

Administration supports this application because it:

- Facilitates development of approximately 8 hectares of vacant land immediately beside the Century Park LRT station and Transit Centre in the Century Park District Node.
- Enables businesses and development to integrate with existing transit facilities by completing missing connections throughout the Ermineskin neighbourhood.
- Maximizes mass transit investment by enhancing access to a Priority Growth Area.

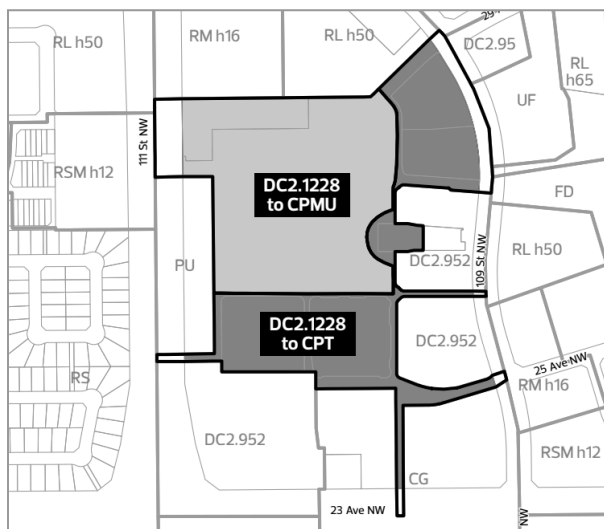
Application Details

This application was submitted by B&A Studios on behalf of K&H Land Development Ltd.

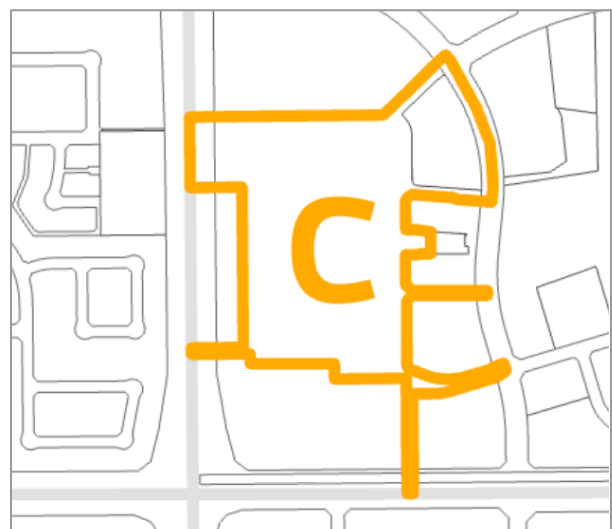
Rezoning

The proposed rezoning will replace an existing DC2 Zone with the Century Park Special Area. This change will allow variances at the development permit stage that are needed to facilitate the site's long-term development, and the ability to respond flexibly to future shifts in market conditions and construction methods. The Special Area includes universal regulations that apply to all land parcels within its boundaries, as well as specific regulations in the CPMU and CPT Zones that apply, respectively, to the site's undeveloped areas, and areas that are developed or under construction with issued permits.

- Century Park Special Area: Integrates the partially completed mobility network that is located in the CPT Zone with undeveloped portions of the network in the CPMU Zone and the Century Park Transit Centre. It also establishes design requirements for the network and expands zoning authority to include private roads. A Special Area is being proposed because there is no equivalent standard zone that can address these considerations.
- Century Park Mixed Use Zone (CPMU): Guides high density development in the vacant portion of the Special Area with a maximum height of 75 metres (22 storeys).
- Century Park Transition Zone (CPT): Accommodates development that was constructed or approved under the existing DC2 Zone.



The proposed zones and Special Area boundary.



The proposed District Plan policy subarea.

Whitemud District Plan Amendment

The establishment of a Special Area requires support from a statutory plan under Zoning Bylaw requirements, and the Whitemud District Plan is the lone statutory plan in effect for the site. To accommodate the rezoning, a new area specific policy is proposed in the Whitemud District Plan.

The Whitemud District Plan currently has two such policy subareas, A and B, with the Century Park Special Area proposed as the third, C (see Appendix 1). Its policies direct the Century Park Special Area to support mid to high rise development consistent with a District Node, integrate the private road network and Transit Centre, and provide for pedestrian comfort, safety, and accessibility.

Site and Surrounding Area

The 11.5 hectare site was the former location of the Heritage Mall, which was demolished in 2001. Since that time there have been several rezonings on the site including the current DC2 Zone which was adopted by Council in 2022. Approximately 8 hectares, or 70% of the site remains undeveloped, with a portion being used as a temporary park-and-ride. The undeveloped lands are located in the centre of the TOD, between the Transit Centre and existing high density development on its edges. This surrounding development is currently disconnected from the Transit Centre by the absence of a mobility network in the undeveloped area.



View of the undeveloped portion of the Special Area, looking south from the future alignment of 28 Avenue NW. The Century Park Transit Centre is seen on the far right, with existing development at the edge of TOD visible in the background and on the far left.

The developed portion of the site includes two completed sites and two sites that are currently under construction with approved development permits. The proposed CPT Zone encompasses these four sites, with built forms ranging from mid rise mixed use to high rise multi-unit housing.



Existing mixed use development on the site, looking south from 26 Avenue NW.



Existing high rise, multi-unit housing on the site, looking east from 109a Street NW.

The Century Park TOD generally extends 200 m north, 200 m south, and 400 m east of the Transit Centre. Beyond this, the urban landscape transitions to small format retail to the south, and low to mid rise multi-unit housing to the north. The TOD and these surrounding uses are bounded by 111 Street NW, 109 Street NW, 23 Avenue NW, and 29a Avenue NW.

	Existing Zoning	Current Development
Subject Site	Direct Control Zone (DC2 1228)	Mixed use development, mid and high rise multi-unit housing (30%) Undeveloped (70%)
North	Small-Medium Scale Transition Residential Zone (RM h16) Large Scale Residential Zone (RL h50)	Low and mid rise multi-unit housing
East	Direct Control Zone (DC2)	Mid rise multi-unit housing
South	Direct Control Zone (DC2) General Commercial Zone (CG)	Commercial retail
West	Public Utility Zone (PU)	Century Park LRT station and Transit Centre

Community Insights

This application was brought forward to the public using a basic approach. This approach was selected because the applicant's pre-application engagement and the City's initial mailed notice of the rezoning both garnered little response. The basic approach included:

Pre-Application Notice (from applicant), April 7, 2025

- Notification radius: 60 metres
- Number of recipients: 566
- Number of responses (as reported by the applicant): 5
- Main comments received (as reported by the applicant):
 - Questions about the application
 - Clarification of development intentions

Mailed Notices, May 16, 2025

- Notification radius: 60 metres
- Recipients: 2,679
- Responses: 8
 - In support: 0
 - In opposition: 3
 - Mixed/Questions only: 5

Site Signage, May 27, 2025

- Three rezoning information signs were placed on the property so as to be visible from 25 Avenue NW, 109 Street NW, and the Century Park Transit Centre.

Webpage

- edmonton.ca/rezoningapplications

Notified Community Organizations

- Ermineskin Community League
- Southwest Area Council of Community Leagues

Common comments heard (number of similar comments in brackets beside comments below):

- Traffic concerns (3)
- Land ownership and relationship with community (3)

- Pedestrian access to Century Park Transit Centre (2)

The Ermineskin Community League reached out to clarify if the rezoning would impact the Good Neighbour Agreement that was signed between the Community League and the previous land owner. While this agreement is out of scope for the rezoning process, the applicant nonetheless met with the Community League to discuss updating the agreement on behalf of the current landowner.

Application Analysis & Land Use Compatibility

Century Park Special Area

Under the Municipal Government Act (MGA), Special Areas possess the same legal authority as standard zones, including the shared ability to vary certain requirements at the development permit stage. However, they are made distinct from standard zones by the City's Zoning Bylaw and may only apply to a defined geographic region with unique attributes. The Century Park Special Area meets these requirements. Its defined geographic region is the rezoning site, and it has multiple unique attributes including adjacency to the Century Park Transit Centre, a private (not public) road network throughout, and a need for this infrastructure to be well integrated to provide pedestrian comfort, safety, and accessibility.



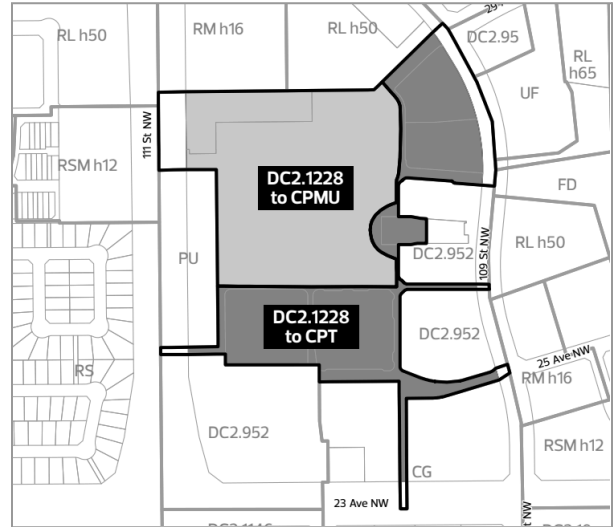
The proposed rezoning site and Special Area boundary with surrounding neighbourhood context

The Special Area is structured to include certain universal regulations that apply to all parcels within its boundaries. Referring to the images below, these parcels include two that are developed (labeled G and J) and two that are under construction with issued permits (C and K), all four of which are located in the proposed CPT Zone. Eight planned parcels are located in the

CPMU Zone (A, B, D, E, F, H, I, and L). The Special Area regulations establish consistent, site-wide street designs to ensure the mobility network features pedestrian infrastructure appropriate for a TOD, and seamless integration between the constructed portion of the network and future phases of development. These design requirements are necessary because the site's road network will be publicly accessible yet privately owned, and the City's design and construction standards apply only to fully publicly owned roads.



The street classifications are Centre Street (magenta), Standard Streets (green), Enhanced Capacity Street (yellow), and Alley (orange).



The proposed location of the CPMU and CPT Zones.

The four street classifications and their specific design requirements in the Special Area are outlined in the table below. The total width of each street aligns with a concurrent subdivision received by the City, as well as the dimensions of a 24 hour public access easement.

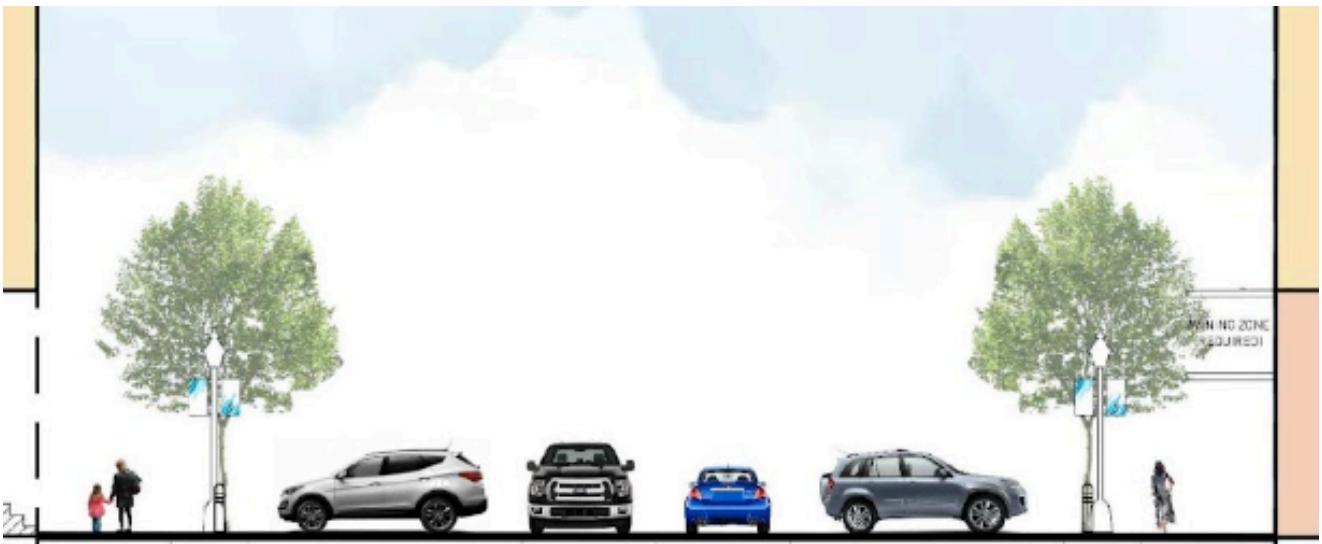
Street classification	Sidewalk Requirements	Treed Boulevard Requirements	Parking Allowed	Drive Lanes Allowed
Centre Street	3.0 m wide both sides	1.7 m wide both sides	Angle	2
Standard Street	1.8 m wide both sides	1.7 m wide both sides	Parallel	2
Enhanced Capacity Street	3.0 m wide one side	1.7 m wide one side	None	5
Alley	None	None	None	2

Compared to the current DC2 Zone, the proposed Special Area replaces the 27 Avenue NW 'Main Street' with a more vehicle oriented 'Centre Street' design that adds double-sided angle parking. The DC2's Main Street design emphasizes pedestrian modal priority with wide boulevards and sidewalks, shared street travel lanes, no vehicle parking, and a 10 metre wide centre median

that was envisioned as a pedestrian-accessible open space. The Special Area's revised Centre Street cross-section is considered more vehicle oriented due to the double-sided angle parking for vehicles, and overall reduction in pedestrian space. Centre Street retains the wide boulevards and sidewalks to ensure a comfortable public realm, and regularly spaced crossing points with curb extensions will be required to reduce the crossing distance.



The existing 27 Avenue 'Main Street' cross section in the current DC2 Zone. Pedestrian modal priority is emphasized with 2.5 m wide sidewalks, 2.5 m treed boulevards and 10 m open space median. Vehicles are allowed in the drive lanes beside the median.



The proposed 27 Avenue 'Centre Street' cross section in the Special Area. The pedestrian environment will feature a minimum 3.0 m wide sidewalk and a 1.7 m wide treed boulevard. Street crossing distances will be reduced by replacing angle parking with curb extensions where necessary.

The applicant proposed this increase in vehicle infrastructure to support businesses along 27 Avenue NW, recognizing the avenue's dual function as the TODs main commercial corridor and its primary pedestrian connection. Commercial development is required, not optional, along 27 Avenue NW, and there is an upper limit to the total width of the avenue before the surrounding

parcels are impacted. As a result, the proposal to support future commercial development with vehicle infrastructure comes with the tradeoff of reduced pedestrian infrastructure. Despite this reduction, the pedestrian environment continues to meet a minimum acceptable level of design for the surrounding context. However, with the addition of angle parking, 27 Avenue NW does not meet the Zoning Bylaw's definition of Main Street Development, and is therefore renamed Centre Street in the Special Area.

Century Park Mixed Use Zone (CPMU)

The CPMU Zone is not site-specific; consequently development regulations for setback distances and building street orientation rely on subdivided parcel boundaries to function. Although the City cannot directly compel subdivision, a 24-hour access easement will be registered on title in the City's favour making unsubdivided development highly improbable. Since development of the site's 8 hectares of vacant land is expected to occur over time, the Special Area also requires that each subdivision application include a phasing plan indicating future subdivision intentions.



View from the Century Park Transit Centre on 111 Street NW looking east down the proposed sight line for 27 Avenue NW (Centre Street) in the CPMU Zone. In the foreground is the Century Park bus terminal, and in the background is existing development within the Century Park TOD.

The proposed CPMU Zone contains uses and regulations that better align with the City's regulatory framework compared to the existing DC2, which predates the current Zoning Bylaw. Key characteristics of the zone include:

- A range of residential and commercial uses are allowed, including vertical and horizontal mixed use development.
- Commercial development is required at ground level along 27 Street NW, specifically between the Transit Centre and the east end of the TOD. Stand-alone multi-unit housing is permitted in other parts of the zone.
- For multi-unit housing, each ground floor dwelling must have an entrance directly to the street to foster active street frontages.
- A maximum height of 75 metres (approximately 22 storeys).

- Building setbacks are constrained between 1 and 3 metres at ground level, promoting street-oriented development throughout the TOD.
- For development exceeding 16 metres in height (approximately 4 storeys), a 4.5-metre setback is required. This compels the creation of building podiums, which in turn establishes a pedestrian-oriented environment that is buffered from the impact of taller structures.
- An appropriate transition to the existing low and mid rise multi-unit housing north of the CMPU Zone is provided by the mobility network which surrounds each parcel adjacent to these land uses. Additionally, screening is required for parking lots, loading, storage, and waste collection.

Century Park Transition Zone (CPT)

The proposed CPT Zone accommodates development approved and constructed under the existing DC2 Zone. It maintains the development rights that guided the design of these buildings and ensures they remain legal-conforming under the proposed zone.

The current DC2 includes Community Amenity Contribution (CAC) requirements that have been fulfilled or are under signed contract for all approved development on the site. Although the CPT Zone is considered a standard zone under the Municipal Government Act (MGA), and therefore cannot contain CACs, these requirements are no longer needed because CAC funds have been paid or promised through an enforceable contract with the City.

The CPT Zone preserves built form regulations in the existing DC2 that provide an appropriate transition to the commercial retail development south of the site. The road network which surrounds each parcel in the Special Area also serves as a buffer between development in the CPT Zone and these otherwise compatible land uses.

The City Plan

The proposed Special Area will enable businesses and development to integrate with existing transit facilities by facilitating development of the site and completing missing connections throughout the Ermineskin neighbourhood. The proposal also plans for an active transportation and transit network that supports the Century Park District Node in alignment with The City Plan's direction. Recognizing that tradeoffs are proposed with the reconfiguration of 27 Avenue NW, the Special Area remains in alignment with The City Plan by strategically planning equitable access to amenities and public services in the Century Park Priority Growth Area and maximizing the benefits of mass transit investment.

District Plans

The site is within a Priority Growth Area and Century Park District Node in the Whitemud District Plan. District Policy supports high rise development for sites in a District Node that are within 200 metres of a mass transit station or along an arterial roadway and where the site size and context allow for appropriate transition to surrounding development. The proposed zoning meets these requirements.

Mobility

The site is located directly next to the Century Park Transit Centre and LRT Station, which is a Pedestrian Priority Area in the Whitemud District Plan. The proposed Special Area includes a network of publicly accessible private streets with sidewalks, shared pathways, and treed boulevards that will ensure comfortable multimodal permeability throughout the development. Pedestrian scale integration with Century Park Transit Centre is required by the regulations within the proposed CPMU special area.

The Century Park Transit Centre is a start and end point for numerous ETS bus routes, with most of these routes operating adjacent to the site on 111 Street NW. A number of mass transit bus routes are projected to operate to/from the Century Park Transit Centre as part of the future mass transit network associated with the 1.25 million population scenario of The City Plan.

Major construction of Phase 1 of the Capital Line South LRT Extension from Century Park to Ellerslie Road began in 2025 and is ongoing.

Edmonton Design Committee

The proposed rezoning was presented to the Edmonton Design Committee (EDC) and received its support (see Appendix 2). The Committee recommended refining potential variations in built form, the corresponding corridor cross sections, public realm, amenity space, essence, character, and sense of place.

The application responded to these recommendations by simplifying podium regulations in the CPMU Zone that require a building stepback for development over 4 storeys. This simplification included removal of a second stepback requirement that would apply at 6 storeys for development over 8 storeys in height. The road cross sections were also refined to improve clarity and enforceability of the minimum requirements for publicly accessible pedestrian infrastructure. Lastly, the interface requirements between the site and the Century Park Transit Centre were clarified to address preferred tie-in points such as a head-to-head alignment between a shared use path on the site and the entrance of the bus terminal.

Utilities

As part of the application, an amendment to the Century Park Urban Village Drainage Servicing Report (DSR) was reviewed and accepted by Administration. The DSR amendment examined the impacts that the proposed rezoning would have on existing and planned sewer systems in the neighbourhood. Through this review, it was identified that sufficient capacity is available in these systems to accommodate the development under the proposed rezoning.

Appendices

1. Whitemud District Plan Map Comparison
2. Edmonton Design Committee (EDC) Letter

Written By: Tom Lippiatt

Approved By: Tim Ford

Branch: Development Services

Section: Planning Coordination



EDMONTON ♦ DESIGN ♦ COMMITTEE

November 19, 2025

Travis Pawlyk, Branch Manager
Development Services, Urban Planning and Economy
3rd Floor, 10111 - 104 Avenue NW
Edmonton, AB T5J 0J4

Dear Mr. Pawlyk:

Re: **Century Park (RZ)**
Anna Moir- B&A

As determined by the Edmonton Design Committee at the meeting on November 18, I am pleased to pass on the Committee's recommendation of **support** for the **Century Park** project, submitted by B&A.

The Committee welcomes this proposed development, and in the interest of ensuring a high standard of urban design recommends the Applicant:

- Refine the potential variations in built form (e.g., main street commercial, residential retail, residential, live/work, etc.) and the corresponding corridor cross sections (e.g., width, parking, pedestrian and spill-out zones, etc.), public realm and amenity space approaches that establish a comfortable and animated pedestrian realm, define specific development districts, and support essence, character, and sense of place.

You will notice that a copy of this letter is also being sent to the Applicant. I hope this will inform your future discussions with the applicant as this project proceeds.

Yours truly,

Craig Dorward,
EDC Chair

Edmonton Design Committee

CD

- c. Anna Moir- B&A
Thomas Lippiatt- City of Edmonton
Claire St Aubin- City of Edmonton
Edmonton Design Committee