

# MID-RISE RESIDENTIAL DEVELOPMENT

9502, 9512, 9518 153 Street NW, West Jasper Place

From (DC2) Site Specific Direct Control Provision to (RM) Medium Scale Residential Zone



Project History – Marcelo



## Defeated Rezoning in 2019:

**DC2** – Site Specific Direct Control Provision to

**DC2** – Site Specific Direct Control Provision (4-storeys)



Previous Application – Proposed Building Form

## Factors Affecting Application

In 2019:

- The **City Plan** was not yet adopted.
- The **Jasper Place Area Redevelopment Plan** was in effect and needed to be amended.
- The **West Jasper Place District Plan** and **District Policy** were not yet adopted.
- The application was prior to the adoption of the new **Zoning Bylaw** and **District Plans**.
- The **Valley Line – West LRT** expansion had not yet commenced.

**Slim policy support and perception of spot zoning leads to Council refusal.**

## Fast-forward to 2025:

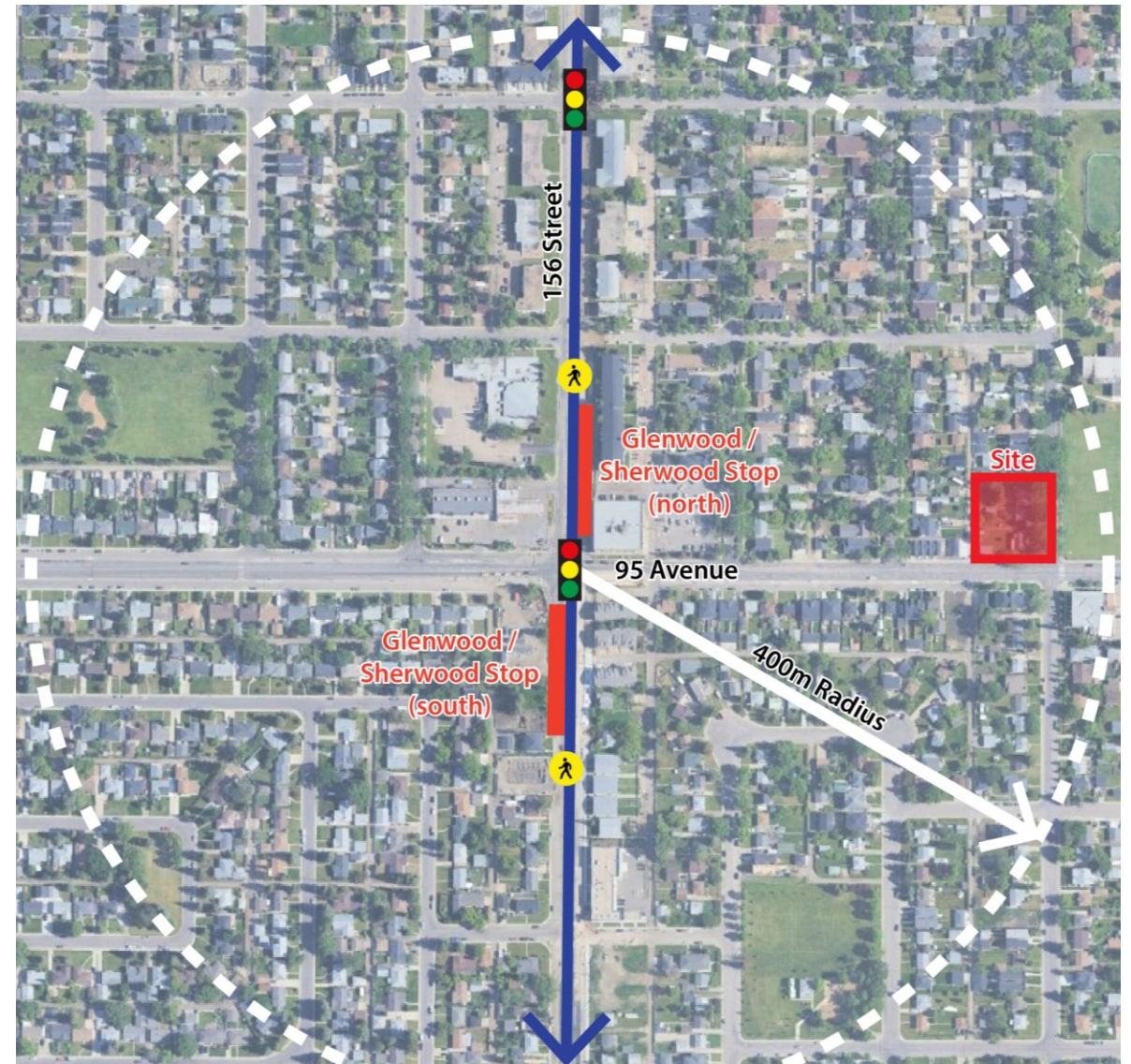
**DC2 920** – Site Specific Direct Control Provision to  
**RM (h16)** – Medium Scale Residential Zone

### Factors Affecting Application

This Council has:

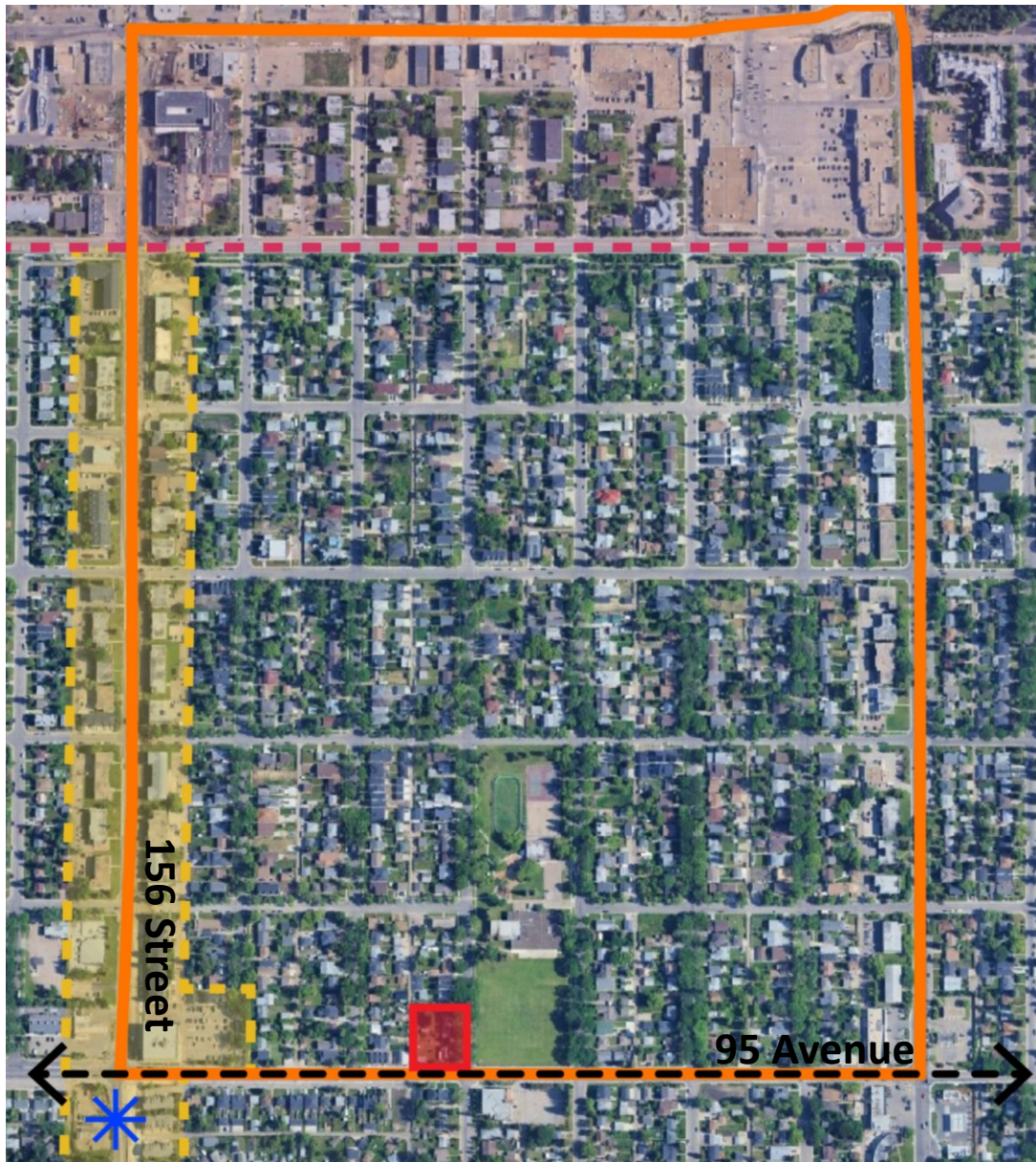
- Continue to advance the goals of the **City Plan**.
- Adopted the **Zoning Bylaw 20001**.
- Chose to rescind the **West Jasper Place ARP** in 2024.
- Adopted the **District Plans** and **District Policy** that replace the ARP.
- Continued to advance the **Valley Line LRT construction** along 156 Street.

**Proposed rezoning is fully supported by the current policy framework.**



156 Street LRT Plan





Policy Context Map

## Relevant Policies:

**Policy 2.5.2.5** – Support **Low Rise** development in locations outside of Nodes and Corridors

**Policy 2.5.2.6.** – Consider **additional scale**

## Relevant Criteria:

- On a corner site at the edge of the neighbourhood
- Fronts onto a Collector Roadway
- Within 400m of a Mass Transit Station
- At a corner site and adjacent to a park or open Space

**The District Policy supports low-rise OR mid-rise at this location.**

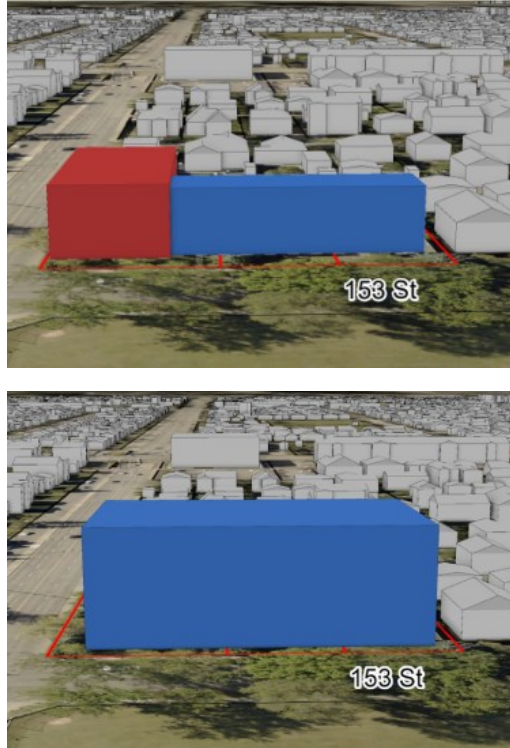
- Site
- ★ Future Mass Transit Station
- West Jasper Place Neighbourhood
- ←-- 95 Street - Collector Road
- ▤ Primary Corridor
- ▨ Secondary Corridor



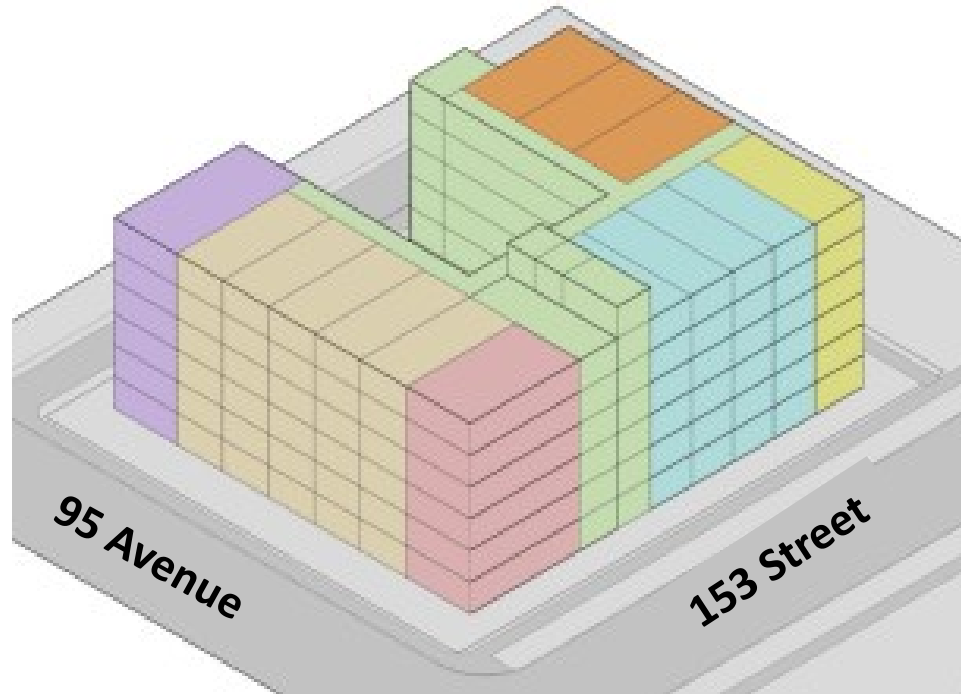
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City Produced Massing



RM h23 Massing Model



RM h16 Massing Model



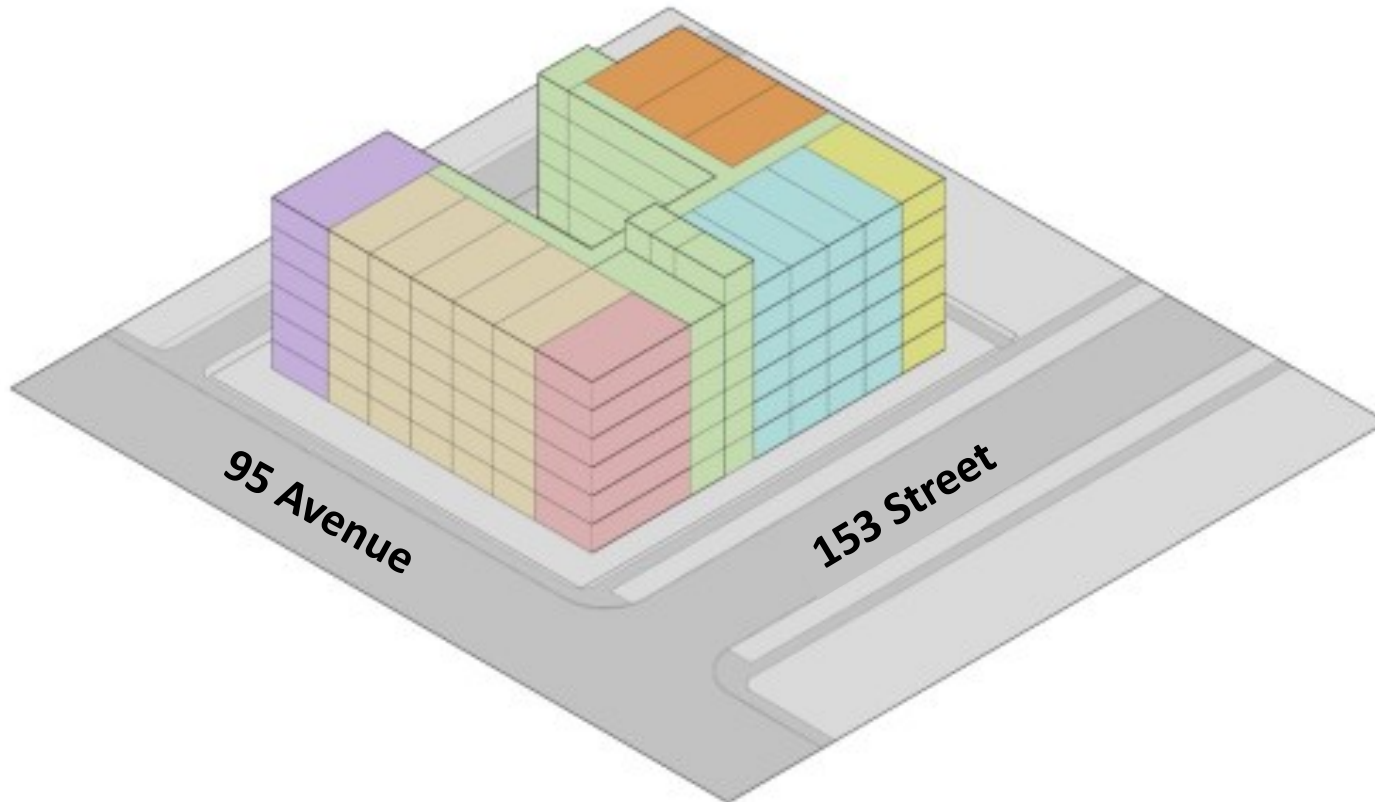
**Key Change:** RM h23 → RM h16

- Reduces maximum developable height and massing by ~30%.
- Results in a decrease to total number of developable units

What We Did – Dnyanesh



## Previous RM h23 Massing



## Community Engagement Efforts

In addition to City-led engagement efforts:

- The project team had 2 meetings with the **Voices of West Jasper Sherwood** Community Group.
- Met with **the President of the Community League** – discussion of what is missing in the neighbourhood.

## Key Takeaways

- Height of the building to be lowered from 23m to 16m.
- Result is a reduction in height and massing.
- Collaboration to address on-site parking.
- Discussion regarding rental vs. ownership models.
- Development forms possible under the RM h16 zone (rowhousing, staked rowhousing, apartment, etc.)



## Expected Development Form – RM h23



**6-Storey** Precedent Building – 11524 University Avenue

### Engagement Outcome

Following discussions with the West Jasper Place community league, the proposed development form was decreased from 6-storeys to 4-storeys.

## Proposed Outcome – RM h16



**4-Storey** Precedent Building – 14411 Stony Plain Road

### Adjacent Property Owner Engagement

Property owner at 9520 153 Street NW – In response to feedback the height of the proposed development has been decreased.



## Development Statistics

**Total Units: 38**

**Unit Types: Stacked Rowhousing & Rowhousing**

**Parking Spaces:**

- 17 Parking Spaces w/ Bike parking



Existing Building Form



Aerial View



Proposed Building Form



# MID-RISE RESIDENTIAL DEVELOPMENT

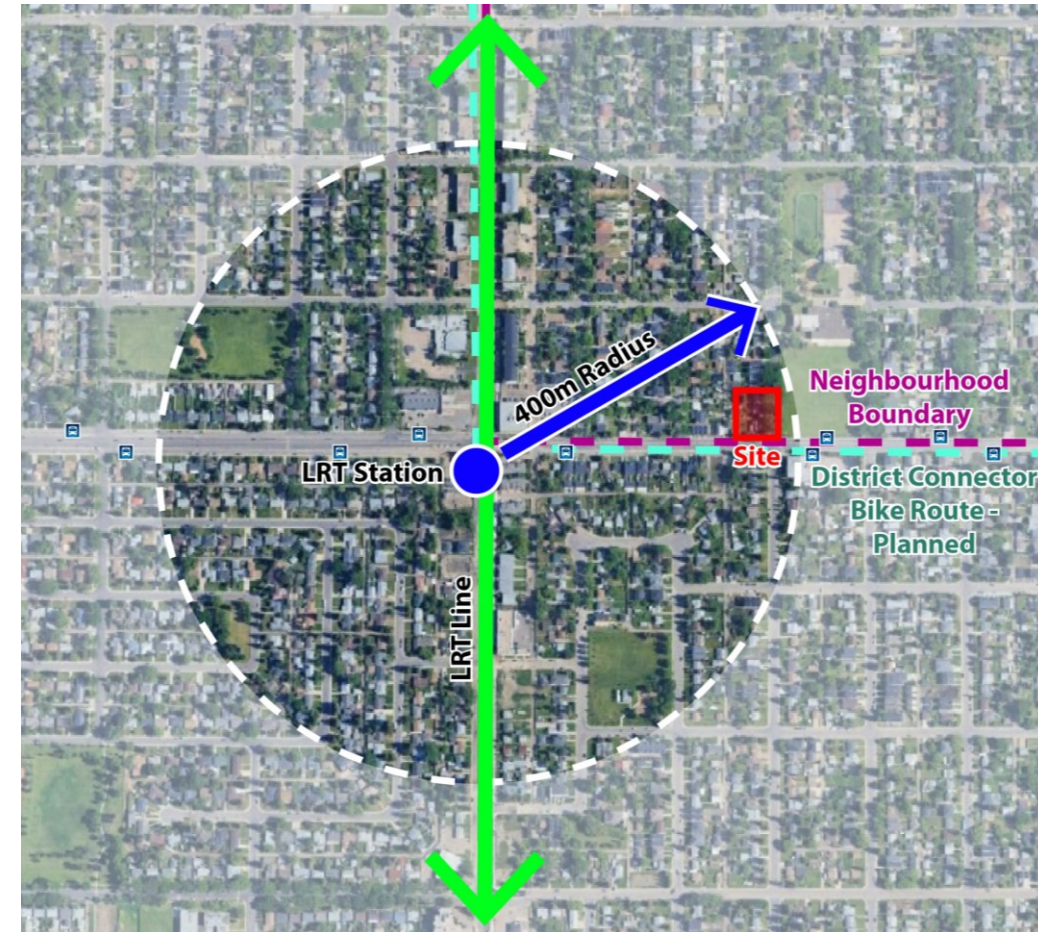
## From (DC2) Site Specific Direct Control Provision to (RM) Medium Scale Residential Zone

### Alignment with City Goals

- Meets the target of having 50 % of trips made by transit and active transportation
- Contributes to City target for 50% of new units to be added through infill city-wide
- Aligns with Section 2.2.1.6 of the City Plan which plans to “enable ongoing residential infill at a variety of scales, densities, and designs within all parts of the residential area.”



District Plan – Corridors Map



Policy Context Map

## City-Wide Benefits – Mason



## Details of Application

- Large inventory of apartments 4-storeys and under.
- However, the housing stock is aging with the majority of buildings being over 45 years old.
- 156 Street – aging apartment buildings or single detached houses.
- Number of LRT station along the corridor justifies the need for renewal in the housing stock.

## Existing Neighbourhood Development Forms



Low-Rise Apartment



Mid-Rise Apartment

## 156 Street LRT Investment







## Traffic / Parking

- This building is a transit-oriented development with limited parking provided
- Market Driven Parking Provision:
  - 17 Parking Spaces w/ Bike Parking
- Reducing car dependency and traffic

## Return of Transit-Oriented Development Investment

- Reduction of pollution-emitting cars
- More space for residential units, not parking
- Better use of public transportation (LRT)
- More money left for investing in renewable energy-powered transportation



Southeast View of Conceptual Building Design



Aerial View of Conceptual Building Design



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“It is not what you take away, it’s what you leave behind.”



Thank You