



PLAN AMENDMENT AND REZONING APPLICATION

Ermineskin

Multiple sites bounded by 23 Avenue NW to the south, 29 Avenue NW to the north, 109 Street NW to the east, and 111 Street NW to the west

To allow for high density, mixed-use transit oriented development adjacent to the Century Park LRT Station and Transit Centre



RECOMMENDATION AND JUSTIFICATION

Sustainable Development is in SUPPORT of this application because the proposal:

- Allows for a well-designed transit oriented development (TOD) environment that is integrated and well-connected to the surrounding communities;
- Creates a livable urban village by providing places for new and existing residents to live, work, play, and connect;
- Adequately addresses on-site parking requirements now and in the future, including park and ride, while also allowing the City of Edmonton to collect Edmonton-based suburban TOD parking data as the site develops; and
- Creates strong incentives to use alternative transportation modes by providing improved connections to the transit centre, including shared use paths, and a significant amount of on-site bicycle parking.

THE APPLICATION

1. Resolution to amend the Kaskitayo Outline Plan to amend the overall street and block layout to ensure alignment with the associated rezoning.
2. BYLAW 18057 to amend the Zoning Bylaw from (DC2.846) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision to allow for high density, mixed-use transit oriented development (TOD) adjacent to the Century Park LRT Station and Transit Centre.

The proposed DC2 Provision has the following characteristics:

- Area 1:
 - Allows for the development of a high-density, mixed-use urban village
 - Maximum Heights ranging from 25 to 90 metres (approximately 6 to 28 storeys)
 - Maximum Floor Area Ratio of 4.0
 - Up to 3,995 residential dwellings (341 Dwellings per hectare)
 - Note: Hotel Sleeping Units are counted toward the overall site density
 - A “sunset clause” to reduce maximum residential dwellings if specific density targets are not met within 5 and 10 years as follows:
 - Reduce maximum dwellings to 3,595 if construction of 400 dwellings does not begin within 5 years
 - Reduce maximum dwellings to 3,195 if construction of 600 dwellings does not begin within 10 years
 - Phasing plan, including three distinct development phases starting from the south and moving north
 - Allows Non-accessory Parking for privately owned park and ride and shared parking
 - Includes a transition plan to scale back and migrate the existing surface parking into structures over time
- Area 2:
 - Allows the existing development to remain as is (i.e. commercial and low to mid-rise residential development)
 - To achieve this, amendments to DC2.846 are proposed that remove Area 1 from the area of application and delete any inapplicable regulations such as those for high-rise development. See Appendix 6 for a mark-up of proposed amendments

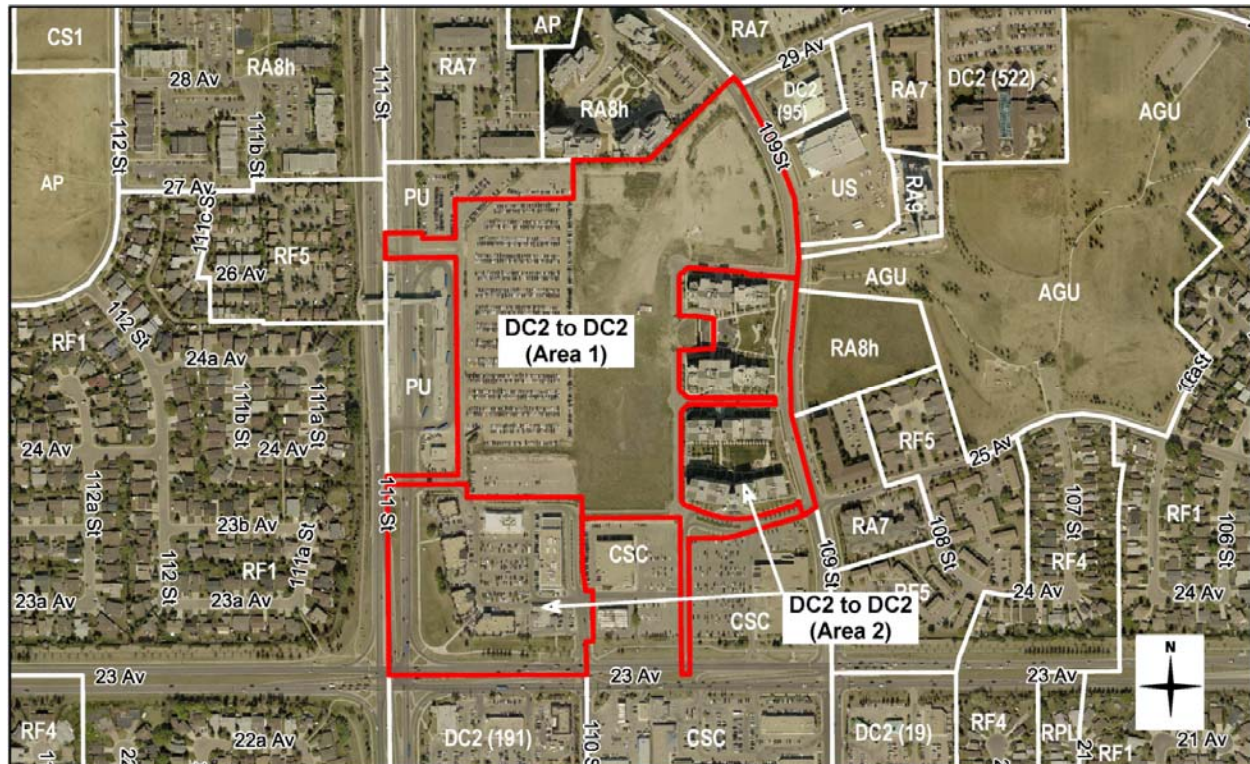
The proposal provides a livable, well-designed TOD environment. It will support a community of new residents from a variety of demographics and income levels while also providing commercial and recreational services to new and existing residents alike. The proposal greatly enhances the site’s connectivity to the LRT Station and Transit Centre, ensuring that new and existing residents will have safe, affordable and convenient access to all parts of the city. Most importantly, this proposal seeks to build one of the first successful suburban TOD destinations in Edmonton.

Thoughtful attention to detail in terms of site design and development phasing are clearly articulated in this proposal. This work also included significant consideration of the short, medium and long term parking needs for residents, businesses, and commuters. The proposal ensures that enough parking for all users will be provided on the site as all phases of its development occur. It will also provide a pilot for a shared parking model whereby a parking space can be used by different people throughout the day, such as residents, businesses, and

commuters. This pilot and the long term parking plan for Century Park will provide crucial Edmonton-based data to inform future proposals for suburban TOD parking in other locations.

SITE AND SURROUNDING AREA

The site is located adjacent to the current south terminus of the Capital Line LRT, directly east of the Century Park LRT Station, Transit Centre, and 111 Street NW. The entire site is within 500 metres of the Century Park LRT Station. Area 1 (11.7 ha) is undeveloped land, with some temporary surface parking infrastructure in place, making it one of the most uniquely unconstrained TOD opportunities within the Anthony Henday Drive ring road. Area 2 (5.7 ha) is developed with four low- to mid-rise condominium buildings and a mix of low scale commercial uses.



AERIAL VIEW OF APPLICATION AREA

	EXISTING ZONING	CURRENT USE
SUBJECT SITE	<ul style="list-style-type: none"> • (DC2.846) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Mix of undeveloped land, park and ride, commercial uses, and 4- to 8-storey Apartment Buildings
CONTEXT		
North	<ul style="list-style-type: none"> • (PU) Public Utility Zone • (RA7) Low Rise Apartment Zone • (RA8h) Medium Rise Apartment Zone With Special Height Regulations 	<ul style="list-style-type: none"> • Park and ride • 3- and 4-storey Apartment Buildings • 9- and 13-storey Apartment Buildings
East	<ul style="list-style-type: none"> • (DC2.95) Site Specific Development Control Provision • (US) Urban Services Zone • (AGU) Urban Reserve Zone • (RA8h) Medium Rise Apartment Zone With Special Height Regulations • (RA7) Low Rise Apartment Zone 	<ul style="list-style-type: none"> • Mix of commercial uses • Religious Assembly • Ermineskin Park • Undeveloped land • 3-storey Apartment Buildings
South	<ul style="list-style-type: none"> • (CSC) Shopping Centre Zone • (DC2.191) Site Specific Development Control Provision 	<ul style="list-style-type: none"> • Mix of commercial and health service uses • Mix of commercial uses
West	<ul style="list-style-type: none"> • (RF1) Single Detached Residential Zone • (PU) Public Utility Zone • (RF5) Row Housing Zone • (RA8h) Medium Rise Apartment Zone With Special Height Regulations 	<ul style="list-style-type: none"> • Single Detached Housing • Century Park LRT Station and Transit Centre • Mix of Semi-detached and Row Housing • 4-storey Apartment Buildings



VIEW OF SITE, LOOKING NORTHEAST FROM TRANSIT CENTRE



VIEW OF SITE, LOOKING SOUTHEAST FROM TRANSIT CENTRE



VIEW OF EXISTING APARTMENT HOUSING, LOOKING SOUTHWEST FROM 109 STREET NW



VIEW OF PUBLIC OPEN SPACE ADJACENT TO APARTMENT HOUSING, LOOKING EAST

PLANNING ANALYSIS

The proposal advances a TOD opportunity on a uniquely unconstrained site with established LRT and bus service within the Anthony Henday Drive ring road. The proposed concept for the Century Park TOD is a shift away from the original “towers in the park” concept to the new “urban campus” concept with a well-connected grid network of roads and pedestrian accesses to and through the site. Key aspects of the proposed urban campus include:

- A well balanced mix of residential and commercial uses with some community facilities.
- A main street anchor running east-to-west through the center of the site, connecting to the transit centre. Main Street will serve as both a retail street and a public space with a minimum of 1,200 m² of public amenity space provided via a central median which will act as an active multi-functional plaza central to the site. Main Street is intended to function as a pedestrian priority space by incorporating some elements of “shared street” design, including traffic calming elements and no raised curb.
- Additional ground level outdoor open space through a proposed minimum 600 m² publicly accessible private pocket park on Block C as well as a number of other 300 – 1,000 m² communal open spaces. At full build-out of the site, over 20 ground level outdoor open spaces may be provided on the site. Indoor recreation space is also addressed through the provision of a 2,300 m² indoor recreation facility, in Phase 2 of the project.
- Long-missing connections from the surrounding neighbourhoods to the north and east through the site and to the LRT station and transit centre. This is achieved through a grid pattern of streets, a system of shared use paths connecting to the existing trail network, a network of ground level outdoor open spaces, and an enhanced transit interface. Enhancements to the transit interface between the site and the transit centre

are also provided, including a 3.0 m shared use path adjacent to the bus loop with landscaped buffering. The landscaping will provide more clear and predictive pedestrian crossing locations to the transit centre. Any development on Block D will require visual and physical access to the transit centre through the use of outdoor walkways or arcades and/or interior walkways through the ground level of the building.

- At full build-out, approximately 2,700 bicycle parking stalls will be provided across the site, far exceeding minimum Zoning Bylaw standards.
- A shared parking strategy is proposed to ensure that enough parking will be provided on-site to serve residents, businesses, and commuters. Ongoing monitoring of parking will occur as the site develops. Park and ride (non-accessory parking use) is capped at 1,125 stalls. Including the approximately 175 stalls on the City of Edmonton's adjacent parcel to the northwest, the number of park and ride stalls that can be provided in the vicinity of the transit centre generally aligns with what is provided today. The proposed on-site parking program is further elaborated upon in the "Parking" section below.

TRANSIT ORIENTED DEVELOPMENT GUIDELINES

The Transit Oriented Development (TOD) Guidelines designate the Century Park station area with two Station Area Types due to two distinct neighbourhood characteristics: (1) Neighbourhood west of the Century Park LRT Station due to the predominant built form being single detached homes in the Blue Quill Neighbourhood and (2) Enhanced Neighbourhood east of the Century Park LRT station due to the large redevelopment potential of the subject site.

The application aligns with the TOD Guidelines by:

- Providing a grid network of streets, with block dimensions approximately 100 m by 100 m or less;
- Improving pedestrian and bicycle connectivity through the site and to surrounding neighbourhoods;
- Incorporating urban parks, including public amenity space on the proposed main street, a publicly accessible private park on Block C, and at-grade amenity spaces throughout the site;
- Requiring a minimum density for all blocks of 225 dwellings per hectare;
- Requiring active, articulated, and transparent ground floor frontages throughout the site, including mixed uses directly adjacent to the station and retail frontages along the proposed main street; and
- Requiring parking to be located in underground or above grade parking structures, with opportunities for some on-street parking within the site area.

PARKING

The proposed on-site parking program is broken down into three phases:

- *Short term (bylaw approval until March 31, 2020):*
 - The existing supply of park and ride will be maintained and all located in the northernmost blocks to ensure that the remainder of the site is unconstrained for development.
- *Medium term (April 1, 2020 until December 31, 2025):*
 - The existing supply of park and ride will be transitioned from the existing surface lots into parking structures as they are built. No surface park and ride will be permitted on the site after December 31, 2025.
 - Some flexibility is provided to relocate surface park and ride in the event that the northernmost blocks come under development during this time.

- *Long term (as the site builds out):*
 - Parking must be located in underground or above ground parking structures, with opportunities for on-street parking within the site area
 - TOD parking requirements in alignment with Zoning Bylaw standards are proposed as a baseline requirement for residences. Additional parking will be provided for visitors and commercial developments. Up to 1,125 park and ride stalls can be provided on the site.
 - As the site develops, a shared parking model will be piloted where a parking space can be used by different people throughout the day, such as residents, businesses, and commuters.
 - The amount of parking will be monitored and adjusted over time as the plan is implemented via parking demand studies for any future Development Permit applications. The parking demand studies will inform how much parking is required for each development, as well as the entire site overall, and how that parking is distributed. If the parking demand studies show that additional parking is required, it will be a condition of future Development Permits and the shared parking model may be abandoned.

There are several advantages to this approach, including providing certainty in regard to the provision and location of park and ride and ensuring that the parking needs of all users is accommodated as those needs change over time.

Importantly, the proposal gives the City of Edmonton the opportunity to obtain suburban TOD parking demand data at all phases of the site development. This is advantageous for three reasons: (1) it will help to establish the right amount of parking for this site over time; (2) it will provide crucial information about a new form of parking (shared use parking) that is worth exploring and testing in the Edmonton context; and (3) it provides Edmonton-based suburban TOD parking data which can help inform future parking requirements at other city locations.

PUBLIC CONTRIBUTIONS

The contributions proposed by this DC2 Provision are:

1. Affordable housing in accordance with City of Edmonton Developer Sponsored Affordable Housing Policy (C582).
2. Family oriented housing on each block calculated at a rate of at least 5% of residential units for the block, excluding Block D.
3. Minimum 1,200 m² of public amenity space on Main Street.
4. Minimum 600 m² publicly accessible private park on Block C.
5. Minimum 2,300 m² indoor recreational facility with Phase 2, including a minimum 20 publicly accessible and secure bicycle parking spaces.
6. Minimum 400 m² contributed to a charitable or community organization(s) for common community space or a child care facility with Phase 2.
7. Provide a contribution to public art at a rate of \$6.80/m² of floor area (excluding any underground parking facility) to a maximum total of \$2,000,000. The art can be created by an artist or be in the form of structural art and/or the artistic application of hard and

soft landscaping. The art may be provided on site and must be in locations that are publicly viewable. The DC2 Provision is designed to ensure that the contribution is phased as development occurs.

8. Provide a contribution toward the Ermineskin Community League at a rate of \$50 per residential dwelling for an offsite public amenity to be determined at the Development Permit stage to be determined by the Development Officer in consultation with the Ermineskin Community League. The DC2 Provision is designed to ensure that the contribution is phased as development occurs in the separate blocks.

PLANS IN EFFECT

The site is within the Kaskitayo Outline Plan (OP). The plan is proposed to be amended concurrently with the rezoning application to ensure alignment with the proposed zoning. The plan amendment comprises:

- Text amendments, including amendments related to transit service as well as the associated rezoning;
- Updating a table titled "Estimated Land Use and Population Impact" to reflect the new proposed maximum density; and
- Updating the urban village site plan to reflect the new grid pattern of streets.

Overall, the proposal conforms with the urban village objectives listed in the plan.

TECHNICAL REVIEW

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

DRAINAGE

A Drainage Servicing Report was submitted for review and no concerns were raised. The report concludes that by providing on site storm storage and limiting storm discharge to the city storm sewer system, sufficient capacity will be created in the downstream system to accommodate the proposed development. Any on-site or off-site upgrades to the storm and sanitary sewer system as a result of the development will be required at the time of development and at the cost of the developer.

URBAN ENVIRONMENT

In order to ensure a quality urban environment, a number of studies and reports will be required at the Development Permit stage for each block. These include:

- Wind Impact Statements or Studies for any new development over 25 m in height;
- Sun Shadow Studies for any new development over 25 m in height to minimize shadow impacts on the main street, open spaces, and adjacent residential uses;
- Crime Prevention through Environmental Design Assessments to ensure the development provides a safe urban environment in accordance with the City of Edmonton *Design Guide for a Safer City*; and
- Winter city reports detailing how the proposal aligns with the five winter design principles outlined in the City of Edmonton Winter Design Policy (C588).

PARKING, VEHICULAR ACCESS AND TRAFFIC

To understand requirements for future demand of Park and Ride within the development area as well as the demand within the broader station catchment area, analysis was completed using the Regional Travel Model. The results of the analysis were compared with projected transit ridership generated by the proposed developments, an assessment of on-street parking availability, and identification of potential partners within the broader catchment area.

For the Century Park station catchment area, analysis indicated that the long-term provision of Park and Ride can be achieved through a balance of permanent shared-use parking within the Century Park development in the order of 500-800 stalls, the future Heritage Valley and Ambleside park and ride facilities, partner sites in the broader station catchment area, and on-street parking on wide collector roadways. It is important to note that current demand for park and ride in this location is higher than expected long-term demand because the broader LRT network is not fully built out. Interim strategies are required to manage the demand for park and ride.

The development proposes to utilize joint use parking to share on-site parking stalls between residents, commercial patrons, visitors, and park and ride users. This concept has not been employed on a large scale in Edmonton. However, it allows for flexibility and optimization of the use of parking stalls on site. With each future development application submitted to the City, a parking demand study will be required to ensure adequate parking is available for all users.

A Transportation Impact Assessment (TIA) was submitted in support of the proposed rezoning. The existing 23 Avenue and 111 Street corridors are congested during peak hours. Though long-term improvements in the area include widening portions of 111 Street and 23 Avenue to six lanes, and the extension of the Capital Line LRT to Heritage Valley, the analysis indicates that there will continue to be pressure on capacity with anticipated future growth in the city. Offsetting increased demand is the potential for residents to choose alternative modes of travel. Additional analysis will be required at different stages of the development to further quantify vehicular traffic and impacts on adjacent roadways.

Additional opportunities for integrated connectivity between the transit centre and the development immediately adjacent will be explored at the development permit stage. The traffic analysis assumes that the transit mode split will be similar to that of the surrounding residential neighbourhoods at approximately 30% during peak hours. However, given the integrated nature of the development and proximity to high quality transit, the transit mode split will likely be higher, and may increase ridership in the adjacent Ermineskin neighbourhood.

The site is located close to existing on-street bike facilities along Saddleback Road to the northwest, and 106 Street to the northeast, as well as the shared use path network within Ermineskin Park and the powerline corridor north of 29 Avenue. The development will include bike parking for residents, visitors, and patrons above the requirements of the Zoning Bylaw. The proposed development is estimated to add 10% to 20% more traffic to daily volumes along 111 Street and 23 Avenue. Considering the opportunities for residents to use alternative modes, additional analysis will be required at different stages of the development to further quantify vehicular traffic and impacts on adjacent roadways.

PUBLIC ENGAGEMENT

PRE-APPLICATION NOTICE
November 12, 2015

- Number of recipients: 862

As reported by applicant

- Number of responses: 4
 - Number of responses without concerns: 2
 - Number of responses with concerns: 2
 - Comments included:
 - o Questions about how the proposal will be different/more successful than past attempts to develop site
 - o Questions about how the site will accommodate parking, including LRT park and ride
 - o Concerns about timing and pace of development
 - o Excited about the pedestrian-focused vision and potential for retail and cafés
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<p>PRE-APPLICATION OPEN HOUSE December 1, 2015</p>	<p><u>As reported by applicant</u></p> <ul style="list-style-type: none"> ● Number of attendees: 31 ● Number of feedback forms completed: 13 ● Comments about positive aspects: <ul style="list-style-type: none"> ○ Density ○ Improved access to the LRT Station ○ Pedestrian-focused design ○ Mixed use concept ○ Retail, restaurants and cafés ○ Recreation opportunities ○ Removal of the lake/pond as it would have attracted mosquitoes ○ Underground parking ○ Will attract diverse demographics ● Comments with concerns/wanting changes: <ul style="list-style-type: none"> ○ Too tall and dense ○ Rental units should not be allowed ○ Concerns about traffic congestion ○ Lit pedestrian crossings at 109 Street needed ○ Access through the site to the LRT Station should be expedited ○ Enough parking should be provided and stalls should be larger ○ Restrict on-street parking in surrounding neighbourhoods ○ Concerns about timing and pace of development ○ Keep main street pedestrian only ○ More open/green space ○ Want sustainable building practices ○ Want secure bicycle lock up space for LRT commuters ○ Should have cohesive architecture ○ Owner must communicate with neighbourhood about development
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ADVANCE NOTICE June 7, 2016	<ul style="list-style-type: none"> ● Number of recipients: 1,459 ● Number of responses without concerns: 2 ● Number of responses with concerns: 4 ● Common comments included: <ul style="list-style-type: none"> ○ Need park and ride ○ Increased density will attract crime ○ Not enough open/green space ○ Should have cohesive architecture and high quality building materials ○ Concerns about construction practices, including dust, noise and hours of operation
OPEN HOUSE November 30, 2016	<ul style="list-style-type: none"> ● Number of notification recipients: 3,330 ● Number of responses to notification without concerns: 2 ● Number of responses to notification with concerns: 11 ● Number of open house attendees: 98 ● Number of feedback forms received: 25 ● Common comments included: <ul style="list-style-type: none"> ○ General support for TOD ○ Too much density and height ○ Reason for increasing density above what is already allowed is not clear ○ Existing transit station is already congested and poorly designed ○ 29 Avenue/109 Street should remain closed or have traffic lights installed ○ Lit pedestrian crossings at 109 Street needed ○ Concerns about traffic congestion and delays due to LRT signals ○ Enough parking should be provided ○ Park and ride should be managed by the City and should be free ○ Restrict on-street parking in surrounding neighbourhoods ○ Not enough open/green space ○ Concerns about timing and pace of development ○ Desire for social services like libraries, public health, senior support and daycares ○ Want family oriented housing ○ Should have cohesive architecture and high quality building materials ○ Concerns about construction practices, including dust, noise and hours of operation

WEB PAGE Edmonton.ca/CenturyParkRezoning	<ul style="list-style-type: none"> • Unique visits one month following Advance Notice: 173 • Unique visits following Open House Notice until November 30, 2016: 492 • Unique visits one month following Open House: 183 • The Traffic Impact Assessment and Drainage Study were posted on the website once approved
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In addition to the responses summarized above, an additional comment about the level of public engagement, increased density, public amenities, and traffic congestion, was received.

At the time this report was being prepared, administration planned two information pop-in sessions to close the loop with the community on this application prior to the public hearing. Following these sessions, the web page will be updated with any additional feedback received.

As a result of feedback gathered from the public, the maximum number of residential dwellings was reduced from 4,500 to 3,995, amenity space provisions were adjusted and clarified, a number of community contributions were added, and the 29 Avenue/109 Street intersection will require traffic signals.

A detailed summary of the input received is in the "What We Heard" report in Appendix 1.

Extensive engagement with the Ermineskin Community League occurred, including before the application was submitted and during the application review. In addition to regular correspondence with the Ermineskin Community League as the proposal evolved, several in-person meetings were held. The following is a summary of meetings with the Ermineskin Community League:

- *September 17, 2015 (Community League Board):*
 - The applicant presented the site vision, answered questions and gathered feedback. City staff were on-hand to answer questions about the rezoning process.
- *May 4, 2016 (Community League Annual General Meeting):*
 - The applicant presented the site vision, answered questions and gathered feedback. City staff were on-hand to answer questions about the rezoning process.
- *November 30, 2016 (City Hosted Open House):*
 - Several Ermineskin Community League representatives attended the open house and manned a community league information table.
- *January 12, 2017 (Community League Real Estate Development Committee):*
 - City staff answered questions about the proposal, gathered feedback about the Community League's concerns and existing challenges in the community, and discussed opportunities for the league to be involved and provide feedback on the proposal.
- *March 14, 2017 (Community League Real Estate Development Committee):*
 - The applicant presented the updated site vision, answered questions and gathered feedback. City staff were on-hand to answer questions about the rezoning process.
 - Concerns cited by the league included the short term and long term community engagement plan, contributions and benefits to the community and Community

League, strains on existing infrastructure, traffic and on-street parking concerns, how on-site parking will be provided and managed for future residents, commercial users, and transit riders, the lack of a clear development timeline, and the feeling that the league's concerns and requested public contributions and changes appear to have been largely ignored by the proponent.

In addition to the contributions cited in a previous section of this report, the applicant added a commitment both in writing and within the DC2 Provision to carry out good faith negotiations with the Ermineskin Community League on entering a good neighbour agreement. The good neighbour agreement would include items such as:

- Engagement with the Community League on the location and use of open spaces;
- Engagement with the Community League on financial contributions to the league;
- Initiate opportunities to integrate existing and new residents within the community;
- Information sharing related to Development Permit applications prior to submission, regular updates to the community, and owner contact for inquiries; and
- Construction schedules, operation, and noise protocol.

CONCLUSION

Sustainable Development recommends that City Council APPROVE this application.

APPENDICES

- 1 "What We Heard" Public Engagement Report
- 2 Approved Kaskitayo Outline Plan Land Use and Population Statistics
- 3 Proposed Kaskitayo Outline Plan Land Use and Population Statistics
- 4 Approved Kaskitayo Outline Plan Urban Village Site Plan
- 5 Proposed Kaskitayo Outline Plan Urban Village Site Plan
- 6 Proposed DC2 (Area 2) Mark-up of Amendments
- 7 Application Summary

WHAT WE HEARD REPORT

Century Park Rezoning Application (LDA16-0136)

PROJECT ADDRESS: 2303 and 2423 - 111 Street NW; and
2504, 2606, 2608 and 2610 - 109 Street NW

PROJECT DESCRIPTION:

- Amendment to the Kaskitayo Outline Plan
- Rezoning from (DC2.846) Site Specific Development Control Provision to (DC2) Site Specific Development Control Provision to allow for high density, mixed-use transit oriented development adjacent to the Century Park LRT Station and Transit Centre

TYPE OF ENGAGEMENT	DATE	RESPONSES/ # OF ATTENDEES
DC2 pre-application notification	November 12, 2015	3 phone calls and 1 email (as reported by applicant)
DC2 pre-application open house (hosted by applicant)	December 1, 2015	31 attended (as reported by applicant)
Notification	June 7, 2016	4 phone calls and 2 emails
Open House Notification	November 7, 2016	4 phone calls and 9 emails
Open House	November 30, 2016	98 attended

ABOUT THIS REPORT

The information in this report includes responses to the application notification and feedback gathered before, during and after the November 30, 2016 open house. This report is shared with everyone who provided their email address during the event on November 30, 2016. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed application advances to Public Hearing this report will be included in the information provided to City Council.

Planning Coordination
CITY PLANNING



MEETING FORMAT

The meeting format was a station-based open house where attendees were able to view display boards with project information and ask questions of City Staff and the applicant. Participants were invited to share their feedback on a "Graffiti wall" by answering three questions;

- What do you want City Council to know or understand when they consider this application?
- What are your concerns about the proposal?
- What do you like about the proposal?

We also received 25 forms with written comments. The comments & questions we received are summarized by main themes below.

FEEDBACK SUMMARY

The most common concerns heard were:

- **Traffic and Street Design:** There is general support for the walkable grid network layout. However, concerns were expressed about the safety of pedestrians crossing 109 Street. Re-opening the 29 Avenue/109 Street intersection was received with mixed opinions but it was generally agreed that traffic lights and crosswalks should be installed if it is opened. Traffic congestion as a result of LRT signal timing was also a widely cited concern.
 - **Parking and Park & Ride:** Parking on surrounding streets by transit commuters was a widely cited concern. We heard that development of the site should provide enough on-site parking for residents, businesses, visitors, and transit park & riders.
 - **Open Space:** Broad concern that not enough open space is being provided with this application which would negatively impact surrounding parks in the area.
 - **Infrastructure Capacity:** Residents cited concerns about the capacity of the storm and sewer system's ability to handle the additional density. Residents noted that there are existing drainage problems in the surrounding neighbourhoods and they are worried that the proposal will make them worse.
 - **Density:** There are broad concerns that the density is too high, unachievable, and the applicant's reason for increasing the density was not understood.
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WHAT WE HEARD

Traffic and Street Design:

- The 29 Avenue/109 Street intersection was a big concern. Some residents would like the site access at this location to remain closed in the new street network design. Some

residents also stated that traffic lights and crosswalks must be installed at that location if it is opened to improve safety.

- 109 Street was identified as a dangerous street to cross. Residents would like to see crossings with flashers installed along this road.
- Concern was expressed about how the proposal will increase traffic on 106 Street, 109 Street, 111 Street, 23 Avenue, and 29 Avenue.
- Concern was expressed about the signal timing of the LRT creating long delays getting onto and off of 111 Street. Delays at the 111 Street/29A Avenue intersection were noted to be especially long.
- Concern was expressed about traffic volumes and congestion at the 111 Street/Anthony Henday Drive interchange. There were reports from residents that it can take up to 20 minutes to get across Anthony Henday Drive during peak hours.
- Concern was expressed about wait times to turn left on 109 Street.
- Residents noted that the existing bus stop along 109 Street southbound, south of the 29 Avenue intersection causes traffic issues when buses stop at that location.
- Residents would like to see the results of the Traffic Impact Assessment.

Parking and Park and Ride:

- Parking is a big concern for residents.
- There is a desire for mandatory on-site parking requirements for residents, businesses and visitors in the proposed development.
- Concern was expressed about parking spillover and illegal parking. LRT users are parking in surrounding neighbourhoods and on neighbourhood streets. Residents are concerned that the issue will only get worse with the increased density and removal of free Park & Ride stalls.
- Concern was expressed about privately owned Park & Ride. Some residents stated that the City of Edmonton should continue to operate Park & Ride at Century Park and provide free stalls.
- Concern was expressed about the location of on-street parking on 109 Street near the Safeway. Residents find it difficult to come out of Safeway because cars parked on the street will park right up to the Safeway parking lot entrance on 109 Street, creating a visibility problem.

Open Space:

- A big concern is that the application reduces public open space. Residents expressed that there is not enough open space considering the increased density.

- Concern was expressed that the increased density and lack of on-site open space will negatively impact surrounding parks.
- Concern was expressed about losing the central amenity area/pond and clubhouse. Residents like those parts of the existing zoning.

Infrastructure Capacity:

- A big concern is the current capacity of sewers. Residents said there are existing sewer problems in the area. They are concerned that the issue will only get worse with the proposed development.
- Residents stated that this rezoning will have a negative impact on parking, traffic, open space, and sewer capacity in neighboring communities. They would like the impacts determined and minimized.
- Concern was expressed about the functionality of the LRT Station and Transit Centre. It is already congested, especially the LRT pedways at peak hours and will only get worse with this development.
- Residents would like to see the results of the Drainage/Sewer report.

Density:

- Residents stated that the density increase is too high and unrealistic.
- Concern was expressed that the added density will have a negative impact on services like police, fire, ambulance, and schools.
- Residents did not understand the reason for the proposed density increase.

General:

- Residents are concerned about the build-out time for the project. It was expressed that the site is not being built fast enough.
- There is a desire for firm development stages to ensure that the site does not continue to stay empty.
- Building height was a concern. Residents expressed that the proposed maximum height is too high.
- There is a desire for social services like libraries, public health, senior support and daycares to be included in the site.
- There is a desire for sustainable building practices to be incorporated in the proposed development.
- Residents expressed a desire for the site to include family oriented housing in the proposal.

- Residents of the existing condominiums are upset that promised amenities like a central lake and a private club were removed from the proposal. With those amenities removed, residents feel shortchanged by the proposal.
- Residents stated that they would like to see the use of colour and attractive, creative architecture in the proposed buildings.
- Crime and safety is a concern in the neighbourhood. The LRT Station is considered a focal point for crime.
- Concern was expressed about construction impacts on surrounding property and streets including dust, mud, and noise. Residents would like negative construction impacts reduced as much as possible.
- Residents stated that the existing Park & Ride lot creates dust that negatively impacts their ability to enjoy their outdoor spaces.

City Planning Process:

- There is broad interest in the project. Residents expressed a strong desire to stay informed and updated on the progress.
- Residents would like to be more involved in the decision making process. Also, comments were made that the City of Edmonton should be working with the communities directly affected by the rezoning.
- Concern expressed that consultation appears to be only centered around the Ermineskin neighbourhood.
- Residents expressed a desire to have a meeting with the owner and applicant.

Feedback about the Open House:

- Comments were received stating that the open house was informative and well-organized. Attendees appreciated the presence of planning staff to explain and answer questions.
- Residents were disappointed that the open house was not closer to the Ermineskin neighbourhood. Residents expressed that they had difficulty finding the location, parking, and school entrance.
- Elderly attendees had difficulty reading the display boards and stated that larger ones should be used.
- Concern was expressed that all decisions have already been made and that the open house is only an exercise to meet city requirements.
- Residents expressed that they had difficulty understanding planning terms. Suggestions were made that non-planning terms should be used on the boards and public notices. It was also expressed that a glossary of terms would have been helpful.

- Concern was expressed that it was difficult to hear information and talk to available planners at times. Complaints were received that available planning staff were constantly engaged with attendees and that not everyone was able to ask the questions they wanted to ask.
-

GRAFFITI WALL COMMENTS

What do you want City Council to know or understand when they consider this application?

- Too much density
- Development is too high
- Concerned about traffic impacts on surrounding streets
- Want 29 Ave/109 Street to be closed
- LRT signaling is a concern
- More park and ride needed
- Parking is spilling over into the whole surrounding area
- Desire for a second meeting once the parking and traffic studies are completed
- Concerned about the poor state of existing pedestrian walkway access from 29 Avenue and 109 Street to the LRT
- Use colours on building exteriors - not the usual, boring beige/grey
- Concerned that this will be an all rental project
- Want this to be a successful development and to be completed within 10-15 years
- Feeling that the developers have broken promises to the residents that currently reside in the site by removing promised amenities such as the pond/lake
- Concerned that City Council will not take the wishes of the neighbourhood into account

What are your concerns about the proposal?

- Too much density; this area/neighbourhood already has a greater density than most other neighbourhoods in the city
- Development is too high
- Concerned about traffic impacts on surrounding streets
- More park and ride needed
- Concerned about parking on residential streets
- Need traffic lights and crosswalk on 109 Street, including the 29 Avenue/109 Street intersection
- Not enough open/green space
- Concerned that this will be an all rental project

- Want affordable and family oriented housing
- Concerned about a long development timeline, need firm development stages
- Concerned about increase stress on current resources i.e. police, fire, sewer, schools
- Developer should stick to the original plan, keep the lake
- The main boulevard looks like it was designated by real estate agents. Blocky, flashy signs and balconies. No real consideration for the people, just for themselves in regard to investments and profit.
- Land that belongs to the city northwest of the site must not be included
- This is an appropriate site for higher density TOD - but the neighbours' concern must be addressed as a condition of rezoning, including traffic, parking on residential streets, access to 111 Street, LRT signaling, and another LRT pedway connection to reduce congestion in the LRT Station
- Encourage services like library maybe public health and senior services, day care to create a complete community
- Need to have extension of LRT to other (south) side of Henday
- Concerned about the short notice about the proposal

What do you like about the proposal?

- The change of atmosphere in the neighbourhood. The design proposal will reflect it in a positive way.
- They are keeping some public parking on site.
- Developers are open to creative and innovative concepts.
- Construction and development on this site had been slow. Would be nice to see some finality to that space sometime

If you have questions about this application please contact:

Kyle Witiw, Planner

780-442-4308

Kyle.Witiw@edmonton.ca

Edmonton.ca/CenturyParkRezoning

Planning Coordination
CITY PLANNING



***ESTIMATED LAND USE AND POPULATION IMPACT
AMENDMENT TO THE KASKITAYO OUTLINE PLAN***

			Area (ha)	% GDA		
Gross Developable Area			533.30	100%		
Residential			346.35	64.9%		
Commercial			29.66	5.6%		
Institutional			33.70	6.3%		
Transportation			2.60	0.5%		
Utilities			2.80	0.5%		
Recreation & Open Space			112.5	21.1%		
Vacant			5.70	1.1%		
			533.30			
Impact of Development			% of Total Units	Persons per Unit	Population	
Row Housing			47	1.6%	2.45	115
Low/Mid Rise Apartment			968	33.5%	1.86	1,800
High Rise Apartments			1,871	64.8%	1.60	2,994
Total Residential			2,886	100.0%		4,909
2001 Population						23,040
Estimated Future Kaskitayo Population after build out of development						27,949
Impact of Development – 2010 Amendment Calgary Trail north of 23 Avenue			Units	% of Total Units	Persons per Unit	Population
Mixed Use Residential (High Rise Apartments)			150	100%	1.60	240
Impact of Development – 2015 Amendment South of 26 Avenue and west of 104 Street			Units	% of Total Units	Persons per Unit	Population
Multiple Family Medium Density Residential (Low Rise Apartment)			100	100%	1.80	180
Population Projection for Kaskitayo OP (2005)						27,949
Estimated Future Kaskitayo Population after build out of development						28,369

**ESTIMATED LAND USE AND POPULATION IMPACT
AMENDMENT TO THE KASKITAYO OUTLINE PLAN**

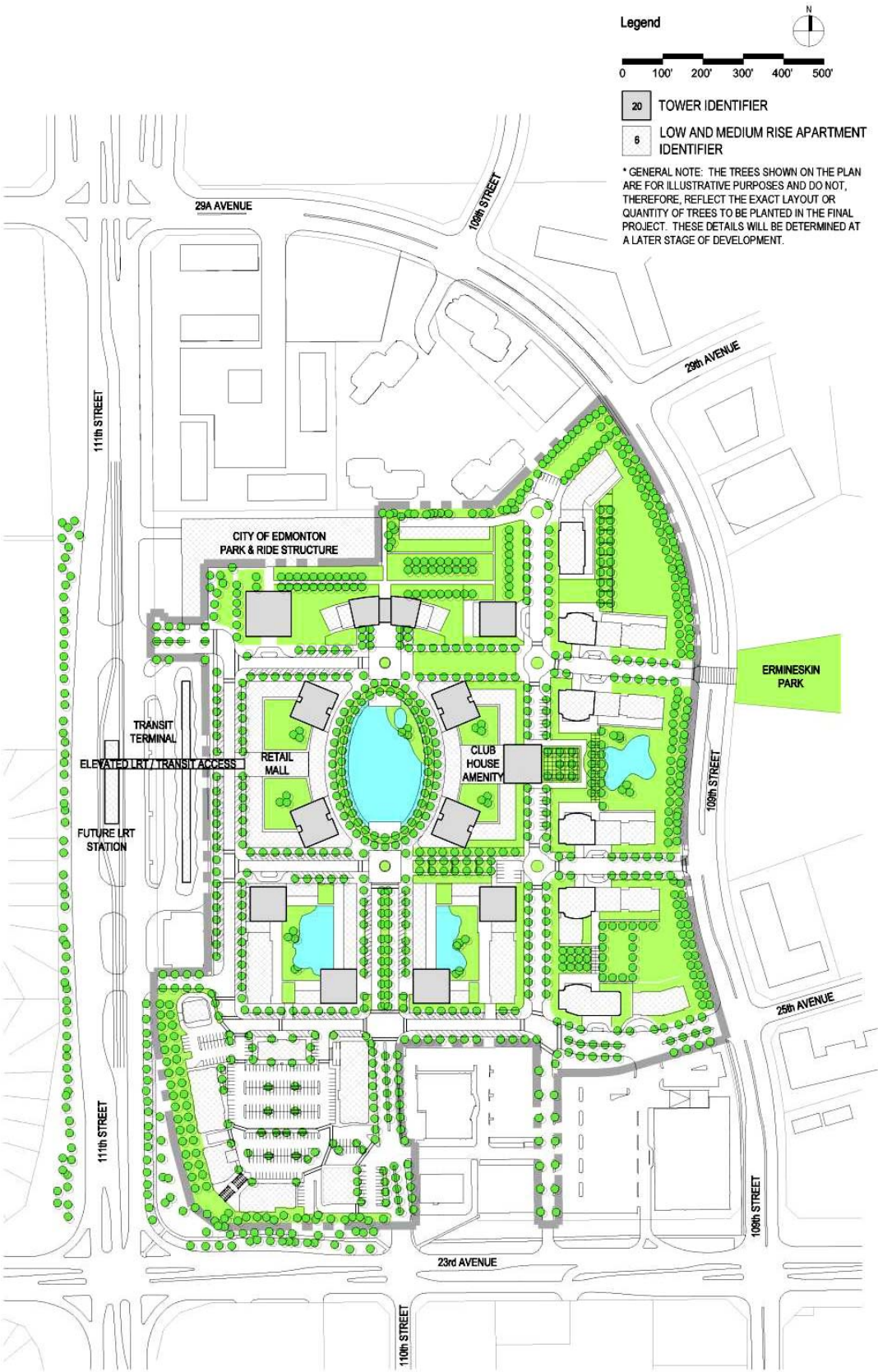
	Area (ha)	% of GDA
Gross Developable Area	533.30	100%
Residential	346.35	64.9%
Commercial	29.66	5.6%
Institutional	33.70	6.3%
Transportation	2.60	0.5%
Utilities	2.80	0.5%
Recreation & Open Space	112.50	21.1%
Vacant	5.70	1.1%
	533.30	

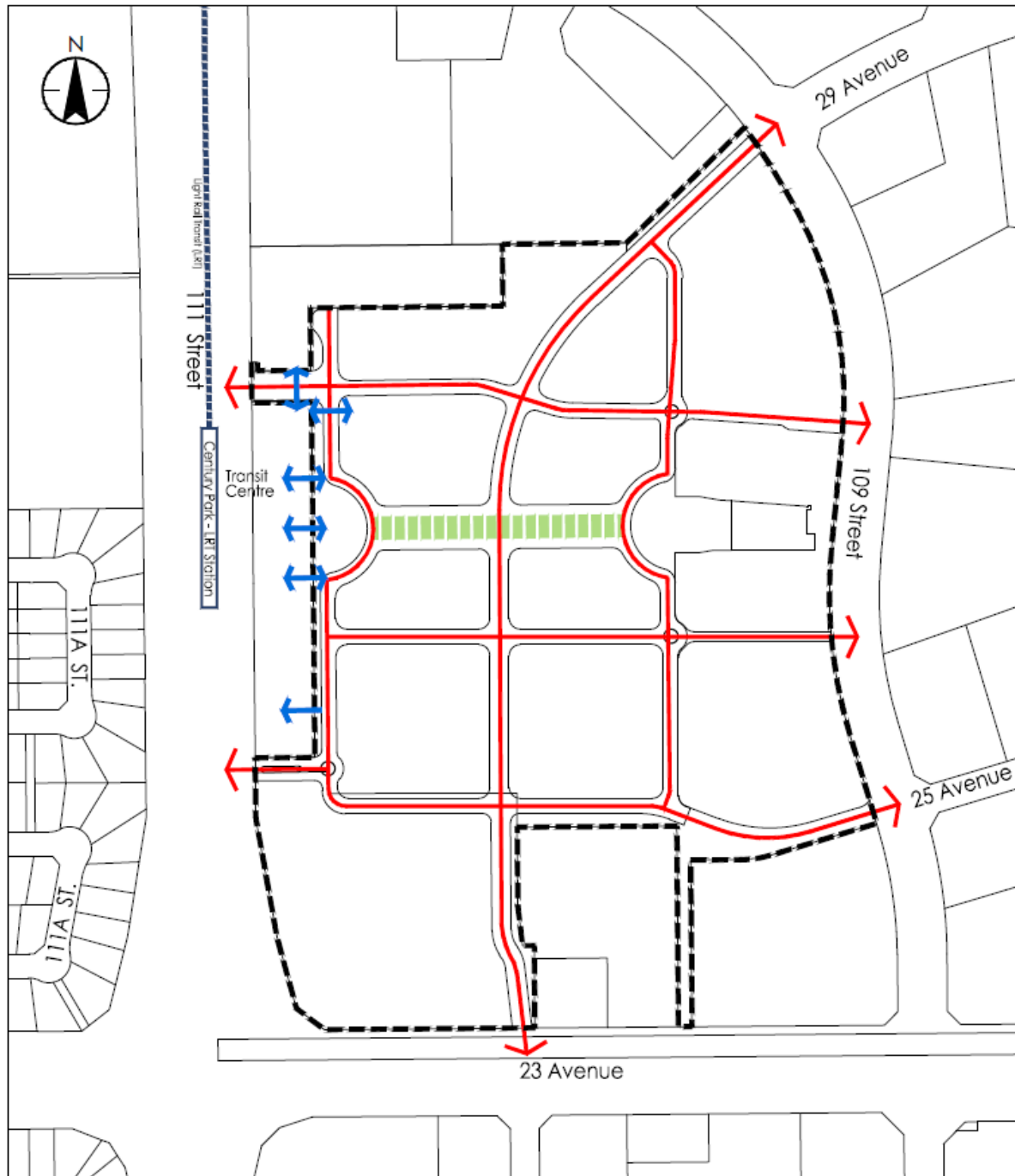
	Units	% of Total Units	Persons Per Unit	Population
Century Park Urban Village				
Row Housing	88	2%	2.8	246
Low/Mid Rise Apartments	2549	58%	1.8	4,588
High Rise Apartments	1758	40%	1.5	2,637
Total Residential	4395	100%		7,471

	Units	% of Total Units	Persons Per Unit	Population
Impact of Development - 2010 Amendment Calgary Trail north of 23 Avenue				
Mixed Use Residential (High Rise Apartments)	150	100%	1.6	240

	Units	% of Total Units	Persons Per Unit	Population
Impact of Development - 2015 Amendment South of 26 Avenue and West of 104 Street				
Multiple Family Medium Density Residential (Low Rise Apartment)	100	100%	1.8	180

2011 Population	23,085
Estimated population after build out of developments	29,924





LEGEND

- Urban Village
- Pedestrian & Vehicular Routes
- Main Street
- Pedestrian Transit Access

Summary of Changes from DC2.846 to DC2 (Area 2)

Changes are indicated according to this key:

Underline: Added

~~Strikethrough:~~ Deleted

(DC2) SITE SPECIFIC DEVELOPMENT CONTROL PROVISION

1. General Purpose

To accommodate ~~the comprehensive redevelopment of a former district shopping centre a~~ commercial node and ~~site into a mixed-use urban village with primarily~~ residential and ~~commercial~~ uses ~~complemented by commercial uses,~~ in a pedestrian-friendly environment that supports higher intensity Transit Oriented Development, at transit hubs.

2. Area of Application

This Provision shall apply to Lot 12, Block 32, Plan 0523447; ~~Lot 5A, Block 32, Plan 0022925,~~ Lot 15A, Block 32, Plan 0929835, Condominium Plan 0923263; Units 1-409 and Condominium Plan 0940297, Units 1-500, ~~a 17.4 ha site bounded by 111 Street on the west, 23 Avenue on the south and 109 Street on the east~~ within the Ermineskin neighbourhood, as shown on Schedule "A" of this Bylaw, adopting this Provision. For general purposes the site area will consist of the following ~~three~~ two areas, generally as shown in Figure 1:

~~Area A – residential, commercial and office mixed-use development including low, mid, and high-rise apartments and row housing and an amenity centre~~

Area A~~B~~ - row housing, low to mid rise apartment housing, ~~and high-rise apartment buildings~~

Area B~~C~~ - street-oriented, low scale commercial buildings

3. Uses

Uses with access at grade level are shown in Figure 2 and uses above grade level are shown in Figure 3.

Figure 1—Sub-Areas

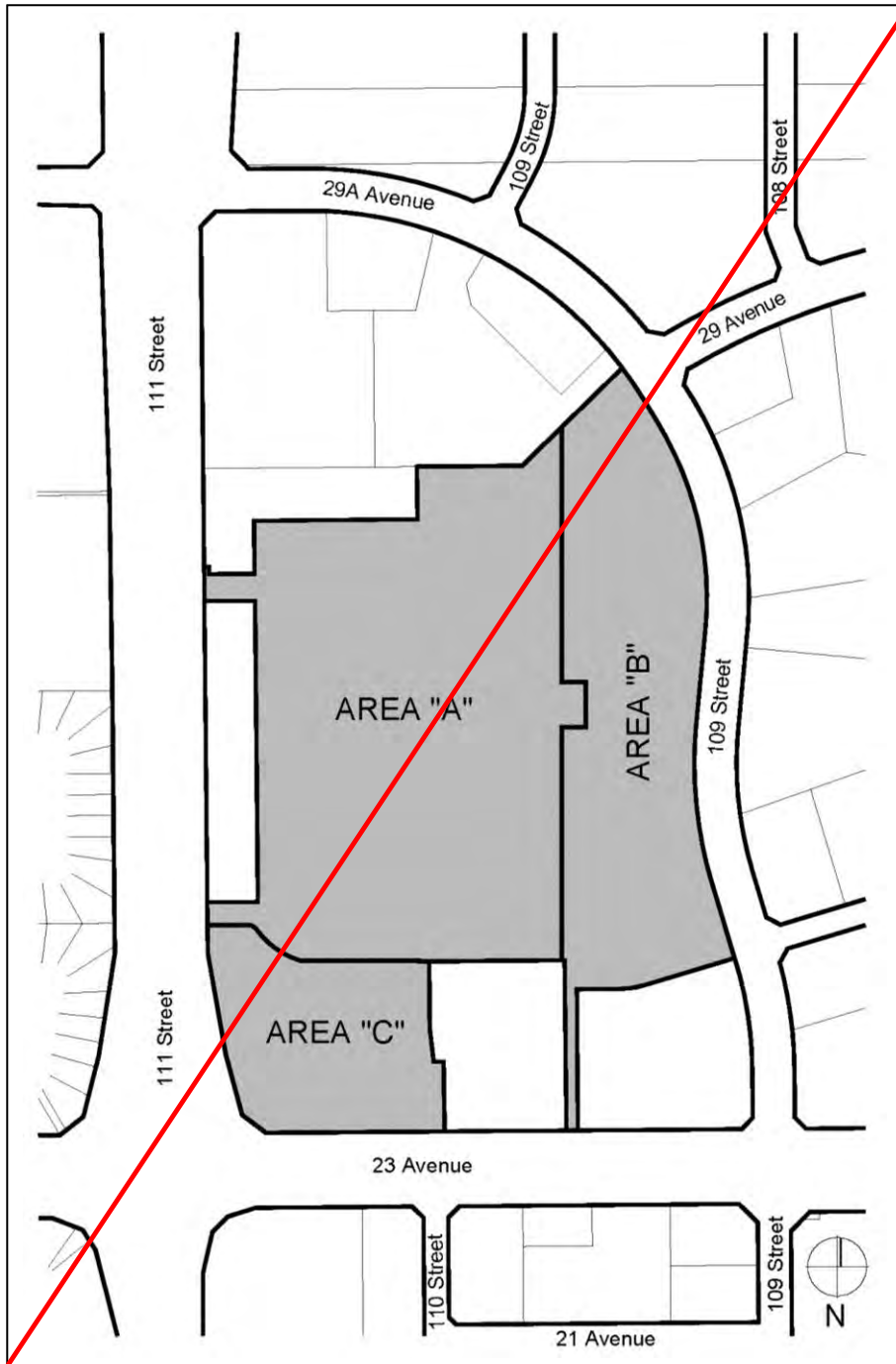
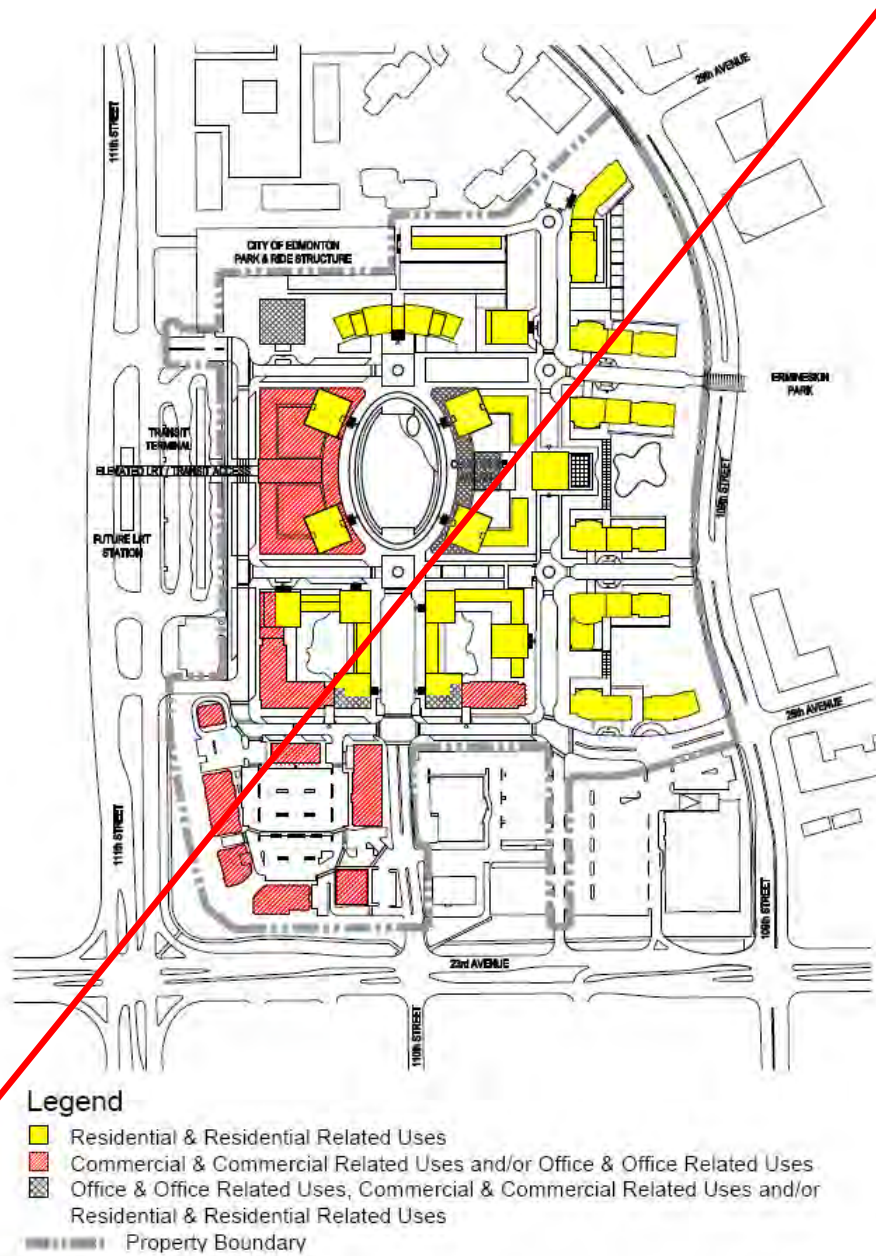


Figure 1 - Sub-Areas



Figure 2—Uses With Access At Grade Level



Note: The map only illustrates uses within buildings. Uses listed within this Provision may be permitted outside of buildings at the discretion of the Development Officer.

Figure 2 – Uses With Access At Grade Level

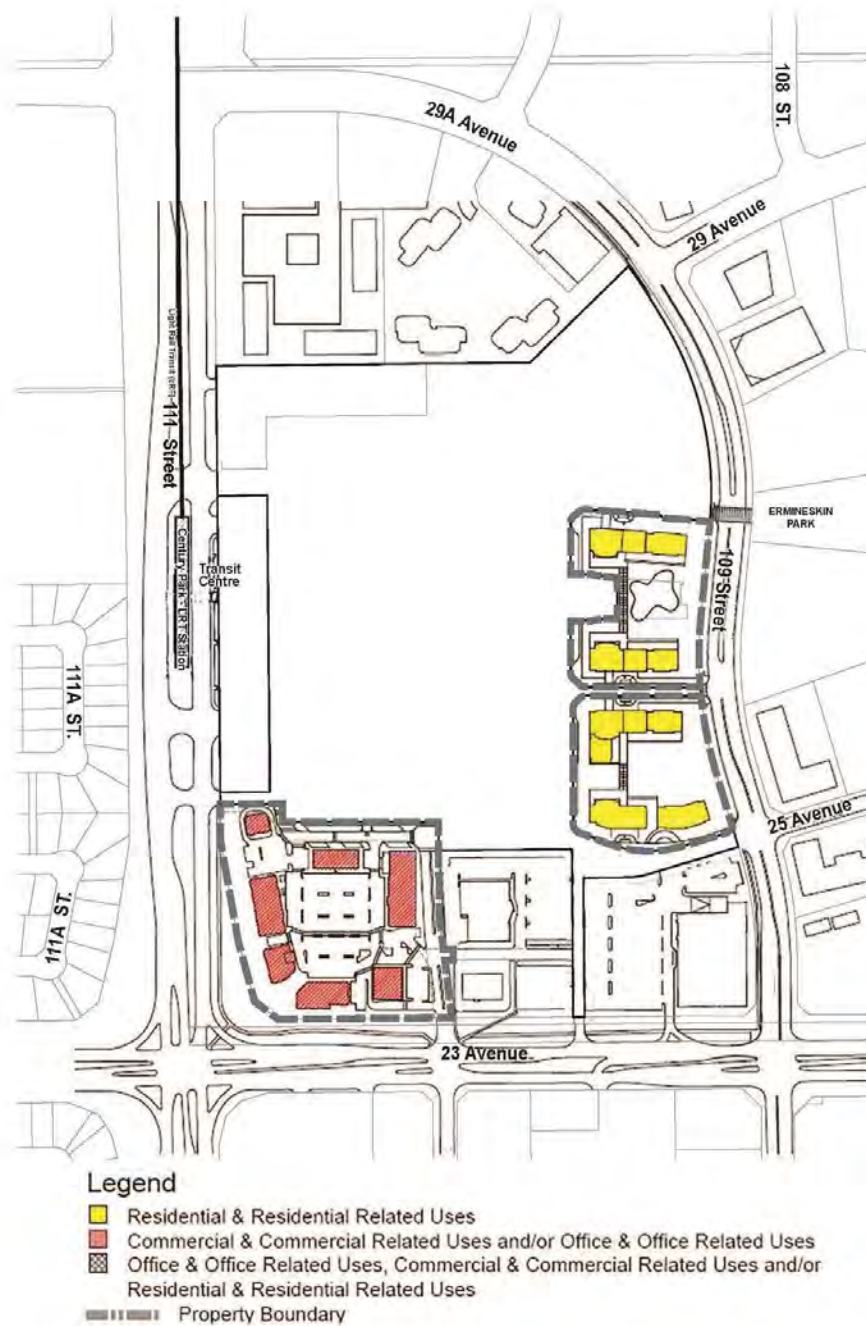
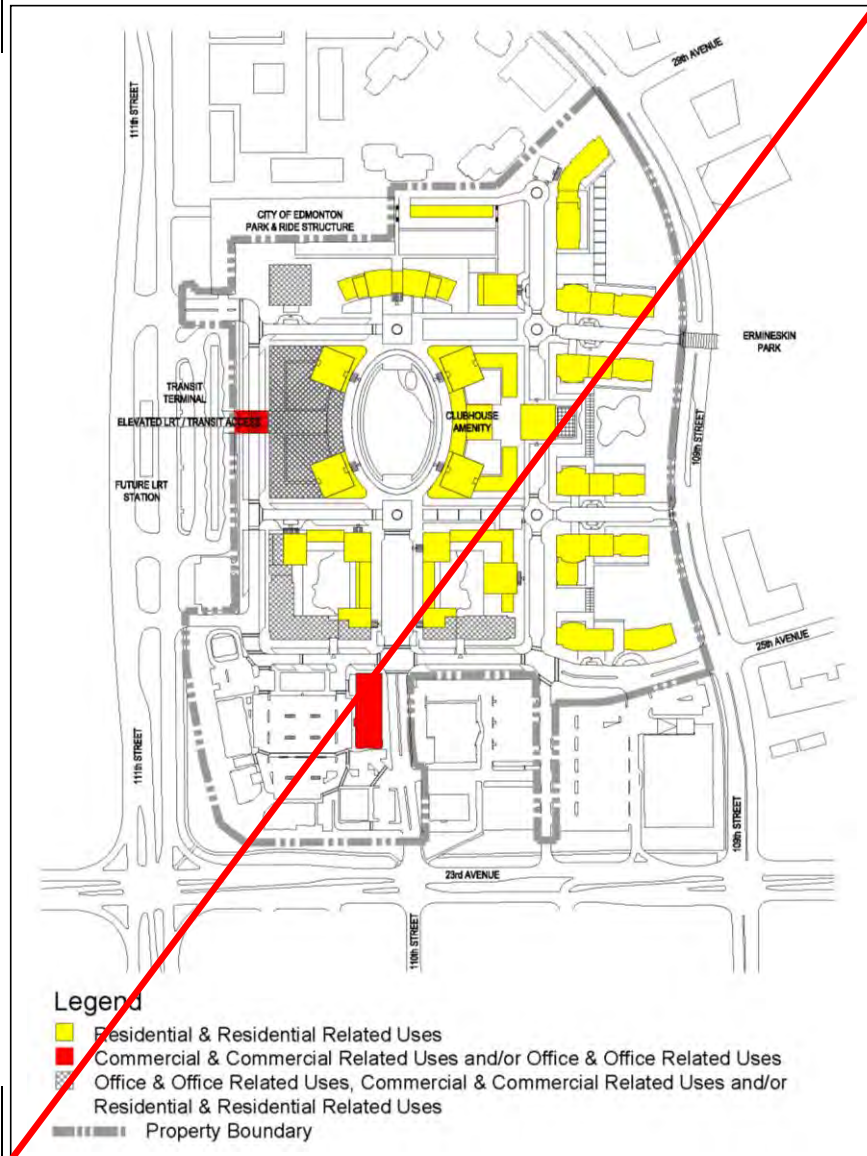
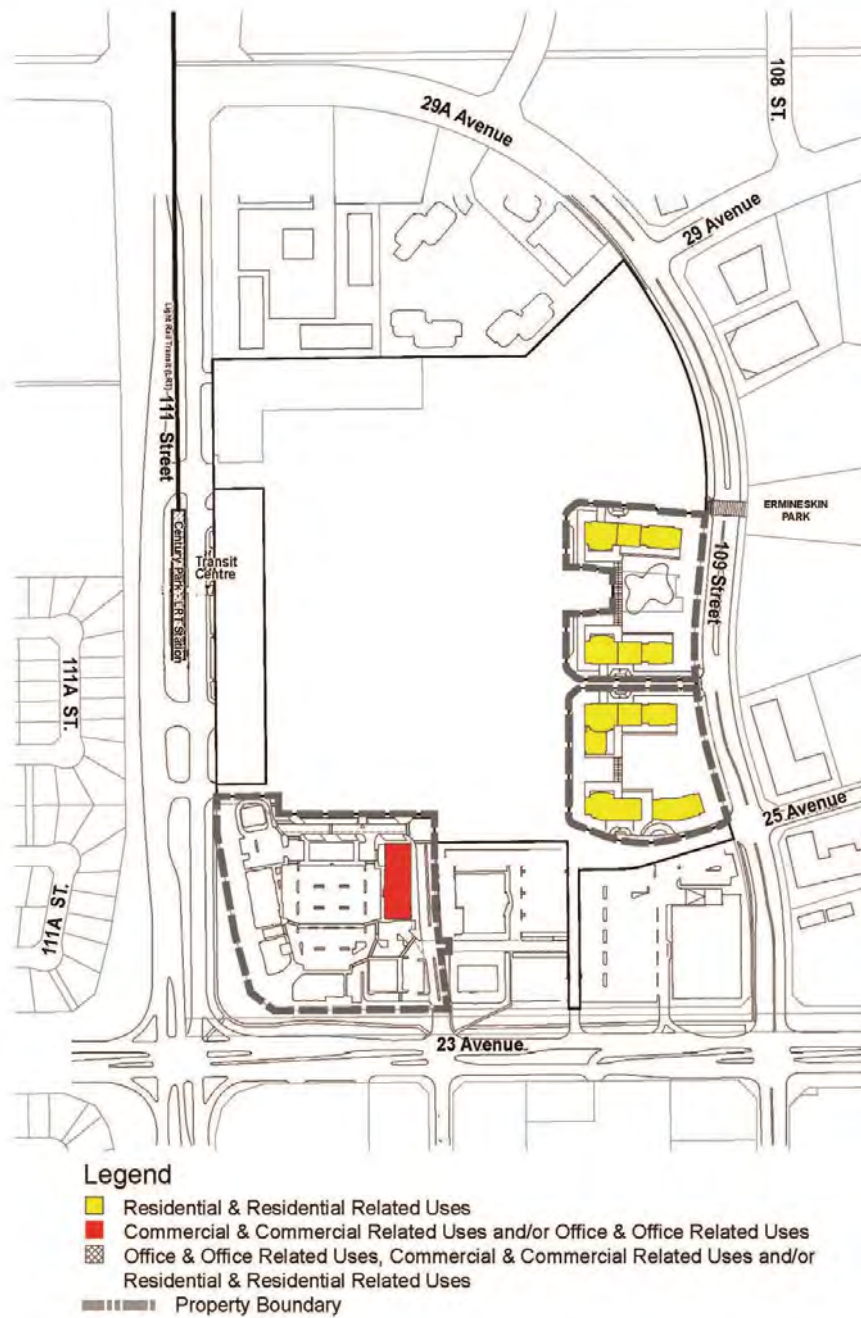


Figure 3 – Uses Above Grade Level



NOTE: The map only illustrates uses within buildings. Uses listed within this Provision may be permitted outside of buildings at the discretion of the Development Officer.

Figure 3 - Uses Above Grade Level



~~Within Area A~~

~~Residential and Residential Related Uses~~

- ~~a. Apartment Hotels, limited to 1 tower~~
- ~~b. Apartment Housing~~
- ~~c. Lodging Houses~~
- ~~d. Child Care Services~~
- ~~e. Extended Medical Treatment Services, limited to nursing homes~~
- ~~f. Group Home~~
- ~~g. Major Home Based Businesses~~
- ~~h. Minor Home Based Businesses~~
- ~~i. Residential Sales Centre~~
- ~~j. Row Housing~~
- ~~k. Stacked Row Housing~~

~~Commercial and Commercial Related Uses~~

- ~~a. Bars and Neighbourhood Pubs~~
- ~~b. Business Support Services~~
- ~~c. Child Care Services~~
- ~~d. Commercial Schools~~
- ~~e. Community Recreation Services~~
- ~~f. Convenience Retail Stores~~
- ~~g. Creation and Production Establishments~~
- ~~h. Flea Market, limited to farmers market involving the sale of items such as local meats, produce and handiercrafts~~
- ~~i. General Retail Stores~~
- ~~j. Health Services~~
- ~~k. Household Repair Shops~~
- ~~l. Indoor Participant Recreation Services~~
- ~~m. Major and Minor Alcohol Sales~~
- ~~n. Major and Minor Amusement Establishments, as an accessory use to a restaurant~~
- ~~o. Secondhand Stores~~
- ~~p. Minor Impact Utility Services~~
- ~~q. Outdoor Participant Recreation~~
- ~~r. Personal Service Shops~~
- ~~s. Private Clubs~~
- ~~t. Professional, Financial and Office Support Services~~
- ~~u. Public Libraries and Cultural Exhibits~~
- ~~v. Restaurants~~
- ~~w. Specialty Food Services~~
- ~~x. Spectator Entertainment Establishments~~

Office and Office-Related Uses

- a. ~~Business Support Services~~
- b. ~~Government Services~~
- c. ~~Health Services~~
- d. ~~Professional, Financial and Office Support Services~~
- e. ~~Private Education Services~~
- f. ~~Public Education Services~~
- g. ~~Public Libraries and Cultural Exhibits~~

Sign Uses (Permitted Throughout Area A)

- a. ~~Fascia On premises Signs~~
- b. ~~Projecting On premises Signs~~
- c. ~~Freestanding On premises Signs, limited to project identification, building construction identification and real estate advertising signs of a limited duration~~

Within Area ~~A~~B

Residential and Residential Related Uses

- a. Apartment Housing
- b. Lodging Houses
- c. Child Care Services
- d. Extended Medical Treatment Services, limited to nursing homes
- e. Group Home
- f. Major Home Based Businesses
- g. Minor Home Based Businesses
- h. Residential Sales Centre
- i. Row Housing
- j. Stacked Row Housing
- k. Fascia On-premises Signs
- l. Projecting On-premises Signs
- m. Freestanding On-premises Signs, limited to project identification, building construction identification and real estate advertising signs of a limited duration

Commercial and Commercial Related Uses

- a. Minor Impact Utility Services

Within Area ~~B~~C

Commercial and Commercial Related Uses

- a. Automotive and Equipment Repair Shops
- b. Bars and Neighbourhood Pubs
- c. Broadcasting and Motion Picture Studios
- d. Business Support Services
- e. Child Care Services
- f. Commercial Schools
- g. Community Recreation Services

- h. Convenience Retail Stores
- i. Convenience Vehicle Rentals
- j. Creation and Production Establishments
- k. Drive-in Food Services
- l. General Retail Stores
- m. Government Services
- n. Health Services
- o. Household Repair Shops
- p. Indoor Participant Recreation Services
- q. Major and Minor Alcohol Sales
- r. Major and Minor Amusement Establishments, as an accessory use to a restaurant
- s. Minor Service Stations
- t. Personal Service Shops
- u. Private Clubs
- v. Private Education Services
- w. Professional, Financial and Office Support Services, including drive-through banks
- x. Public Education Services
- y. Rapid Drive Through Vehicle Services
- z. Residential Sales Centre
- aa. Restaurants
- bb. Specialty Food Services
- cc. Veterinary Services
- dd. Fascia On-premises Signs
- ee. Freestanding On-premises Signs
- ff. Projecting On-premises Signs

4. Design Guidelines for Comprehensive Site Development

In order to achieve the General Purpose of this Direct Control Provision, objectives and related design guidelines for the comprehensive development of the entire site are provided, in addition to development regulations. The Development Officer shall have regard for these objectives and design guidelines in order to ensure that development is compact, transit-oriented, of a high quality and integrates with surrounding neighbourhoods. The illustrative site plan is shown in Appendix I. Notwithstanding any of these objectives or design guidelines, the Development Regulations and the Appendices to this Provision shall take precedence.

4.1 Built Form

Objectives

- a. Ensure that buildings and streetscapes are of a high quality design.
- ~~b. Ensure that high rise buildings have relatively small floor plates to allow for increased ground level open space, maintain view corridors, and mitigate adverse microclimatic effects.~~
- e.b. Maximize solar penetration and avoid adverse microclimatic effects related to wind and shadowing on and off-site.

~~d.c.~~ c. Enliven the street by providing attractive streetscaping, active storefronts, and multiple doorways and windows.

~~e.~~ ~~Ensure that the tallest high rise buildings are treated as signature buildings with distinctive architecture.~~

Guidelines

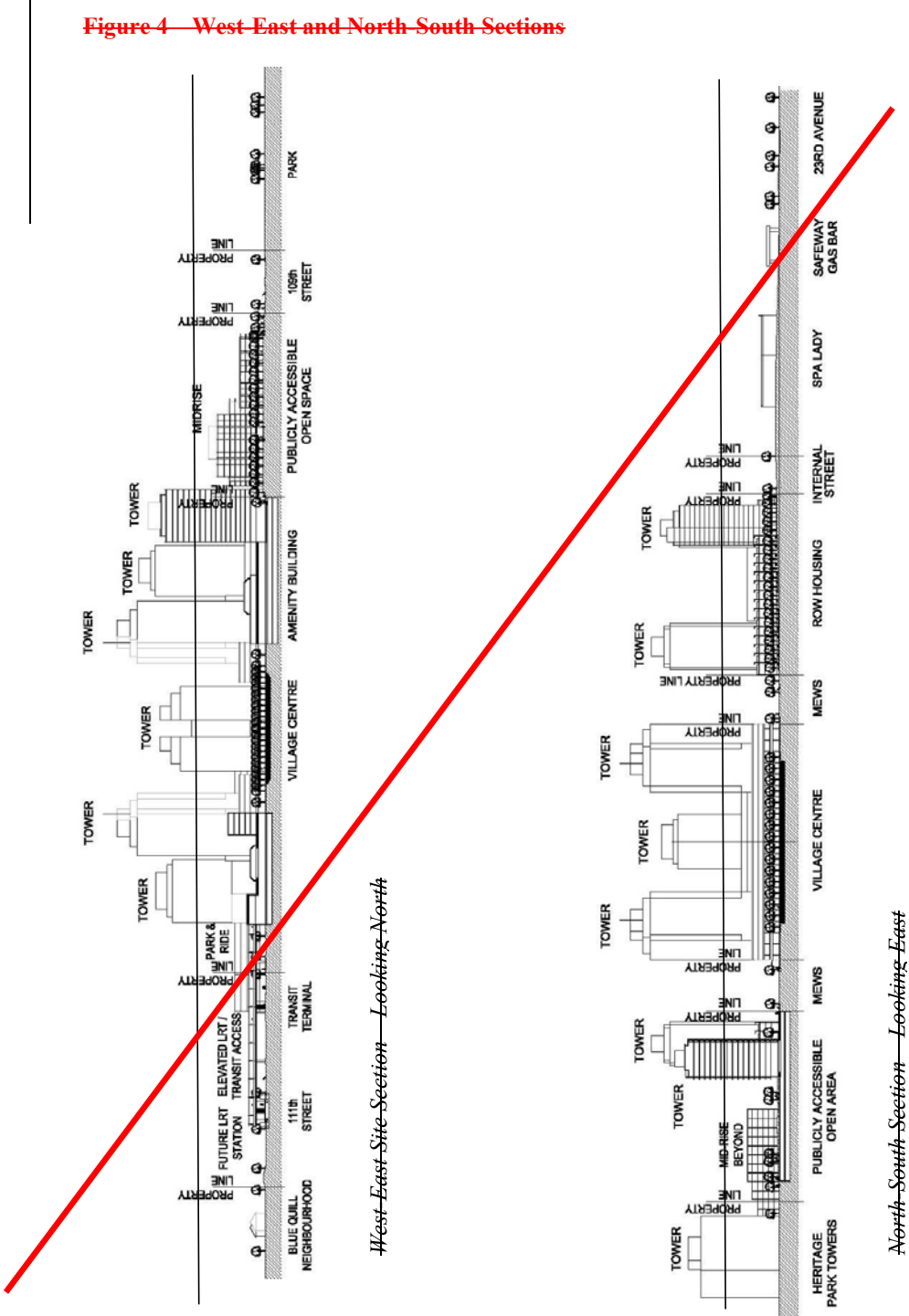
1. Building Height and Massing

- a. The development should provide a transition in building height and massing in relation to the surrounding neighbourhoods ~~as generally illustrated in Figure 4 – West-East and North-South Site Sections.~~
- b. The taller buildings should be located near the centre of the site.
- ~~e. Floor plates of high rise buildings should be relatively small to allow for increased ground level open space, maintain view corridors and reduce adverse microclimatic effects.~~
- ~~d. Buildings should be sited in such a way as to maximize solar penetration and to avoid adverse microclimatic effects on and off site related to wind and shadowing.~~
- c. Perceived height and massing should be minimized through such things as building setback variations at the upper levels, building orientation, roof treatment, and the choice of exterior materials and colours.

2. Architectural Treatment of Buildings

- a. All building façades should use compatible and harmonious exterior finishing materials.
- b. Building colors should provide visual interest.
- c. Mechanical equipment on the roof of any building should be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.
- ~~d. High rise signature buildings should have distinctive architecture that includes articulated tops.~~
- ~~e.d.~~ d. The design at rooftops visible from higher buildings should be carefully considered. Where feasible, rooftop gardens and patios should be provided to improve rooftop aesthetics and provide additional amenity space.
- ~~f.e.~~ e. Dwellings and other elements of the development should be sited and oriented to minimize their impact on other dwellings, considering such things as daylight, sunlight, ventilation, quiet, visual privacy and views.

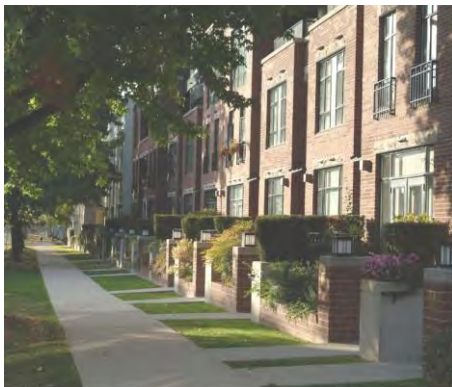
Figure 4 — West-East and North-South Sections



3. *Building Relationship to the Street*

- a. To provide active and inviting streetscapes at ground level, buildings should feature doorways, porches and windows at ground level, as well as weather protection features such as awnings, canopies and arcades, as shown in Figure 45.
- b. Larger buildings with long street fronts should be designed with detail and articulation to create an attractive streetscape.
- c. Blank walls should be avoided by wrapping active retail or residential uses around above-grade parking structures to maintain an active and attractive streetscape, ~~as shown in Figure 6.~~
- d. ~~Residential high rise buildings should generally be integrated with row housing, stacked row housing, or low to mid-rise apartments to provide a human scaled streetwall.~~
- e. ~~The office high rise building should be designed to provide an inviting street presence and attractive building façades facing the street.~~

Figure 45 – Active Residential and Commercial Streetscapes

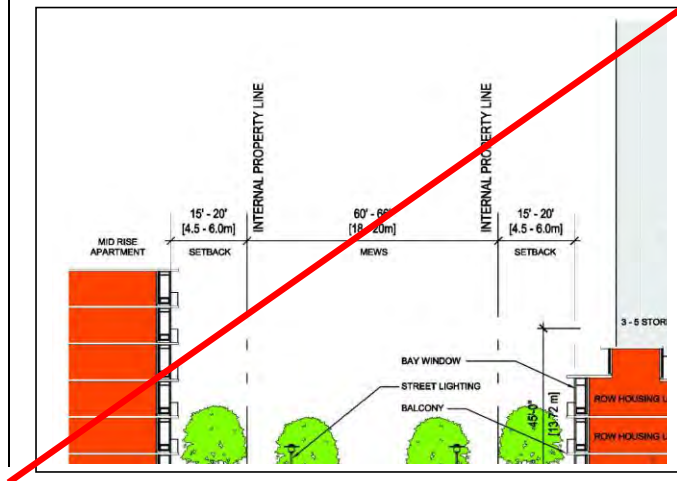


Active residential streetscape



Active commercial streetscape

Figure 6 – Section Through Mews



4.2 Open Space

Objectives

- a. Provide a safe and pleasing pedestrian environment that encourages walking.
- b. Create strong linkages within the site and connecting the site to City transit facilities, parks and other community amenities, and to surrounding communities.
- c. Provide a variety of open spaces and amenity areas.
- d. Ensure that many of the open spaces are accessible to people who do not live or work on the site.
- e. Ensure high quality open space design and landscaping.
- f. Minimize the ground surface area necessary for vehicular circulation, access and parking in order to increase the area devoted to open spaces and amenities.

Guidelines

1. Pedestrian Circulation

- a. Safe and attractive pedestrian linkages should be provided between various land uses within the site, surrounding neighbourhoods and transit facilities.
- b. The internal street system and pedestrian linkages should foster connectivity from various parts of the site and surrounding neighbourhoods to the transit terminal and ~~future~~ LRT station.

- c. Pedestrian linkages should include both pedestrian mews access limited to emergency and service vehicles only and sidewalks included as part of the road right-of-ways
- d. Crime Prevention Through Environmental Design should be considered in the design of open spaces. Pedestrian spaces should be well lit at night and the gridded street pattern should avoid dead ends.

2. *Open Space*

- a. Development should include a variety of open spaces such as plazas, courtyards, pedestrian mews, greens and community gardens.
- b. Secure interior courtyards should serve as focal points for residents of a series of buildings.
- c. Open spaces should feature high quality landscape architecture intended to make them comfortable and enjoyable, including such features as trees, abundant street furniture, public art and water features.
- d. Site entrances and edges should receive special design attention to help ensure that the development presents an attractive and inviting face to surrounding areas.
- e. Internal streets should have tree-lined boulevards and should be lit at night with pedestrian-level lighting.
- f. Open spaces and parking areas should be designed to discourage criminal activity.
- g. Open spaces should be designed with consideration to winter city design principles.

4.3 Roadways, Parking and Transit

Objectives

- a. Provide a high degree of connectivity within the site and between it, transit facilities and surrounding areas.
- b. Provide a safe and pleasing pedestrian environment that encourages walking.
- c. Design the site to be conducive to movement by bicycle.
- d. Provide effective access and egress for automobiles and service and emergency response vehicles.
- e. Provide parking necessary for a transit-oriented development and an adjacent low-scale commercial area.

Guidelines

1. *Roadways and Parking*

- a. Traffic calming measures and pedestrian mews (access limited to service and emergency vehicles only) should be provided in the design to create a safe and attractive pedestrian environment.
- b. Streets should be designed to accommodate bicycles and bicycle parking should be abundant.
- c. The majority of parking should be provided in underground and concealed above grade parking structures providing for a more attractive pedestrian and living environment and reducing pedestrian / vehicle conflicts. ~~See Figure 7—Section of Parking Structure.~~
- d. Some short-term surface parking should be provided on internal streets and in Area ~~C~~ B to serve commercial uses.
- e. Where possible, parking should be shared by users with staggered peak hours of demand.
- f. Service and emergency response vehicles should have clear and effective access to the buildings on the site.
- g. Parking, loading and passenger drop-off areas should be easily accessible and designed to minimize pedestrian-vehicle conflicts.
- h. Potential traffic impacts on adjacent roadways resulting from the development should be mitigated.
- ~~i. Access to a temporary Park and Ride facility shall be from the existing all-directional access to 111 Street north of the existing transit centre, and from the existing entrance at the intersection of 29 Avenue and 109 Street, as shown in Appendix VII.~~
- ~~j. If temporary Park and Ride is developed, walking routes to/from the LRT station shall be marked within the Park and Ride facility.~~



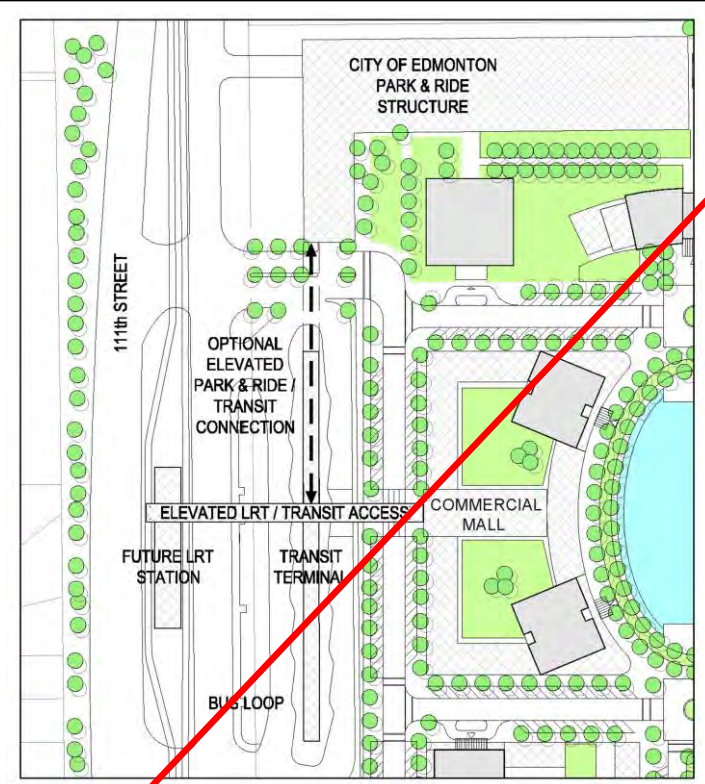
~~Figure 7—Section of Parking Structure~~

~~2. Integration with Transit~~

~~Potential integration of the development to the future LRT station is illustrated in Figure 8.~~

- ~~a. — Clearly defined and attractive pedestrian connections should be provided between various parts of the development and adjacent neighbourhoods to provide safe and attractive access to the existing transit stops.~~
- ~~b. — Consideration should be given to exploring opportunities to share or integrate parking between the City's proposed Park N' Ride Facility and on-site parking~~
- ~~c. — Enhanced pedestrian linkages should be provided between various parts of the site, the LRT station and the City's proposed Park N' Ride facility.~~
- ~~d. — Consideration should be given to providing adequate separation space and landscaping between the Park N Ride facility and adjacent residential areas.~~
- ~~e. — Opportunity for commercial and commercial related uses should be provided within the elevated LRT/Transit access.~~

~~Figure 8—Potential Connection to Future LRT Station~~



4.4 Sustainability

Objectives

- a. ~~Consider~~ Integrate sustainable development principles in the planning and design of the development.
- b. Contribute to a socially sustainable community by providing housing for a range of household types, ages and physical abilities.
- c. Design the site to facilitate walking, cycling and transit use.

Guidelines

- a. The site should be a walkable mixed-use development with opportunities to live, work, shop and recreate.
- b. A mix of housing types should be provided on the site, including row houses; stacked row houses; and low and, mid-~~and high~~-rise apartments.
- c. Universally accessible design should be considered in the architecture of buildings and the design of open spaces.
- d. Where possible, buildings should be designed to include on-site alternative energy sources such as solar heat, solar electricity and geothermal energy.
- e. The incorporation of features such as daylighting, recycling, reuse of water, low-water landscaping and energy-efficient lighting and other devices should be considered in building and site designs to reduce the consumption of energy and materials.
- f. On-site infiltration of stormwater should be considered in the design of open spaces.
- g. To encourage alternatives to the automobile, the development should be walkable, conducive to bicycles and integrated with transit facilities. Locations for car-sharing vehicles should be planned for residential parking facilities.

5. Development Regulations

- a. The Site development shall be in general accordance with the Illustrative Site Plan attached as Appendix I and buldings shall be located in general accordance with Appendix II.
 - i. The Development Officer, in consultation with the ~~City~~ ~~Current Planning~~ Planning Coordination and Urban Design Sections, may allow for variance in location of individual buildings provided that consideration has been given to the objectives and design guidelines of this Provision and to visual, shadowing, and other microclimatic impacts on adjacent residential development.
- b. In the event that a variance is granted, the Development Officer shall specify the nature of the approved variance in the development permit approval.
- c. The maximum Floor Area Ratio for Area A shall be 0.5 and Area B shall be 1.2. ~~the site as a whole shall be 1.75 as shown in Table I. Excess density may be transferred between Areas A and B provided;~~

- i. ~~the maximum Floor Area Ratio of 1.75 is maintained for the site as a whole;~~
- ii. ~~Transition to adjacent developments shall be maintained, with buildings flanking directly onto 109 Street (identified in Appendix II as M1, M3, M7, M9, M14 and M17) restricted to a maximum of 4 storeys; and~~
- iii. ~~Open space shall not be reduced and shall be in conformance with Table 4: Open Space and Appendix V—Open Space.~~

Table 1: Density by Area

Area	Site Area ha	Site Area m ²	Building Area m ²	Floor Area Ratio
A	9.60	95,961	233,449	2.43
B	5.32	53,181	63,026	1.19
C	2.50	25,007	8,283	0.33
Total	17.41	174,148	304,758	1.75

- d. ~~The maximum building area for commercial and commercial related uses in Area A shall not exceed 13,000 m². The maximum building area for office and office related uses in Area A shall not exceed 18,900 m².~~

- d. ~~To add character and interest and to conceal mechanical equipment located at the top of the tower top zone~~ a building, the use of two storey high space within a residential dwelling unit shall be permitted. Adding an additional floor to the massing to conceal mechanical equipment shall not be counted as a storey if it: occurs at the top of the building; occurs within a residential dwelling unit; the building does not exceed the maximum height limit; the area of the upper level within the residential dwelling unit is smaller than the floor below; and the upper level within the residential dwelling unit is not serviced by an elevator.

- f. ~~The maximum Building Height and floor plate area for high rise buildings is specified in Table 2. The maximum Building Height for low and mid rise apartment buildings is specified in Table 3. The locations mid and low rise residential buildings are identified in Appendix II.~~

Table 2: Maximum Height and Floor Plate Area of High-Rise Buildings

Max. No. of Stories	Max. Tower Height (m)	Max. Floor Plate Area (m ²) for Tower Zone
24	81	790
23	78	790
22	75	790
21	72	790

20	69	765
19	66	765
18	63	765
17	60	765
16	57	765
15	54	765
14	51	765
13	48	765
12	45	765
11	42	765
10	39	765
9	36	765

NOTE:

Floor plate area relates to the tower zone as illustrated in Figure 9 and includes enclosed balconies, mechanical and electrical areas, storage, elevator cores and stairs. Also, the general location of high rise buildings are represented in Appendix II – Building Locations. Further specifications on height are indicated in regulations g., h., i., j., and k.

Table 3: Maximum Building Height for Low and Mid Rise Apartment Buildings

Max. No. of Stories	Max. Apartment Building Height (m)
8	29
7	26
6	23
5	20
4	17

NOTE: The general location of low and mid rise buildings are represented in Appendix II – Building Locations. Further specifications on height are indicated in regulations j., k., l., and m.

- g. The maximum number of high rise buildings on the site shall be 14, as shown in *Appendix II*, with a maximum number of 7 high rise buildings being twenty storeys or greater.
- h. Notwithstanding regulation 5.f) *Table 2*, the high rise building identified as T11 in *Appendix II* shall have a maximum height of 16 storeys and 57 m and a maximum floor plate of 1030 m².
- i. Notwithstanding regulation 5.f) *Table 2*, within high rise building T12, as shown on *Appendix II*, commercial and commercial related uses, office and office related uses, and/or residential and residential related

~~uses shall be permitted. The building shall have a maximum height of 15 storeys and 69 m and a maximum floor plate of 930 m². The residential use portion of the building shall be in compliance with regulation 5. q) of this provision. If the building or a portion of the building is used for residential uses the maximum height of the 69 m shall not be exceeded however the number of storeys may be increased to reflect the difference in residential height requirements versus commercial height requirements.~~

~~j. Notwithstanding regulation 5.f) Table 3, the buildings identified as T13/M5 and T14/M6 in Appendix II shall be 8 storeys and 29 m in height. The additional height required for these two buildings is due to the configuration of the buildings which have a podium base. These buildings may be increased in height to a maximum of 10 storeys and 42 m. Notwithstanding regulation 5.f) Table 3, the mid rise building identified as M13 in Appendix II shall have a maximum height of 6 storeys and 26 m. The additional height required for this building is due to the commercial use at the base of the building.~~

~~k. T6 T9 shall be the only buildings that are 24 storeys and 81 m in height on the site.~~

~~l. The development shall provide a transition in building height and massing in relation to the surrounding neighbourhoods with taller buildings being located towards the centre of the site as illustrated in Appendix I.~~

~~m. The maximum Building Height for Stacked Row Housing shall not exceed 5 Storeys or 15 m, where the 5th Storey provides a roof top terrace.~~

~~n. The maximum Building Height for Commercial buildings as identified in Appendix II shall not exceed 4 Storeys or 19 m.~~

e. The maximum Height for Area A shall be 29 m. The maximum Height for Area B shall be 19 m.

f. Notwithstanding 5(e), the maximum Height for Stacked Row Housing shall be 15 m.

o.g. A maximum of 400-2,886 Dwellings is permitted.

~~p. Residential towers should be comprised of three distinct vertical zones: tower base, tower, and tower top, as illustrated in Figure 9. The distinct nature of the three vertical zones should be created both through Setbacks and stepbacks in the building mass, and through the architectural treatment of the façades, as follows:~~

~~i. Tower Base Zone~~

~~The tower base zone shall be 2 to 6 storeys in height and should define street and open space edges. The tower base zone shall generally be the base of the building itself.~~

~~Row housing with active frontages can be used to form the tower base zone and must be attached to a minimum of one side of the tower with a shared common wall. Notwithstanding, tower T5, at the discretion of the Development Officer, does not require a shared common wall with row housing, but must provide a connection to an above grade amenity area.~~

~~A strong horizontal expression shall be created at the top of the tower base zone generally through the use of a minimum 3 m setback. However, at building entrances and corner locations, the minimum 3 m setback may be relaxed at the discretion of the Development Officer.~~

~~ii. Tower Zone~~

~~The tower zone shall generally be differentiated from the tower base zone through the use of a different architectural expression and articulation of the façade and building mass, but should reinforce some of the design details, materials, and architectural expression from the architecture below. While there should be similarity in materials to create a cohesive building, a variety in architectural expressions should be encouraged. Floor plates in the tower zone shall not exceed limits identified in Table 2.~~

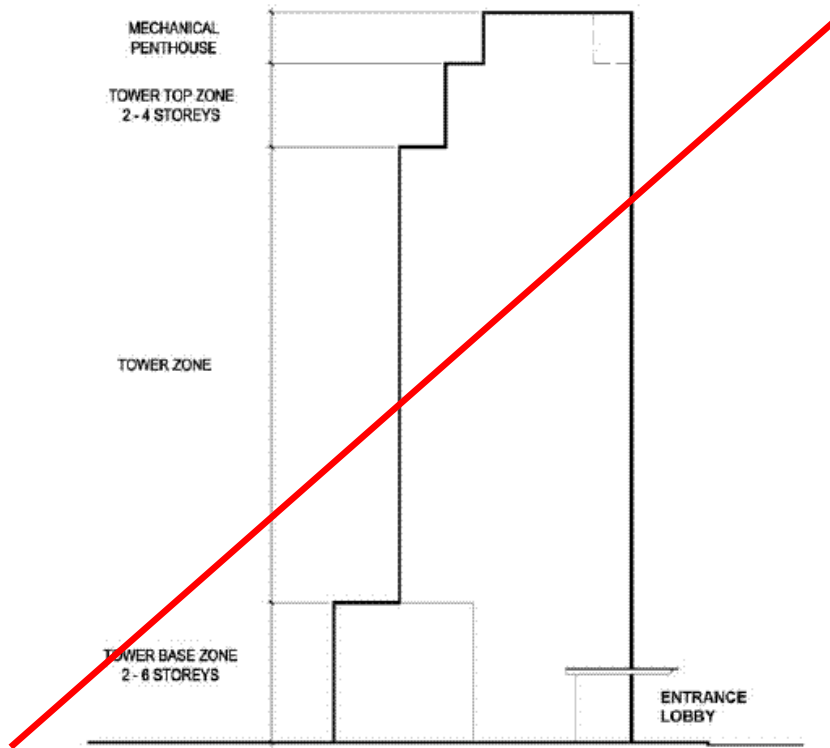
~~iii. Tower Top Zone~~

~~The tower top zone shall be 2 to 4 Storeys in height. Generally, the tower top zone should be noticeably articulated from the tower zone to create a distinctly different top to the tower. This articulation should be such that the area of floor plates in the tower top zone is 10% smaller than the area of floor plates in the tower zone below.~~

~~A change in materials or architectural detailing can be used to emphasize the tower top zone as a special and distinct zone. This treatment should not, however, be of such visual strength or unusual form to dominate the architecture of the building.~~

~~Articulation of the building mass can occur on one, two, three, or all of the building façades, but should generally be articulated on those façades adjacent to streets and open spaces where there will be pedestrian traffic.~~

Figure 9—Tower Zones



~~NOTE: This figure is illustrative only and other variations may be permitted.~~

- ~~q.h.~~ The finishing material for all development shall be of high quality, consisting of glass and glazed window wall systems, brick, stone, architectural concrete, pre-cast coloured concrete, stucco panels (to a maximum of 15% of the buildings' exterior surface areas), or pre-finished metal.
- ~~r.i.~~ Mechanical equipment on the roof of any building shall be concealed by incorporating it within the building roof, or by screening it in a way that is consistent with the character and finishing of the building.
- ~~s.j.~~ Minimum building Setbacks from the edge of the Site and the edge of the internal road rights-of way shall be as shown in Appendix III.
- ~~t.k.~~ As a condition of issuing a development permit for a Major Home Based Business the Development Officer may impose any condition that will help to ensure that the residential character of the development is maintained including, but not limited to the following:
 - i. Conditions limiting the types of business that may be conducted under the permit;
 - ii. Conditions limiting the number of business visits per day;

- iii. Conditions limiting the number of business visitors at any one time;
- iv. Conditions limiting the hours or days of operation of the business;
- v. Conditions prescribing the manner of operation of the business that are intended to reduce noise or other off-site impacts; and
- vi. Conditions limiting the location, within the Dwelling, where the business may be conducted.

~~u~~l. Active commercial frontages as shown in Appendix IV shall be developed with regard to Section 4.1 of this Direct Control Provision and according to the following regulations:

- i. There shall be outward facing building entrances, and windows in addition to any openings onto internal courtyards or parking areas;
- ii. At least 50% of ground floor building façades shall be glazed to the exterior, except ground floor building façades facing the west, east and south perimeters of Area ~~B~~C which shall have at least 20% glazing; and
- iii. Horizontal stretches of uninterrupted façade shall not exceed 12 m in length; ~~and~~
- ~~iii. At least 50% of the ground floor commercial premises in Area A shall consist of individual shops of not more than 12 m frontage.~~

~~v~~m. Parking and circulation areas within and surrounding Area ~~B~~C shall be developed with ~~regard~~ to Section 4.3 of this Direct Control Provision and according to the following regulations:

- i. The layout of parking areas shall specifically address the interrelation of pedestrian, vehicular and bicycle circulation in order to provide continuous, direct pedestrian access with a minimum of driveway and drive aisle crossings. Remedial treatments such as raised pedestrian crossings, forecourts and landings, special paving, lights and bollards shall be provided at significant points of conflict;
- ii. Landscaped islands with raised curbs shall be used to define parking lot entrances, the ends of all parking aisles and the location and pattern of primary internal access drives, and to provide pedestrian refuge areas and walkways; and
- iii. Internal streets to the north and east of Areas ~~B~~C shall have numerous safe pedestrian crossings to Area ~~B~~C where dictated by expected pedestrian traffic.

~~w~~n. Active residential frontages as shown in Appendix IV shall be developed with regard to Section 4.1 of this Direct Control Provision and feature ground level units with individual external accesses and

terraces or other landscaped open space, and common residential entrances.

~~x.o.~~ Notwithstanding regulations 5(~~v~~) and 5(~~xn~~) and Appendix IV, active commercial and residential frontages shall not be required where building lobby and parking entrances are located.

~~y.p.~~ Open space shall be provided with regard to Section 4.2 of this Direct Control Provision and in general accordance with Appendix V. The ~~estimated minimum~~ amount of publicly accessible open space shall be 27,000 m² ~~to be provided is summarized in Table 134. In addition to this open space, additional recreational space will be provided within an estimated 2,300 m² facility for Indoor Participant Recreation Services (identified as Club House Amenity in Appendix V).~~

Table 4: Open Space

Type of Open Space	Area (m ²)
Publicly Accessible Open Space	71,300
Private Open Space	18,000
TOTAL	89,300

~~z.~~ Public art shall be provided to a value equal to \$6.46 per square meter (approximately sixty cents per square foot) of Gross Floor Area and the selection process should favour Edmonton or Alberta artists.

~~aa.~~ Public art on the site shall be incorporated into publicly accessible open spaces and may also be incorporated into the architecture, architectural façades and breaks in the façades of buildings. Public art shall not be required in each individual phase of development. Public art shall be provided in consolidated phases (which consist of a maximum of 4 individual phases) to provide for significant public art in appropriate locations in consultation with the City Sustainable Development Department. The provision of public art on the site shall commence by the completion of the first consolidated phase of the development.

~~bb.q.~~ The landscape plan required through Section 55.3 of the Zoning Bylaw shall include the design of the adjacent internal streetscapes with regard to Sections 4.2 and 4.3 of this Direct Control Provision and to the satisfaction of the Development Officer. In addition to the planting requirements of Section 55.4 of the Zoning Bylaw, the developer shall provide, on each side of all internal roadways, a minimum of one street tree for every ten meters of internal roadway and pedestrian mews.

~~ee.r.~~ Barrier Free Design

i. All buildings shall comply with the requirements of Section 3.8 Barrier-Free Design of the Alberta Building Code.

ii. Any barrier-free design features over and above the requirements of the Alberta Building Code, such as at grade

accessible washrooms in private apartment buildings, should be incorporated into buildings where practicable.

~~dd.~~s. Apartment Housing and Group Homes intended to facilitate the provision of housing in which care is provided on site to residents on a permanent basis shall be developed in accordance with Section 94~~(1)(a)~~ of the Zoning Bylaw.

~~ee.~~t. Pedestrian linkages shall be developed with regard to Sections 4.2 and 4.3 of this Direct Control Provision and generally in accordance with Appendix VI to this Provision.

~~ff.~~u. Vehicular access and circulation shall be developed with regard to Section 4.3 of this Direct Control Provision and generally in accordance with Appendix VII to this Provision.

~~gg.~~ The developer shall enter into servicing agreement(s) to undertake roadway improvements necessitated by the development, generally as listed in Appendix VIII to this Provision.

~~hh.~~ In conjunction with a development permit application for development of the commercial mall, the developer shall enter into a servicing agreement to construct a grade separated enclosed pedestrian walkway between the commercial mall and the transit terminal in conjunction with the City's extension of LRT to the development.

~~ii.~~ The Development Officer shall require the developer, with the development permit application that takes the total number of Dwellings on the site to 1443 (50% of Dwellings permitted in this Provision), to submit a traffic impact assessment that re-evaluates the assumptions of the original traffic impact assessment in light of traffic and parking generated by the development. If the traffic impact assessment indicates that development on the site generates the need for additional roadway improvements, the Development Officer shall make it a condition of the development permit that the developer construct or pay for the construction of these improvements.

~~jj.~~v. Vehicular Parking on the site shall be developed in accordance with Schedule 1 of Section 54.2 of the Edmonton Zoning Bylaw. ~~until the development permit application that takes the total number of dwellings on the site to 1443 (50% of dwellings permitted in this Provision) or the development permit application whose construction can be reasonably expected to be completed after a LRT Station has been opened adjacent to the site. At such time and where the applicant for a development permit can demonstrate through a Shared Use Parking Impact Assessment that by virtue of the use, character, or location of the proposed development, and its relationship to public transit facilities and any other available parking facilities, the parking required for the proposed development is less than any minimum set out in Schedule 1 of Section 54.2, the Development Officer may allow a reduction from the minimum number of parking spaces. The Development Officer shall submit the Parking Impact Assessment to the Transportation Department for analysis. The proposed reduction~~

~~may be approved by the Development Officer with the advice of the Transportation Department.~~

w. Notwithstanding 5(v), at such time as a Shared Use Parking Impact Assessment is submitted, the applicant for a development permit may apply for a reduction to the minimum number of parking spaces, to the satisfaction of the Development Officer, in consultation with Transportation Planning & Engineering. The applicant must demonstrate through a Shared Use Parking Impact Assessment that by virtue of the use, character, or location of the proposed development, and its relationship to public transit facilities and any other available parking facilities, the parking required for the proposed development may be less than any minimum set out in Schedule 1(A) of Section 54 of the Zoning Bylaw.

~~kk.x.~~ Bicycle Parking spaces shall be no less than 10% of the number of vehicular parking spaces required.

ll.y. Public access easements shall be provided as a condition of subdivision for internal roadway areas and the central oval open space designated as publicly accessible open space.

Easements shall make the private property owner(s) responsible for maintenance and liability.

~~mm.~~ ~~Notwithstanding other sections of this Provision, in the northwestern and northeastern portions of the site building configurations and access connections to 111 Street and 109 Street may vary from the illustrations included as appendices to this Provision to provide for integration of the development with transit facilities, including transit related parking facilities. The Development Officer shall consult with the Transportation and Streets Department regarding such a variance and shall not use such a variance to vary regulations in this Provision related to Building Height and maximum number of Dwellings.~~

~~nn.z.~~ All vehicular loading and garbage collection for residential buildings shall be conducted within parking structures.

~~oo.aa.~~ Signs shall comply with the regulations found in Schedule 59E, ~~except that:~~
~~the site shall permit one Freestanding On-premises Sign to have a maximum area of 90 m² and a maximum height of 10 m.~~

~~pp.bb.~~ Portable Signs shall be prohibited on this site.

~~qq.cc.~~ No construction noise shall be generated on the site before 10 a.m. on Sundays.

Illustrative Site Plan

APPENDIX I



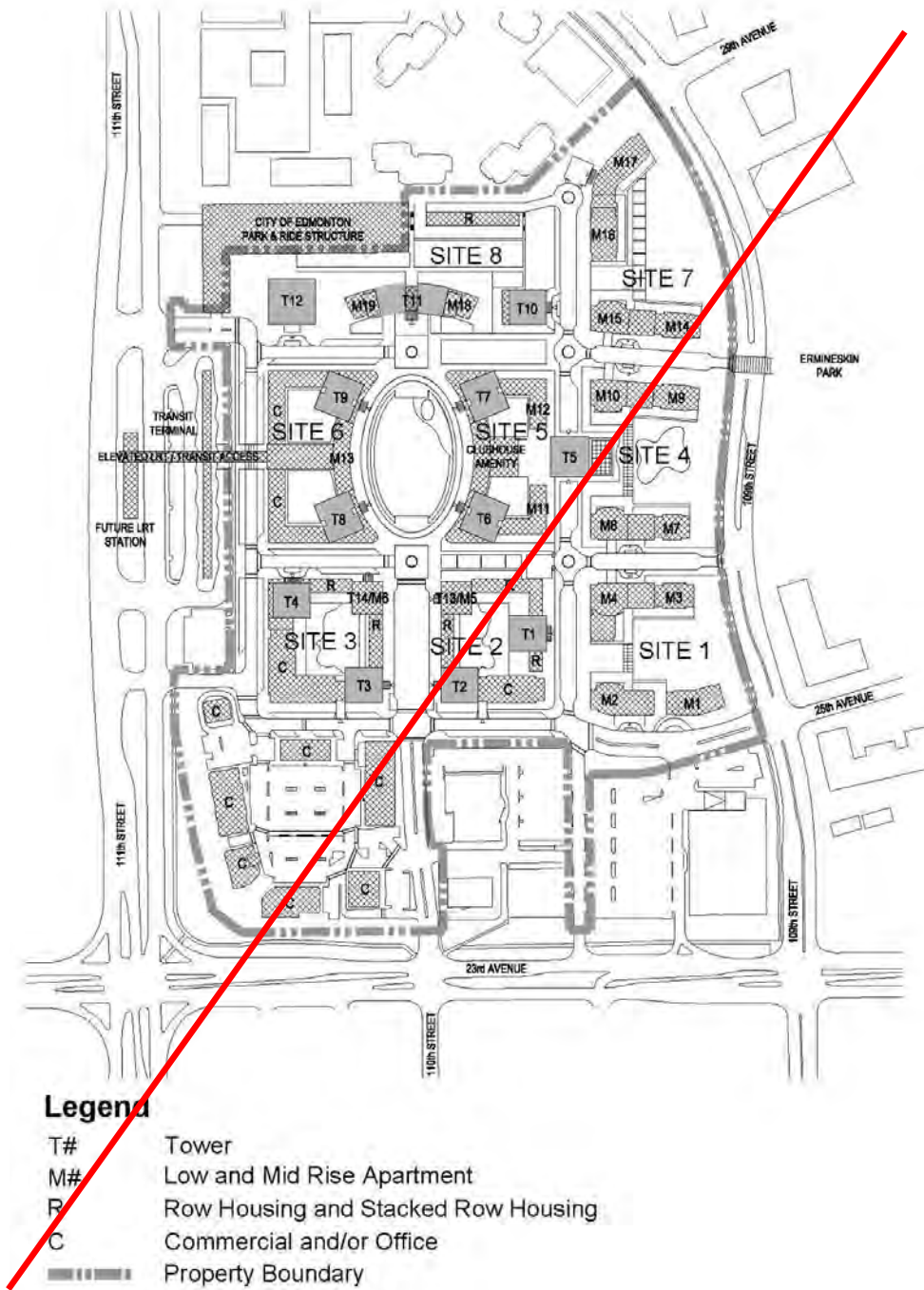
Illustrative Site Plan

APPENDIX I



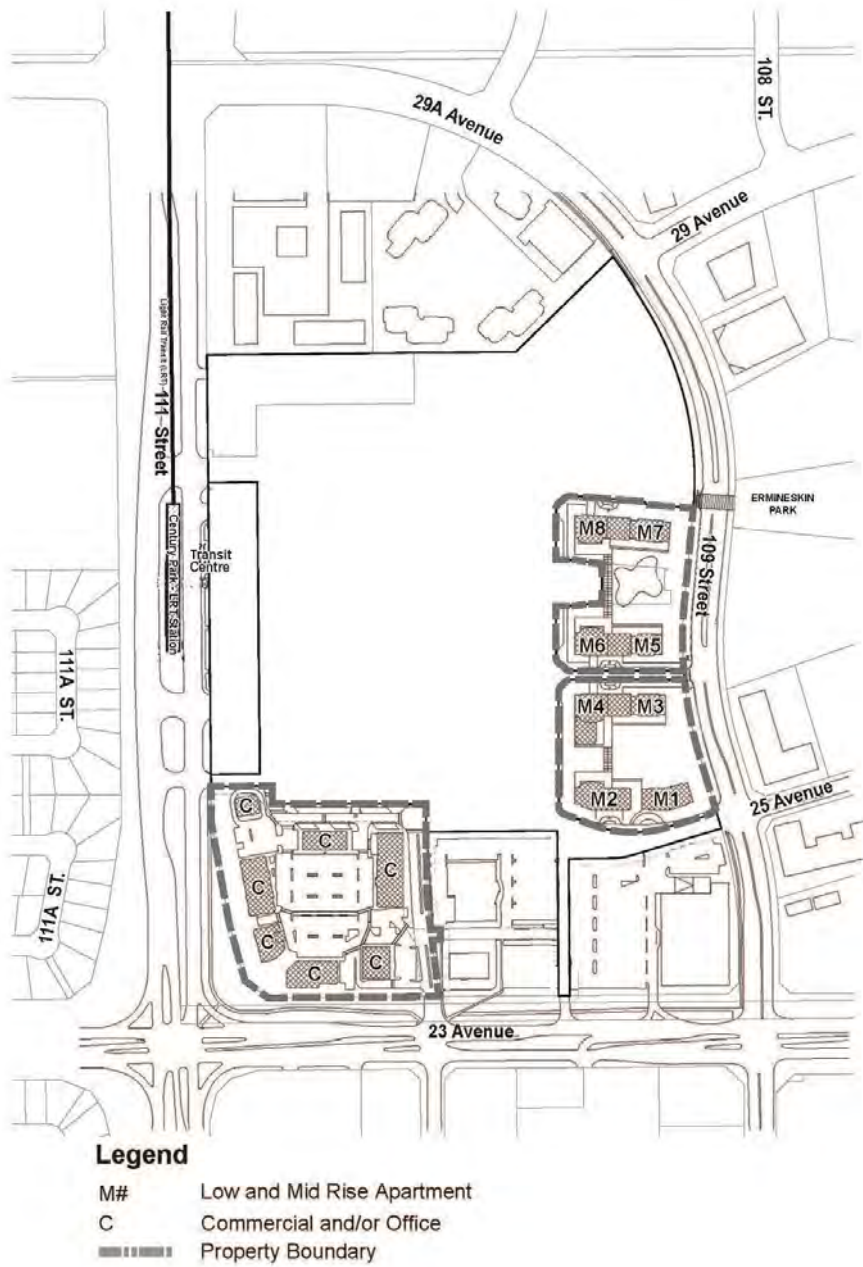
Building Locations

APPENDIX H



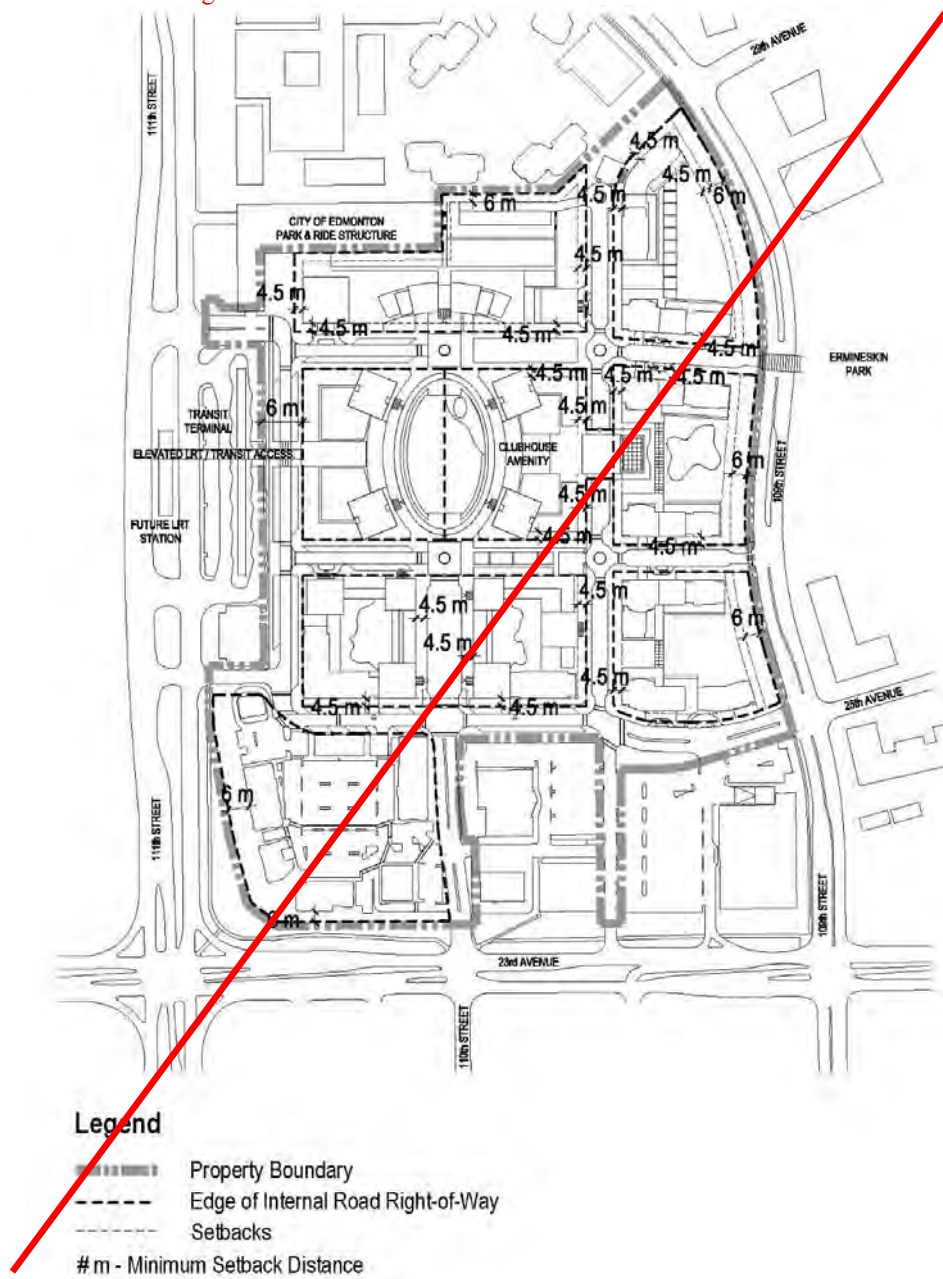
Building Locations

APPENDIX II



Minimum Building Setbacks

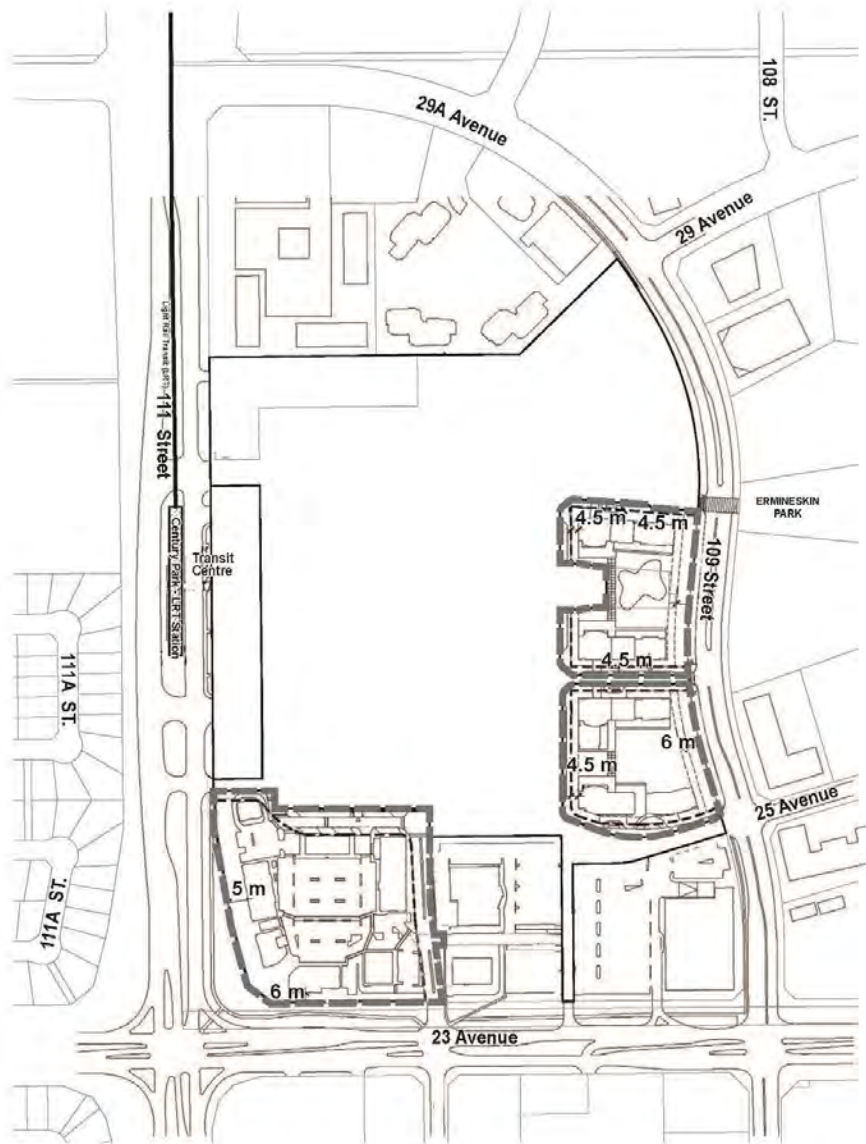
APPENDIX III



NOTE: If not indicated there is a minimum zero setback from the internal road right-of-way.

Minimum Building Setbacks

APPENDIX III

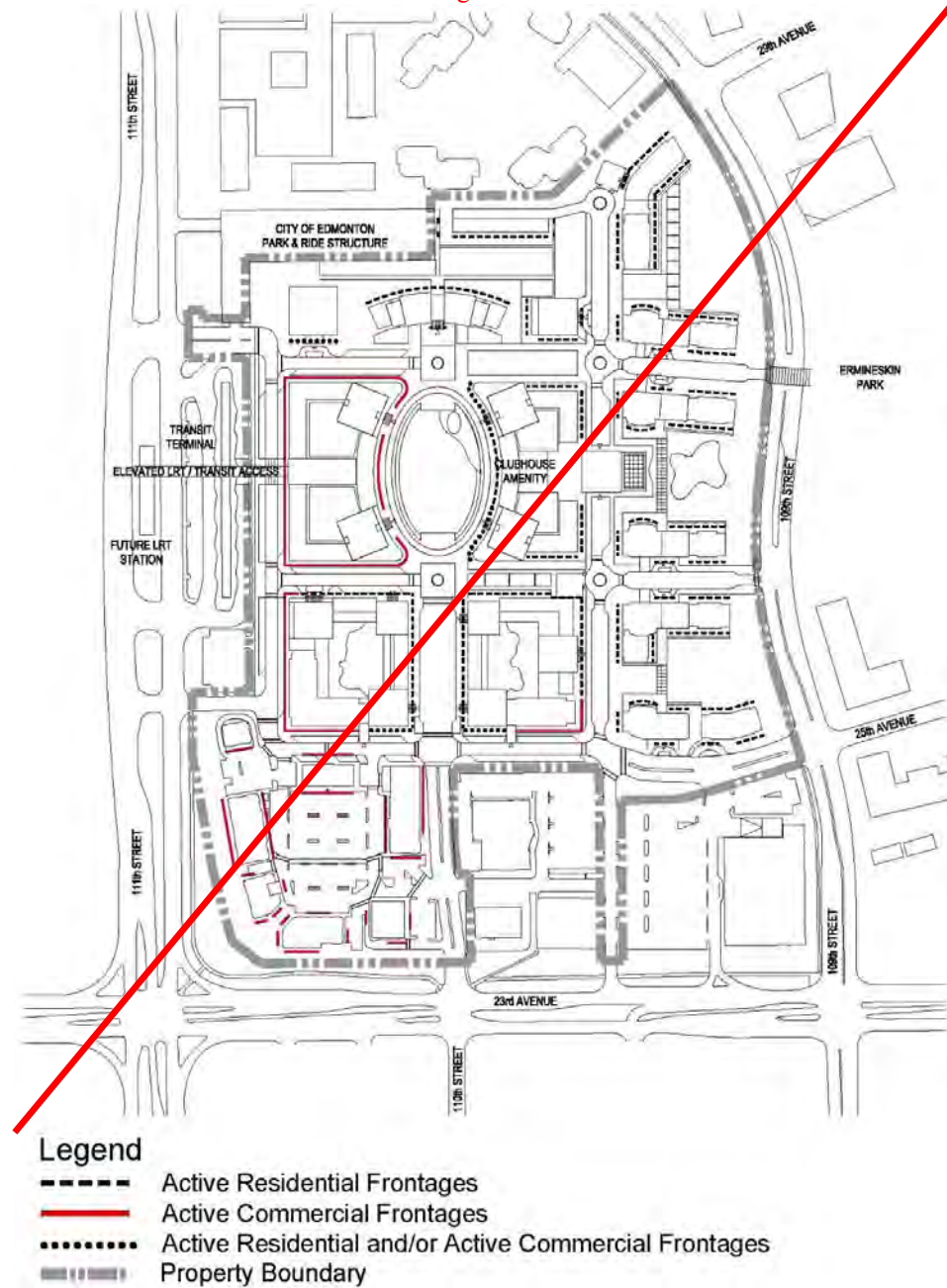


Legend

- Property Boundary
- Edge of Internal Road Right-of-Way
- Setbacks
- # m - Minimum Setback Distance

~~Active Residential and Commercial Frontages~~

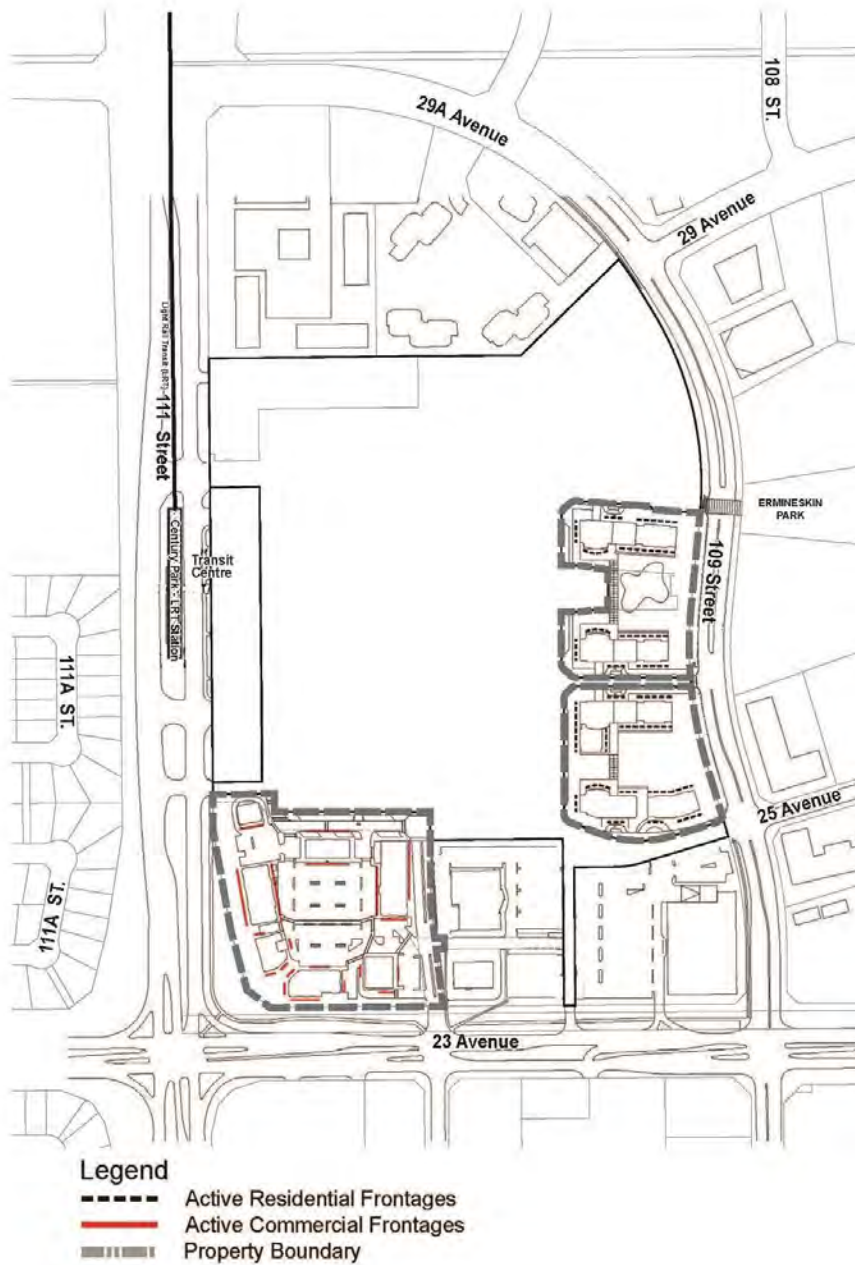
~~APPENDIX IV~~

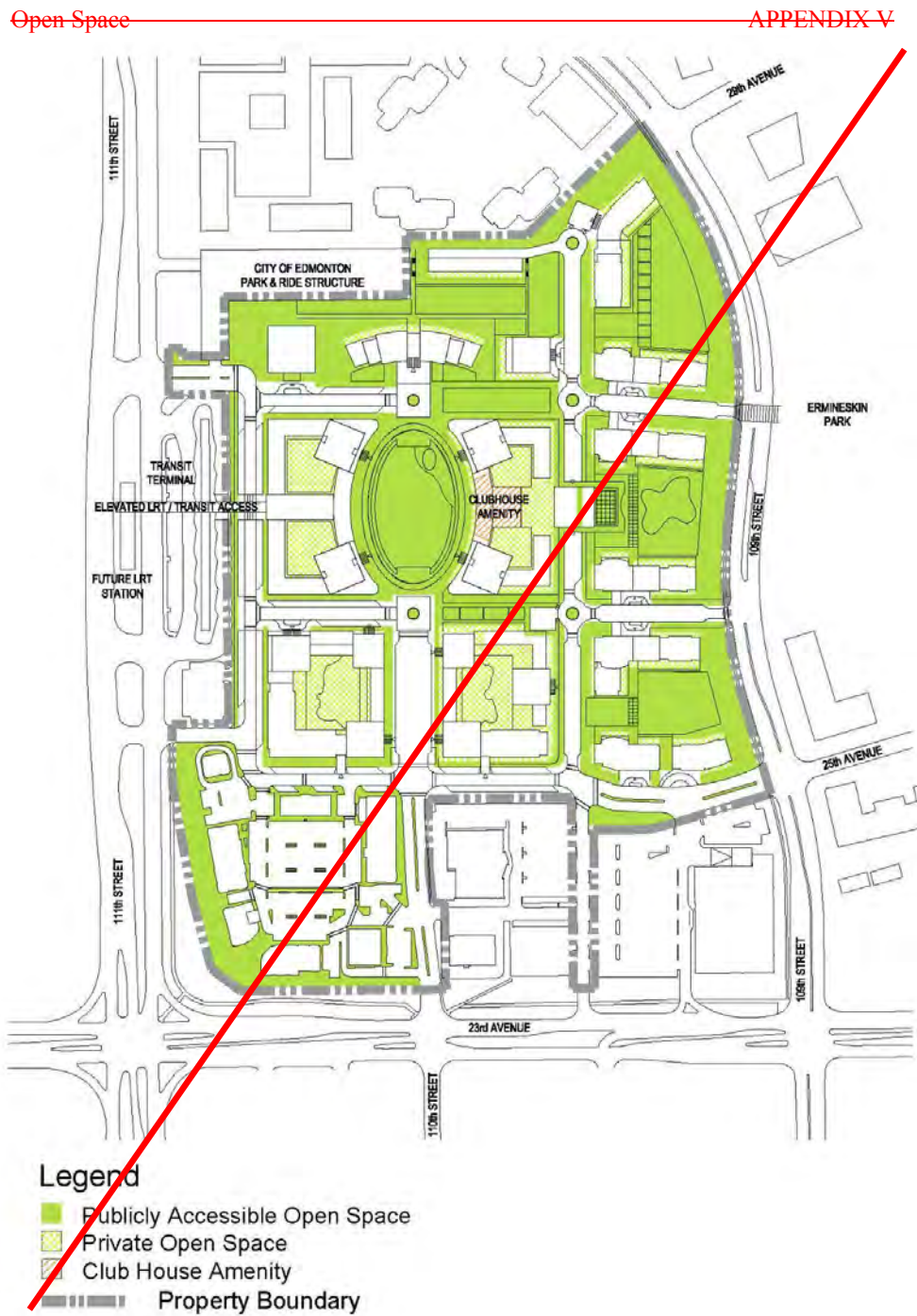


~~Note: Active commercial and residential frontages shall not be required where building lobby and parking entrances are located.~~

Active Residential and Commercial Frontages

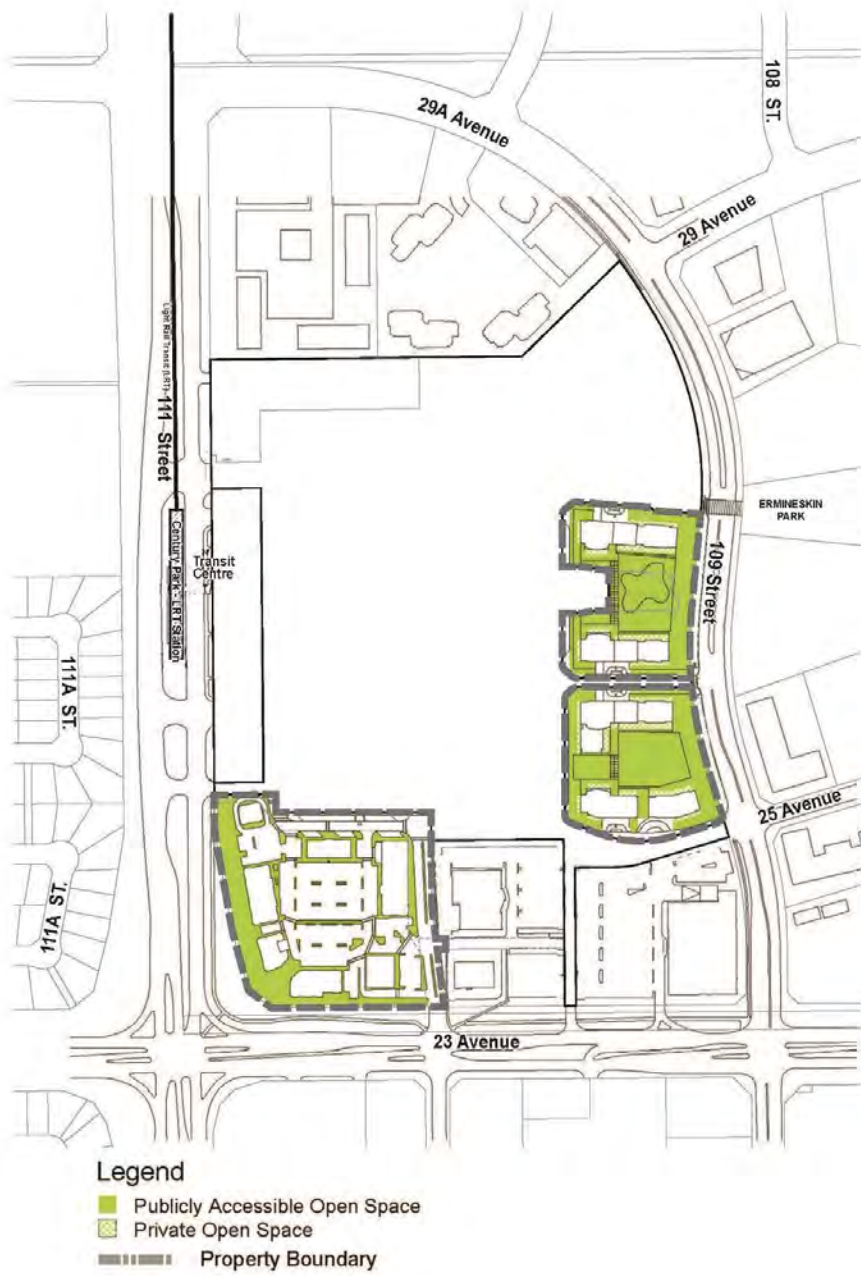
APPENDIX IV





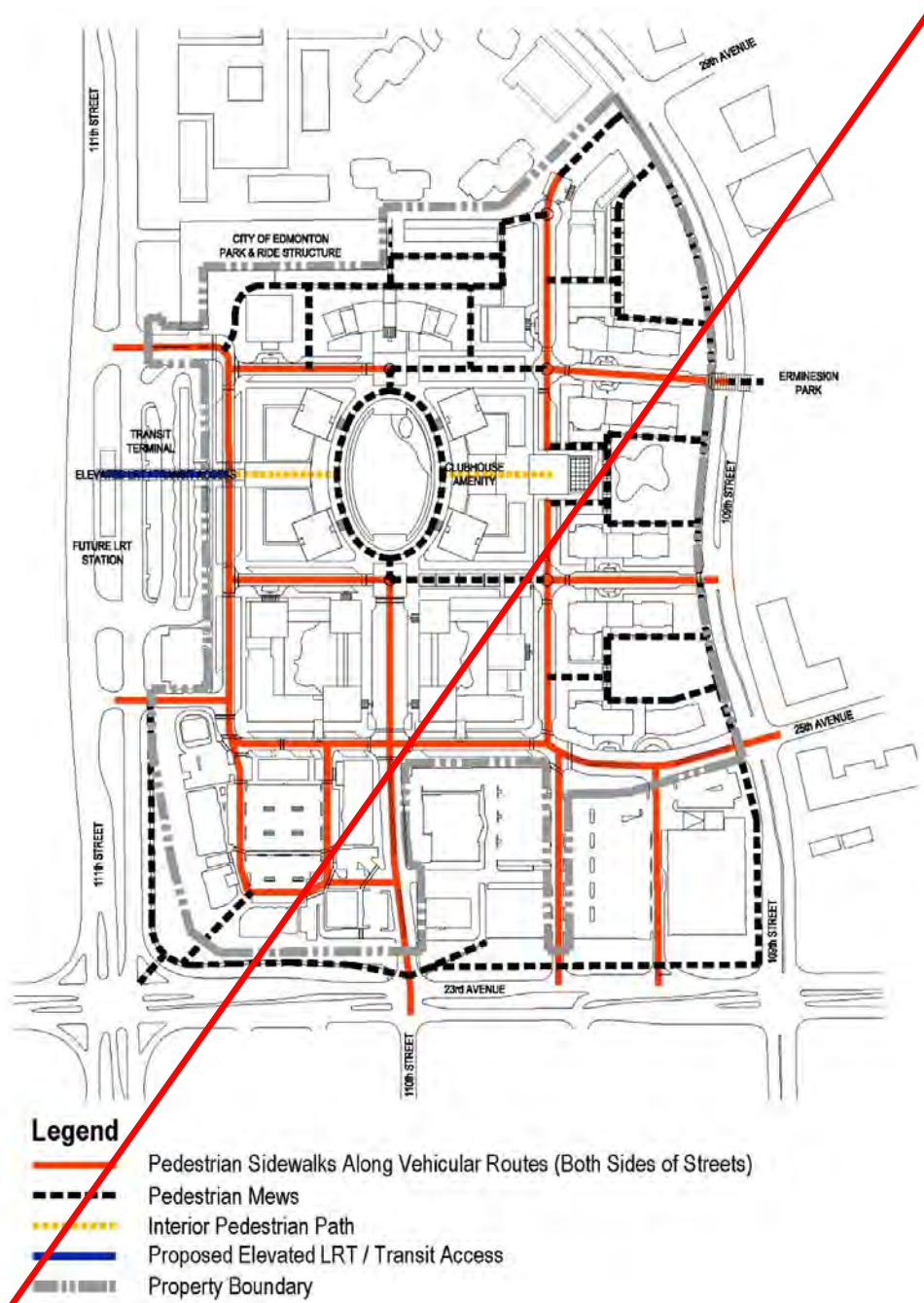
Open Space

APPENDIX V



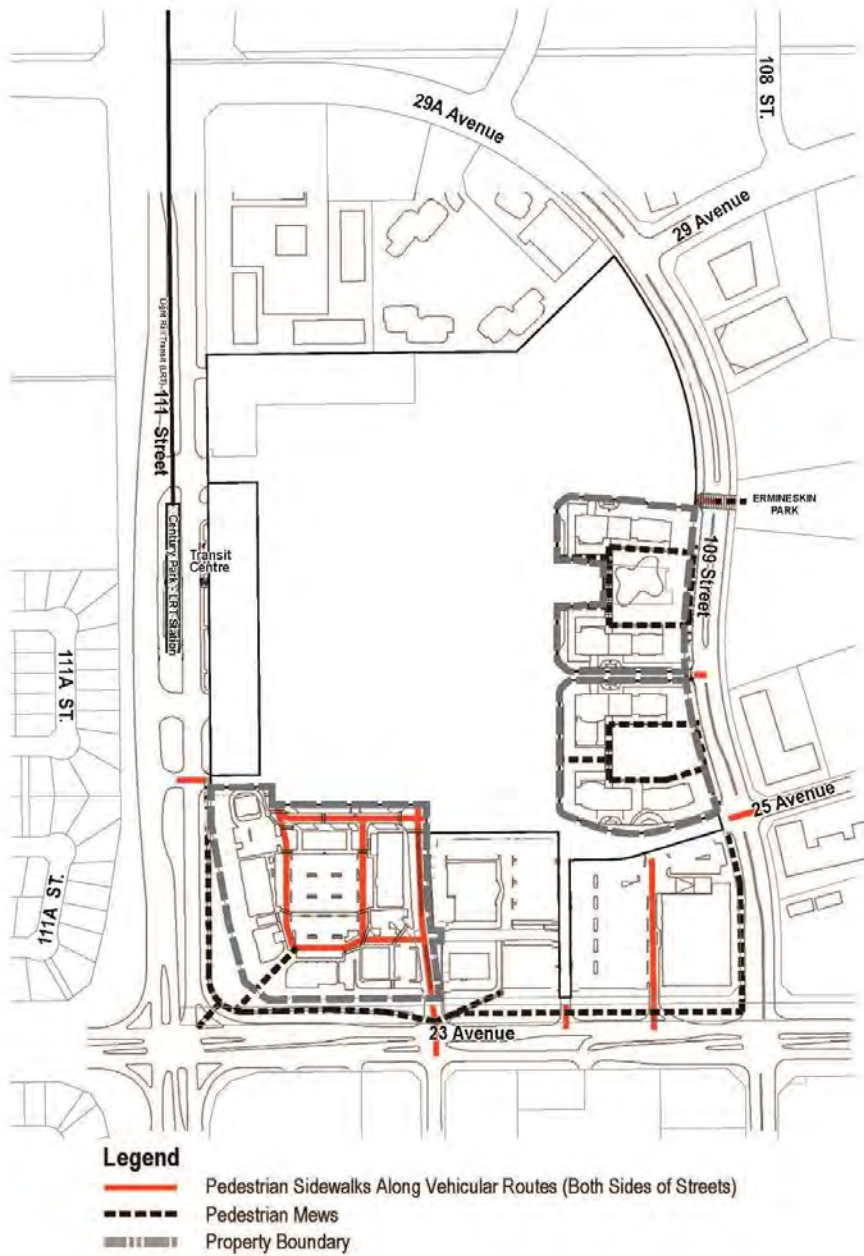
Pedestrian Linkages

APPENDIX VI



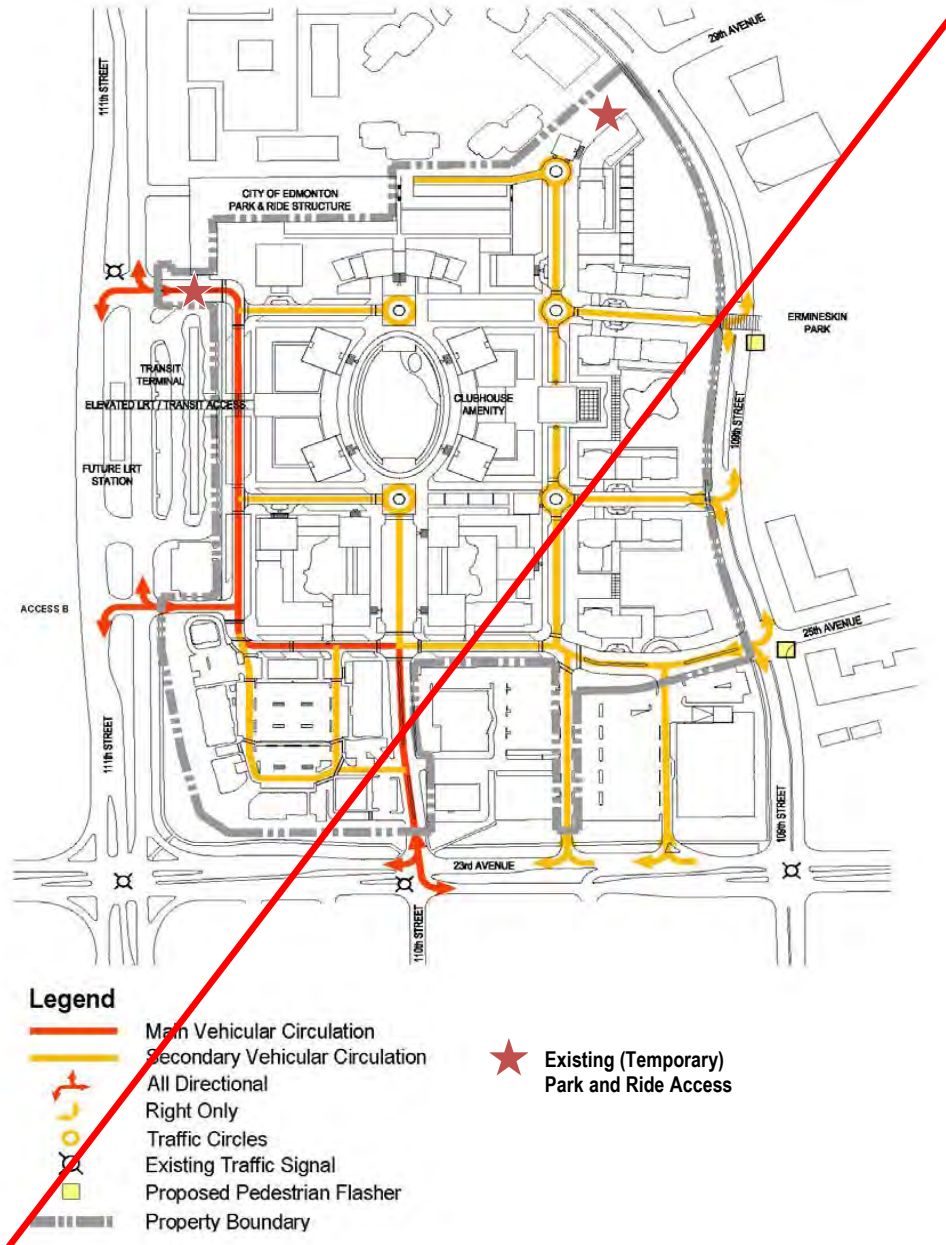
Pedestrian Linkages

APPENDIX VI



Access and Circulation

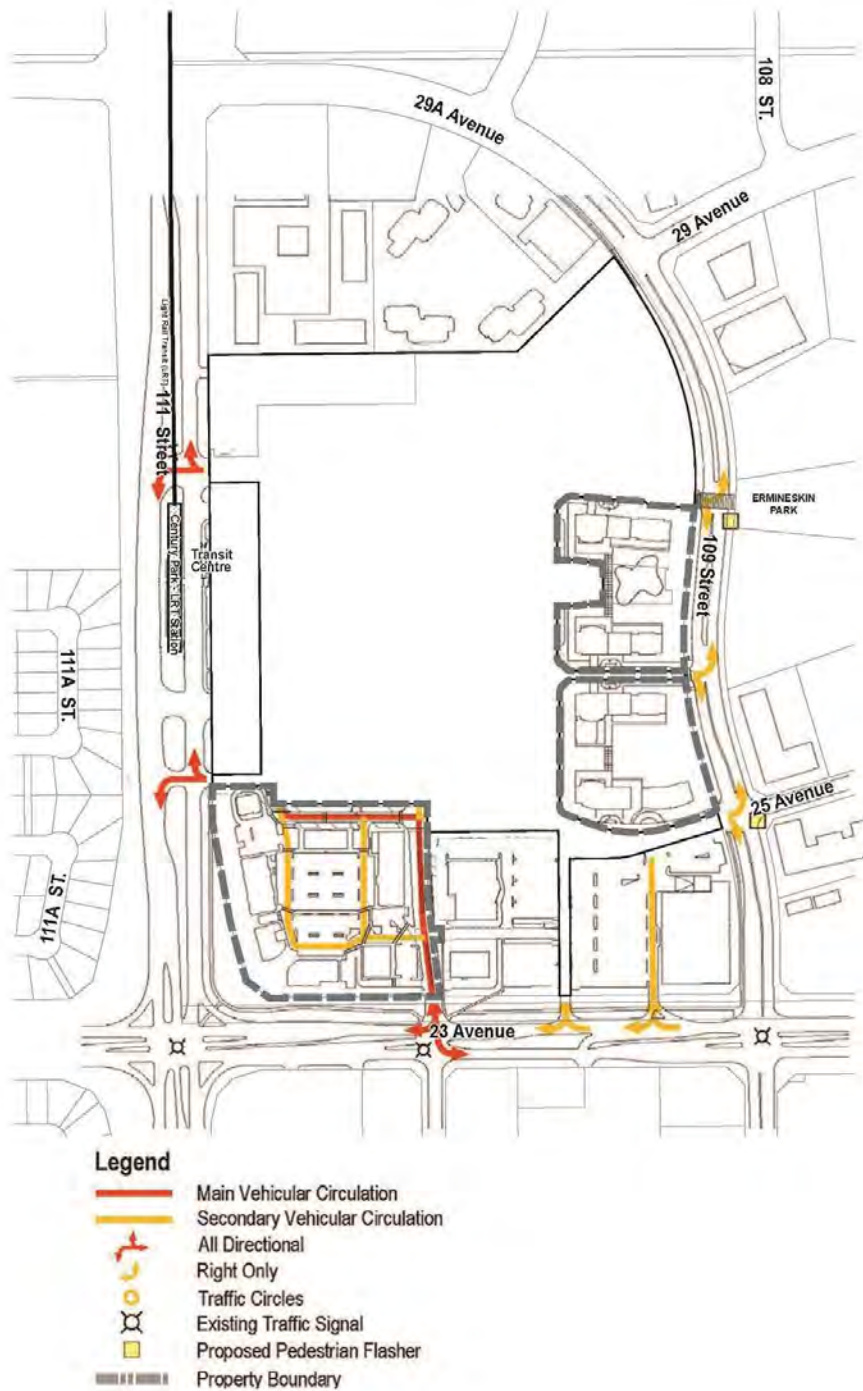
APPENDIX VII



NOTE: The final configuration of accesses on 111 Street will be determined with the ultimate LRT design. Access B may not be all directional.

Access and Circulation

APPENDIX VII



APPENDIX VIII

Roadway Network Improvements Required for the Development

1) Improvements required with first phase of development (Funded by Developer)

- ~~Transit shelters with connector walks on roadways adjacent the development are to be provided to the satisfaction of the Transportation and Streets Department.~~
- ~~23 Avenue and 110 Street~~
 - ~~westbound to northbound right turn bay~~
 - ~~eastbound to northbound left turn signal phase~~
 - ~~southbound to eastbound left turn signal phase~~
- ~~23 Avenue and 109 Street~~
 - ~~westbound to southbound left turn signal phase~~
 - ~~eastbound to northbound left turn signal phase~~
- ~~109 Street and site access located across from Ermineskin Park. Referred to as Access H in the Traffic and Parking Impact Assessment.~~
 - ~~Installation of a pedestrian amber flasher~~

2) Improvements required following development of 50% of the residential units (Funded by Developer)

- ~~23 Avenue and 111 Street~~
 - ~~third westbound through lane from 105 Street to Saddleback Road~~
 - ~~eastbound to northbound left turn phase~~
- ~~29 Avenue / Saddleback Road 111 Street~~
 - ~~northbound to westbound left turn signal phase~~
- ~~34 Avenue and 111 Street~~
 - ~~westbound to southbound double left turn lane~~
- ~~northbound to westbound left turn signal phase~~
 - ~~southbound to eastbound left turn signal phase~~
 - ~~westbound to southbound left turn phase~~

3) Improvements required due to increases in background traffic (Funded by City subject to budget approval by City Council)

- ~~23 Avenue and 111 Street~~
 - ~~westbound to southbound double left turn lane~~
 - ~~northbound to westbound left turn signal phase~~
 - ~~southbound to eastbound left turn signal phase~~

4) Improvements required with extension of LRT (Funded by City subject to budget approval by City Council)

- ~~111 Street~~
 - ~~widen to 6 lanes as required to accommodate traffic and LRT~~
 - ~~modifications to Access B and southern Transit Centre Access~~
 - ~~westbound double left turn lane at northern site access on 111 Street (referred to as Access A in the Traffic and Parking Impact Assessment) / Transit Centre Access.~~

APPLICATION SUMMARY

INFORMATION

Application Type:	Plan Amendment and Rezoning
Bylaw(s):	Resolution and 18057
Location:	North of 23 Avenue NW and east of 111 Street NW
Address(es):	2303 and 2423 - 111 Street NW; 2504, 2606, 2608 and 2610 - 109 Street NW
Legal Description(s):	Lot 5A, Block 32, Plan 0022925 Lot 12, Block 32, Plan 0523447 Lot 15A, Block 32, Plan 0929835 Lot 16, Block 32, Plan 1324273 Units 1 – 409, Condominium Plan 0923263 Units 1 – 500, Condominium Plan 0940297
Site Area:	17.4 ha
Neighbourhood:	Ermineskin
Ward - Councillor:	10 – Michael Walters
Notified Community Organization(s):	Blue Quill Community League Ermineskin Community League Yellowbird (East) Community League Southwest Area Council of Community Area Council
Applicant:	Stantec Consulting Ltd.

PLANNING FRAMEWORK

Current Zone(s) and Overlay(s):	(DC2.846) Site Specific Development Control Provision
Proposed Zone(s) and Overlay(s):	(DC2) Site Specific Development Control Provision
Plan(s) in Effect:	Kaskitayo Outline Plan
Historic Status:	None

Written By:	Kyle Witiw
Approved By:	Tim Ford
Department:	Sustainable Development
Section:	Planning Coordination