84 Street from Jasper Avenue to 111 Avenue
- Additional bicycle and pedestrian connections through the study area to provide internal connectivity and access to the broader city network

DESTINATIONS

While the station area includes major entertainment and recreational attractors, they provide limited activity on a daily or weekly basis. Today the area suffers from a lack of 18-hour activity generated by a sufficient amount of commercial activity, residents and employment uses. The Area Redevelopment Plan provides for high density mixed use residential, commercial and employment development in close proximity to the Stadium LRT Station.

Station Activation

High density mixed-use development is envisioned for the City-owned site (existing Park & Ride) west of the Stadium LRT Station and the vacant Muttart site south of the station. Uses will create an animated '18-hour' environment of activity surrounding the station

platform. As a result of having 'eyes on the station', the transit platform will be safer at all times throughout the day. Development should include:

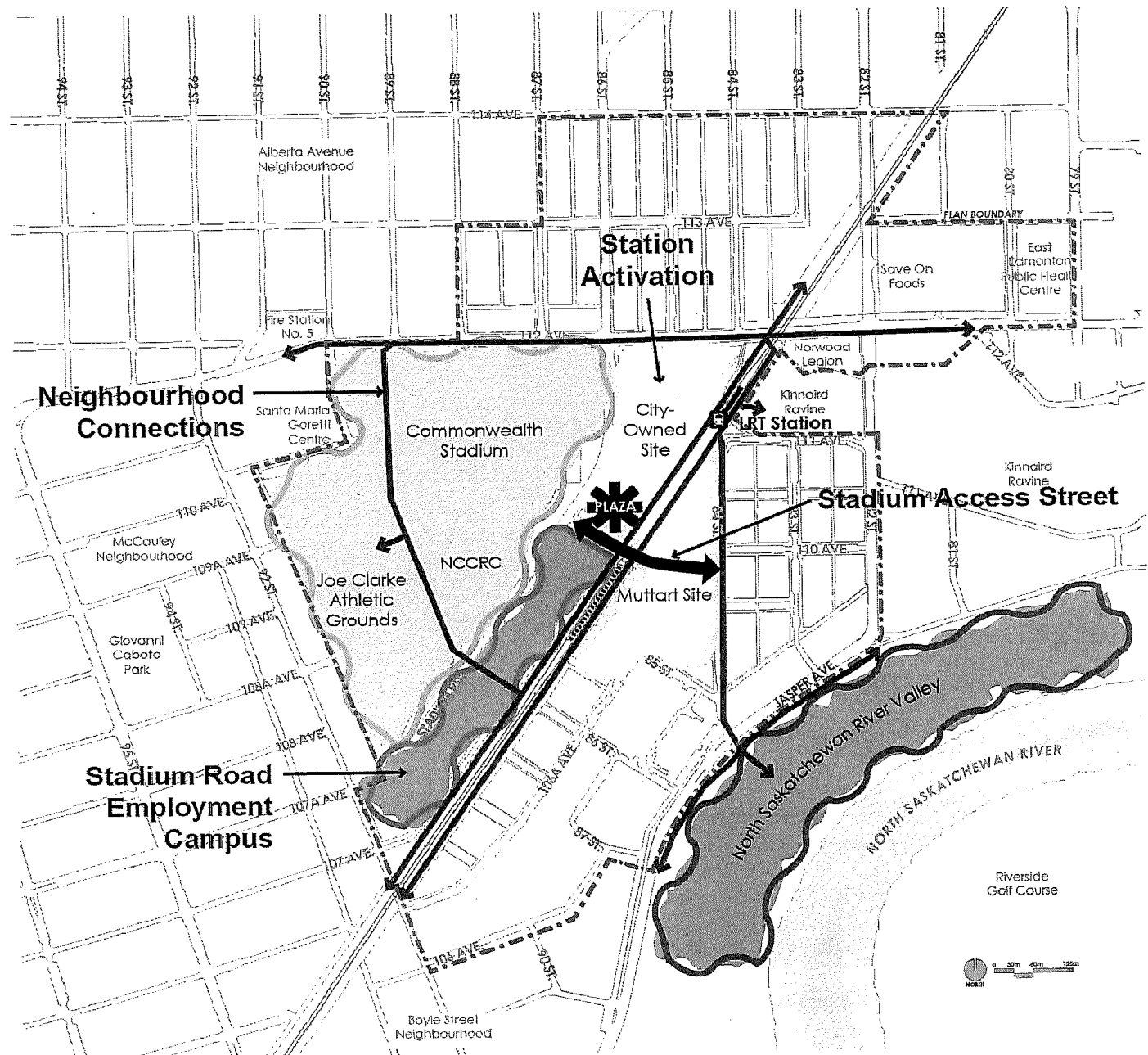
- A new Stadium Access Street through the Muttart and City-owned sites to form a connected transit-oriented neighbourhood
- A public square, located at the intersection of Stadium Road and the new Stadium Access Street providing a focal point for neighbourhood-serving, pedestrian friendly commercial development and a venue for events related to activities occurring at the Commonwealth Stadium
- A setting for high density housing within the Muttart site
- Options for a mix of office and apartments or development of apartments only on the City-owned site.

Stadium Road Employment Campus

The proximity of the Stadium Station plan area to downtown Edmonton, transit, public recreation facilities and retail uses creates a desirable location for employment uses. Mid-rise employment buildings in a campus-like setting along Stadium Road will provide a unique employment opportunity within the City of Edmonton and would include:

- Employment intensity supportive of the City's investment in light rail
- Incremental development rather than rapid change.
- Existing uses remaining at the discretion of the owner.
- Redevelopment designed to not be auto-oriented
- Modifying Stadium Road to include on-street parking along the east side of the street to support future commercial storefronts and employment uses, and 'greenway' pedestrian and bike connections between Stadium Road and the LRT corridor shared-use path

Figure 16: Fundamental Concept



Build-Out

The build-out illustrates a concept for the desired form and intensity of development within the Stadium Station area once all identified parcels are fully developed.

The concept includes key development sites and open spaces that will foster transit ridership and station area revitalization.

For those sites not identified for redevelopment, transit-supportive infill is encouraged over time.

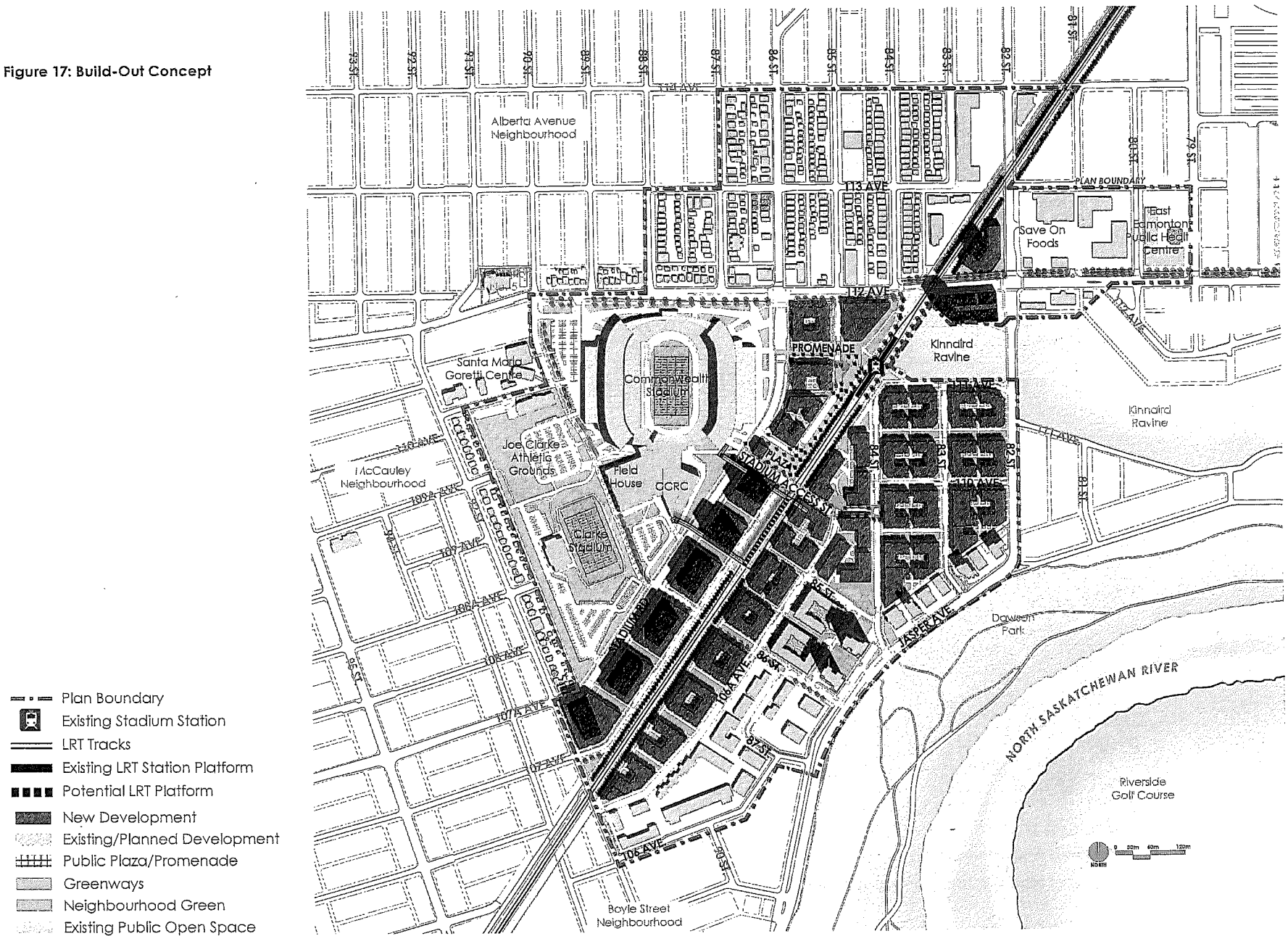
The table reflects the total amount of proposed minimum development and new infrastructure illustrated in the build-out concept.

The build-out concept to the right illustrates potential long-term development on the ETS park & ride sites.

BUILD-OUT SUMMARY

New Intersections/Signalization	2 each
New LRT Street Crossing	1 each
New LRT Ped/Bike Crossing	1 each
New Open Space	.31 ha
Ped/Bike Promenades	2,400 lin. m
Park & Ride Reconstruction	487 stalls
New Residential	1,600 units
New Employment	30,600 m ²
New Retail	6,000 m ²
New Commercial	6,800 m ²
New Street Infrastructure	2,065 lin. m
New Greenways	830 lin. m

Figure 17: Build-Out Concept



TOD Supportive Infrastructure

Streets in the Stadium Station plan area will be designed to create pedestrian friendly public spaces that accommodate traffic movement.

EXISTING STREET GRID

The existing auto-oriented infrastructure of the Stadium Station area was developed to support industrial, low-density residential and stadium uses.

The existing grid in the study area is characterized by:

- Large block dimensions—over-sized block perimeters that obstruct public access
- Limited at-grade LRT track crossings—two at-grade LRT trackway crossings, spaced 1200 metres apart, limit station area access

TOD SUPPORTIVE STREET GRID

A fine-grain, TOD-supportive street network—comprised of streets and greenways—is proposed to create desirable development sites that are integrated with the station. A fine-grain grid will have the following benefits.

Mobility Benefits

- Increased transit access provided by direct and convenient multi-modal travel routes to and from the station platform
- Dispersed vehicular traffic, reducing the need for wide auto-dominated arterial streets
- Streets that are designed as public spaces accommodate traffic movement

Development Benefits

- Establishment of a development pattern that promotes TOD-supportive scale, massing and new building character
- Establishment of development blocks that are sized for pedestrian-oriented, urban development patterns

Figure 18: Existing Street Grid

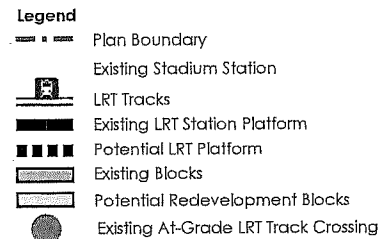
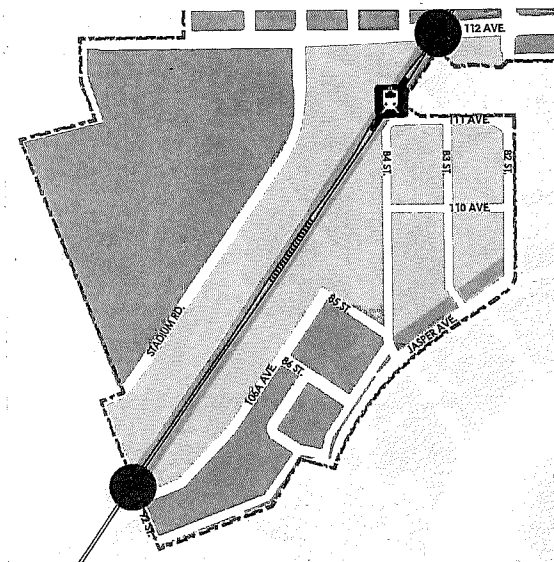
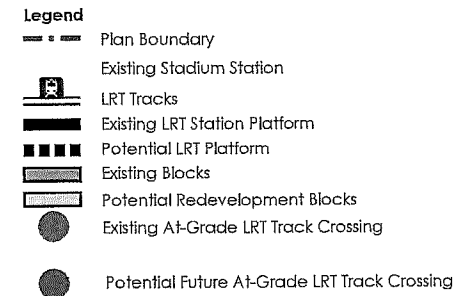
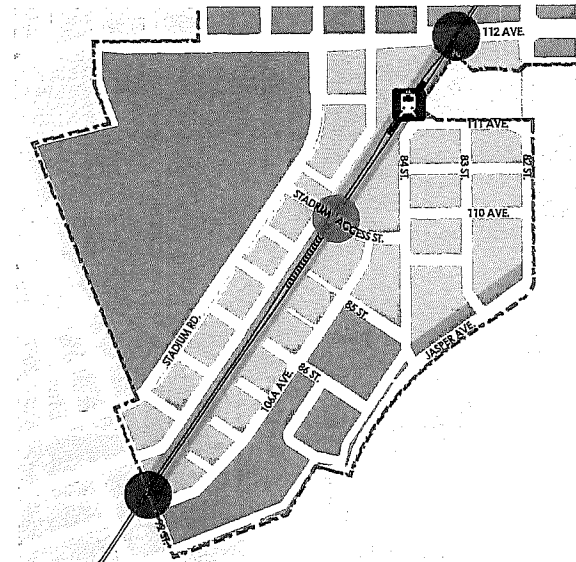


Figure 19: TOD Supportive Street Grid



LONG-TERM STATION RELOCATION

While the existing Stadium Station does serve surrounding communities, its design and location primarily serve Commonwealth Stadium and the adjacent park & ride lot and bus transfer facility.

The station has the following TOD constraints:

- **Limited access**—the adjacent park & ride lot and Kinnaird Ravine serve as physical and visual barriers to the station for pedestrians, bicycles and autos
- **Limited surveillance**—uses adjacent to the station only generate activity at certain times of the day or year, limiting the number of 'eyes on the station'
- **Indirect platform access**—below-grade access to the station platform limits pedestrian egress options

A long-term goal is to relocate Stadium Station approximately 400 metres south along the LRT alignment. The proposed location is central to the area's potential redevelopment sites and the CCRC and would continue to serve adjacent neighbourhoods and bus and Park & Ride patrons.

The new location would remedy the constraints of the existing station location by providing:

- At-grade platform accessed directly from the new Stadium Access Street and other connections. Connections should be wide enough to accommodate high pedestrian traffic during major events and emergency access; measures to address crowd control during special events should be considered
- Station access via the street grid and new pedestrian/bicycle routes
- Adjacency to potential redevelopment sites and the CCRC

Relocation of the station should be considered when the existing station has fulfilled its life expectancy and requires serious upgrades. Alternatively, the existing platform could be retained if a new station is constructed and only used during major stadium events.

Figure 20: Existing Station Location

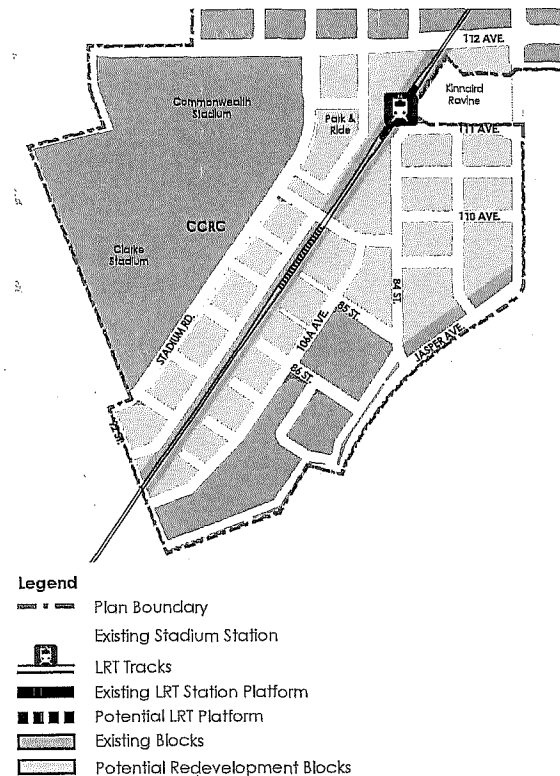
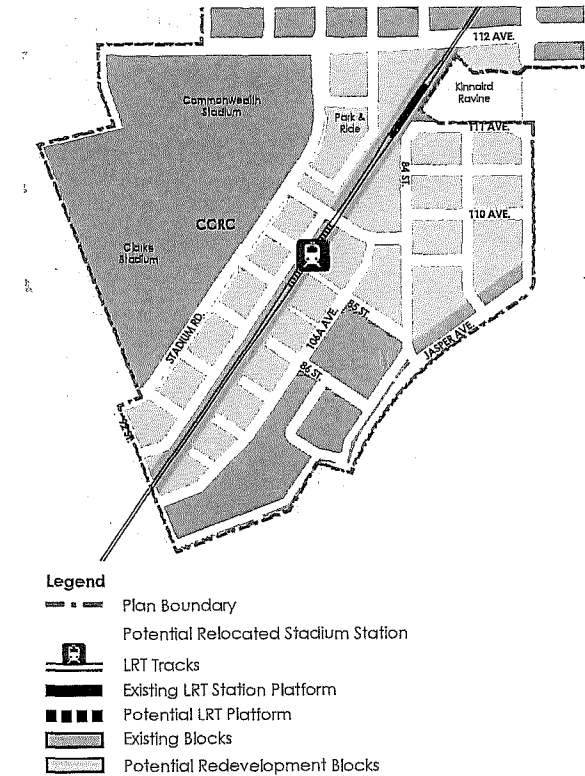


Figure 21: TOD Supportive Station Location



POLICIES



Policies Overview

Policies for creating station area transit-oriented development are identified within the mobility and land use frameworks along with development guidelines and standards that incorporate the fundamental urban design elements necessary to provide for high quality transit supportive development, improved quality of life and increased transit ridership.

MOBILITY

The mobility framework establishes a network of complete streets within the study area allowing pedestrians, bicyclists, motorists and public transit patrons to move directly, conveniently, and safely throughout the district. The design of the streets and corridors will establish Stadium Station as a place where pedestrians and cyclists are the priority.

Additionally, the mobility network functions as a tool for economic development by helping to shape urban form, define land uses, and protect existing viable uses and neighbourhoods.

Objectives include:

- Integrating land use and transportation
- Supporting transit ridership and active transportation modes
- Improving connectivity within the Stadium Station plan boundaries
- Enhancing existing pedestrian and cycling routes and facilities
- Ensuring that streets and public use areas incorporate universal design and accessibility

LAND USE

The land use framework locates transit-supportive residential and employment uses that capitalize on the area's open space and recreational amenities, proximity to downtown Edmonton, and regional accessibility.

The Land Use Framework:

- Serves as a basis for revisions, updates, or replacement of existing zoning regulations
- Significantly changes the density, form, and character of development for parcels south of 112 Avenue and along the LRT corridor
- Suggests incremental transit-supportive infill north of 112 Avenue that is more consistent in scale and massing with the existing Parkdale neighbourhood
- Promotes a vertical mix of uses where economically viable
- Reflects fundamental real estate siting requirements
- Protects and supports existing viable land uses (existing uses can remain in place and will only redevelop with the property owner's consent)

GUIDELINES AND STANDARDS

Development guidelines and standards establish expectations for the form and function of new development in the Stadium Station area. They are intended to foster sustainable design, a rich public realm, and an active pedestrian environment.

Guidelines are general and should be incorporated into the design of all new buildings and public spaces in the area. Standards are specific, apply to select areas, and should be implemented through zoning.

Mobility Framework

The mobility framework and street and corridor details improve multi-modal circulation between the station, surrounding neighborhoods and adjacent uses by enhancing and expanding travel routes.

MOBILITY FRAMEWORK

The mobility framework incorporates a 'complete street' approach for providing multi-modal access and are described individually and in further detail on the following pages.

- **Street Network**—primary auto routes and the proposed street grid .
- **Transit**—existing and proposed bus and LRT routes and facilities.
- **Active Transportation**—pedestrian, cycling , and multi-use trail routes.

STREET AND CORRIDOR DETAILS

While the mobility framework describes the routes for each mode of circulation within the plan area, the Street and Corridor Details section conceptually illustrates the elements, size, location and character of each route.

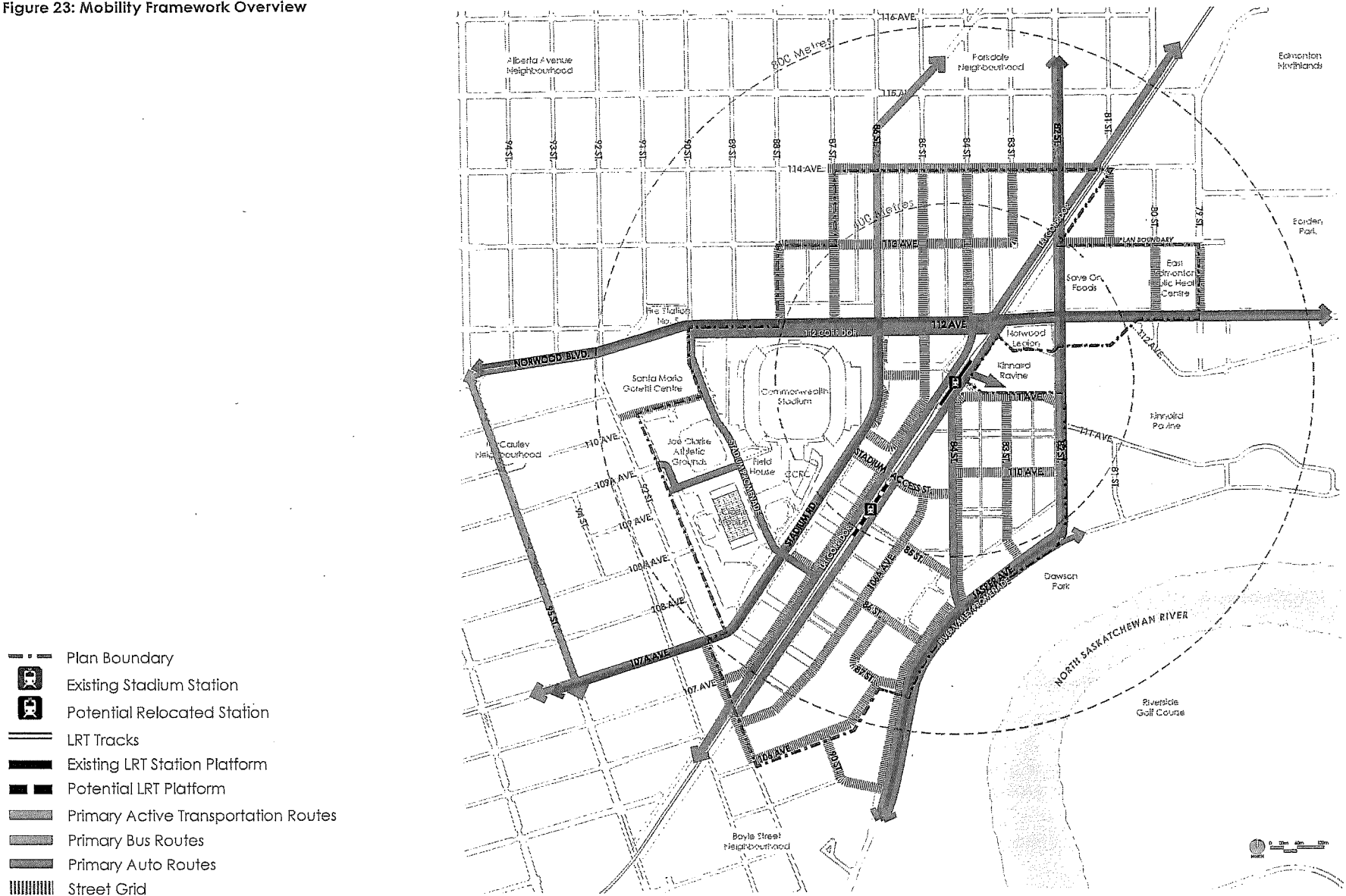
Policies:

1. Develop complete streets to accommodate pedestrians, cyclists, transit and automobiles as necessary.
2. Incorporate universally accessible and age friendly design for streets, sidewalks, intersections, transit facilities and public use areas.
3. Require a Transportation Impact Assessment to be provided in conjunction with significant development proposals.
4. Provide or make provisions for new connections at time of rezoning or at the development stage.
5. Employ a range of implementation strategies to achieve the mobility network including: public/private partnerships, land swaps, provision of private roads that look and function like public roads, access easements and dedication of road right-of-way through subdivision.

Figure 22: Complete Streets



Figure 23: Mobility Framework Overview



Street Network

The street network will improve access and connectivity throughout the Stadium Station area and help stimulate economic revitalization that will transform the area into a more populous, and accessible neighbourhood.

Within the plan area, the LRT right-of-way is a barrier to linking local neighborhood traffic to the adjacent arterial network and providing direct access to the wealth of community recreational and entertainment amenities associated with Commonwealth Stadium, CCRC, and the Joe Clark Athletic Grounds. In addition, redevelopment at the station has lagged due to the isolated nature of sites along the LRT corridor.

Stadium Access Street

A new street connection between the Muttart and City-owned park and ride sites, will link Stadium Road to 84 Street and provide a necessary at-grade crossing over the LRT trackway.

Policies:

1. Increase connectivity by constructing a new two-lane Stadium Access Street and at-grade LRT crossing between 84 Street and Stadium Road.
2. Construct intersection and signalization improvements at Stadium Road, 84 Street and Jasper Avenue as necessary.
3. Include curbside parking and wide sidewalks to support redevelopment and an active street environment
4. Incorporate traffic calming elements such as landscaped curb extensions and designated speed limit to encourage lower vehicle speeds.

Jasper Avenue

Jasper Avenue is perhaps Edmonton's most prominent roadway. The segment within the plan area is top-of-bank roadway with significant place-making potential.

Policies:

5. Conduct a study for transforming Jasper Avenue into a complete street between 82 and 92 Streets and adding a promenade on the east side to take advantage of the prominent river valley views (also see Open Space and Recreation Facilities policy 14).

Stadium Road

Today, Stadium Road provides access to Commonwealth Stadium and the LRT station as well as providing for through traffic and a parallel route to the Jasper Avenue/82 Street NW route. In the future, the street is envisioned to be a focus for office employment and ground-floor street oriented commercial uses that will be attracted to the drive-by traffic and visibility.

To adapt to its new role, Stadium Road will need to change to become more pedestrian-friendly while still accommodating vehicular traffic. A recommended street design is provided in the Street and Corridor Details section on the following pages.

Policies:

6. Widen the sidewalk on the east side of Stadium Road and incorporate curbside parking in conjunction with or in anticipation of new development activity.
7. Require a 1.5 M setback dedication from new development fronting on the east side of the street to provide sufficient area for sidewalk widening and a dedicated curbside parking lane.

Local Street Grid

With the addition of new residents, employees, business patrons and visitors, traffic volumes may increase within the station area. To improve vehicular mobility and minimize congestion on existing streets, the existing street grid should be linked and expanded to disperse traffic at multiple points along the primary routes.

The following existing streets should be extended:

- 106A Avenue (to Stadium Access Street)

- 86 Street (to 106A Avenue)

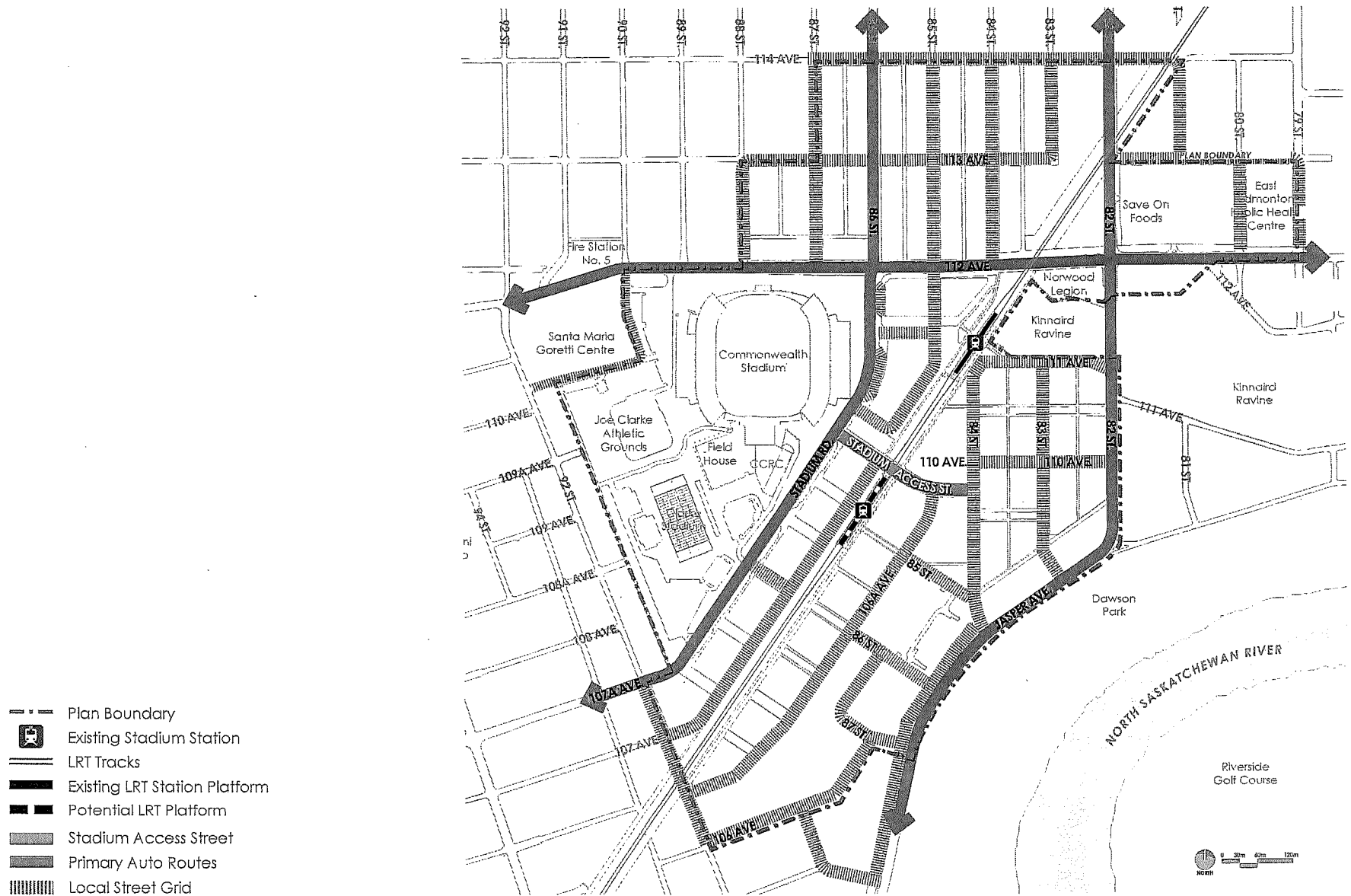
The following new streets should be added:

- New frontage street along the west side of the LRT corridor
- New east-west streets between the LRT frontage street and Stadium Road (align with 86 Street and the existing LRT platform)

Policies:

8. Establish a fine-grained road network as illustrated in Figure 24: Street Network Framework.
9. Increase connectivity by extending 106 A Avenue from north of 85 Street to the Stadium Access Street.
10. Require dedication and construction of the frontage street on the west side of the LRT corridor and the new east/west street between the LRT frontage street and Stadium Road as parcels west of the LRT corridor are redeveloped.
11. If through a study (see Transit policy 3) it is determined to not relocate the LRT station, reconsider the need for the frontage street and new east/west street as part of redevelopment
12. Do not support road closure applications that would reduce the local street grid within the plan boundary
13. Support road closure on the east side of 106A Avenue between 86 Street and the alley west of 87 Street, where there is excess road right-of-way, in conjunction with redevelopment of properties on the east side of 106A Avenue.
14. Require dedication of additional road right-of-way for the extension of 86 Street to 106A Avenue with the redevelopment of 8602 and 8606 106 Avenue or require the existing alley to be converted to a shared space.

Figure 24: Street Network Framework



Transit

The transit framework expands the role of the Stadium Station from a special-event station to a multi-modal hub.

The LRT station and adjacent park & ride facilities were built primarily to serve the Commonwealth Stadium and the Joe Clarke Athletic Grounds. These transit facilities need to be re-purposed to better address the needs of year-round and day-long transit patrons.

Light Rail

Only minor changes to the station platform and Park & Ride lots are planned for the immediate future. In the longer term, consideration should be given to building a new station 400 m southwest of the current location. The new location is more centrally located to station area redevelopment and would provide enhanced access to Commonwealth Stadium and the CCRC via the new Station Access Street.

Policies:

1. If possible, increase LRT frequency during major Stadium events.
2. Design and enhance pedestrian waiting zones at the LRT station and bus stops to provide safe and comfortable all-seasons environments including street furniture, pedestrian-scaled lighting and weather protection.
3. Conduct a Stadium Station relocation study prior to any significant redevelopment southwest of the Muttart site (east of the LRT) or southwest of the Stadium Access Street (west of the LRT). Include a conceptual design, costs, financing and implementation timeline. Consider the possibility of retaining the existing platform for use during major events.

At-Grade LRT Crossings

At-grade LRT crossings improve passenger access to transit services and nearby amenities and increase visibility.

Policies:

4. Provide an at-grade pedestrian and auto crossing at the new Stadium Access Street.
5. Provide an at-grade pedestrian crossing at the south end of the Stadium Station platform and at the south end of the relocated platform if constructed.
6. Provide a future pedestrian crossing of the LRT at the greenway extension of 86 Street in conjunction with significant adjacent redevelopment.

Bus Routes

The City of Edmonton was conducting a Transit Strategy at the time of the preparation of this plan. It is expected to lead to more direct bus routing, increased frequency on central routes with redevelopment potential and increased use of on-street transfers.

Policies:

7. Explore the potential for a frequent crosstown bus route on 112 Avenue, Norwood Boulevard and 111 Avenue connecting the Stadium and Kingsway / Royal Alexandra Hospital LRT stations and points to the east and west.
8. Consider Stadium Road / 107A Avenue and 82 Street north of 112 Avenue for bus routing.
9. Explore the possibility of using the new Stadium Access Street for bus routing for regular service and for special event bus service.
10. Minimize walking distance between bus stops and LRT stations.

Park and Ride/ Event Bus Marshalling

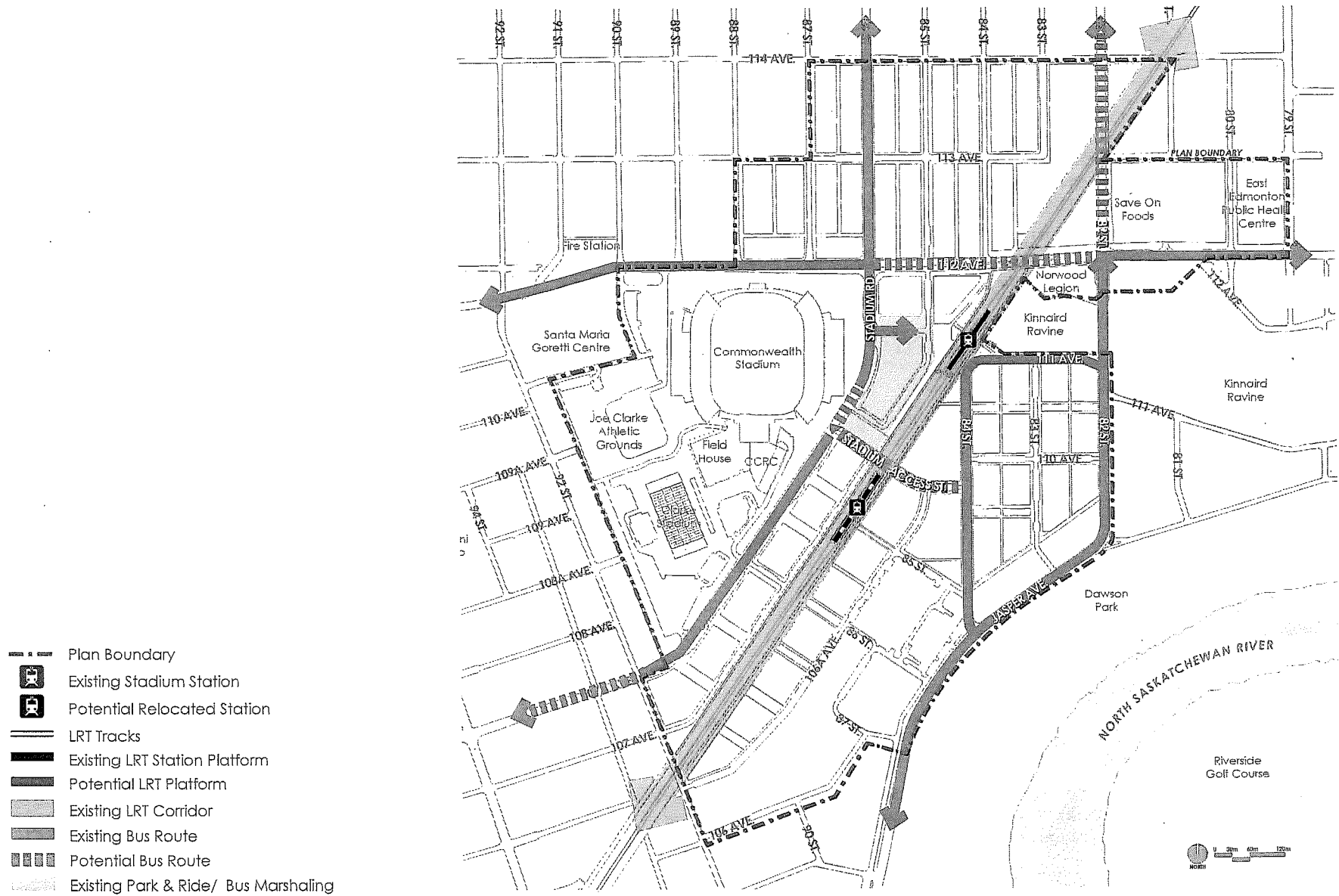
The City's Park and Ride Policy (C554A) calls for park & ride facilities to be located outside the Inner Ring Road (defined by Yellowhead Trail and Wayne Gretzky Drive in this part of the city) and where more intensive development is not possible. As these criteria do not apply to Stadium Station, this plan calls for the park & ride lot to be redeveloped over time.

To accommodate both municipal and private bus storage during large events held at the Commonwealth Stadium, bus marshalling space for 175-200 buses is required. Today, buses are staged in the existing park & ride lot. Determining another way to organize bus marshalling would free up this property for transit oriented development.

Policies:

11. Conduct a study regarding other options for bus marshalling that would allow the southern portion of the park & ride lot to be redeveloped (also see Parking Policies 9-11).
12. Temporarily close the Stadium Access Street to auto access as required during major stadium events.

Figure 25: Transit Framework



Active Transportation

For the station area to see a transfer of a significant number of current and estimated future daily commuting trips away from autos to walking and cycling, it is essential that well designed, safe and direct active transportation routes be established. The benefit of these active transportation routes is reduced auto congestion, enabling a parking requirement reduction for future development, and an increase in transit boardings at the Stadium Station.

The pedestrian and bicycle framework provides safe, convenient and attractive connections between the transit station and the area's recreational facilities, regional trail system and adjacent neighbourhoods. The pedestrian and bicycle system provides for possible future connections to existing trails in the River Valley. However, the geotechnical feasibility of new trail connections was not analyzed as part of this Plan and will require further study.

All additional bicycle routes within the study area shall be co-ordinated and connected with the broader city-wide bicycle network with exact locations to be confirmed.

Pedestrian/Bike Ways

Pedestrian/bike ways are designed as protected facilities that are separated from auto traffic.

The routes should include:

- LRT Corridor Shared-Use Path – linking the station area to Stadium Station and beyond to Coliseum Station and Downtown Edmonton
- Commonwealth Promenade, Station Promenade, and 112 Avenue - or an equivalent pedestrian/bike network connecting the LRT Corridor shared-use paths to adjacent uses and neighbourhoods.
- River Valley Promenade—taking advantage of magnificent river valley views and linking west towards Heritage Trail.

Neighbourhood Connectors

Neighbourhood connectors are pedestrian/bike routes that link the adjacent neighbourhoods to pedestrian/bike ways.

Greenways

Greenways are located within private development sites and provide an extension of the existing street grid to ensure public access to and from pedestrian and bicycle facilities along the LRT corridor. The final placement and design of the greenways will be negotiated between the City and the owner/developer at the time of redevelopment.

Policies

Pedestrian Network

1. Improve pedestrian safety and accessibility to the Stadium LRT Station by enhancing existing and providing new pedestrian LRT crossings at locations shown in Figure 26: Potential Active Transportation Framework.
2. Provide sidewalks on both sides of public and private roads along with the provision of a landscape zone for pedestrian comfort and as a buffer to adjacent auto travel lanes
3. Locate wide crosswalks at intersections and mid-block locations on the new Stadium Access Street, 106 A Avenue, 85 Street, and 84 Street to increase pedestrian connectivity and accessibility.
4. Create a pedestrian and bike network connecting the LRT Corridor shared use path and Station promenade to adjacent uses and neighborhoods.
5. Create a River Valley Promenade along the east side of Jasper Avenue.
6. Construct a stair or other pedestrian connection between Jasper Avenue and the trail along the river and explore other potential linkages with Kinnaird Ravine and other neighborhoods
7. Negotiate provision of greenways in conjunction with redevelopment.

Cycling Network

8. Ensure there is adequate road right of way dedicated to bicycle facilities linking recreation destinations on Stadium Road to Jasper Avenue and the North Saskatchewan River Valley trails.

9. Construct a new shared-use path on the eastern side of the Stadium LRT Corridor between 112 Avenue and 92 Street.
10. Enhance and connect the existing cycling network with additional bike routes and shared-use paths. Potential routes are illustrated in Figure 26: Potential Active Transportation Framework.
11. Include provisions for bicycle parking facilities in all new street designs and adjacent to the Stadium LRT station.
12. Encourage the provision of end-of-trip facilities (change rooms, secured bicycle lock-up area etc.) in non-residential developments.
13. Explore the feasibility of a publicly accessible bicycle station at or near an LRT station. If feasible, this bicycle station should include covered bicycle parking and a bicycle repair stand.

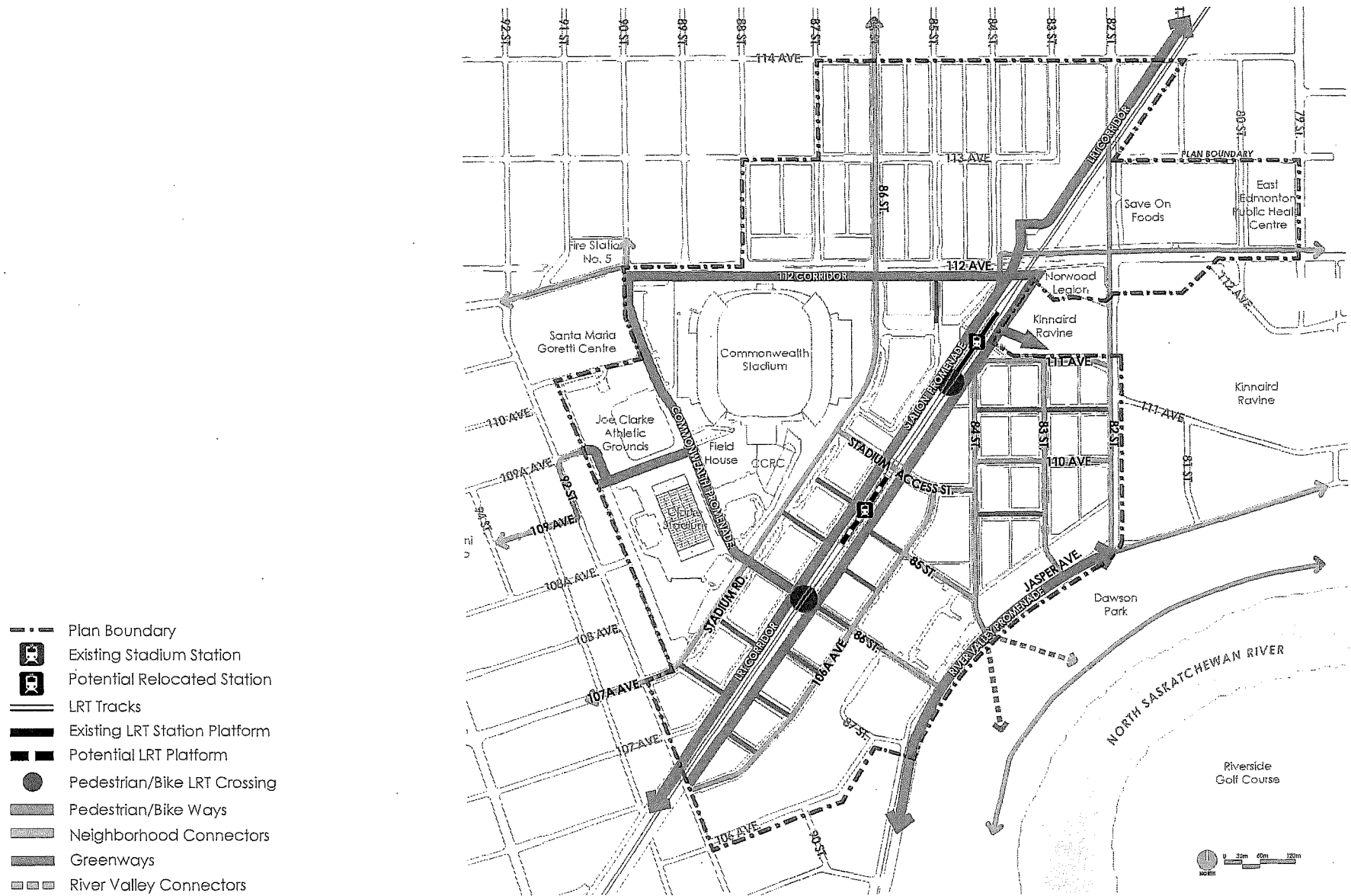
Active Winter Transportation

14. Design and maintain pedestrian walkways and bike routes for ease of use during winter.
15. Consider opportunities to designate portions of the shared-use paths along the LRT right-of-way for active winter transportation.

Universal Design

16. Incorporate universal design principles in the design of streets, transit facilities, and public use areas that provides increased usability, safety, and access.

Figure 26: Potential Active Transportation Framework



Street and Corridor Details

The proposed street network and LRT corridor is designed and located to support adjacent land uses, provide public access for a variety of transportation modes and to create an attractive and highly accessible street grid.

The following street and corridor types are identified on the figure to the right and described in detail on the following pages:

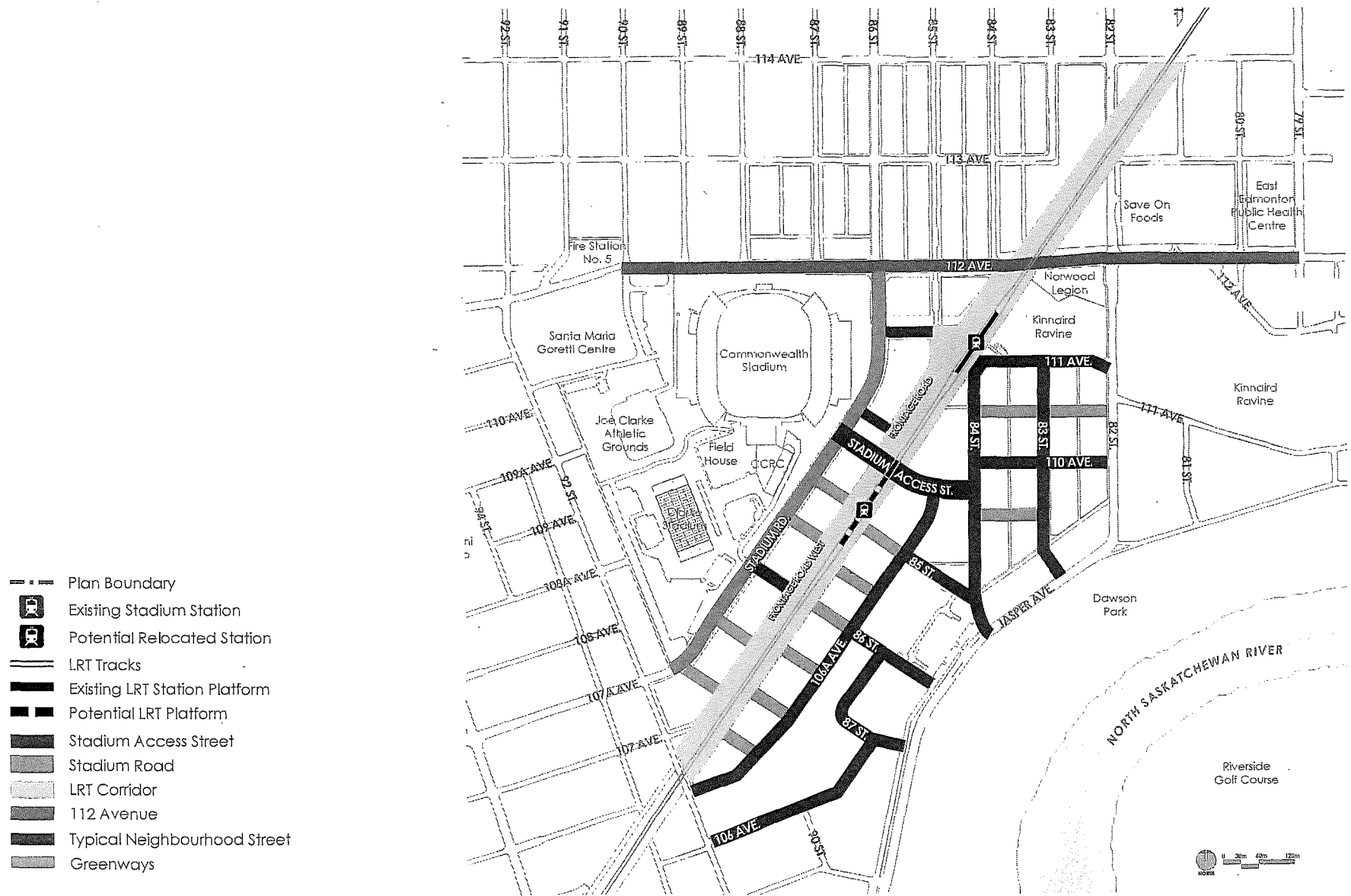
- Stadium Access Street
- LRT corridor
- Stadium Road
- Typical neighbourhood street
- 112 Avenue arterial with protected bikeway
- Greenways

Cross-sections illustrated on subsequent pages depict possible designs that align with the vision of this plan. Specific designs will need to be prepared prior to construction. These designs may vary from the cross-sections as required due to topography, existing structures, vegetation, utilities and other factors.

Policies:

1. Design sidewalks to be 3.3 m (where feasible) to consist of a 1.5 M landscape and furniture zone and 1.8 M walkway.
2. Incorporate appropriate streetscape furniture within the pedestrian boulevard such as benches, bike racks, lighting and garbage receptacles, to support the pedestrian environment.
3. New development in the plan area should utilize a consistent lighting theme that is scaled to the pedestrian and enhances the vision and night ambiance while reducing installation, maintenance and operating costs.
4. Establish 84 Street, the Stadium Access Street, and the extension of 106 A Avenue as an enhanced urban cross-section, to reflect the area's transformation to a pedestrian-oriented mixed-use district.
5. Design streets to be attractive and sustainable by:
 - a) Incorporating high quality, attractive and durable materials;
 - b) Providing safe and well lit environments including pedestrian scaled lighting;
 - c) Incorporating a diverse range of vegetation and street trees in the landscape zone and ensuring sustainable growing conditions;
 - d) Incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration;
 - e) Incorporating the ability to store snow on the boulevard; and
 - f) Reducing visual clutter through the consolidation of utilities, signage and streetscape elements.
6. Provide for publicly accessible greenways within private development that accommodate:
 - a) Limited vehicle access for vehicle loading, drop-off and deliveries, and on-site private parking facilities as needed for development sites; and
 - b) Pedestrian and bicycle access to the LRT shared-use path and extends the street network.

Figure 27: Street and Corridor Types



Stadium Access Street

The design for the new Stadium Access Street is divided into three unique segments.

Segment 1: Stadium Road to the LRT Corridor
Adjacent to future employment uses and the Stadium Plaza

Street elements shall include:

- Stadium Access Street and Stadium Road intersection designed to encourage lower vehicle speeds
- Two travel lanes
- Curbside parking on the south side of the street
- Bus stops located west of the LRT corridor
- Wide sidewalks with street trees
- Permanent and temporary outdoor seating
- Ornamental pedestrian-scaled lighting

Segment 2: LRT Corridor Crossing
Within the LRT corridor right-of-way.

Street elements shall include:

- LRT trackway crossing designed to ensure safe pedestrian, bike and auto access
- Two travel lanes—no left-turn pockets
- Wide sidewalks
- Ornamental pedestrian-scaled lighting

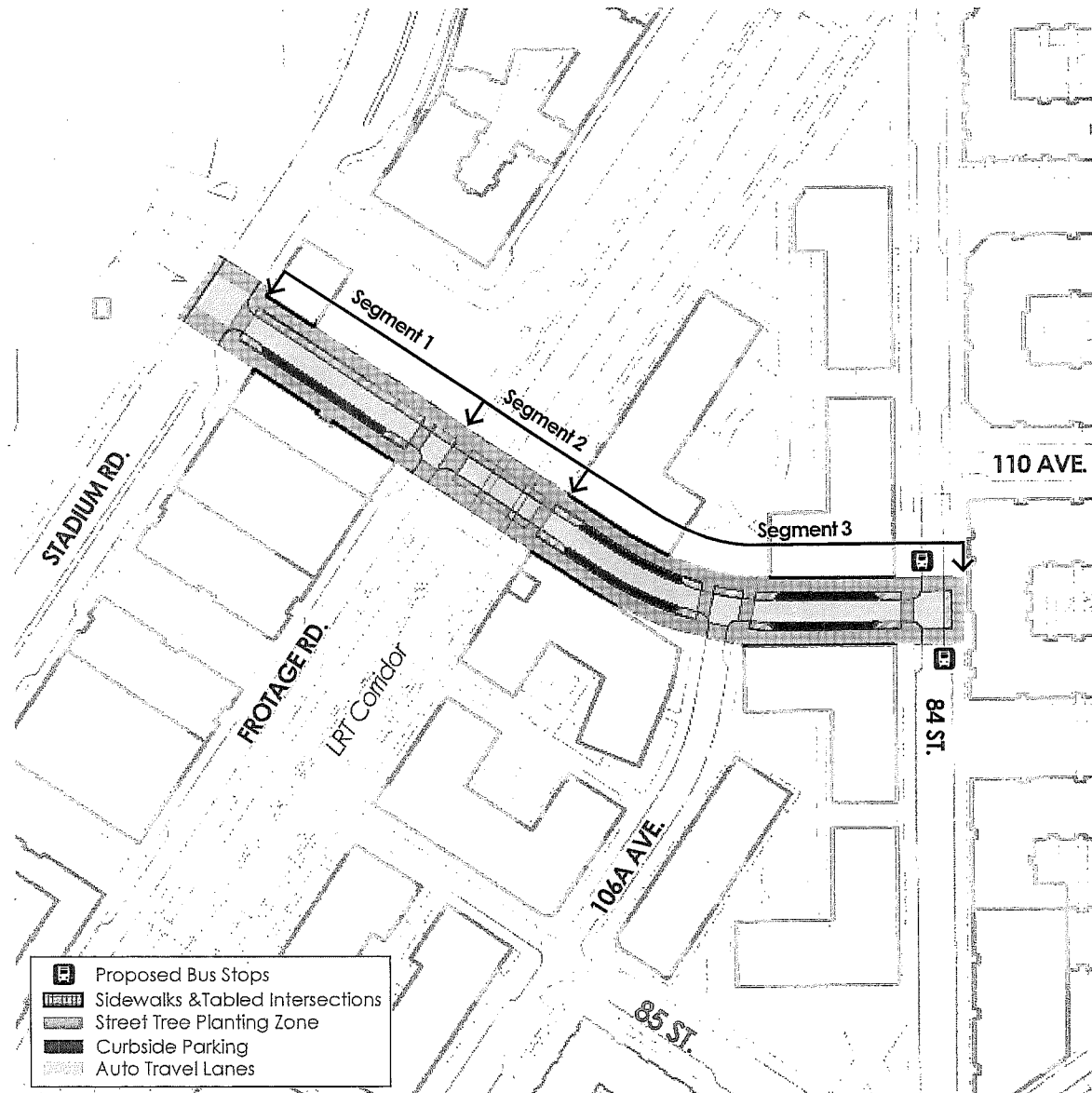
Segment 3: LRT Corridor to 84 Street

Adjacent to active ground-floor uses along both sides of the street from the LRT corridor to 84 Street

Street elements shall include:

- Two travel lanes—no designated left-turn pockets
- Continuous curb-side parking along all block faces
- Wide sidewalks with street trees
- Permanent and temporary outdoor seating
- Ornamental pedestrian-scaled lighting

Figure 28: Stadium Access Street Plan



Policies:

1. Encourage ornamental accent trees and plantings at intersections.
2. Promote special design elements, including street furniture, special pavement and public art.
3. Encourage awnings over public sidewalks along the street frontage offering shelter from rain, snow and wind.
4. At intersections, limit the number of left-turn pocket lanes to ensure a pedestrian friendly environment and intimate street environment.
5. Permit curbside parking
6. Design intersections to encourage lower vehicle speeds.
7. Permit permanent and temporary outdoor seating

Pedestrian

8. Provide a pedestrian boulevard and wide sidewalk to promote street activity and use of the street as a public space.
9. Require ornamental pedestrian-scaled lighting and tree wells with street trees regularly spaced.

Cycling

10. Consider opportunities to accommodate cyclists on the Stadium Access Street.

Transit

11. Design the LRT trackway crossing with pedestrian, bicycle and vehicle signals to ensure safety.
12. Locate bus stops west of LRT corridor to maintain the efficiency and operations of public transit and the integrity of a pedestrian-oriented street.
13. Provide bus bulb outs to facilitate passenger loadings.

Figure 29: Stadium Access Street Key Map

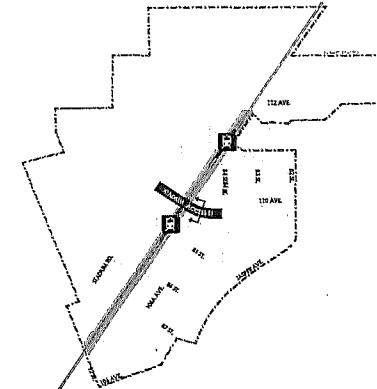
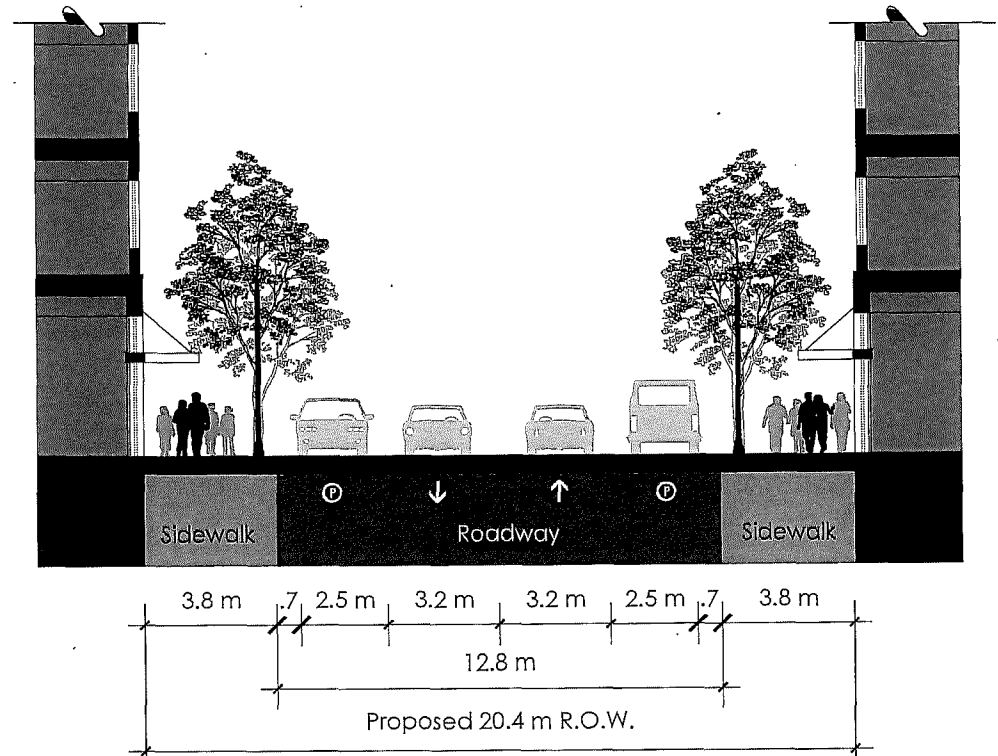


Figure 30: Stadium Access Street Typical Section



LRT Corridor

The LRT corridor through the Stadium Station plan area currently has an industrial alley-like character that is perceived as unsafe and is a hindrance to urban mixed-use TOD. The proposed improvements to the corridor and adjacent streets are intended to improve the appearance of the transit corridor by buffering its edges with landscaping and activating the edges with roadways, walks, and bicycle facilities. They are also intended to improve real and perceived safety issues for users along this route.

Improvements are to minimize impact to transit operations. New streets and walkways are to generally be located outside of the LRT right-of-way. Any encroachment that may occur is in the form of landscape, a shared-use path or other temporary elements. Landscape or other elements must maintain clearances necessary for safe LRT operations.

The corridor's function and adjacent land uses vary along its length. To illustrate the proposed design response to varying conditions, the following pages describe cross-sections of the LRT corridor at the following locations:

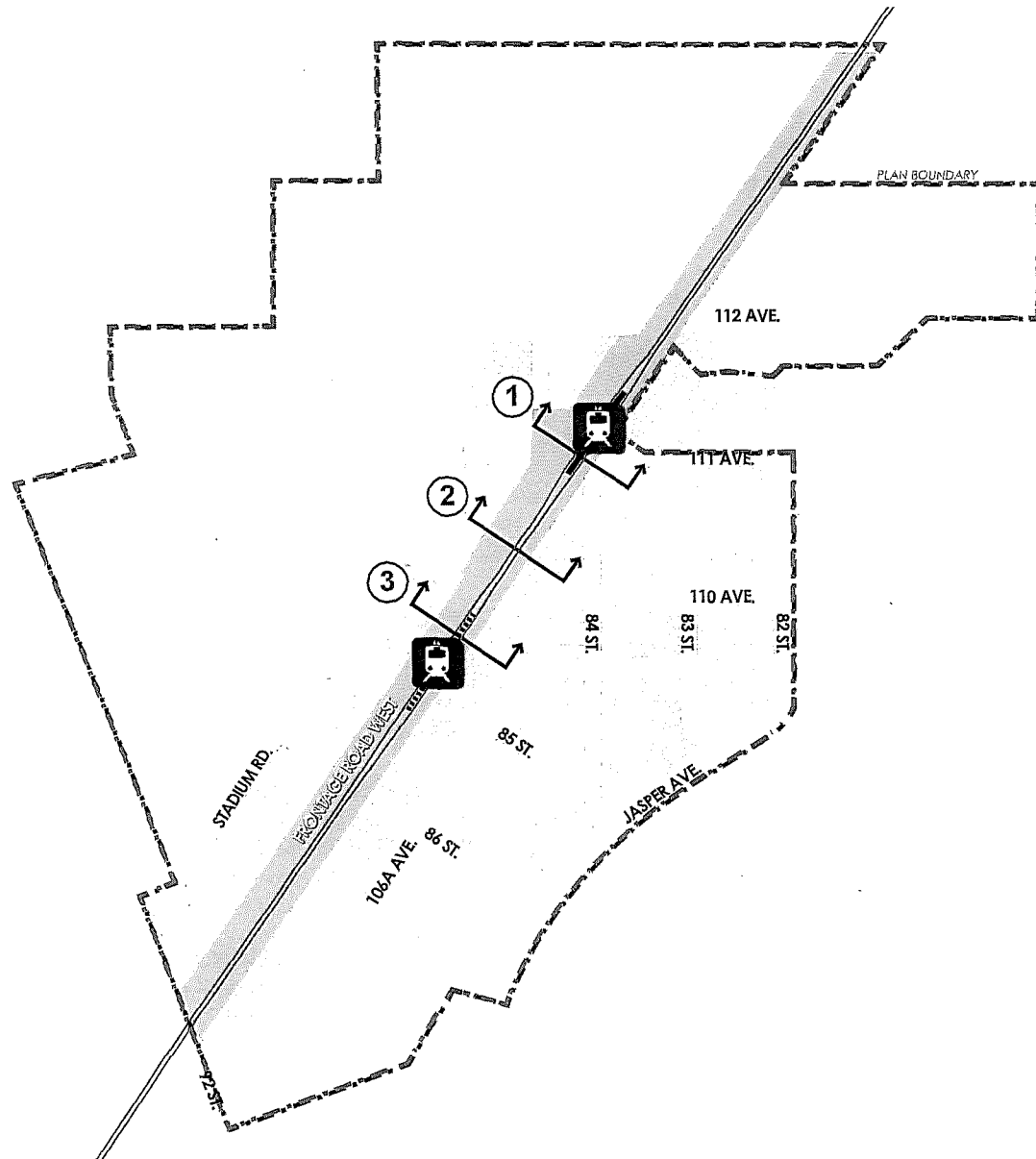
- ① Existing Station Platform
- ② Park & Ride Lot
- ③ Potential New Station Platform

Policies:

The following elements are consistent along the corridor and are therefore common to each of the cross-sections and should include:

1. Establishing a shared-use path on each side of the LRT corridor such that; along the west side of the tracks enhance the existing shared-use path by widening and including a landscape buffer from the LRT rail line and along the east side of the tracks, provide a shared-use path between 112 Avenue and 92 Street.
2. Creating a landscape buffer between the LRT trackway and adjacent shared-use paths. Should an additional event platform, trackway or other transit facility be required in the future, these buffers may be eliminated.

Figure 31: LRT Corridor Sections Key Map



① LRT Corridor at Existing Station

At the existing station platform, no significant changes are anticipated for the platform. However, LRT access improvements for pedestrian and bikes will include:

- A new at-grade pedestrian crossing on the south end of the platform providing direct access from 111 Avenue to the station platform.
- Potential future re-alignment of the pedestrian/bicycle path along the west side of the existing Stadium LRT Station to accommodate a future staging track and side-loading platform adjacent to the existing station.
- A new shared-use path along the east side of the tracks

Policies:

Station Linkages

Along the west side of the LRT corridor, extending only between the Station Access Street and station entrances, proposed pedestrian-oriented improvements should (from left to right in the cross-section below):

1. Provide a wide promenade that doubles as both pedestrian circulation and bus loading zone.

2. Integrate wide stairs and planting beds with the promenade sidewalk and shared-use path.
3. Provide a wide shared-use path and landscape buffer between the promenade and LRT trackway.
4. Require a universal accessible ramp between the Park & Ride, the pedestrian and bicycle facilities and Stadium Station.

Station Activation

Along the east side of the LRT corridor, extending between the Stadium Access Street and 111 Avenue, proposed improvements should include (from left to right in the cross-section below):

5. Provide a wide new shared-use path, with landscape buffering and trees on each side and pedestrian-scaled lighting.
6. Require new development to provide active building frontages with doors and windows oriented to the LRT corridor.

Figure 32: LRT Corridor Key Map

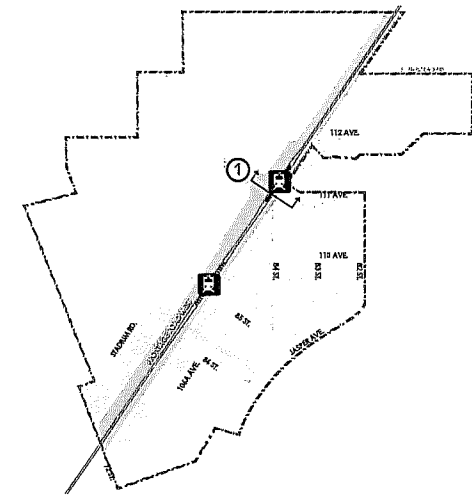
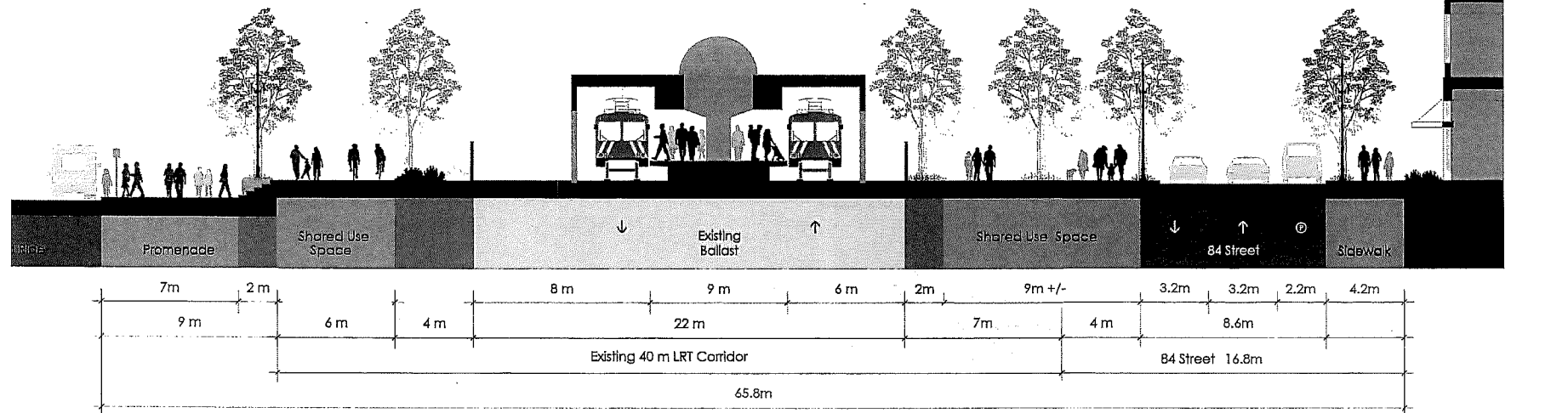


Figure 33: LRT Corridor at Existing Station



② LRT Corridor at Park & Ride

Adjacent to the existing park & ride facility, the primary feature of the LRT corridor is a new pedestrian promenade and separated bicycle facility that provides a strong linkage between the new Stadium Access Street and Stadium Station, located 400 metres to the north.

Policies:

Station Linkages

Along the west side of the LRT corridor—adjacent to the existing park & ride lot and extending between the existing Stadium Station and the Stadium Access Street—proposed improvements should include (from left to right in the cross-section below):

1. Provide a wide promenade that serves as pedestrian circulation and doubles as a bus loading zone.
2. Incorporate a furniture and planting zone that features benches, pedestrian-scaled lighting and trees.
3. Provide a wide shared-use path and landscape buffer between the promenade and LRT trackway.

Corridor Activation

Along the east side of the LRT corridor, extending between the existing Stadium Station and the Stadium Access Street, proposed improvements should include (from left to right in the cross-section below):

4. Provide a wide new shared-use path, with landscape buffering including trees and pedestrian-scaled lighting.
5. Require new development to provide active building frontages with doors and windows oriented to the frontage road and LRT corridor.

Figure 34: LRT Corridor Key Map

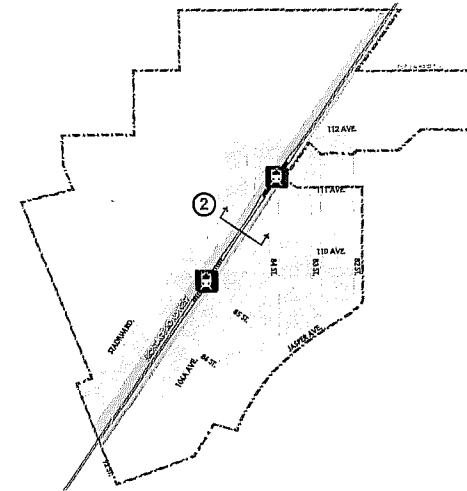
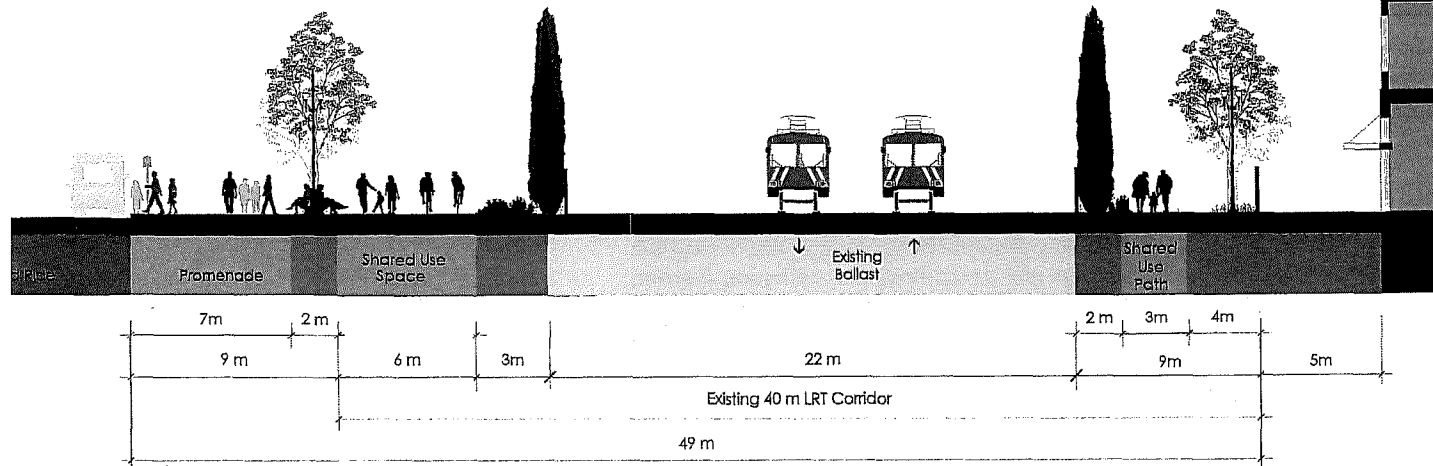


Figure 35: LRT Corridor at Park & Ride



③ LRT Corridor at Potential New Station

A number of options exist for the potential design of a relocated Stadium Station south of the new Stadium Access Street; station access could be at, below or above-grade, with a centre or side loading platform. This section illustrates just one of these potential designs, featuring above-grade access and overhead connections to the Stadium to the west and new development to the east. The proposed station has a center-loading platform and would be enclosed for weather protection.

Policies:

Station Activation

Along the west side of the LRT transit corridor, extending between the Stadium Access Street and 92 Street, the proposed transit corridor should:

1. Provide a two-way frontage access road to provide access to parking facilities and curbside parking adjacent to building frontages.

2. Provide a wide shared-use path with landscaping /tree buffers and pedestrian-scaled lighting between the path and the LRT trackway.
3. Require new development to provide active building frontages including doors and windows oriented to the frontage road and LRT corridor.

Along the east side of the LRT transit corridor, extending between the Stadium Access Street and 92 Street, proposed improvements should (from left to right in the cross-section below):

4. Provide a shared-use path with landscaping/tree buffers and pedestrian-scaled lighting between the path and the LRT trackway.
5. Require new development to provide active building frontages including doors and windows oriented to the frontage road and LRT corridor.

Figure 36: LRT Corridor Key Map

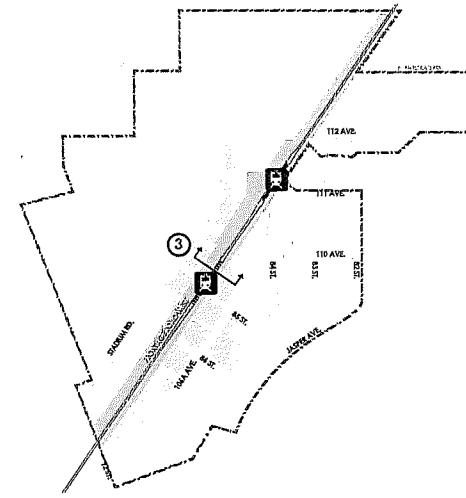
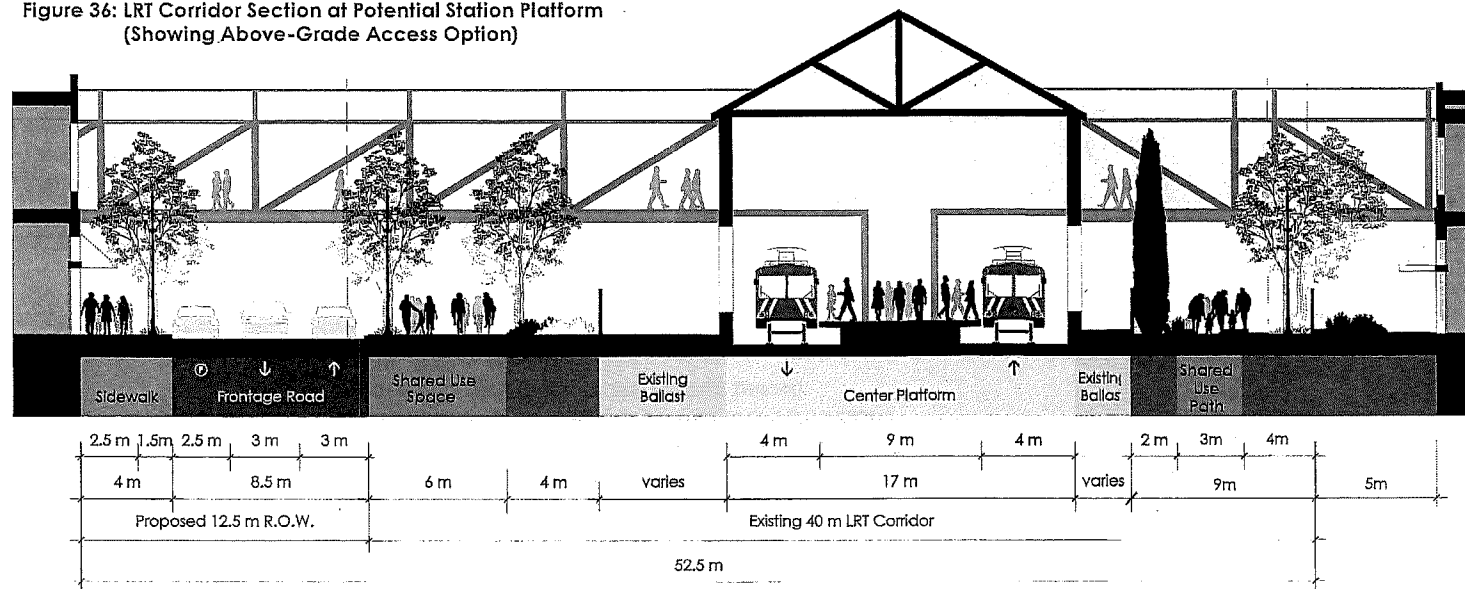


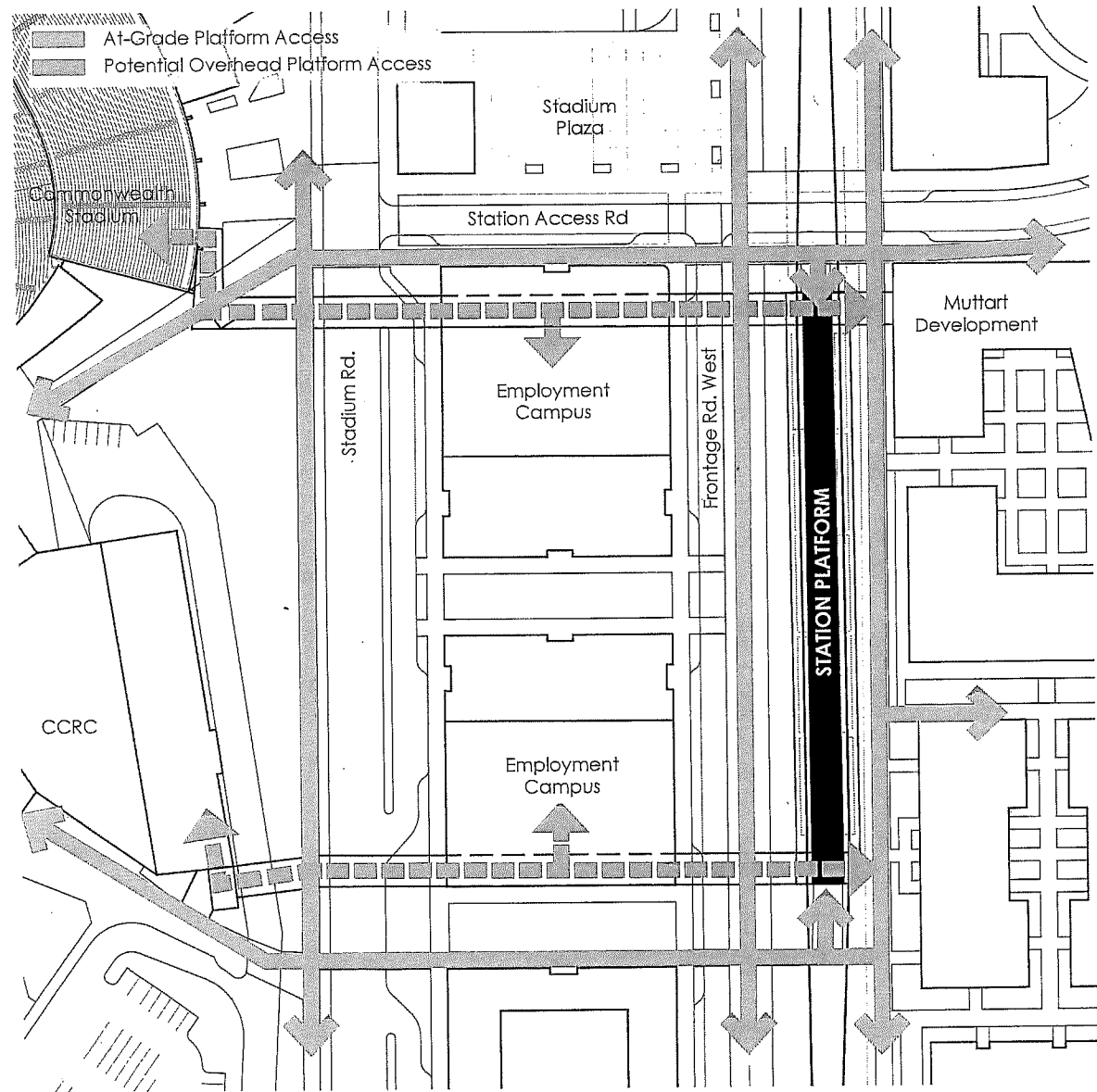
Figure 36: LRT Corridor Section at Potential Station Platform
(Showing Above-Grade Access Option)



Corridor Access

6. The designing of the potential new station to provide both at-grade and overhead platform access:
 - **At-grade**—at either end of the platform, from the new Stadium Access Street on the north end and connecting between existing and future development sites on the south end
 - **Overhead**—at either end of the platform, connecting to the Muttart development, CCRC, Commonwealth Stadium, and the employment campus
7. Consider measures to address crowd control during special events.

Figure 38: Access to Potential New Station



Potential Stadium Road

Stadium Road has been designed to support future office and street-level commercial development that complements the adjacent Joe Clarke Athletic Grounds and establishes an employment campus-like character.

Redefining the function of the roadway and enhancing pedestrian access is essential to encourage and support future office and commercial development. To attract street-level commercial uses and provide for an enhanced street environment for pedestrian use and activity will necessitate widening the sidewalk and providing curbside parking on the east side of the street.

Policies:

1. Conduct a study of Stadium Road to determine whether on-street parking can be allowed in the curb lanes in off-peak hours.
2. Require a minimum 1.5 M setback dedication for future development to accommodate an additional curbside parking lane and widened sidewalk on the east side of Stadium Road
3. Provide for a 1.5 M landscape and furniture zone and 1.8 M walkway on the east side of Stadium Road
4. Incorporate appropriate streetscape furniture within the landscape and furniture zone such as benches, bike racks, lighting and garbage receptacles, to support the pedestrian environment.
5. Incorporate a consistent lighting theme that is scaled to the pedestrian and enhances the vision and night ambiance while reducing installation, maintenance and operating costs.

Figure 39: Stadium Road Key Map

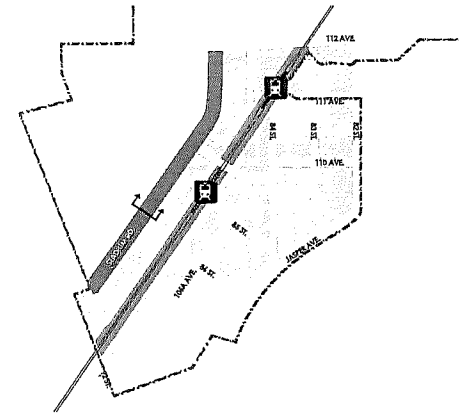
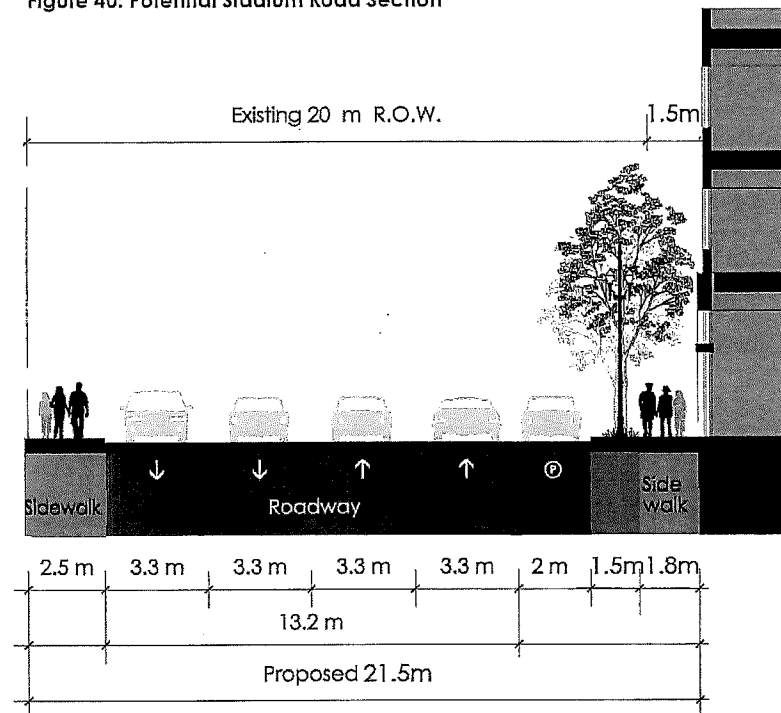


Figure 40: Potential Stadium Road Section



Typical Neighbourhood Street

Typical neighbourhood streets disperse local traffic within the station area for all modes and include both new and enhanced existing streets.

Policies:

1. Design neighbourhood streets to include:
 - Wide sidewalks with street trees and pedestrian-scaled lighting
 - Continuous curbside parallel parking on both sides of the street to serve adjacent development
 - Bi-directional travel lanes
2. Where it is necessary to accommodate bus transit, such as 84 Street and 111 Avenue, design a wider curb-to-curb dimension (minimum 3.2 m travel lanes) to accommodate bus traffic

Figure 41: Typical Street Key Map

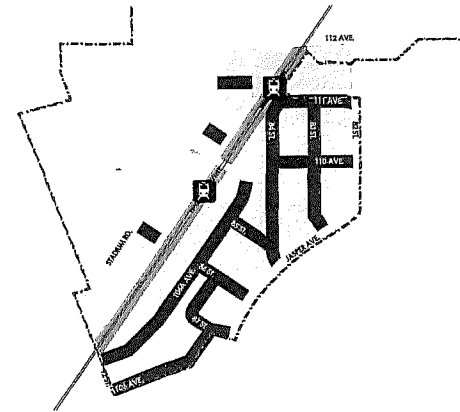
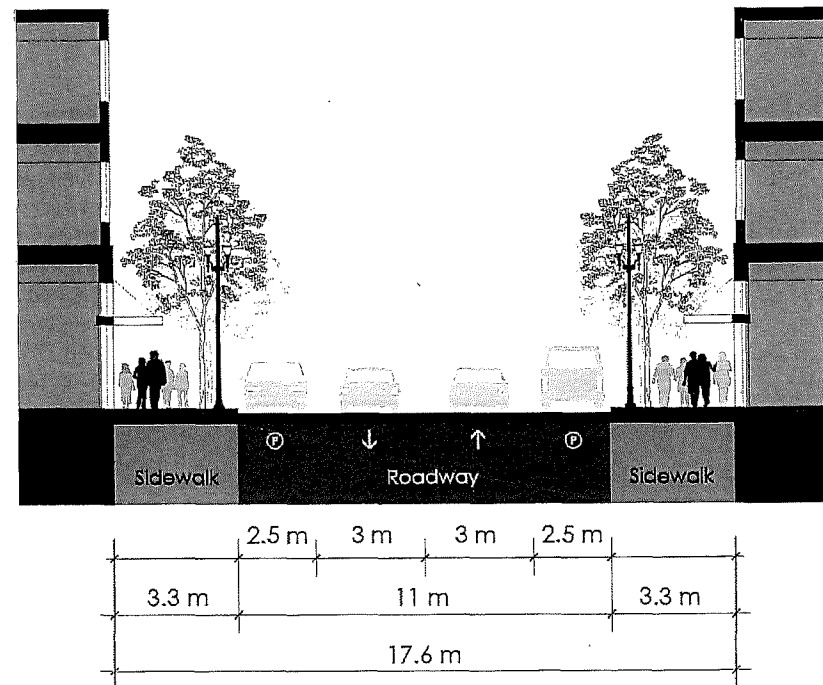


Figure 42: Typical Street Section



112 Avenue Arterial— West of Stadium Road

112 Avenue is the primary east-west automobile route through the station area and the front door to the station area for many motorists traveling to or through the area. Improvements to 112 Avenue would enhance the visual character for both Commonwealth Stadium and the existing commercial uses further west.

112 Avenue may also serve as a primary bicycle connection in the area, and subject to broader network study may have the opportunity to be configured as an arterial with enhanced walkways and a potential protected bikeway.

West of Stadium Road, the cross-section below illustrates the view looking west on 112 Avenue.

Policies:

1. Consider direction in the Norwood Boulevard Corridor Study/ Area Redevelopment Plan when considering changes to this portion of 112 Avenue.
2. Design this segment of 112 Avenue to include:
 - Three east-bound travel lanes
 - Two west-bound travel lanes
 - One left-turn pocket for northbound vehicles
 - Sidewalks with street trees on both sides of the street
 - Potential protected bikeway on the south side of the street
 - Wide 'promenade' sidewalk and existing planting zone

Figure 43: 112 Avenue Key Map

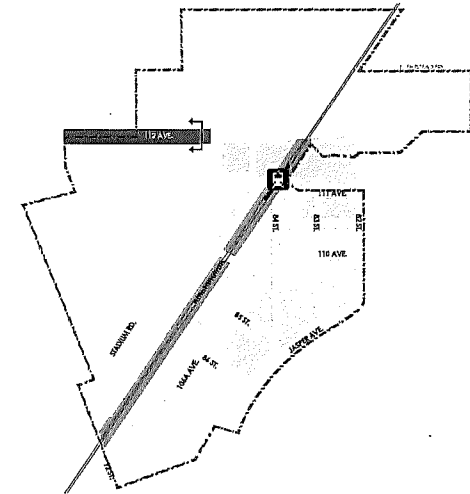
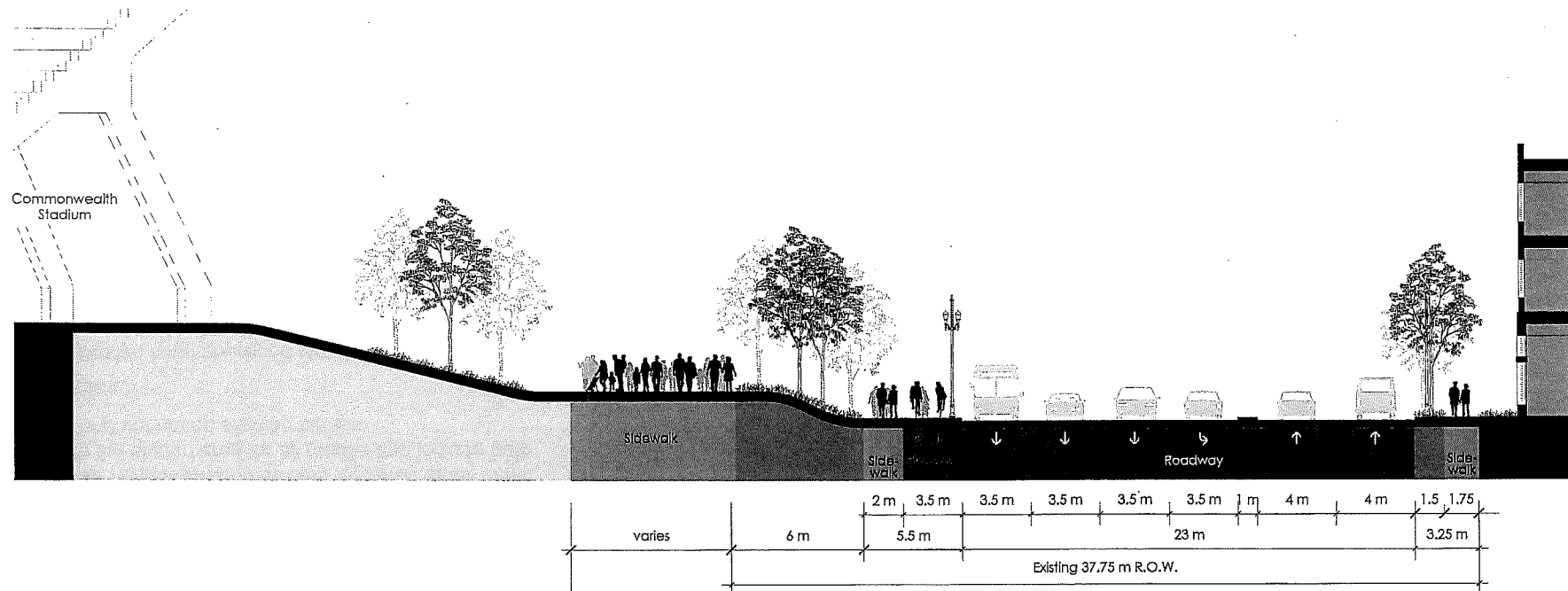


Figure 44: 112 Avenue West of Stadium Road Section



112 Avenue Arterial— East of Stadium Road

East of Stadium Road and west of the LRT corridor, the cross-section below illustrates the view looking west on 112 Avenue.

East of the LRT corridor a protected bikeway could be located on the north side of the street which would offer direct pedestrian and bicycle access to commercial uses, medical/healthcare facilities and park destinations primarily located on this side of 112 Avenue. The feasibility of a bicycle facility on 112 Avenue will be subject to further study and planning within the broader bicycle network.

The existing pedestrian and bicycle crossing just west of the LRT corridor provides for a safe a crossing of 112 Avenue and transition of the protected bikeway from the south side to the north side of the street.

Policies:

1. Design this segment of 112 Avenue to include:
 - Two east-bound travel lanes
 - Two west-bound travel lanes
 - One left-turn pocket for southbound vehicles
 - Sidewalks with landscaping and street trees on both sides of the street
 - West of the LRT trackway, a potential protected bikeway on the south side of the street.
 - East of the LRT trackway, a potential protected bikeway on the north side of the street.
 - The existing pedestrian and bike crossing located immediately west of the LRT trackway at 84 Street.

Figure 45: 112 Avenue Key Map

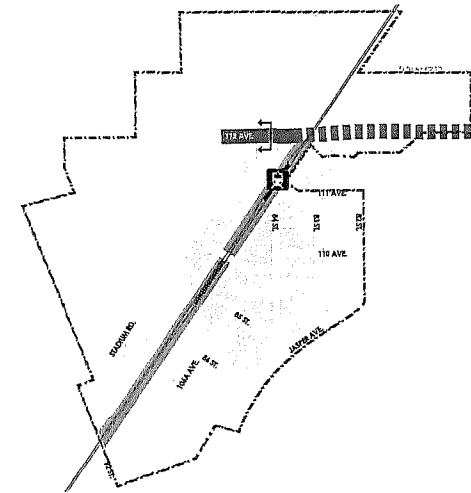
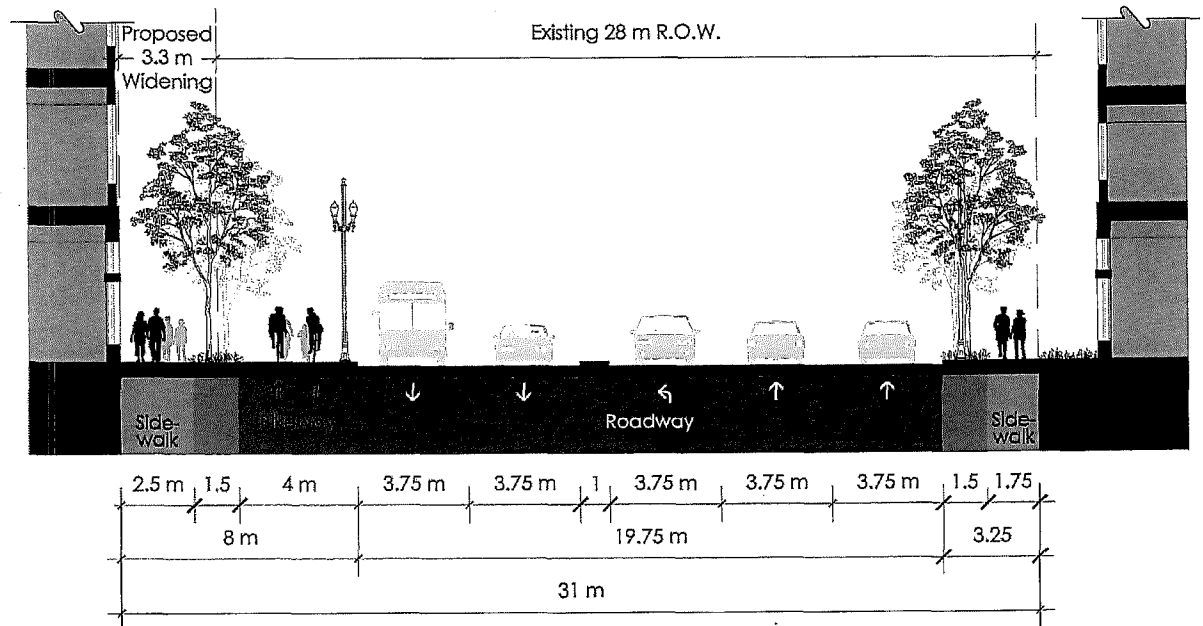


Figure 46: 112 Avenue East of Stadium Road Section



Greenways

Greenways are required within private development sites to provide an open space amenity, reduce the scale of development, and provide public access to pedestrian and bicycle facilities along the LRT corridor.

Greenways are pedestrian and bicycle 'streets' that:

- Provide attractive passive open spaces for adjacent housing and employment uses
- Accommodate limited vehicle access for vehicle loading, drop-off and deliveries, and on-site private parking facilities as needed for development sites

Policies:

1. Establish greenways as publicly accessible facilities with a minimum width of 9 metres from building-face to building-face.
2. Design greenways to include:
 - Trees
 - Planting beds
 - Benches
 - Special paving
 - Pedestrian scaled lighting

Figure 47: Greenways Key Map

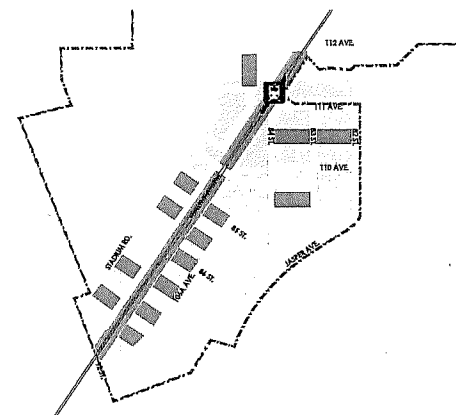
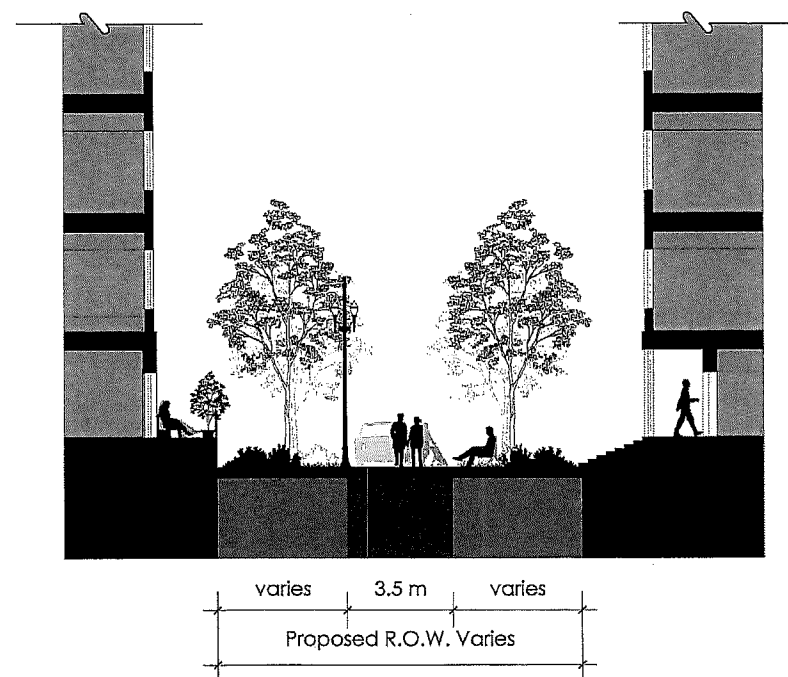


Figure 48: Greenway Section



Land Use Framework

The Stadium Station plan area has a competitive advantage over other planned redevelopment areas in the City of Edmonton.

Private development is likely to be attracted to this area due to its:

- Expansive views, open spaces and the trail system of the North Saskatchewan River Valley
- Regional public recreation centre (the CCRC)
- Proximity to downtown Edmonton
- Proximity to Commonwealth Stadium
- Improved access to light rail transit
- Approved residential projects that would help support new retail and commercial development
- Relatively lower land costs as compared with downtown

Policies:

1. Ensure that the most intense development densities and tallest building heights occur within 400 metres of the LRT Station.
2. Allow for a mix of housing, station area supporting street-level commercial and office employment uses that promote the Stadium Station as a destination thereby encouraging additional off-peak ridership at marginally small increases to LRT operating costs.
3. Encourage complementary land uses in an effort to reduce parking demand and supply.

Figure 49: Stadium Station Plan Area—View to North Saskatchewan River (2012)



Land Use Summary

The land use framework locates transit-supportive residential and employment uses that capitalize on the area's open space and recreational amenities, proximity to downtown Edmonton, and regional accessibility.

The Land Use Framework

- Serves as a basis for revisions, updates, or replacement of existing zoning regulations.
- Significantly changes the density, form, and character of development for parcels south of 112 Avenue and along the LRT corridor.
- Suggests incremental transit-supportive infill north of 112 Avenue that is more consistent in scale and massing with the existing Parkdale neighbourhood.
- Promotes a vertical mix of uses where economically viable.
- Reflects fundamental real estate siting requirements
- Protects and supports existing viable land uses (existing uses can remain in place and will only redevelop with the property owner's consent) .

Figure 51, on the opposite page, identifies the predominant existing and proposed transit-supportive land uses in the Stadium Station area.

The following land uses are described in further detail on the following pages:

- **Open Space and Recreation**—public amenities.
- **Retail and Commercial**—ground-floor uses within residential or employment buildings.
- **Residential**—a mix of residential types and densities
- **Employment**—a mix of employment types and intensities.
- **Parking**—private and public facilities, including the park & ride/bus marshalling facility (transit centre).

Figure 50: Possible Development Massing

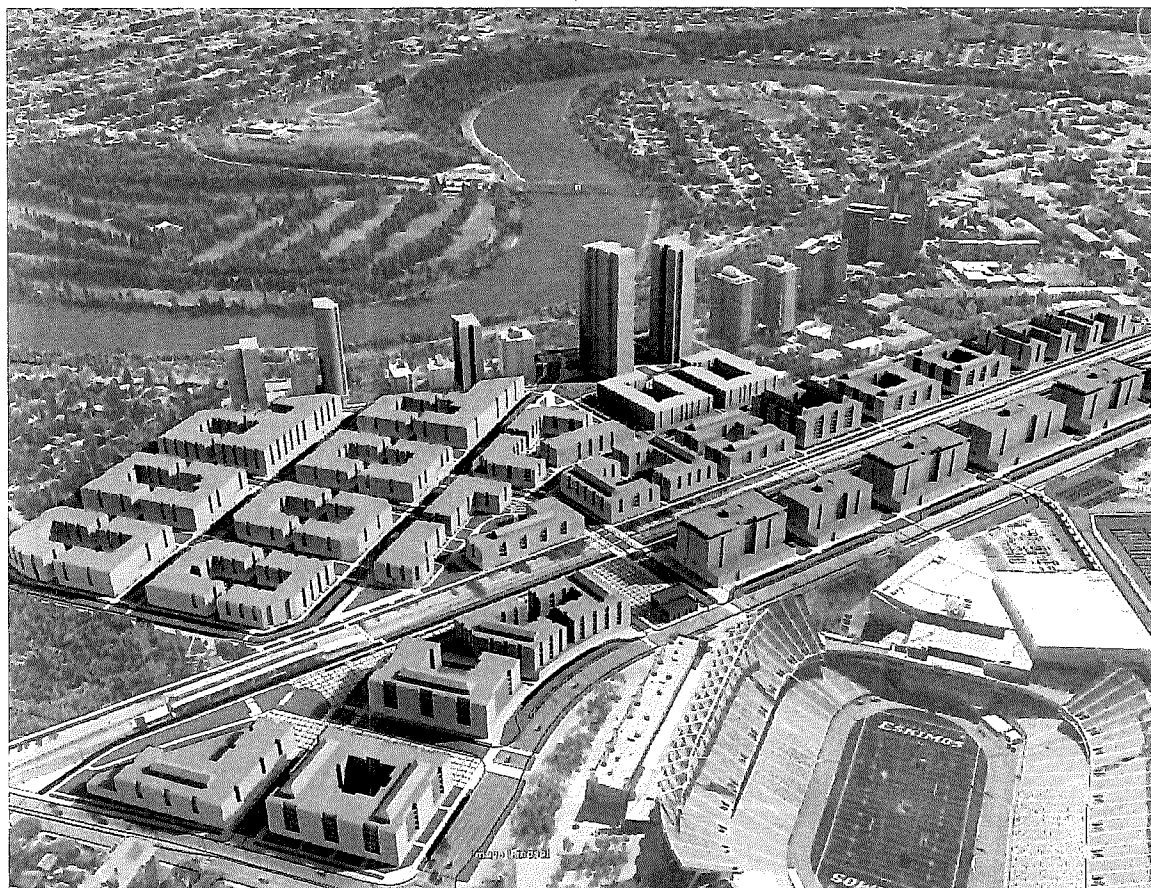
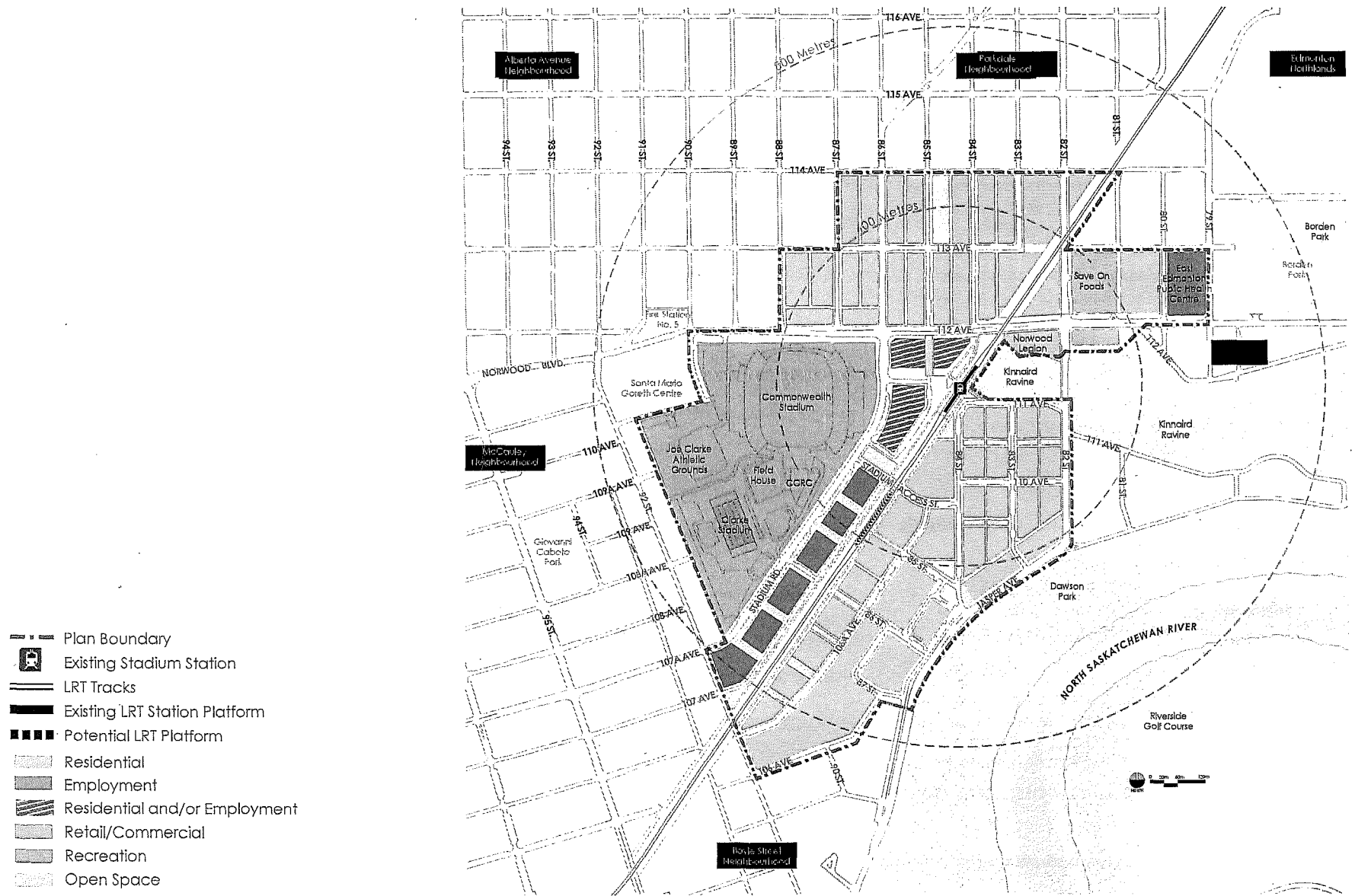


Figure 51: Predominant Land Use Framework



Open Space and Recreational Facilities

The open space framework completes and complements the existing unique collection of athletic venues, neighbourhood amenities and natural open spaces in the plan area.

Policies:

1. Provide a range of parks and open spaces in the Stadium area, including Kinnaird Ravine and the North Saskatchewan River Valley, to reflect the needs of the community.
2. Maintain and enhance the Sheila Bowker Parkdale Park.
3. When possible, acquire new parks and open spaces through multiple options, including the dedication of municipal reserve and provision of open space for additional development rights.
4. Explore new opportunities through the development process to increase landscaping and green spaces in the Stadium Plan area.
5. Design parks and publicly accessible open spaces to respond to surrounding land uses and scale of development.
6. Accommodate changes to Commonwealth Stadium and Joe Clarke Athletic Grounds, including the possibility of adding residential and/or commercial development.
7. Ensure changes to Commonwealth Stadium and Joe Clarke Athletic Grounds account for their impact on surrounding residential areas.

Stadium Plaza and Station Promenade

Stadium Plaza is to serve as a formal public gathering area.

Policies:

8. Provide a venue for civic engagements.
9. Accommodate various programmed activities.
10. Serve as surge space for Commonwealth Stadium events.
11. Include a retail pavilion to activate the plaza.

Station Promenade's pedestrian walkways and bikeways are to extend the plaza to Stadium Station and link the station to Commonwealth Stadium

Policies:

12. Incorporate common paving, plantings or other features.
13. Enhance the existing portion of the promenade to include bike racks, seating, lighting, banners, or other special treatments.

River Valley Promenade

The River Valley Promenade has potential to be a tremendous amenity overlooking the river valley, while Kinnaird Ravine has excellent potential to connect people in the station area to nature.

Policies:

14. Create a River Valley Promenade along the east side of Jasper Avenue (also see Street Network policy 5).
15. Improve pedestrian and bicycle connections to Kinnaird Ravine and the North Saskatchewan River Valley.

Neighbourhood Greens

The Neighbourhood greens, located on the north and south ends of the Muttart site are intended to provide a vibrant pedestrian node that promotes public passive use and an active street environment.

Policies:

16. Provide a mix of hardscape areas and landscaping in the form of planting beds, trees and lawn.
17. Incorporate seating areas.
18. Provide for public art and other ornamentation.

Greenways

Greenways provide attractive passive open spaces for adjacent housing and employment uses, break up the scale of large development parcels, and provide necessary public access through large development sites.

Policies:

19. Accommodate limited vehicle access within the greenways for vehicle loading, drop-off and deliveries, and on-site private parking facilities as needed for development sites
20. Maintain greenways as publicly accessible facilities with a minimum width of 9 metres from building-face to building-face.
21. Require greenways to include:

▪ Trees	▪ Seating areas
▪ Planting beds	▪ Special paving
▪ Pedestrian scaled lighting	

Figure 52: Plaza



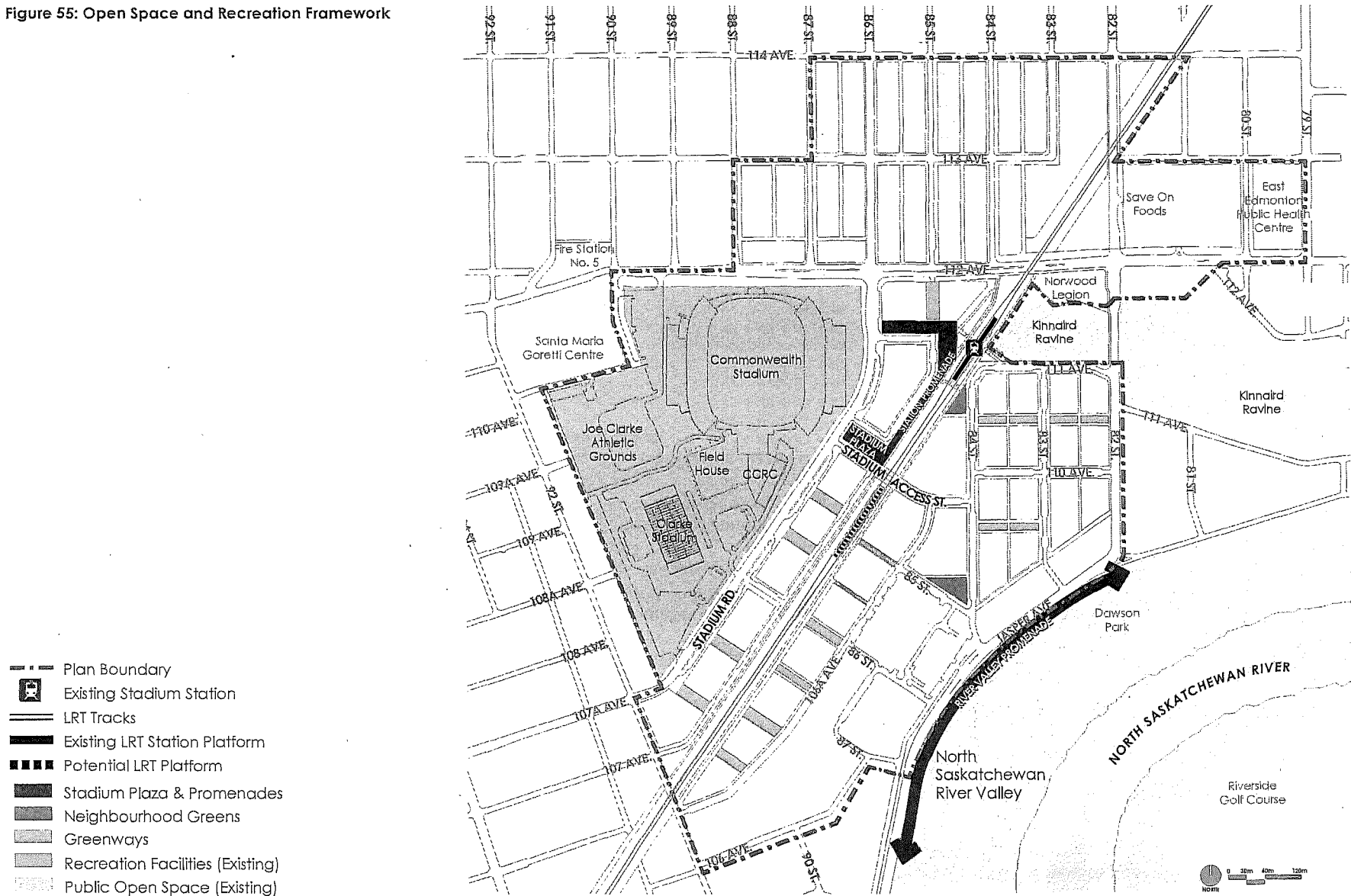
Figure 53: Neighbourhood Green



Figure 54: Greenway



Figure 55: Open Space and Recreation Framework



Retail and Commercial

Retail and commercial uses provide station area shopping, entertainment and local services that serve as a focus for new residential and employment development.

Retail and commercial uses will provide daily goods and services for area residents and employees, Stadium patrons and transit users.

Retail

Retail uses include businesses that engage in the sale of merchandise, food, drink and entertainment. These uses have the potential to activate the station area by providing up to 18 hours of daily activity and to increase safety by improving passive surveillance or 'eyes on the station area.'

Commercial

Commercial uses are proposed to serve as additional neighbourhood-serving amenities in the station area. Commercial uses are primarily businesses that engage in the sale of services. These businesses may include:

- Offices
- Medical services
- Hotels/restaurants
- Convenience services such as hair salons, dry cleaners, banks, daycares

Policies:

1. Permit ground-floor retail and commercial uses along frontages at 112 Avenue, Stadium Road, Jasper Avenue, 84 Street, and the new Stadium Access Street.
2. Require rezoning to be consistent with the Development Guidelines and Standards on pages 76-83.
3. Design street level retail and commercial uses to be pedestrian oriented in buildings built up to the front property lines and any on-site parking to the rear or underground.
4. Generally locate retail and commercial uses to be on the ground-floor of multi-storey buildings.
5. Locate a single storey (6 metre minimum height) retail building within the Stadium Plaza fronting the Stadium Access Road.

Residential

Residential uses in the Stadium Station study area will provide a base of transit riders who may use light rail as an alternative to driving.

The residential framework locates the highest-value residential sites along the River Valley and the new Stadium Access Street, enabling higher-density residential uses which will in turn provide a greater number of potential transit riders.

Housing Mix

Interactions among residents with different household incomes, types, ages and abilities contribute to the stability, safety, and character of a community. The Stadium Station ARP is designed to offer increased housing choices to accommodate families with children, students, seniors and those with special needs.

Policies:

1. Provide a diverse mix of housing types, tenure and price range that caters to a broad spectrum of households, incomes and lifecycle needs.
2. Require zoning to be consistent with the development Guidelines and Standards on pages 76-83.
3. If a new approach to bus marshaling for major stadium events can be found, allow mid-rise residential on the site of the park & ride lot.
4. Provide a variety of housing options suitable for a range of family types and sizes, including units with two bedrooms or more, ground oriented housing, townhouses and flex homes.
5. Encourage affordable housing in new and retrofitted developments to take advantage of government grant programs and initiatives to reduce the cost of home ownership and rental accommodations.
6. Ensure a variety and adequate amount of amenity spaces are provided to accommodate the needs of different family types. This may include the provision of balconies, landscaping, children's play areas and indoor amenity facilities.
7. Encourage seniors housing to accommodate persons with special needs and aging-in-place opportunities.
8. Require vehicle access to new development to be from rear alleys where they exist.
9. Promote the use of design elements including streetwalls and stepbacks to improve the transition from 4 storeys to adjacent low density development in the interior neighbourhood.
10. Ensure that any development adjacent to existing low density housing districts incorporates design measures such as stepbacks to minimize its shadow impact.
11. Encourage ground-floor work/live units along both sides of the Stadium Access Street from the LRT corridor to 84 Street.

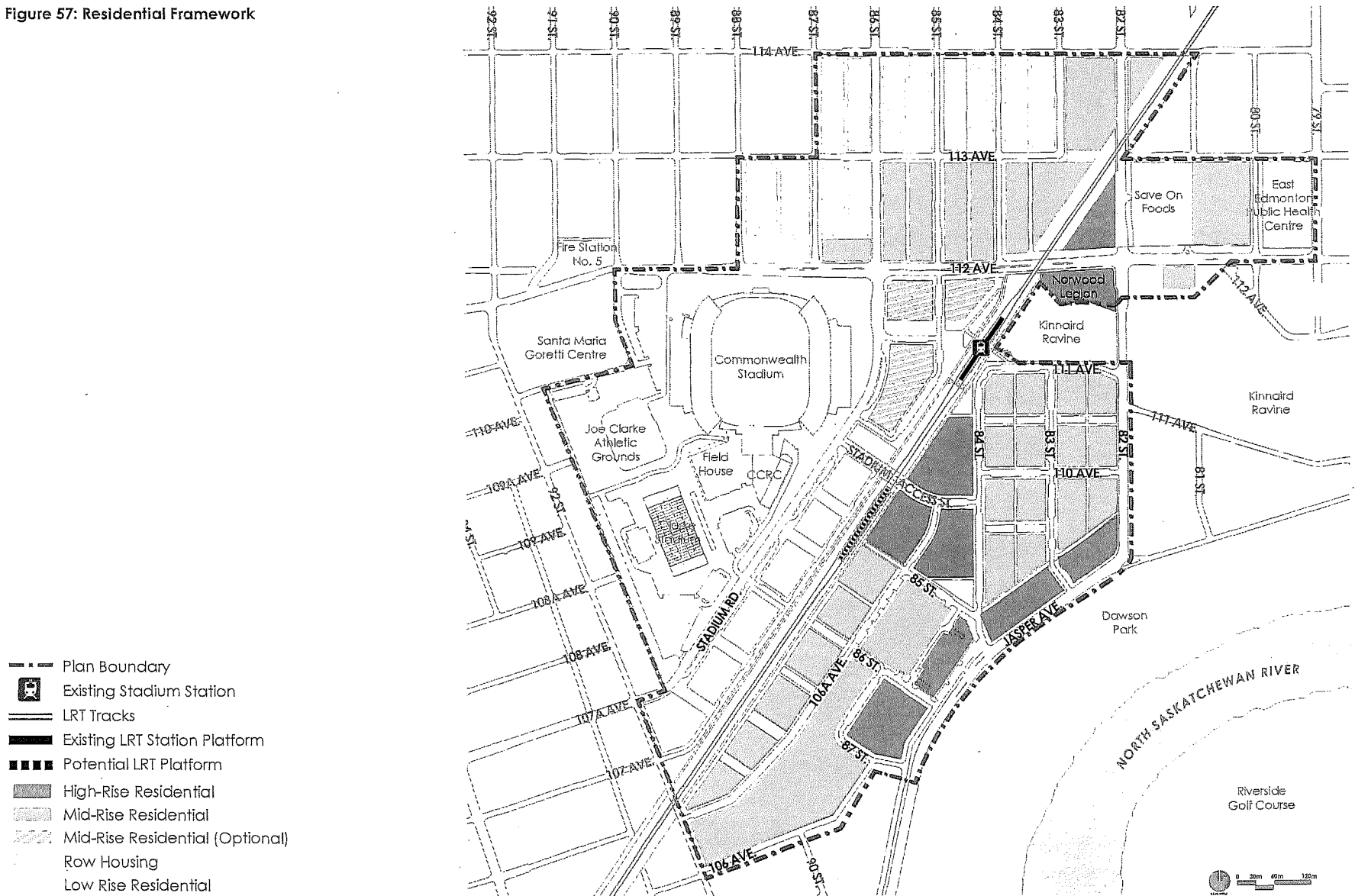
Affordable Housing

The plan encourages greater housing choice for households of varying sizes and income levels. The introduction of higher densities and additional housing forms will encourage more affordable housing into the plan area.

Policies:

1. Provide high quality, safe and attractive housing for all.
2. Strive for design and architectural excellence that does not discriminate affordable housing from for-profit market housing in terms of building type, massing, façade treatment, materials and quality of finishes.
3. Explore affordable housing opportunities including seniors housing.
4. Encourage small scale infill, such as secondary suites and laneway housing, to provide affordable rental options.

Figure 57: Residential Framework



Employment

Mid-rise employment buildings in a campus-like setting along Stadium Road will provide a unique employment opportunity within the City of Edmonton.

The proximity of the plan area to downtown Edmonton, transit, public recreation facilities and retail uses creates a desirable location for employment uses. Blocks identified as 'optional' employment on the figure to the right are preferred residential sites.

Stadium Road Campus

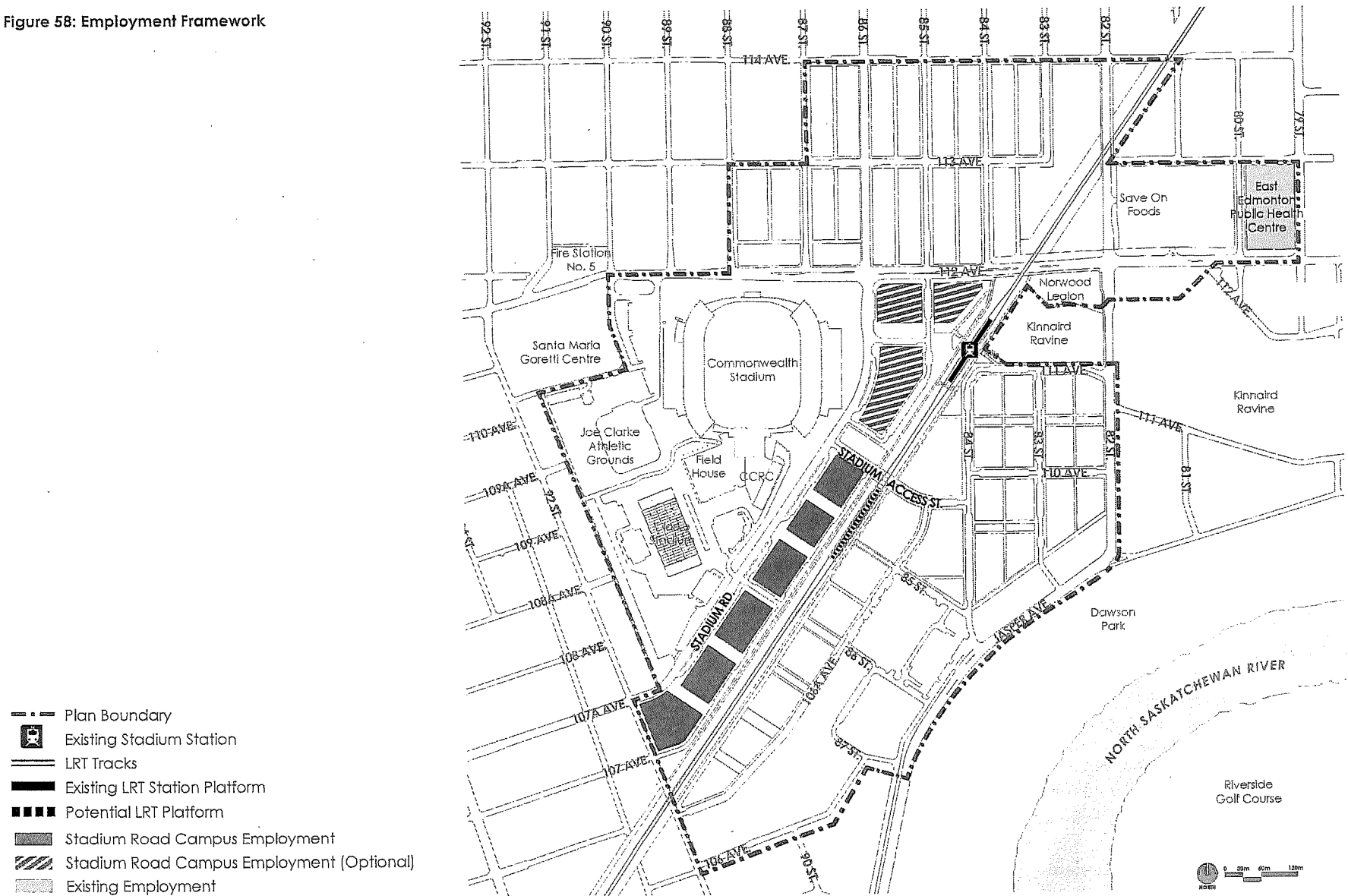
The Stadium Road employment campus is intended to be occupied by complementary employment types. Complementary types may include office, educational, medical or institutional uses (e.g. research and development or biotechnology) but should not include large format retail.

These development sites are large enough to be desirable for companies that require the use of an entire building to create a corporate campus identity and/or that want to purchase a site and build-to-suit.

Policies:

1. Require rezoning to be consistent with the Development Guidelines and Standards on pages 76-83.
2. Restrict large format retail within the Stadium Road Campus.
3. Require a minimum of 5 storeys and maximum height of 8 storeys within this employment campus.
4. Permit uses including and not limited to office, medical, or institutional uses.
5. Do not allow drive thrus and vehicle services.
6. Do not allow non-accessory surface parking lots.
7. Allow industrial operations existing at the time of approval of this plan to remain and accommodate minor development required to maintain operations.

Figure 58: Employment Framework



Parking

Private and public parking needs within the station area will be met by on-street parking, existing surface lots, and concealed on-site parking within redevelopment sites.

The park & ride provides a number of spaces that supports transit ridership, but overall ridership at Stadium Station is low, suggesting that the station is underutilized. Through transit oriented development there is an opportunity to increase ridership without an increase in operating costs.

Within transit oriented development, parking is often reduced in order to encourage transit and active transportation modes, such as walking and bicycling. Providing a pedestrian- and bicycle-friendly station area will likely reduce the need for parking.

Accessory parking is parking that is primarily intended for the use of residents, employees or clients of a particular development. Non-accessory parking is intended for the use of drivers parking to go elsewhere, (e.g. to the stadium across Stadium Road or downtown).

Accessory Parking

Concealed private off-street parking should be provided for all new development and blocks have been designed to accommodate an efficient parking layout.

Policies:

1. Seek to minimize accessory parking due to the transit oriented nature of the Stadium Station area.
2. Provide parking in structured or underground garages where feasible. Where surface parking is allowed it shall be located to the rear or side of buildings.
3. Require high-rise residential and mid-rise residential to have any parking underground.
4. Require any at-grade parking built into low-rise residential structures to be concealed.
5. Design parking garage entrances to minimize the their impact on the pedestrian environment.

6. Accommodate changes to parking at commonwealth Stadium and Joe Clarke Athletic Grounds
7. Require bicycle parking in all new buildings and encourage additional cyclist amenities (e.g. bike station, change rooms, showers).

Non-Accessory Parking

City-Owned Park & Ride

In the short term, the existing surface park & ride lot will continue to provide:

- LRT patron parking
- Bus marshalling for Commonwealth Stadium events

In time, if economics warrant, the park & ride lot may be redeveloped consistent with the City's Park and Ride Policy (C544A).

Policies:

8. Allow for phased redevelopment of the northern portion of the park & ride lot (between 112 Avenue and the planned Station Promenade).
9. Conduct a study to investigate the feasibility of relocating bus marshaling for major stadium events from the southern portion of the park & ride lot (also see Transit policy 11).
10. Allow for phased redevelopment of the southern portion of the park & ride lot if bus marshaling can be relocated.
11. Do business case analysis to determine whether and to what extent LRT patron parking should be included in the redevelopment of the southern portion of the park and ride lot.
12. Require any accessory and/or non-accessory parking constructed as part of redevelopment of the park & ride lot to be underground and/or structured and concealed.

On-Street Curbside Parking

Curbside parking is vital for supporting commercial, office and residential development within the station area and functions as a buffer between pedestrians and the road while providing an element of traffic calming that helps to reduce traffic speeds and support a safe pedestrian environment.

Policies:

13. Provide parallel parking on streets where buildings engage the street's right-of-way.
14. Do not locate parking along the plazas, promenade or the LRT corridor in order to ensure ease of access, visibility, and improve safety.
15. Support changes to the Stadium area residential parking program to address daily LRT-related spillover parking.
16. Allow on-street parking along the east side of Stadium Road in conjunction with future redevelopment.

Figure 59: Parking Framework



Development Guidelines and Standards

Development guidelines and standards establish expectations for the form and function of new development in the Stadium Station area. They are intended to foster sustainable design, a rich public realm, and an active pedestrian environment.

Development Guidelines

The development guidelines identify overarching principles for the physical design of buildings and streets. The guidelines ensure that station area development effectively responds to issues regarding sustainability, accessibility, safety, and winter city considerations, reflects the character and heritage of the station area and supports the integration of public art.

Sustainability

The Stadium Station TOD area should exemplify sustainable community design. New development should be resource efficient and meet or exceed certification standards established by the Canada Green Building Council. Design of private and public open spaces should incorporate low impact development and ecological design principles.

Stadium is in close proximity to Edmonton's expansive River Valley system, thus it is important to encourage and support sustainable building design and construction methods to improve the environmental, health, social and economic performance of new development within the plan area. New development should incorporate the following green building features within the plan area.

Policies:

1. Consider the City's Green Building Plan in the design of buildings to encourage the implementation of sustainable development principles and practices in the plan area.
2. Where possible, design buildings to include on-site alternative energy sources such as solar heat, solar electricity and solar energy.

3. Incorporate features such as daylighting, recycling, reuse of water, low-water landscaping, energy efficient lighting and other devices in building and site designs to reduce energy and material consumption.
4. Where feasible, incorporate low impact development solutions in the design of building sites, parks and open spaces and the public realm. Specific design considerations may include:
 - a) rain gardens
 - b) bioswales
 - c) rain water harvesting
 - d) permeable paving
 - e) subsurface integrated tree and storm water systems
 - f) reused and local materials for roadway construction
 - g) use of native plant material to establish a more sustainable street cross-section and community.
5. Support efforts to pursue urban agriculture (e.g. edible landscaping, community gardens) and establish food infrastructure and food businesses within the plan area.
6. Encourage use of high quality, durable building materials.
7. Encourage new development to be resource efficient and meet or exceed certification standards established by the Canada Green Building Council.

Accessibility

To ensure the use and enjoyment by people of all ages and abilities, buildings and open spaces should be designed based on the principles of Universal Design. The plan strives to improve the livability of residents of all abilities and backgrounds by developing facilities and infrastructure that are accessible by all.

The following policies should be considered in review of development proposals, planning and design of public spaces:

Policies:

8. Provide a range of housing design options as they relate to accessibility, and barrier free design in family and seniors housing.
9. Provide at-grade front access to all housing within the plan area where feasible.
10. Provide family oriented housing with a minimum of 2 bedroom units; individual unit access; flexible interior layout to accommodate changing life cycle needs; sufficient space for bulk storage either in suite or within easy access of the unit; and child-friendly design of interior space, private and common outdoor amenity areas (preferably visible from the kitchen).
11. Where possible, provide outdoor equipment or opportunities to exercise in the design of public open spaces for a range of users.
12. Design buildings and open spaces based on the principles of Universal Design to ensure the use and enjoyment by people of all ages and abilities

Winter City

Winter is fundamental to Edmonton's image, identity and experience. The City of Edmonton's Winter City Guidelines recommend that communities design for winter safety, comfort and celebration. The following policies should be considered in the evaluation of development proposals and improvements to parks and public open spaces.

Policies:

13. Ensure that site design, building scale, and placement take into account the prevailing winds, solar penetration and impact of shadowing on and off the site to prevent the creation of adverse microclimatic affects.
14. Design private developments and public spaces to accommodate snow removal and storage.
15. Incorporate design elements to protect pedestrians from cold, wind and ice, including but not limited to, canopies, gallerias, colonnades and or arcades where there is high pedestrian traffic in one particular site or as a connector between two sites.
16. Design and maintain pedestrian walkways and bike routes for ease of use during winter.
17. Select exterior building materials and colours to be attractive and contribute to public realm.
18. Incorporate native landscaping (i.e. plants and trees) that provide variety, animation, colour and texture throughout winter.
19. Create visual interest with light, while being mindful of intensity, spread, context and colour.

Safety

The principles of Crime Prevention Through Environmental Design (CPTED) should be applied to the design of all public and private buildings and spaces within the Stadium Station TOD area to improve public safety and security, and support an active environment that attracts people to local facilities and amenities.

Policies:

20. Ensure clear sight-lines to the street and public spaces from within buildings, through design to enhance the natural surveillance.
21. Avoid the creation of areas hidden from view and isolated spaces through the design and placement of buildings and public spaces.
22. Provide a variety of uses and well-designed public spaces to promote and support day-long and year-long activities.
23. Design public spaces and buildings which provide a "hierarchy of space" ranging from public (i.e. sidewalks), to semi-public (i.e. café patios), to semi-private (i.e. front porches, shops and stores) to private (i.e. residential units) which supports their legitimate use, and provides a sense of territoriality.
24. Locate and design entrances, exits, fencing, landscaping and lighting to define spaces, control access, and distinguish appropriate type and time of use of space and to support the definition of a "hierarchy of space."
25. Provide spaces and structures of high-quality, durable, materials that resist vandalism and are easily maintained.

Public Art

Public art will be incorporated into public open spaces such as the Stadium Access Street and the Stadium Plaza and Station Promenade.

Policies:

26. Incorporate public art into public open spaces such as the Stadium Access Street and the Stadium Plaza and Station Promenade.

Character and Heritage

The City of Edmonton values any historical buildings of unique character and heritage. In order to preserve the character and heritage in the Stadium Station ARP, it is encouraged that infrastructure with historical significance be investigated and be incorporated into new development as much as possible.

Policies:

27. Give priority to retaining and restoring buildings on the City's Inventory of Historic Resources.
28. Encourage buildings with historical significance to be investigated for the possibility of adaptive reuse.
29. Encourage any infill development in the area to consider incorporation of surrounding neighbourhood characteristics and building styles.
30. Encourage efforts to connect residents and businesses to the area's rich history.

Development Guidelines, cont.

Building and Site Design

The built form and how it interacts with abutting streets and public spaces is an important factor in a lively public realm. Street-oriented buildings with transparent and permeable storefronts provide sense of enclosure while creating a vibrant, comfortable environment for pedestrians.

Policies:

Building Design

31. Encourage articulation of building elevations, appropriate building massing and activation of the frontage of buildings.
32. Ensure that buildings on corner sites provide attractive facades on both sides of the street and avenue, or public roadways by providing consistent materiality to promote visual and pedestrian interest.
33. Orient development to face onto the street to help create a pedestrian friendly environment and incorporate architectural treatments that contribute to an animated streetscape.
34. Require higher density residential development in the plan area to provide an attractive facade oriented to existing lower density housing
35. Require higher density residential development to feature lobby entries as well as individual private entries for ground floor units that incorporate porches and windows at ground level.
36. Require use of sympathetic, quality, contextually appropriate building materials.
37. Encourage architectural features or foci, such as entrances, at corner building locations to enhance visual prominence and identity.
38. Design buildings to contribute to a permeable, active, pedestrian-scaled streetscape through the use of generously proportioned windows, window bays and frequent entryways.
39. Require the primary entrance to buildings to be designed to be clearly identifiable, prominent and sited for maximum street visibility and accessibility.
40. Require separate at-grade entrances for commercial and residential uses in mixed use buildings.
41. Require direct street level access to ground floor residential units where appropriate.
42. Ensure that tower elements contribute positively to the design of the area by providing 360 degree architectural treatment.
43. Incorporate or screen mechanical penthouses to contribute to an attractive skyline.
44. Encourage new development to incorporate universally accessible and age friendly design
45. Accommodate services and loading away from the primary street frontage from a rear or side lane where possible.
46. Facilitate pedestrian movement within the site by a direct, continuous and clearly marked pedestrian circulation system connecting to the surrounding pedestrian network including roads and pathways.
47. Minimize noise disturbance from LRT operations and roadway traffic through a combination of site design, building technologies and materials.
48. Ensure pedestrian scaled design through smaller block lengths, building massing, façade design and detail, active ground floor, mid-block green space or walkways providing continuous landscaping.
49. Encourage greenroofs and rooftop patios to improve aesthetics and amenity potential of podiums.
50. Locate parking underground where possible.
51. Locate and organize vehicle parking, access, service areas and utilities to minimize impacts on the site and surrounding property.
52. Provide a setback for residential uses to achieve an adequate separation of public space and private space by incorporating visual cues such as landscaping, materials and level changes.
53. Locate buildings as close to the street as possible to frame the street and promote passive surveillance while respecting the setback provisions of this plan.
54. Design all public and private spaces and facilities to comply with the guidelines contained in the Design Guide for a Safer City and CPTED principles.

Site Design

46. Facilitate pedestrian movement within the site by a direct, continuous and clearly marked pedestrian circulation system connecting to the surrounding pedestrian network including roads and pathways.
47. Minimize noise disturbance from LRT operations and roadway traffic through a combination of site design, building technologies and materials.
48. Ensure pedestrian scaled design through smaller block lengths, building massing, façade design and detail, active ground floor, mid-block green space or walkways providing continuous landscaping.
49. Encourage greenroofs and rooftop patios to improve aesthetics and amenity potential of podiums.
50. Locate parking underground where possible.

Development Standards

Development standards ensure that any development proposed responds positively to the land use and mobility frameworks for the Stadium Station area.

The essential development standards for the station area include the following:

- Required ground-floor land uses
- Required ground-floor build-to lines
- Required ground-floor active edges
- Permitted building heights

Figure 60: Active Edge- Live/Work Units



Figure 61: Active Edge-Transparency



Figure 62: Build-To-Line



Figure 63: Building Height, Massing & Transition



Required Ground-Floor Land Uses

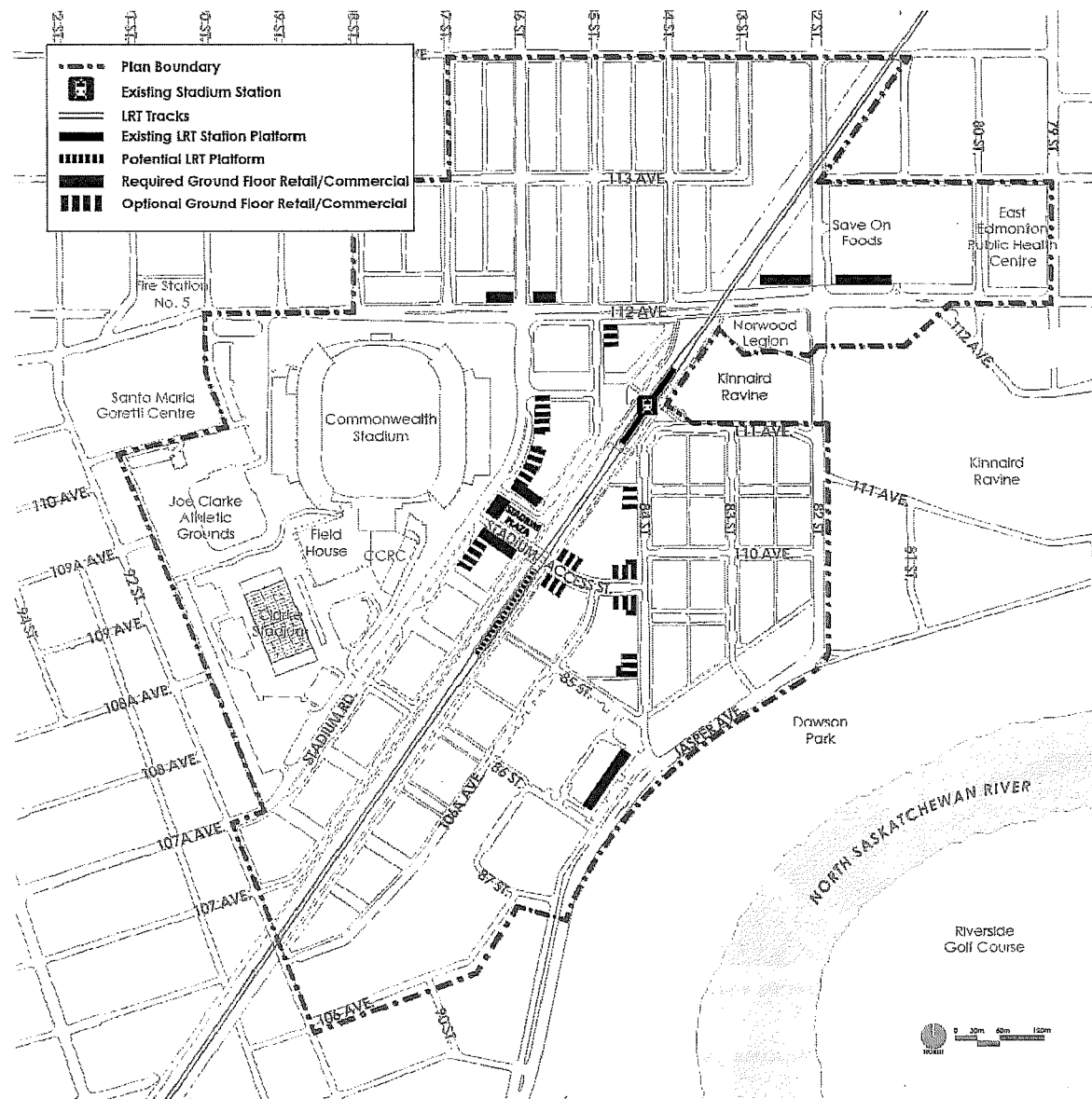
Ground-floor land use requirements ensure that station area retail and commercial storefronts are provided for and strategically located to serve residents, employees, and visitors.

The required ground-floor land uses diagram to the right identifies essential street frontages for ground-floor storefront retail and commercial uses. Other building frontages may, but are not required to, include storefront retail and commercial uses.

Policies:

1. Require ground-floor retail and commercial in the locations shown in Figure 64.
2. Allow ground-floor retail and commercial in the locations shown in Figure 64.

Figure 64: Required Ground-Floor Land Use



Required Ground-Floor Build-To Lines

Build-to lines ensure that development is pedestrian-friendly rather than auto-oriented.

By establishing a continuous 'street wall' framing the Stadium Access Street, Stadium Road and the proposed new location for Stadium Station, the build-to line requirements create a comfortable sense of enclosure. Along the LRT corridor and shared-use path the minimum and maximum build-to-lines provide a buffer between residential uses and the publicly accessible shared-use path.

Policies:

1. Require buildings in frontages shown on Figure 66 to have a zero-metre setback from the street's right-of way, i.e. the building facade is built to the sidewalk edge. However, building facades should be stepped back above the 3rd or 4th floor to provide enclosure on the street and to contribute to a pedestrian-scaled environment.
2. Allow the following exceptions to the zero-metre setback requirement:
 - a) Windows and walls may be recessed up to 0.5 metres from the build-to line to accommodate columns or other architectural elements that engage the build-to line
 - b) Doorways may be recessed up to 2.0 metres
 - c) Buildings fronting the LRT corridor, where indicated, require a min. 5 m/ max. 7 m setback

Fig 65: Permitted Build-To Line Exceptions

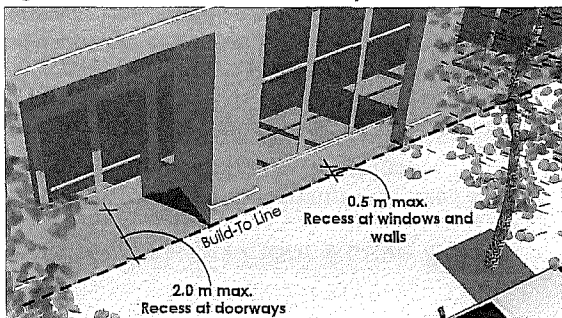
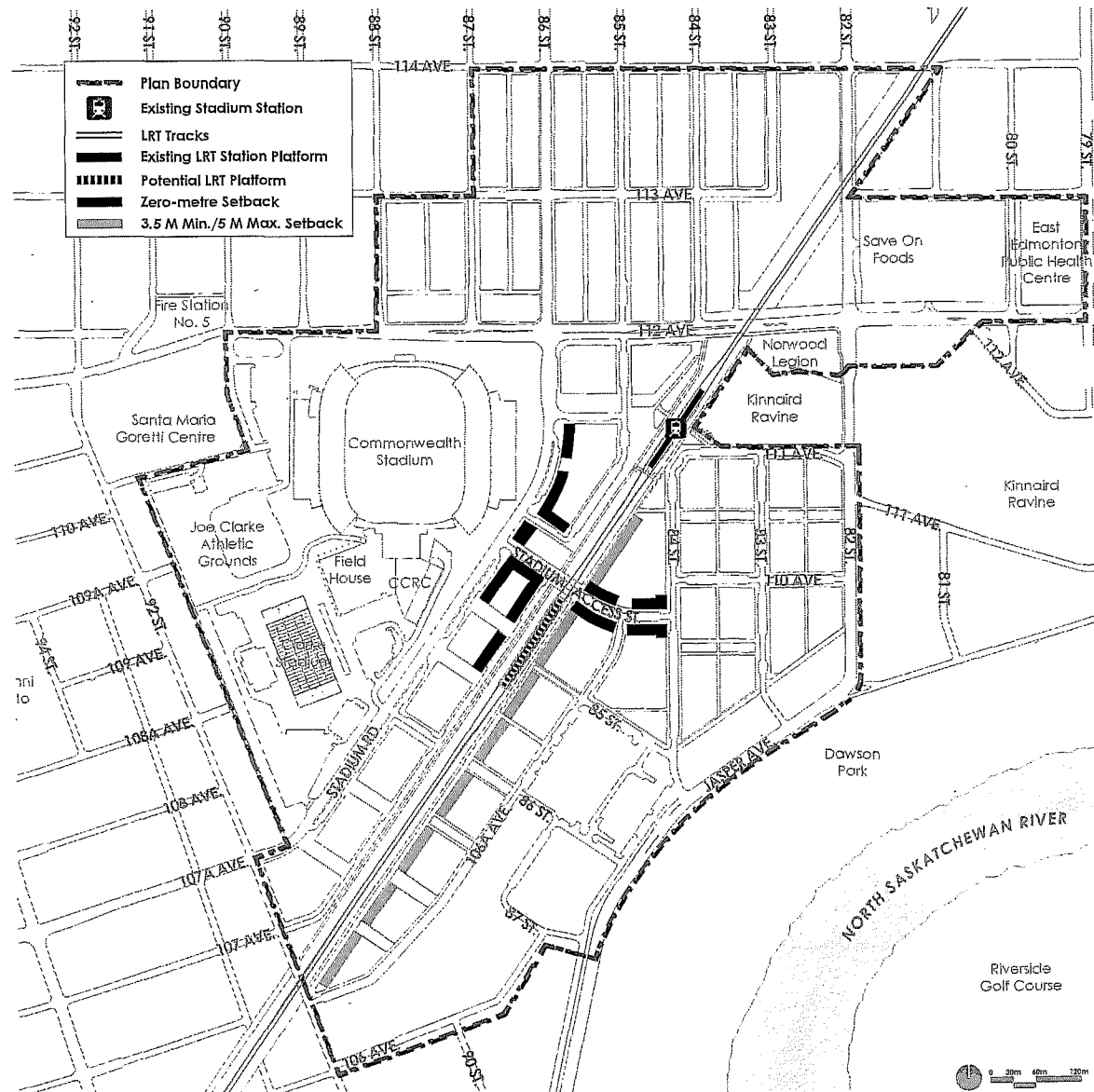


Figure 66: Required Ground-Floor Build-To Lines



Required Ground-Floor Active Edges

Active edge requirements ensure that uses are not inwardly-oriented along key frontages.

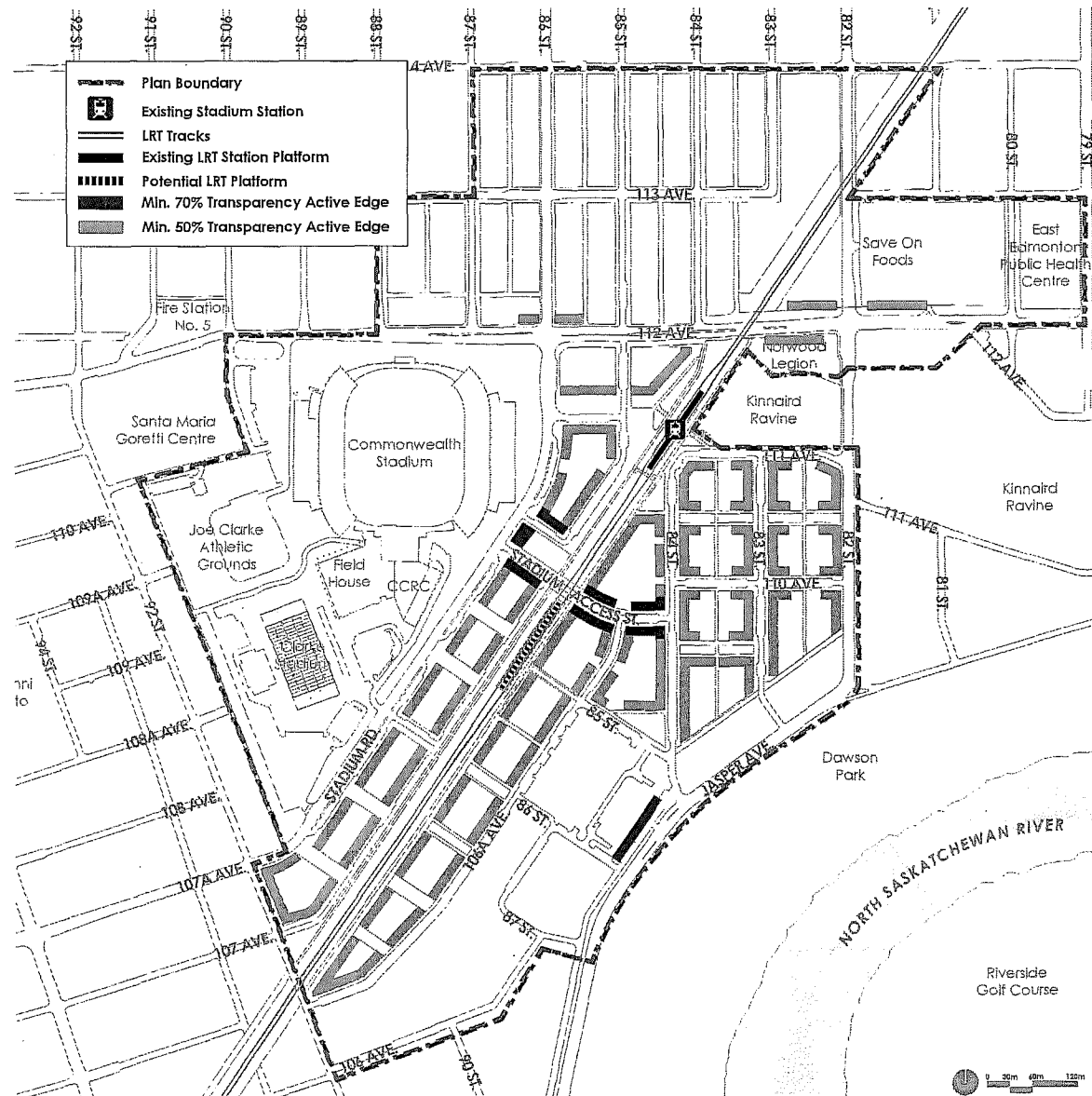
Active edges require that a building is oriented toward the street or open space, providing increased visual and physical interaction between people inside and people outside of the buildings through windows and doorways. This creates a safe and vibrant pedestrian environment on adjacent sidewalks and open spaces.

Policies:

1. Require ground-floor retail, commercial and live/work facades to meet the following active-edge criteria:
 - a) A minimum of 70 percent transparent glass along ground-floor facades.
 - b) All primary entrances oriented toward the street
2. Require ground-floor retail, commercial and live/work facades to be broken into 10m to 15m modules at ground level to create the appearance of smaller shops and storefronts.
3. Require ground-floor residential and employment facades to meet the following active-edge criteria:
 - a) A minimum of 50 percent transparent glass along ground-floor facades.
 - b) All primary entrances oriented toward the street.

Figure 67 identifies required active-edge frontages. Other building frontages may, but are not required, to include these treatments.

Figure 67: Required Ground-Floor Active Edges



Permitted Building Heights

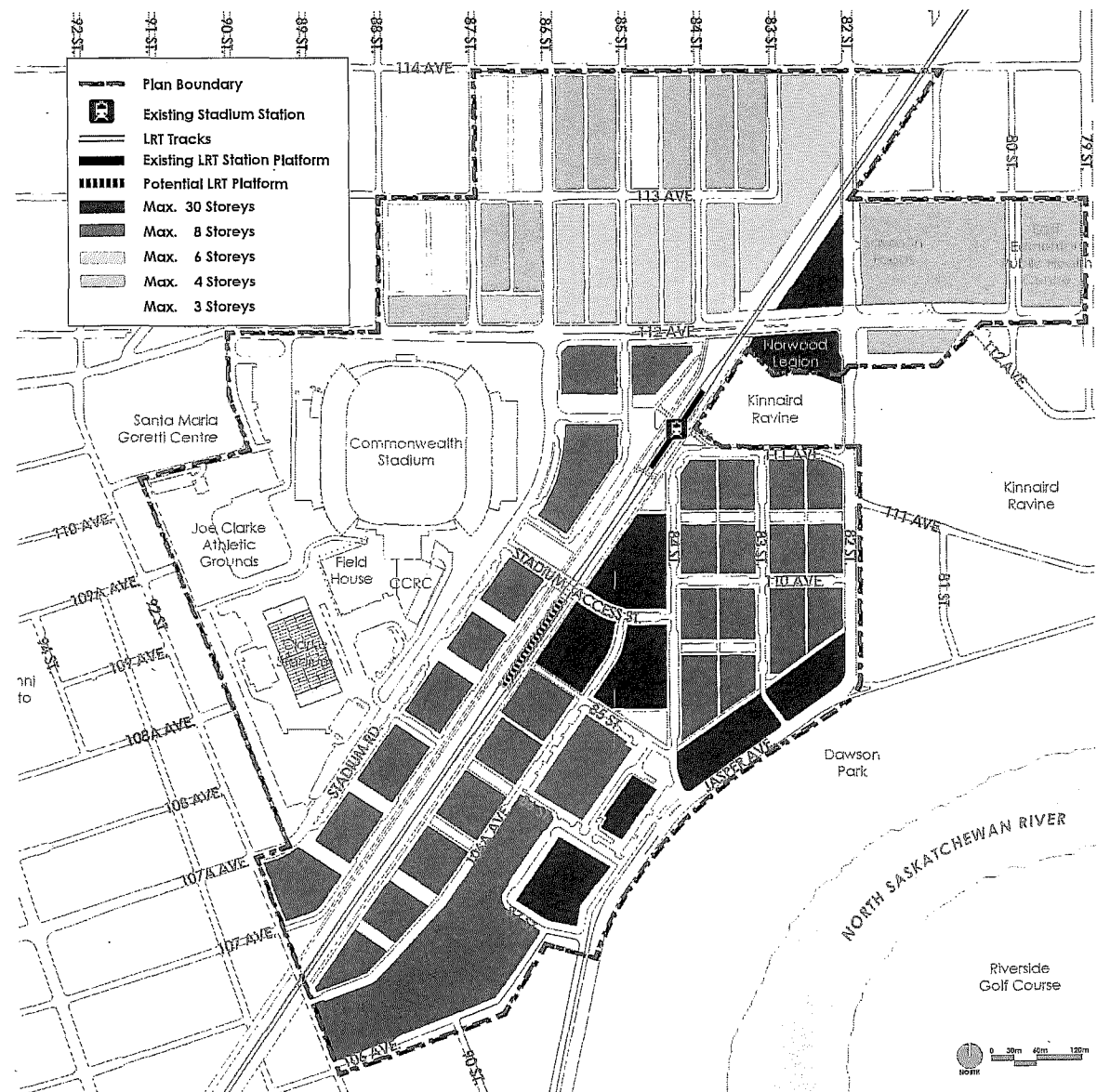
Building heights allow for maximizing transit-oriented development opportunities, while respecting the scale and massing of adjacent neighbourhoods.

Policies:

Figure 68 illustrates the maximum building height recommendations for each block within the station area.

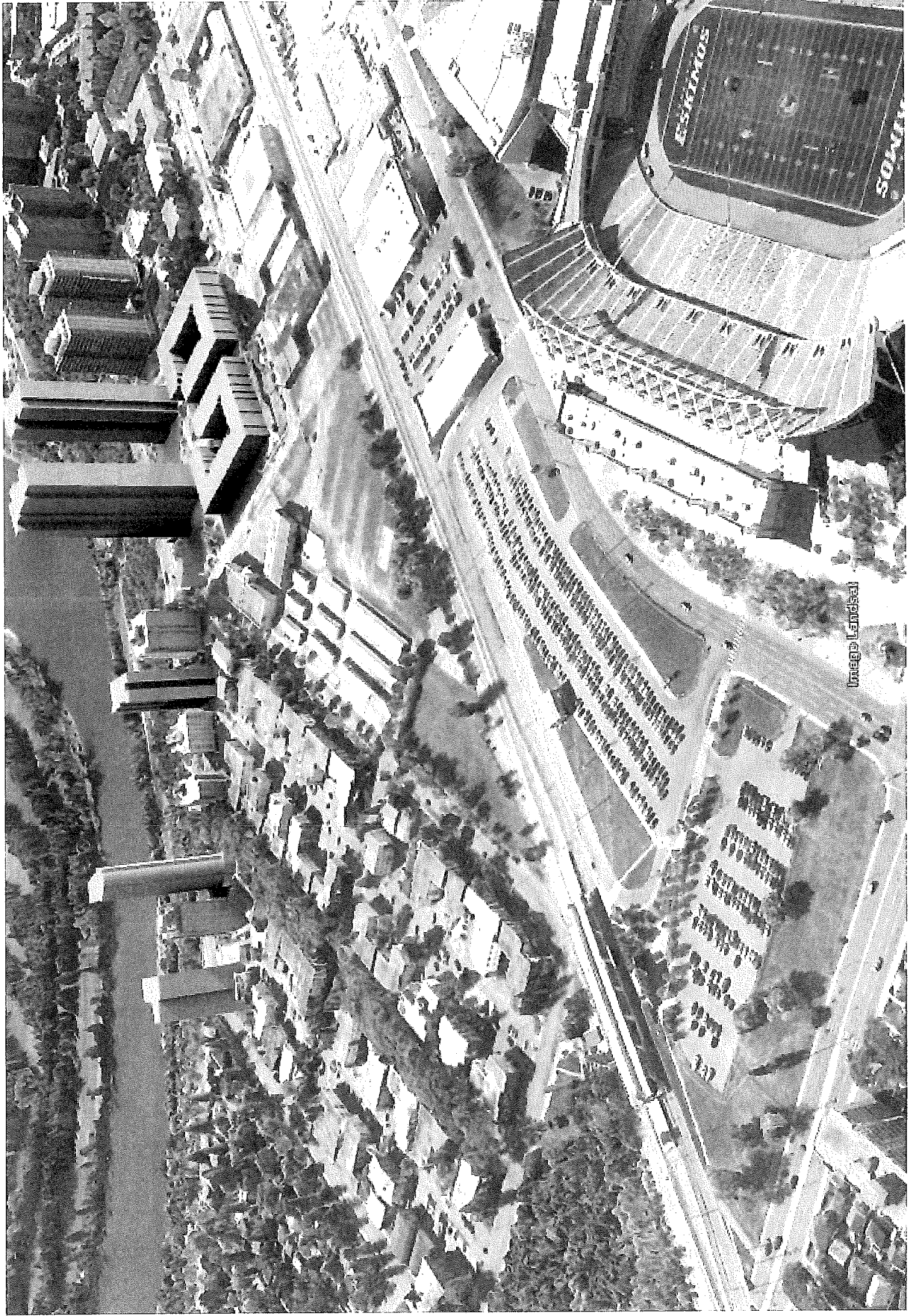
1. Ensure that building heights transition and that step backs are provided adjacent to smaller-scale neighborhood development.
2. Locate the tallest buildings along Jasper Avenue and the Stadium Access Street with mid-rise buildings adjacent to Stadium Station and lower building heights in proximity to existing neighbourhoods.

Figure 68: Permitted Building Heights



IMPLEMENTATION STRATEGY





Implementation Overview

The 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.

The Stadium Station area currently lacks fundamental components of transit oriented development such as a fine-grain street grid and public spaces. With limited public funds available, it will take time to build out all of the new infrastructure proposed. Implementation should focus on the 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 should 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.

Implementation of the Stadium ARP should be done with regard to relevant plans and projects elsewhere, especially the following:

- Dawson Park and Kinnaird Ravine Master Plan
- Norwood Boulevard Corridor Study/ Area Redevelopment Plan
- Coliseum Station Area Redevelopment Plan

Implementation should involve, as relevant, the following:

- City of Edmonton staff in areas including planning, transportation, community services, parks, recreation, real estate, housing and public engagement
- Property owners, residents and area businesses
- Community Leagues
- Other interested stakeholders

While this plan is focused on land use and infrastructure, its implementation is intended to strengthen communities in the vicinity of Stadium Station, and should strive to reflect the interests, needs and concerns of all stakeholders.

Development Summary

The implementation strategy is founded on the principle that public dollars must be spent on projects that leverage significant private investment and spark widespread sustainable reinvestment in the station area.

Public Infrastructure Projects

A public/private partnership and cost-sharing agreement between the City of Edmonton and Brookfield Residential has been initiated to stimulate the development potential of the Stadium Access Street corridor. The table below summarizes the public infrastructure projects associated with the cost-sharing agreement and redevelopment of the Muttart site as well as City funded public projects that improve access to LRT and transit and provide essential public amenities that are desirable to stimulate further private investment.

PUBLIC PROJECT SUMMARY

Stadium Access Street	370 lin. m
Stadium Access Street Intersections	2 each
LRT Roadway Crossing	1 each
LRT Ped/Bike Crossing	1 each
Stadium Plaza	0.31 ha
Promenades & Ped/Bikeway	
Urban Parks	
Existing Streets Improvements	1,900 lin. m

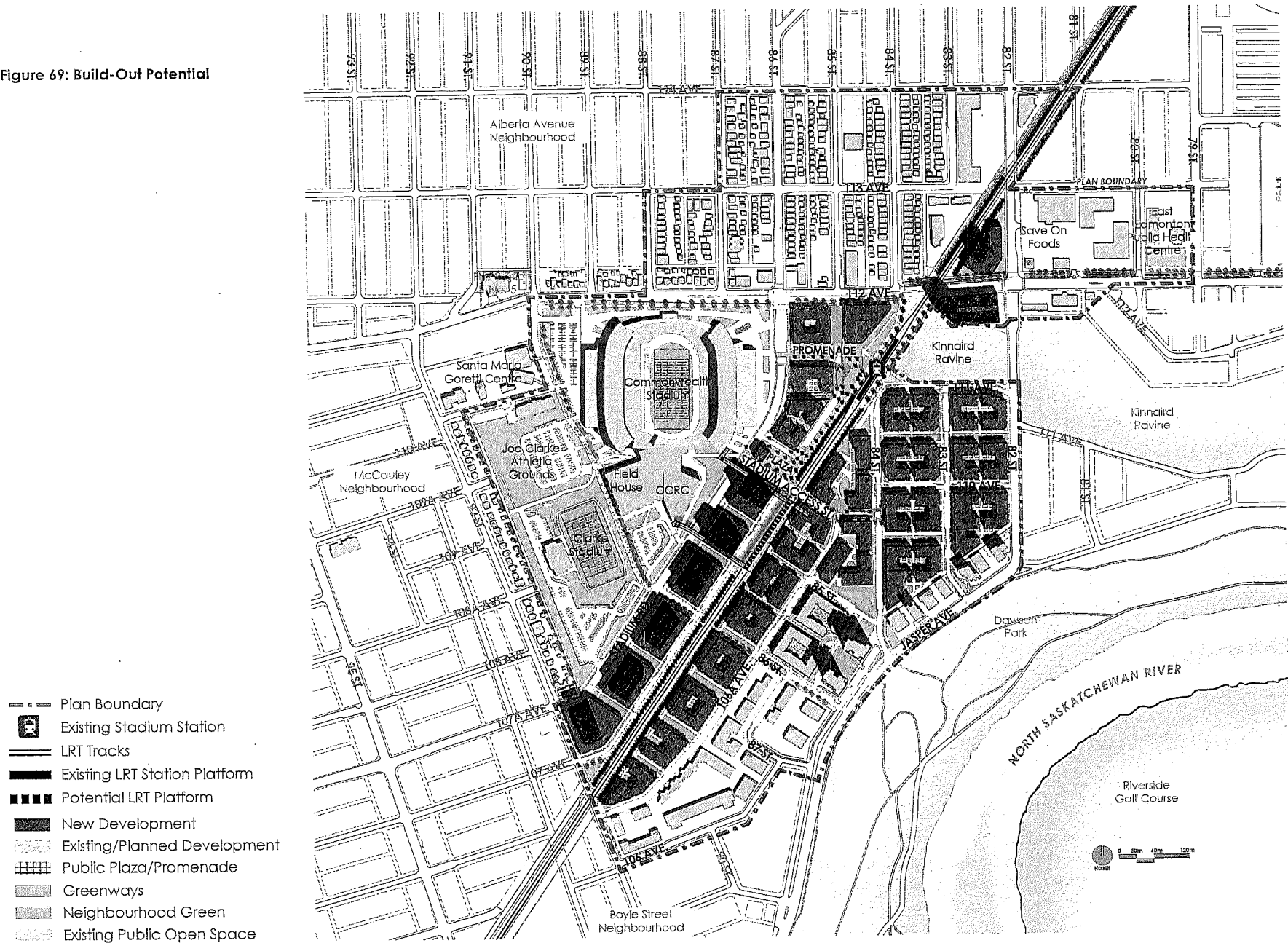
Private Development

Within the Stadium Station plan area, 16.56 hectares of redevelopment area and 2,265 lineal metres of new streets are proposed for design and construction by the private sector. The table below summarizes the potential development at build-out.

PRIVATE DEVELOPMENT SUMMARY

New Residential	1,600 units
New Employment	30,600 m2
New Retail	6,000 m2
New Commercial	6,800 m2
New Street Infrastructure	1,695 lin. m
Upgraded/New Signals	2 each
New Greenways	830 lin. m

Figure 69: Build-Out Potential



Projects and Phasing Summary

The Stadium Station Implementation Strategy includes the following phases. These phases are comprised of public, private, and public/private partnership projects as identified below and on the figure to the right. These phases are described in further detail on the following pages.

1 Muttart Site Redevelopment

PUBLIC/PRIVATE PROJECTS

- New Stadium Access Street Infrastructure and Intersection Improvements
- LRT Corridor Shared-Use Path and LRT Ped/Bike Crossing
- Neighbourhood Greens
- Existing Streets and Utilities Improvements

PRIVATE PROJECTS

- Subdivision of Muttart Parcels
- Design and Construct New Stadium Access Street, Neighbourhood Greens, Existing Streets Improvements and Utilities Infrastructure
- Phased Development

2 City-Owned Site Redevelopment

PUBLIC PROJECTS

- Sale of Northern Park & Ride Lot
- Study Feasibility of Relocating Bus Marshaling on the Southern Portion of the Park & Ride Lot
- Study Feasibility Replacing Park & Ride Parking and Sale of the Southern Park & Ride Lot

PRIVATE PROJECTS

- New Development on Northern Portion of Park & Ride Lot
- New Development on Southern Portion of Park & Ride Lot

3 Plaza and Promenade

PUBLIC PROJECTS

- Stadium Plaza
- Station Promenade

PRIVATE PROJECTS

- New Retail Building

4 Other

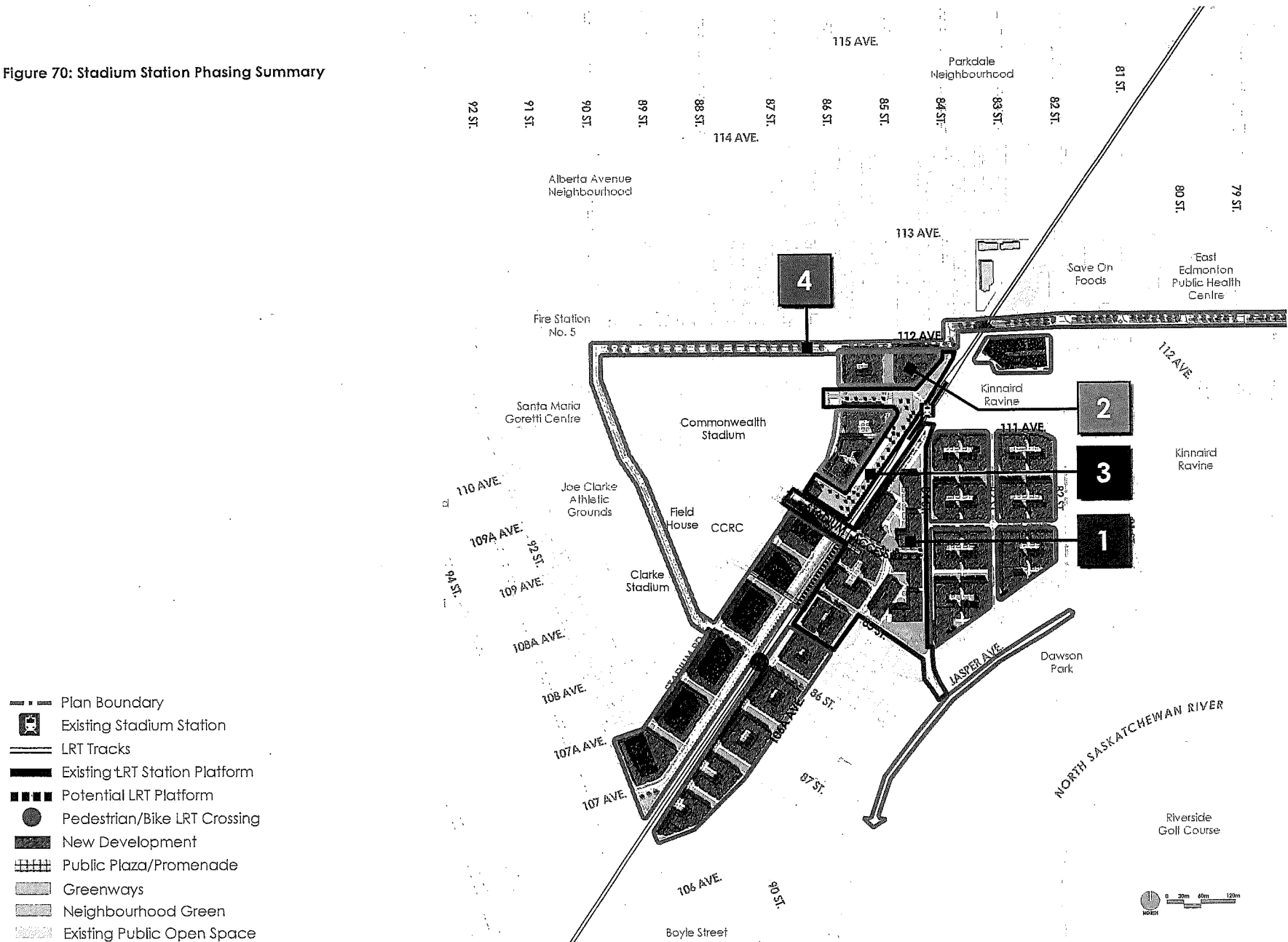
PUBLIC PROJECTS

- Station Relocation
- Other Promenades & Ped/Bikeways
- LRT Pedestrian Crossing
- Potential Commonwealth Stadium Rehab

PRIVATE PROJECTS

- Redevelopment of the Norwood Legion
- New Buildings
- New Street and Greenway Infrastructure

Figure 70: Stadium Station Phasing Summary



1 Muttart Site Redevelopment–Public Infrastructure Projects

Phase 1 Muttart Site Redevelopment-public infrastructure projects occur within City of Edmonton rights-of-way, the ETS park & ride facility, and the privately owned Muttart parcel.

Public/Private Partnership

The following projects are associated with the cost-share agreement and public/private partnership between the City and the Muttart site developer for the creation of the public infrastructure necessary to support station area redevelopment.

- Stadium Access Street and LRT crossing
- New streets and signalization
- Existing streets and utilities improvements
- LRT corridor shared use path
- Neighbourhood greens
- Existing streets and utilities improvements

Property Impacts

The new Stadium Access Street between Stadium Road and Jasper Avenue impacts the following two properties:

- City Owned Site (Current Park & Ride Site)
- Muttart Site (Brookfield Residential-Owner)

Public Infrastructure Elements

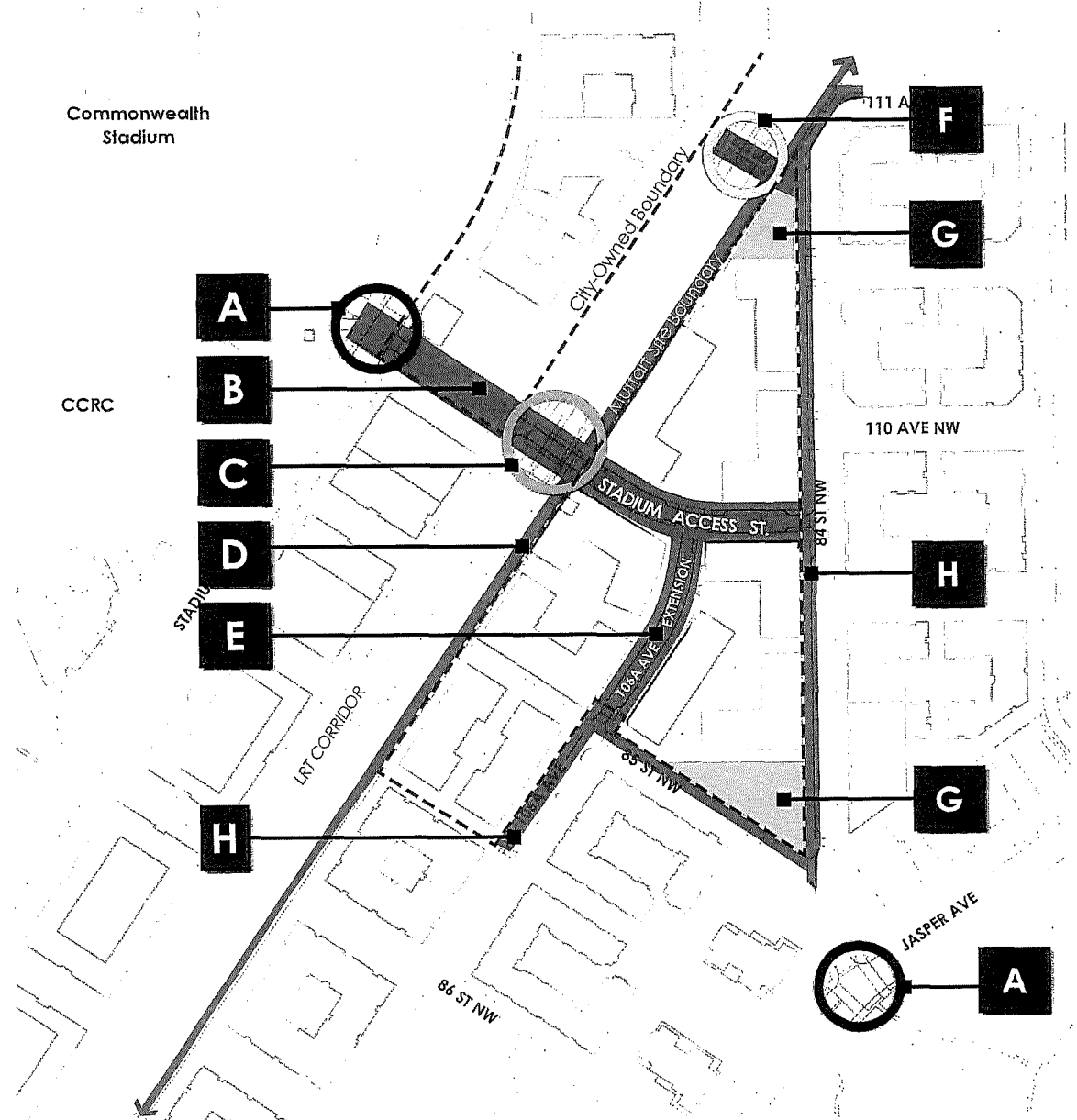
As a condition of the public/private partnership between the City and Brookfield Residential, approval of the Muttart subdivision requires the developer to design and construct the majority of the new infrastructure currently required to support transit oriented development in the Stadium Station area:

- Construction of a new Stadium Access Street between Stadium Road and 84 Street (including LRT crossing and an intersection at Stadium Road) and extension of 106A Avenue including necessary underground infrastructure in the road rights-of-way.
- Construction of two neighbourhood greens along 84 Street, one adjacent to LRT station and the other at the intersection of 84 and 85 Streets.

- Construction of shared-use path on east side of LRT right-of-way and associated landscaping from 112 Avenue to 92 Street.
- Construction of at-grade pedestrian connection from northerly plaza to LRT platform.
- Streetscape improvements along the west side of 84 Street (from 85 Street to 111 Avenue), the north side of 85 Street (from 84 Street to 106A Avenue) and west side of 106A Avenue (from 85 Street to approximately 70 m to the southwest) including undergrounding of power lines on 85 Street and 106A Avenue.
- Construction of sidewalk connection from the northerly plaza to the LRT Station entrance on the north side of 111 Avenue.
- Roadway modifications at the intersection of Jasper Avenue and 84 Street.
- Sanitary direct connection to service the development.
- Storm system. Water connections and hydrants.
- Changes to LRT signal logic as a result of new track crossings.
- Construction of new development fronting the Stadium Access Street that is consistent with adopted regulations and guidelines and achieves the estimated development values identified in the private investment summary. Upon completion and approval of various phase of construction, the city will reimburse Brookfield for the cost of agreed infrastructure items.

Figure 71: Phase 1 Muttart Site Public Infrastructure

- A NEW/RECONFIGURED STREET INTERSECTIONS (x2)**
Design and Construct Stadium Road and Jasper Avenue Intersections
- B STADIUM ACCESS STREET INFRASTRUCTURE**
Design and Construct Roadway and Utilities Improvements
- C AT-GRADE LRT ROADWAY CROSSING & SIGNAL**
Design and Construct Stadium Access Street LRT crossing
- D LRT CORRIDOR SHARED-USE PATH**
Design and Construct Shared-Use Path (112 Avenue to 92 Street)
- E 106A AVENUE EXTENSION**
Design and Construct Roadway and Utilities Improvements
- F AT-GRADE LRT PEDESTRIAN AND BICYCLE CROSSING**
Design and Construct Pedestrian and Bicycle LRT Crossing (South end of the Stadium Station platform)
- G NEIGHBOURHOOD GREENS (x2)**
Design and Construct Neighbourhood Green Spaces
- H EXISTING STREETS AND UTILITIES IMPROVEMENTS**
Design and Construct Partial Roadway and Utilities Improvements for 84 St NW, 85 St NW and 106A Ave



1 Muttart Site Redevelopment—Private Projects

Phase 1 Muttart Site Redevelopment private projects, located on the Muttart site, will be initiated by the developer/owner.

Subdivision of Muttart Parcels

Subdivision of the Muttart site will create multiple development parcels that can be sold to and developed by more than one developer. This provides an opportunity for varied building styles which can create a rich and unique architectural backdrop to the new Stadium Access Street. The subdivision will also provide an opportunity for increased access on the Muttart site with the provision of new roadways between the development parcels.

Land for the new Stadium Access Street and 106A Avenue extension as well as the Neighbourhood Greens will be contributed by the Muttart developers/owners to the City of Edmonton during subdivision of the site.

Preliminary Steps

The following actions by the developer are required to guarantee public investment in the Muttart site public infrastructure:

- Subdivision approval to include dedication of new streets (0.39 hectares) and public open space (0.28 hectares) (completed November 2016)
- Rezoning of property (completed December 2015)

Transit Oriented Development

Proposed transit oriented development on the Muttart site provides transit-supportive residential above neighbourhood-serving ground-floor retail and commercial uses. The development will have the following features:

- Medium to high density development. Buildings on the Muttart site owned by Brookfield could range from four stories to over 30 stories with the final unit count depending on market demand.
- Urban-style buildings with reduced parking (primarily underground).
- Retail or other non-residential space integrated with residential units (mixed-use development).
- Important new roadway and pedestrian connectivity.
- Neighbourhood green spaces
- Streetscape improvements to existing streets.

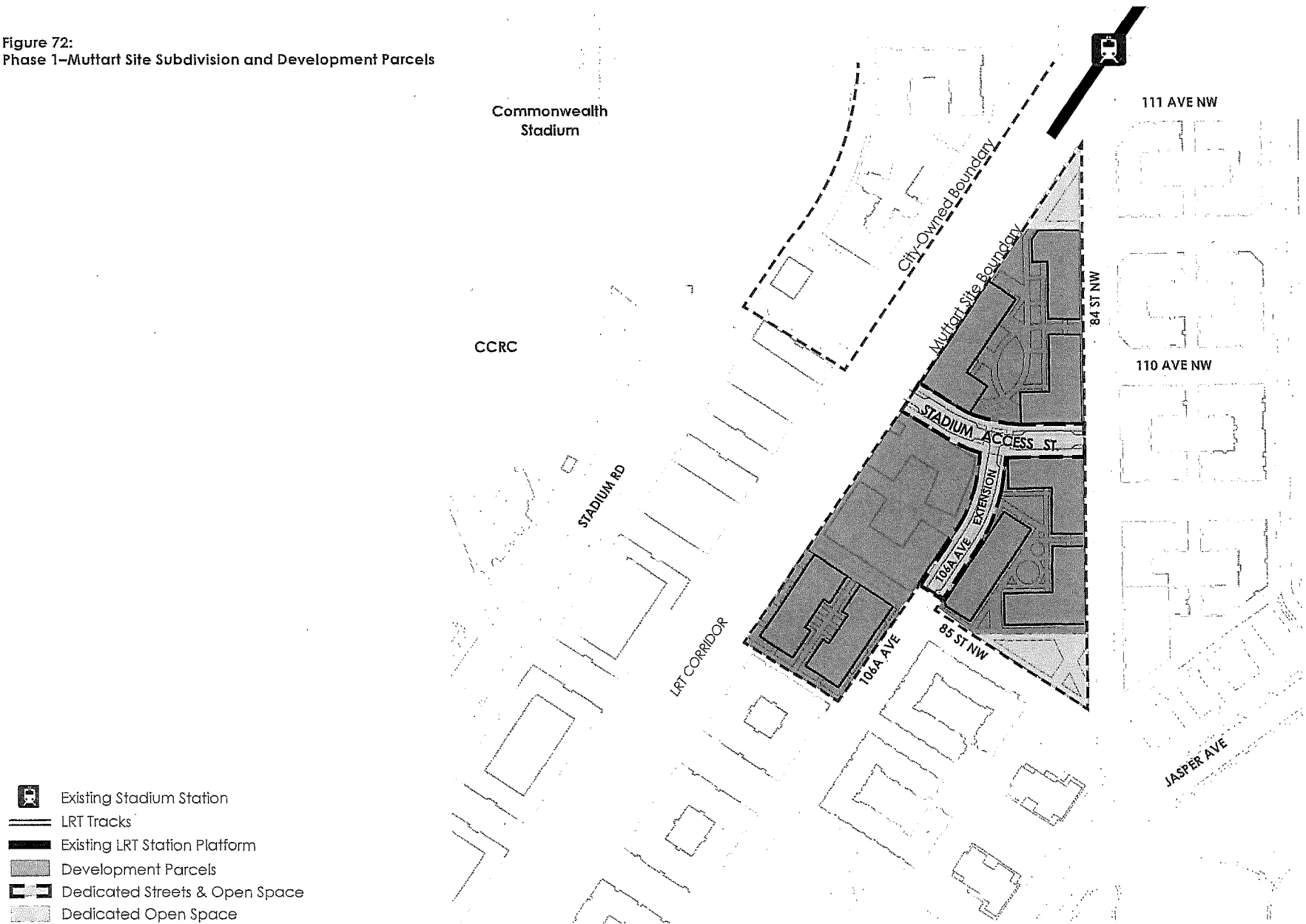
Return on Investment

The value of the Muttart site development is estimated to contribute \$344 million to the local Gross Domestic Product and could support 213 full-time construction jobs and 38 full time professional services jobs over a 13 year period.

The revenue generated during development and construction is estimated at \$29 million in property taxes and \$4.55 million annually from resident property taxes.

In addition to this value, the infrastructure that will result from this cost-sharing agreement will significantly improve access to the LRT station, Commonwealth Community Recreation Centre and the river valley for residents in adjacent neighbourhoods. It will also increase the value of the City-owned property west of the LRT corridor and the likelihood of redevelopment of other sites in the area.

Figure 72:
Phase 1–Muttart Site Subdivision and Development Parcels



2 City-Owned Site Redevelopment

Phase 2 City-Owned Site Development includes two public projects. These public projects may provide an opportunity to generate revenue for public expenditures in the Stadium Station area, increase transit ridership and promote transit oriented development.

Sale of City-Owned Parcel

Implementation of Phase 2 will be triggered by the City's interest and initiative in subdividing and selling the Park & Ride lot.

Preliminary Steps

The following actions by the City include:

- Conducting a study to determine the feasibility of relocating bus marshaling associated with major stadium events.
- Subdividing and Selling Portions of the City-Owned Site for Private Development

Property Impacts

The actions listed above would occur on the City-owned park & ride lot. The site is located south of 112 Avenue, between Stadium Road and the LRT corridor.

Transit Oriented Development

The subdivision and sale of the City-owned site has the potential for transit oriented development that provides a transit-supportive mix of office and apartments above neighbourhood-serving ground-floor retail and commercial uses. The potential development would include:

- Medium to high density apartments (minimum 250 units), and/or 5,000 square metres of professional office.
- Buildings on the City-owned site that could range from three stories to eight stories with the final unit count depending on market demand.
- Urban-style buildings with reduced accessory parking (primarily underground).
- Possible structured non-accessory parking to replace existing surface park & ride spaces, if there is a strong business case.
- Up to 2,500 square metres of groundfloor retail/commercial storefronts integrated with residential or office uses (mixed-use development).
- Important new roadway and pedestrian/bike connections.
- A station promenade, plaza and shared-use path.
- Streetscape improvements to existing streets.

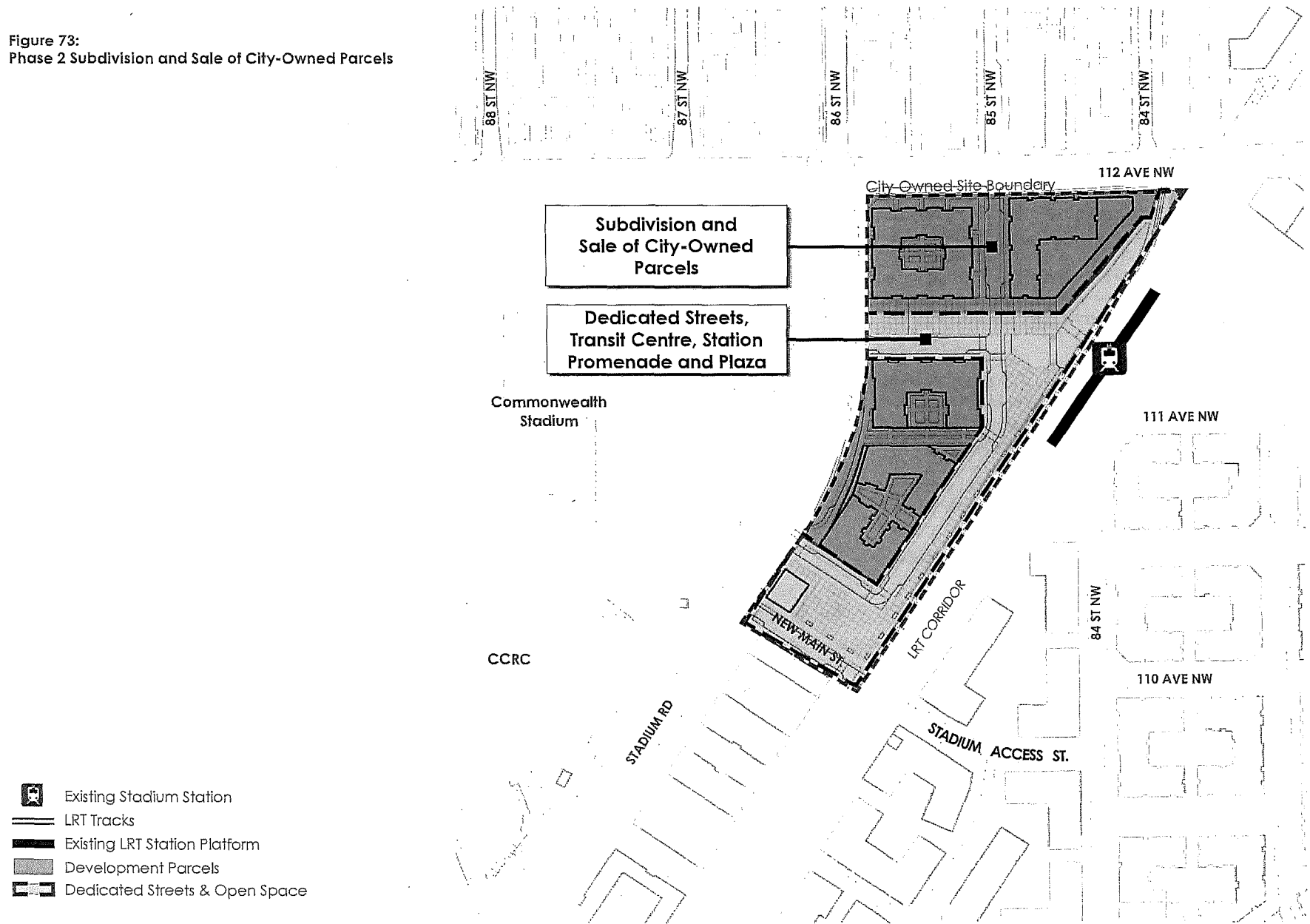
Business Case

A business case analysis would be required prior to redevelopment to determine the economics and other considerations associated with the redevelopment. The business case would also inform the question of parking supply given the need for any parking to be underground and/or concealed in structures.

Rezoning

The City-owned site will need to be rezoned as the existing zoning, prepared in the early 1990's with adoption of the Boyle Street / McCauley Area Redevelopment Plan, does not contemplate the road network, open space, site planning, built form and parking directions contained in this current plan. Some flexibility in design aspects of the new zoning is acceptable provided it is consistent with the policy direction in this plan.

Figure 73:
Phase 2 Subdivision and Sale of City-Owned Parcels



3 Plaza and Promenade

Phase 3 Stadium Plaza and Station Promenade includes public investment in street, bicycle and pedestrian access improvements and a public plaza amenity to serve station area development and Commonwealth Stadium events.

Stadium Plaza and Station Promenade

The Stadium Plaza and Station Promenade public projects will be triggered by the sale and redevelopment of the city-owned site identified in Phase 2-City-Owned Site Development on the previous pages.

Preliminary Steps

Implementation of Phase 3 should not occur until the Stadium Access Street has been constructed as part of Phase 1 and until suitable arrangements for bus marshalling elsewhere are developed.

Prior to construction of the plaza and promenade, the City must complete the design, and prepare contract documents and detailed cost estimates. A portion of the Plaza retail site should be subdivided and sold or leased as a retail pavilion.

Public Project

- Stadium Plaza
- Station Promenade and Street Improvements

Private Project

- Retail Development

Property Impacts

Public and private projects for the Stadium Plaza and Station Promenade phase occur on the City-owned Park & Ride lot and within the LRT right-of-way.

Stadium Plaza and Station Promenade Elements

In combination, Stadium Plaza and the Station Promenade will provide gathering space, increase visibility by creating a window between Commonwealth Stadium and the Stadium Access Street, and improve pedestrian and bicycle access to Stadium Station.

Stadium Plaza

Stadium Plaza will serve as a public gathering area for transit riders, area residents and patrons of the Commonwealth Stadium and recreation centre. It will feature trees, planters and benches, as well as a privately-owned or leased retail pavilion. Should Stadium Station be relocated in the future, Stadium Plaza will serve as an adjacent surge space to help facilitate LRT passenger loading.

Station Promenade

The existing pedestrian and bicycle facilities will be:

- Enhanced by adding benches, bike racks, street furniture and other elements to the existing walkway
- Expanded by providing a separated pedestrian path and protected bi-directional bikeway along the LRT Corridor

Street Improvements

Enhancements to existing streets within the city-owned parcel would include:

- An enhanced north/south roadway parallel to the promenade and LRT that could include two-way travel (2 lanes), parking lanes on each side of the street; dedicated pull out for ETS buses on the east side of the street, 7 m pedestrian promenade on the east side of the street with a 2 m landscape buffer between the promenade and a 3 m bi-directional bikeway; and 4 m sidewalk on the west side of the street.

- A new east/west street along the north side of the Stadium plaza that could include two-way travel (2 lanes), a parking lane on the north side of the street only; 4 m sidewalks on both sides of the street
- An enhanced east/west street connecting the Stadium Station to Stadium Road with two-way travel (2 lanes), parking lanes on each side of the street; a 4 m sidewalk on the south side of the street and a 7 m promenade on the north side of the street.

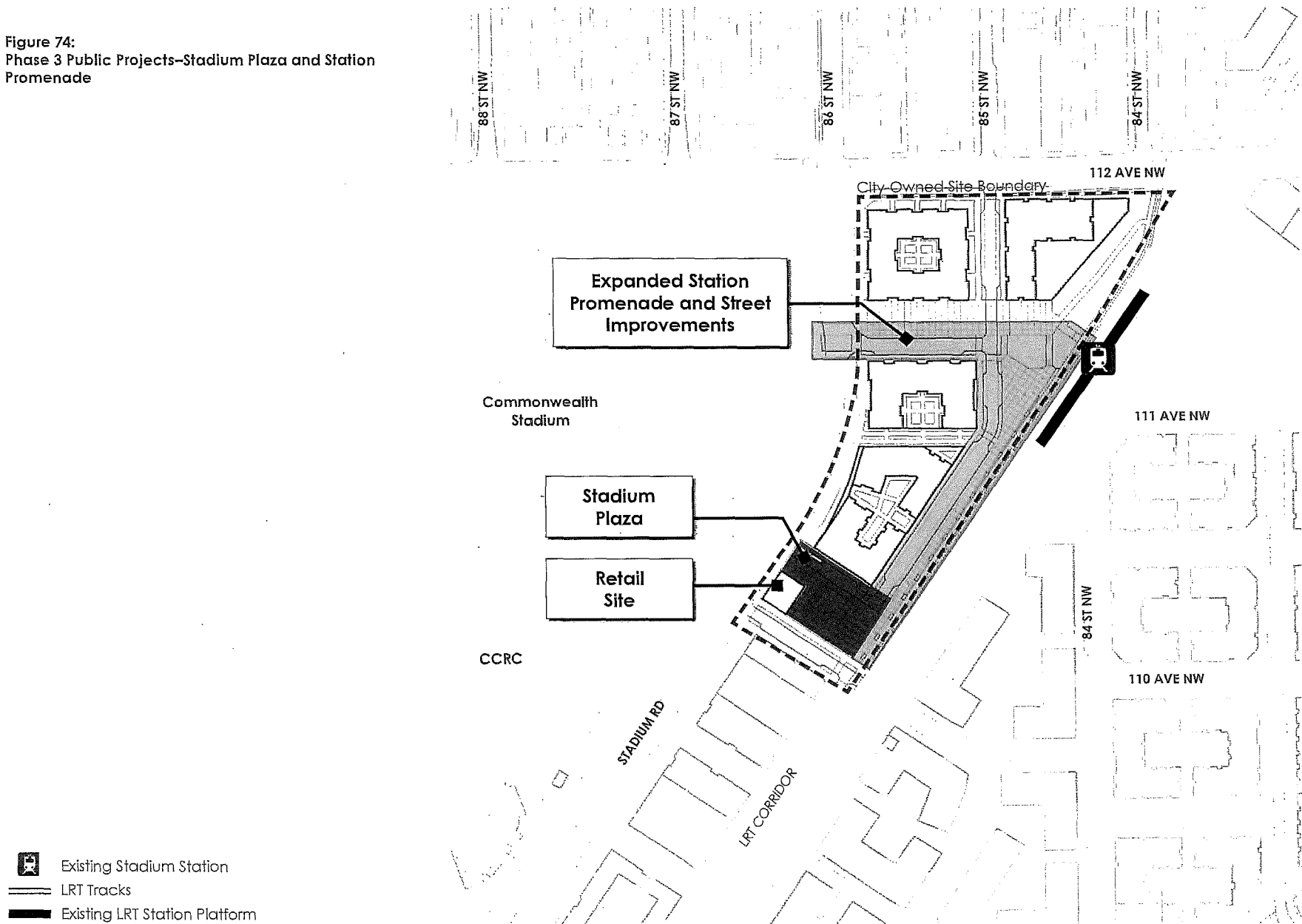
Retail Site Elements

Subdividing a portion of the Stadium Plaza for a retail building is a critical element in activating the plaza and providing for an 18-hour environment. The City of Edmonton may sell or lease a portion of the proposed Stadium Plaza site for retail development. The proceeds from the sale of this parcel may be used to offset other public expenditures in the Stadium Station area.

Retail Site

The retail site within Stadium Plaza would be ideal for a coffee house, restaurant or other retail establishment. Its location along Stadium Road, adjacent to the Commonwealth Stadium and recreation centre, offers high levels of drive-by visibility, making it a desirable location for a retail establishment. The pad site is anticipated to be approximately 325 square metres.

Figure 74:
Phase 3 Public Projects–Stadium Plaza and Station
Promenade



4 Other Projects and Improvements

The Other Projects and Improvements phase includes a number of public investment projects and private investment projects.

Public Projects

- River Valley promenade
- Station relocation
- Commonwealth promenade
- 112 Avenue promenade
- 86 St LRT pedestrian crossing
- Municipal infrastructure upgrades
- Commonwealth Stadium Rehab

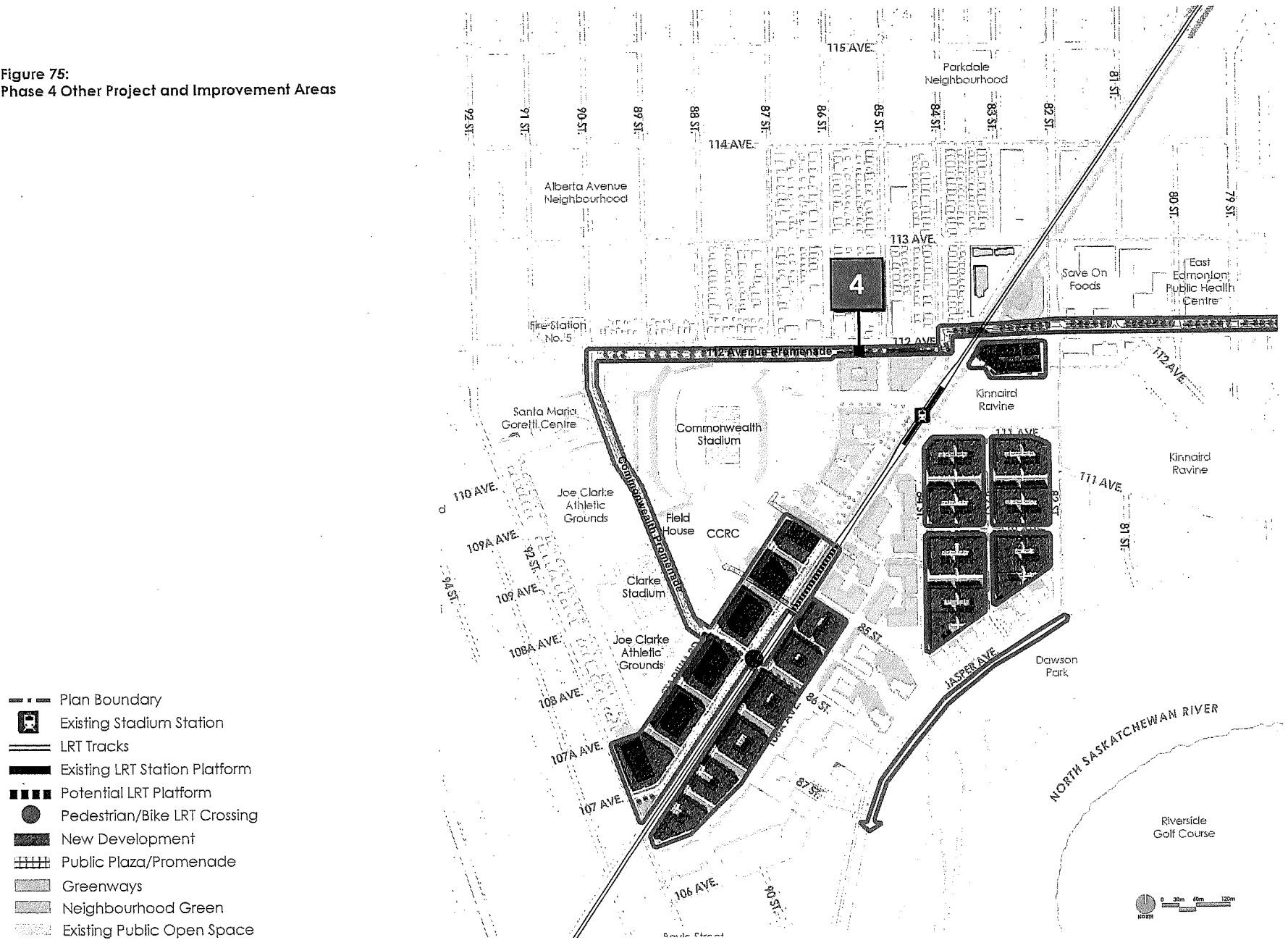
Private Projects

- Residential development
- Employment development
- Commercial development
- New streets
- New greenways

Potential Triggers

This phase will be triggered by private development interests and City Council priorities.

Figure 75:
Phase 4 Other Project and Improvement Areas



4 Other Projects and Improvements

Public Projects—Promenades

River Valley Promenade

The study, design and construction of the River Valley Promenade may be considered as a public expenditure depending on budget availability and Council priorities. This improvement should be triggered by future plans to enhance pedestrian and bicycle access in the establishment of a complete street along Jasper Avenue.

112 Avenue Promenade

Street reconfiguration and streetscape improvements may be considered as a public expenditure depending on budget availability and City priorities. This improvement should be triggered by future plans to improve the Commonwealth Stadium grounds.

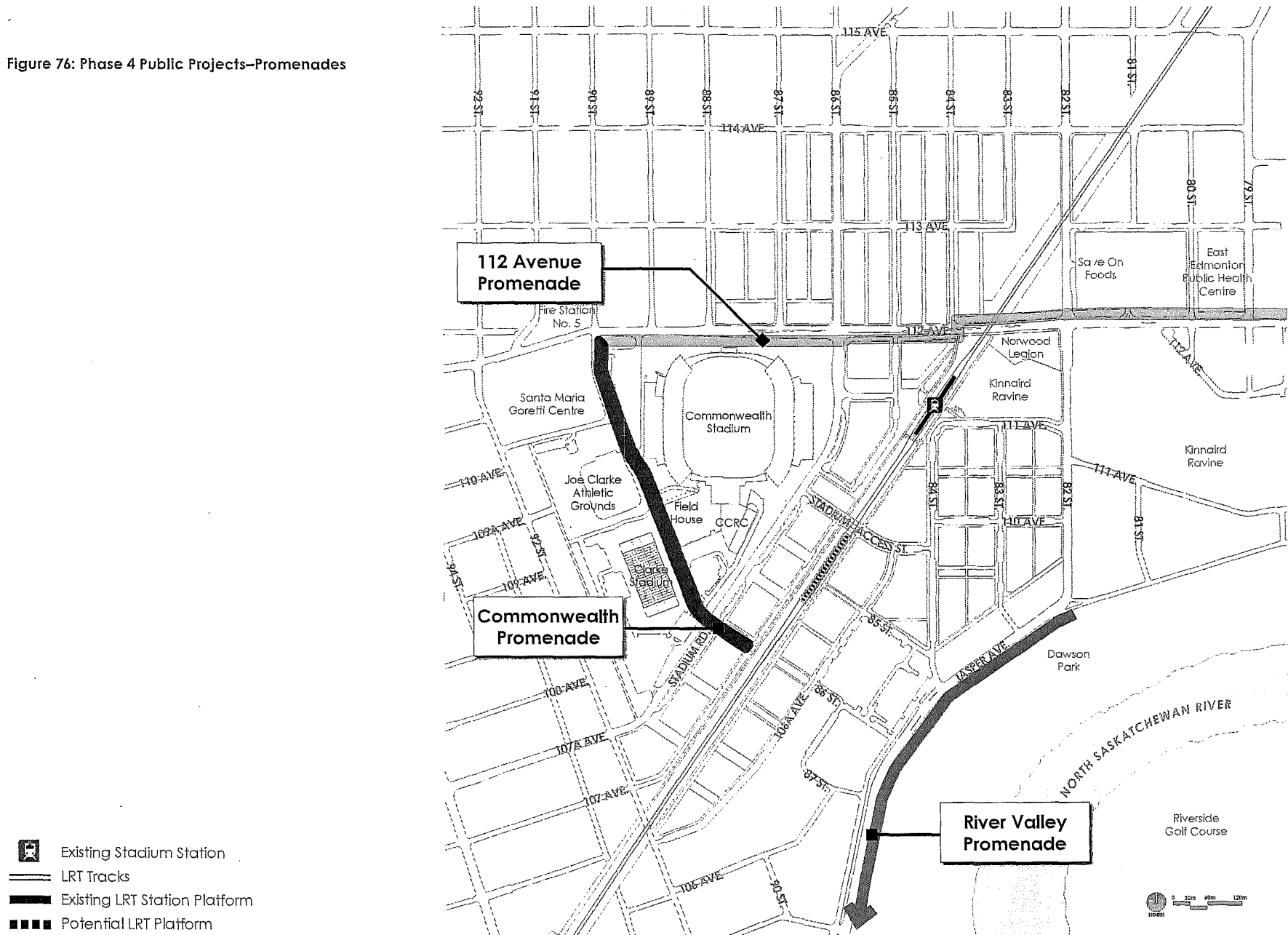
Commonwealth Promenade

The extension of the Commonwealth Promenade to 112 Avenue may be considered as a public expenditure depending on budget availability and Council priorities. This improvement should be triggered by future plans to enhance pedestrian and bicycle access around the Commonwealth Stadium grounds.

Preliminary Steps

Prior to construction of the promenades, the City must complete design documents, contract documents and detailed cost estimates.

Figure 76: Phase 4 Public Projects—Promenades



4 Other Projects and Improvements

Public Projects—LRT Corridor

Public projects located along and within the LRT Corridor include the following.

Station Relocation

The relocation of the Stadium LRT Station may be considered when the existing station has reached its life expectancy and requires significant upgrades. At this time the relocation of the station or the construction of an additional station platform may be considered by the City.

LRT Corridor Separated Sidewalk/ Bidirectional Protected Bikeway

The separated sidewalk and bi-directional protected bikeway improvements may be considered as a public expenditure depending on budget availability and City priorities. This improvement should be triggered by the construction of the LRT Frontage Road west of the LRT corridor.

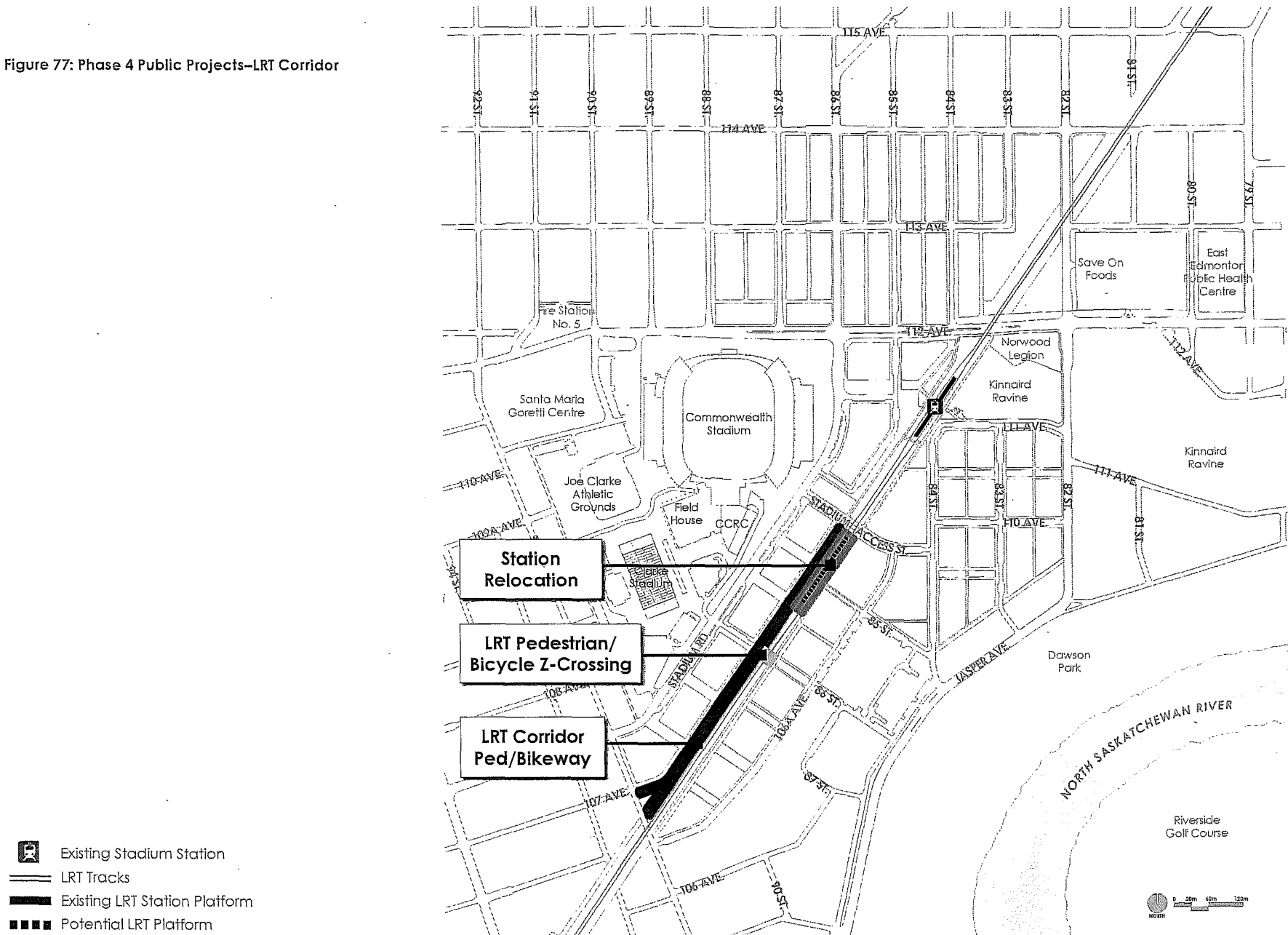
LRT Pedestrian and Bicycle Z-Crossing

A pedestrian crossing of the LRT tracks at the greenway extension of 86 Street may be considered when significant development has occurred in the area, and development on either side of the tracks makes it possible to obtain the necessary right-of-way for this crossing.

Preliminary Steps

Prior to construction of the new station, LRT corridor separated sidewalk and bi-directional protected bikeway and LRT pedestrian/bicycle crossing, the City must complete design documents, contract documents and prepare detailed cost estimates.

Figure 77: Phase 4 Public Projects—LRT Corridor



4 Other Projects and Improvements

Private Projects

Redevelopment and Subdivision

The following areas may be redeveloped during phase 4:





- Industrial lands east & west of the LRT Corridor
- Existing residential uses between 84 and 82 Streets
- Existing Norwood Legion site south of 112 Avenue
- Vacant site north of 112 Avenue, east of the LRT Corridor

New Streets

Roadway dedication and construction of new streets (including Frontage Road west along the LRT Corridor, and an east-west road connecting the frontage road to Stadium Road) and a 1.5 m development setback for parcels fronting Stadium Road should be required as part of a subdivision or major redevelopment approval of parcels along Stadium Road. If a parcel can be redeveloped without subdivision, negotiations for sharing the cost of developing new streets should occur as part of the development approval process.

Greenways

Dedication and construction of greenways will be required of private development as part of the subdivision or development approval process. These greenways may be dedicated as public rights-of-way or be subject to public access agreements.

 Existing Stadium Station
 LRT Tracks
 Existing LRT Station Platform
 Potential LRT Platform

Implementation Policies

The adoption of a new area redevelopment plan based on the plan's transit oriented development concepts would establish a statutory framework for redevelopment around Stadium Station while strategic public investment would create momentum for private investment in new buildings and spaces.

Plan Amendments

1. Give due consideration to proposed amendments to the Stadium Station Area Redevelopment Plan.
2. Ensure that in all but exceptional circumstances, amendments are consistent with the vision, guiding principles and objectives of the Stadium Station ARP. The proponent of an amendment will be required to submit a formal request for an amendment, stating the reasons for the proposed amendment, along with information on how it conforms to the plan's vision, guiding principles and objectives.

Zoning Bylaw Amendments

3. Lead the implementation of the plan by adopting zoning regulations that guide development in a manner that respects the policies of this ARP.
4. Allow for Mixed Use Zones to include a vertical mix of residential, commercial and office or institutional uses with higher density along Stadium Access Street, Stadium Road, 112 Avenue, and 82 Street, and appropriate transitions to lower scale developments in the corridor.
5. Incorporate Incentive Zoning regulations for the provision of community amenities and benefits in exchange for height, density and/or FAR allowance increases that do not negatively impact the development intent of the adjacent properties in area and meet the policies of this ARP.
6. Where feasible, use existing conventional zoning to implement developments within the area if it meets the land use, intensity and built form performance as outlined in the ARP.

7. Where the intent of the ARP cannot be achieved through conventional zoning, the following options may be used: a. Creation of new conventional zones; b. Site Specific Development Control Provision (DC2) , a (DC1) Direct Development Control Provision; or c. Special Area Zone

Infrastructure Upgrades

8. Require watermain upgrades, where necessary, as a condition of development.
9. Explore opportunities for cost-sharing with other City initiatives to implement infrastructure improvements. Initiatives include:
 - a) The Downtown Intensification Strategy sewer separation initiative (approved and partially funded);
 - b) The Opportunistic Sewer Separation Program, which is a part of the CSO Control Strategy (approved and funded).
10. Undertake Neighbourhood Renewal construction in the plan area as soon as funds allow.
11. Require water line upgrades, where necessary, as a condition of development.
12. Explore options to underground existing power powerlines in the plan area.
13. Explore new opportunities through the development process to increase landscaping and green spaces in the station area.

Subdivisions

14. Require all new developments to consult with appropriate City departments during subdivision negotiations.

Monitoring

Conditions will naturally change within the area as time passes, the market evolves and redevelopment takes place. To ensure that the ARP remains relevant, effective and continues to meet the needs and expectations of residents, landowners and local businesses, it is important to monitor the ARP and amend it as necessary to respond to these changing conditions.

15. Monitor the policies of this plan annually for their effectiveness and adaptation to changing conditions.
16. Prepare amendments to this ARP as necessary to ensure that it remains a useful and relevant framework for transit oriented development within the area.

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