



## ADMINISTRATION REPORT **REZONING** WEST JASPER PLACE

### 14915 - Stony Plain Road NW

To allow for the redevelopment of the Jasper Gates Shopping Centre into a high density, mixed-use, Transit Oriented Development.



### RECOMMENDATION AND JUSTIFICATION

Administration is in **SUPPORT** of this application because it:

- provides the opportunity for a greater density and mix of uses in close proximity to a future Light Rail Transit (LRT) stop;
- allows a built form that responds to the large size of the site, while also ensuring compatibility with the surrounding existing neighbourhoods; and
- conforms with the Jasper Place Area Redevelopment Plan (ARP) and its vision for the Jasper Gates site, including a pedestrian-oriented site design, appropriate height transitions, integration with the future 149 Street LRT stop and underground parking.

## THE APPLICATION

CHARTER BYLAW 19128 to amend the Zoning Bylaw from (CB1) Low Intensity Business Zone to a (DC2) Site Specific Development Control Provision.



The proposed DC2 Provision allows for the redevelopment of the Jasper Gates Shopping Centre into a high density mixed-use development adjacent to the future 149 Street LRT stop. Key characteristics include:

- **Density:** up to 1,000 dwellings
- **Commercial Space:** up to 22,600 m<sup>2</sup>
- **Floor Area Ratio:** 2.5
- **Height:** opportunities for mixed use buildings up to 30 metres (approximately 10 storeys) and up to four towers ranging in height from 75 metres (approximately 25 storeys) to 90 metres (approximately 30 storeys)
- **Site Design:** internal roadways and pedestrian connections established through the site with active building frontages
- **Public Amenities:** urban plaza, green space and improvements to the surrounding public realm



## REGULATORY APPROACH

Given the size of the site, combined with the network of streets and open space that will be necessary to serve such a large development, the DC2 Provision takes a form-based approach. Instead of focusing on detailed regulations for every building in the area, emphasis is placed on the building-to-street relationship and in achieving a high quality urban environment as development of the site is staged over time. This is accomplished through roadway cross-sections and performance based regulations. This approach also reconciles the fact that the new street network and open space will be privately owned and maintained and does not create property lines which usually serve as definitive edges for development sites. Further details of the outcome of this approach is provided in the Planning Analysis section of this report.

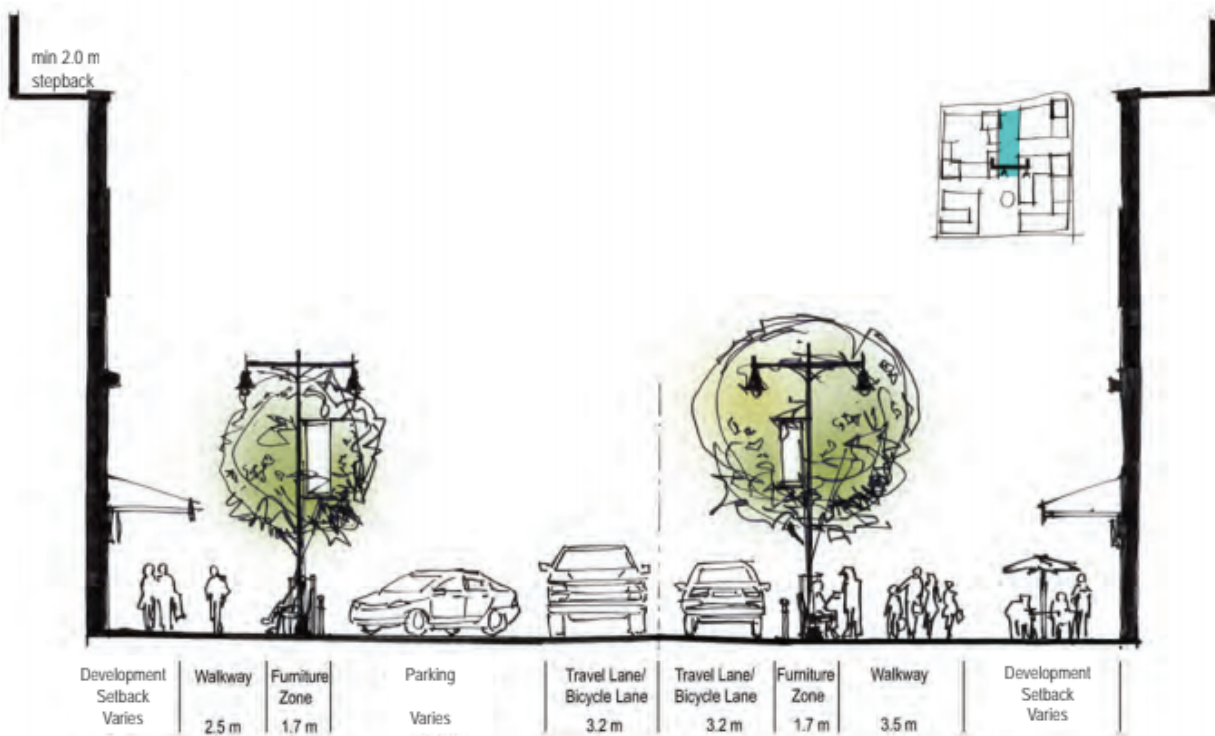


FIGURE 1: EXAMPLE CROSS-SECTION FROM DC2 PROVISION

## SITE AND SURROUNDING AREA

### THE SUBJECT SITE

The site is currently occupied by the Jasper Gates Shopping Centre which is home to a variety of commercial businesses. At approximately 4.4 hectares, the site's large size and current built form are reflective of shopping mall development which emphasized vehicle-oriented shopping. As a result, much of the existing site is dedicated to surface parking and vehicular circulation.



CURRENT SITE CONDITIONS OF THE JASPER GATES SHOPPING CENTRE SITE

The site is favourably located at the convergence of four surrounding neighborhoods: West Jasper Place, Canora, Grovenor and Crestwood. As such, the site has been, and continues to be, a commercial and retail destination for residents of the area with notable anchor businesses such as a grocery store, pharmacy and a bank. As the site is also at the intersection of two key corridors of 149 Street NW and Stony Plain Road NW, the Jasper Gates Shopping Centre site has increasingly become a commercial destination for the broader west-end area as well as people commuting from east to west along the major corridor.

### SURROUNDING BUILT FORM

The site is surrounded by a mix of low-intensity commercial, low rise multi-unit housing and single detached housing. It is located at the boundary of the former Town of Jasper Place, whose commercial core centered around the intersection of Stony Plain Road and 149 Street



NW. The Stony Plain Road commercial corridor is largely defined by one storey pedestrian-oriented commercial buildings that are built to or near the property line.

Beyond the site's immediate surroundings, development is prodimentally comprised of low density residential neighborhoods mostly built as single detached housing.

Due to a number of factors, including the incoming Valley Line West LRT and the overall desirability of the area, the surrounding communities have been experiencing a steady pace of infill activity from lot splits to row housing development. As the subject site begins to redevelop over the coming years and decades, the surrounding area is anticipated to continue undergoing changes through various forms of infill development as the City's current and future land use policies will seek to keep up with housing demands, redevelopment pressure and continued intensification of the city's mature areas.



FIGURE 2: AERIAL OF THE EXISTING BUILT CONTEXT, FACING WEST

	EXISTING ZONING	CURRENT USE
<b>SUBJECT SITE</b>	(CB1) Low Intensity Business Zone	<ul style="list-style-type: none"> <li>• Low Intensity Commercial Uses</li> <li>• Surface Parking</li> </ul>
<b>CONTEXT</b>		
North	(CB1) Low Intensity Business Zone	<ul style="list-style-type: none"> <li>• Low Intensity Commercial Uses</li> <li>• Surface Parking</li> </ul>

East	(DC2) Site Specific Development Control Provision	<ul style="list-style-type: none"> <li>• Low Rise Multi-unit Housing (Senior's Housing)</li> <li>• Religious Assembly</li> </ul>
South	(RF1) Single Detached Residential Zone (RA7) Low Rise Apartment Zone	<ul style="list-style-type: none"> <li>• Single Detached Housing</li> <li>• Low Rise Multi-unit Housing</li> </ul>
West	(CB1) Low Intensity Business Zone (RA7) Low Rise Apartment Zone	<ul style="list-style-type: none"> <li>• Low Intensity Commercial Uses</li> <li>• Low Rise Apartments</li> </ul>

## MOBILITY CONTEXT

The Jasper Gates Shopping Centre is connected by a variety of modes of transportation including vehicles, transit, bicycles and pedestrians. At present, the easiest way to access the site is by vehicle, as it is bordered on its north, east and southern edges by arterial roadways (Stony Plain Road NW, 149 Street NW & 100 Avenue NW) which are meant to accommodate more significant volumes of traffic. Stony Plain Road NW is also notably defined as a Transit Avenue due to the high frequency of bus service that it serves. In addition to the bicycle and pedestrian network which exist internal to the adjacent neighbourhoods, shared use path connections exist along 100 Avenue NW, south of the rezoning site and along 149 Street NW, adjacent to the Canora Neighbourhood. These paths provide purpose built connections to the Jasper Gates site. MacKinnon Ravine is also within walking distance and provides users with access to the ravine system and broader shared use path network.

The site is set to become significantly more connected via the city's transit network with the incoming Valley Line West LRT extension. The 14 km extension of the Valley Line West will connect downtown to Lewis Farms. It is the second stage of the Valley Line; an urban-style, 27 km LRT line that will operate between Mill Woods in southeast Edmonton and Lewis Farms in west Edmonton. The Line will run along Stony Plain Road NW, with the 149 Street Stop located directly adjacent to the subject site. Currently, the project is in the procurement process which is set to be completed by the end of 2020. It is anticipated that an additional 5 to 6 years will be required for construction. The Valley Line West LRT represents a significant modal shift for this area. Land efficiencies have occurred or are occurring through up-zonings of larger pieces of land adjacent to LRT Stops along the line (see Figure 3). Moreover, with the recent approval of modified nearby bus routes as part of the Bus Network Redesign, Stony Plain Road and 149 Street will become Frequent Bus Routes with services running at 15 minute intervals or better, seven days per week, with this expanded service commencing later in 2020.





FIGURE 3: NEARBY REDEVELOPMENT AND LRT CONTEXT

## JASPER PLACE AREA REDEVELOPMENT PLAN

The Jasper Area Redevelopment Plan (ARP) is in effect for this area, with the subject site being in the Stony Plain Focus Area. Regarding the existing conditions of the commercial space along Stony Plain Road, the ARP states the following:

*"There is a high quantity of commercial space, more than can be supported by the local population. This seems to have contributed to lower retail rents in the area and a lack of diversity of businesses." (p. 62, Jasper Place ARP)*

The addition of 1,000 residential units at this location will help support local businesses and provides a vibrant pedestrian-oriented experience with mixed use development that is integrated with the future Valley Line West LRT. Further, the ARP supports a mix of housing types that will take advantage of the close proximity to services and amenities within the area.

The ARP designates the Jasper Gates Shopping Centre Site as a "mixed use hub", the purpose of which is to provide active, mixed use, pedestrian oriented streets that are well overlooked, welcoming and that serve as a destination for the area. The plan outlines a number of different policies that development is to follow on this site. A detailed analysis of how the proposed DC2 Provision complies with these policies is attached as Appendix 1. This section of this report focuses on Policy 17 of the ARP, which details site layout features specific to larger sites over 1 hectare in size that are designated mixed use hubs within the Stony Plain Focus Area, including

Jasper Gates. The policy requires that redevelopment of the Jasper Gates Shopping Centre Site adheres to the following criteria:

- Street oriented edges and active ground floor uses are provided throughout the development.
- A landscaped internal street grid is established and aligned with the existing street pattern in the area.
- Direct pedestrian access is provided across the site and to and from the LRT station.
- An urban plaza that integrates with the LRT station is provided.
- Maximum height increases are considered if parking is provided underground.
- Transition in scale to adjacent development is provided through stepbacks and other building articulation.

#### STREET ORIENTED EDGES AND ACTIVE GROUND FLOOR USES

The DC2 Provision provides regulations that have regard for creating a strong public realm within the site and around the exterior of the site. The public realm is established through street cross-sections that were developed in conjunction with best practices for all users and a variety of modes of transportation including pedestrians, cyclists and vehicles. The cross-sections guide the development of a network of streets throughout the site. Variation between streets is intended through establishing a primary street and secondary streets to establish a unique character through variations in carriageway / sidewalk widths, landscaping and street furniture.

All edges of this development are defined as either “Active Frontages” or “Quiet Frontages”. Active Frontages are intended to provide individual front entrances to either the surrounding public realm or the private internal roadways and provide a high degree of transparency in and out of the premises. Realistically speaking, not all ground floor building facades can facilitate active frontages. Certain building facades must address less visually interesting functions such as loading and waste collection areas and generally non-interactive building space. These edges are identified as quiet frontages and are required to provide adequate animation to maintain pedestrian comfort and visual interest. This is accomplished through the required use of architecturally interesting facade materials, landscaping features and/or artwork.

These frontages are strategically located to maximize pedestrian activity and building permeability where appropriate and reduce potential nuisances or land use conflicts where appropriate. For example, the development edge fronting Stony Plain Road is identified as mixed use active frontage, while the more sensitive development edge fronting 100 Avenue and the adjacent single detached housing is identified as residential active frontage to complement this edge’s residential nature.



### A LANDSCAPED INTERNAL STREET GRID AND ALIGNMENT WITH EXISTING STREET PATTERN

As already established, the DC2 Provision provides a site plan that accommodates an internal street network. The north-south internal street is in general alignment with 150 Street. The east-west internal street will provide additional site permeability. Further, the cross sections that establish the internal street network require a well defined zone that is specific to street furniture and planting to provide a high quality pedestrian experience and aid in buffering the pedestrian walkway from the vehicle travel lanes.

### DIRECT PEDESTRIAN ACCESS ACROSS THE SITE TO THE LRT STOP

The internal road network allows for ample permeability for pedestrians moving throughout the site, with a particular focus for pedestrians moving to and from the LRT Stop. All internal streets through the site provide a 2.5 metre wide pedestrian walkway, however, the internal street connection to the LRT Stop, identified as the Primary Street within the DC2 Appendices, provides an enhanced pedestrian experience with a wider pedestrian walkway of 3.5 metres along the east side of the street. The Primary Street will establish pedestrian priority and connections to the LRT stop.

### AN URBAN PLAZA THAT INTEGRATES WITH THE LRT STATION IS PROVIDED

An urban plaza is required along the northwest portion of the site that is intended to integrate with the the adjacent LRT Stop and actively interface with the adjacent building. The urban plaza is to be a minimum of 1,200 m<sup>2</sup> in area and provide a high quality pedestrian experience through the use of features such as public art, hard and soft landscaping, seating areas and bicycle parking. Urban Plazas can serve as a gathering space, a venue for markets or as an overflow area for transit patrons during peak travel periods.

### MAXIMUM HEIGHT INCREASES ARE CONSIDERED IF PARKING IS PROVIDED UNDERGROUND

As identified in the ARP, mixed use hubs have supported built forms consisting of row housing, stacked row housing and mixed use buildings from 2 to 8 storeys in height. However, as Policy 17.e states, increases in height are to be considered if parking is provided underground. With the exception of convenience on-street parking within the internal road network, all parking is provided underground. As such, the DC2 Provision allows for building height in excess of 8 storeys. In total, the DC2 Provision allows for 4 towers, with heights ranging from 75 metres to 90 metres (approximately 25 to 30 storeys).

### TRANSITION IN SCALE TO ADJACENT DEVELOPMENT IS PROVIDED

The bulk of the development's intensity occurs within the northern portion of the site, allowing the majority of the density to take advantage of its proximity to the LRT stop. The scale makes a significant transition along the southern portion of the site, as no building taller 30 meters (approximately 10 storeys) can be developed within the southern 80 metres of the site (see Figure 4). This ensures the allowable height responds to the more sensitive southern edge and provides a compatible built form through adequate transitions in height.

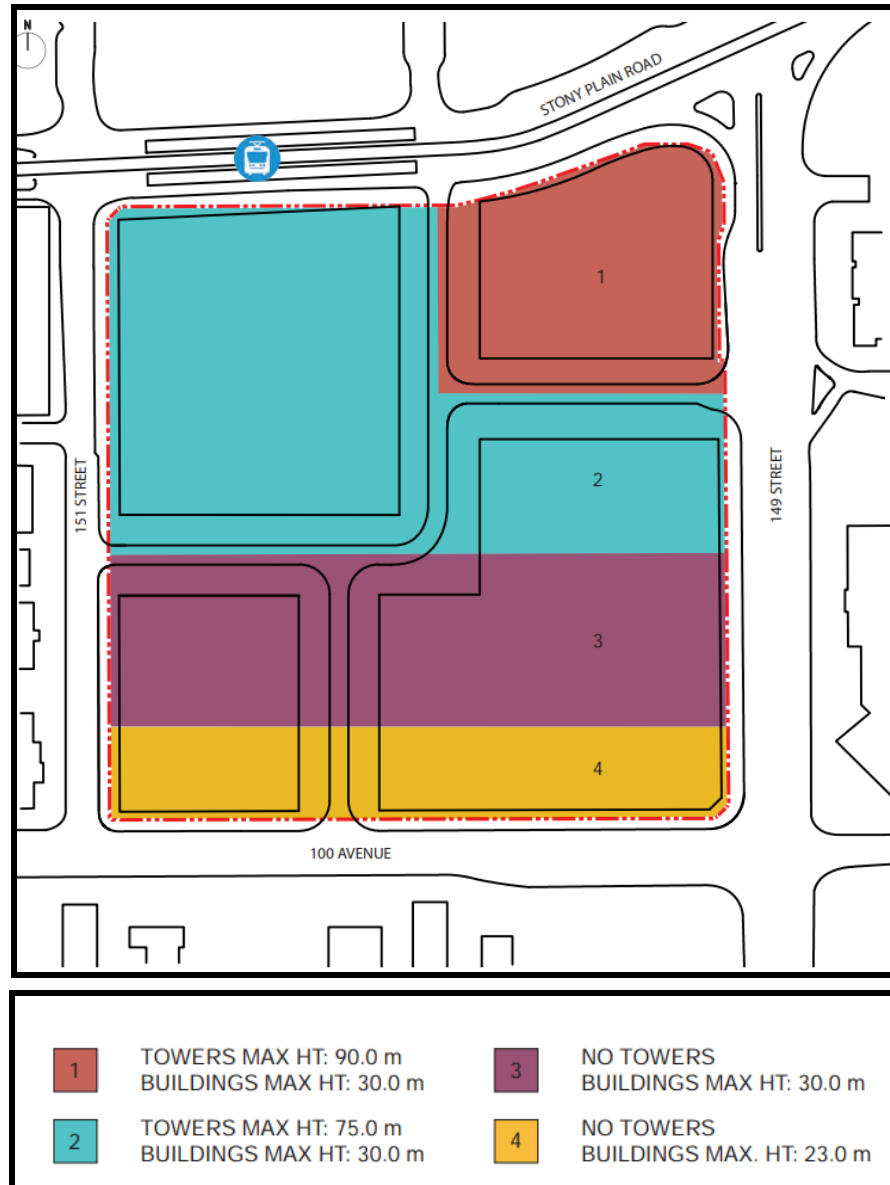


FIGURE 4: BUILDING HEIGHT TRANSITION STRATEGY

## PLANNING ANALYSIS

The existing (CB1) Low Intensity Business Zone allows for a range of low intensity commercial, office and service uses in a low-scale built form with a maximum building height of 12 metres (approximately two commercial storeys) and a maximum Floor Area Ratio (FAR) of 2.0. The Main Street Overlay (MSO) applies to this site which provides additional development regulations which seek to strengthen and encourage the pedestrian experience. Under this zone, the site is functioning as a vehicle-oriented large format retail site. With a current commercial floor area of approximately 14,000 m<sup>2</sup>, the site is considerably underdeveloped



relative to the development permissions of the (CB1) Zone which would allow for up to 88,000 m<sup>2</sup> of buildable floor area.

The DC2 Provision allows for a maximum of 22,600 m<sup>2</sup> of commercial floor area which will allow the site to remain as a commercial and retail destination as it is today, but with the site's overall commercial intensity decreasing from the permissions of the current zoning. With the exception of Apartment Hotels, Extended Medical Treatment Services and Community Recreation Services, all other uses within the proposed DC2 Provision are either permitted or discretionary under the current (CB1) Zone.

The major land use change proposed by the DC2 Provision is the shift from a predominantly commercial zone towards a mixed use zone to allow for a variety of built forms ranging from towers to mid and low-rise buildings, a high quality pedestrian experience through and around the site as well as integration with the future LRT stop.

## DENSITY

The DC2 Provision proposes a maximum of 1,000 dwellings which based on the site's size of 4.4 hectares, results in a density of 227 dwellings per hectare. The Jasper Place ARP does not specify a density for this site. However, the proposed density is in alignment with the Transit Oriented Development (TOD) Guidelines which suggest a minimum density of 125 dwellings per hectare for sites larger than 1 hectare in size located within 400 metres of a Neighborhood Station. No maximum density is specified in the TOD Guidelines under the pretext that larger sites with convenient access to LRT have the capacity to handle more substantial density.

As the DC2 Provision contemplates a mix of residential buildings forms such towers, mid-rise and low-rise buildings, a direct comparison to any one standard zone in the Zoning Bylaw is not possible. Instead, a summary of density within multiple similar zones is provided in the following table:

Density Chart	
Zone	Density
(RA7) Low Rise Apartment Zone	minimum 45 dwelling/hectare
(RA8) Mid Rise Apartment Zone	minimum 75 dwelling/hectare
(RA9) High Rise Apartment Zone	maximum 550 dwellings/hectare
Proposed DC2 Provision	maximum 227 dwellings/hectare

As illustrated in the above table, much of the Zoning Bylaw is leaning towards a direction of contemplating minimum densities as opposed to maximum density. The (RA9) High Rise Apartment Zone does contemplate a maximum density, but it is exceedingly dense. As such, taking into account a review of the TOD Guidelines and a comparison with the similar residential zones in the Zoning Bylaw, the density proposed by the DC2 Provision is appropriate.

## **BUILDING HEIGHTS AND TRANSITIONS**

The ARP states that additional height can be considered for this site if parking is provided underground. However, the ARP does not specify how much additional height should be contemplated. As such, regard is given for the TOD Guidelines and Residential Infill Guidelines (RIGs) which both suggest that that high-rise buildings are appropriate for sites that are one hectare or larger, like this one, recognizing that larger sites generally have the space to provide adequate transitions to surrounding lower-scale built forms. The proposed DC2 Provision allows for a maximum of four towers ranging in height from 75 metres to 90 metres (approximately 25 to 30 storeys).

The development of these towers must occur within the northern portion of this site, keeping the larger massing of these buildings away from the lower-scale development that exists to the south of the site. The north portion of the site is appropriately suited to handle additional height as it is fronting onto a large arterial roadway (Stony Plain Road) which varies in widths from 18 metres to approximately 50 metres as it approaches the intersection with 149th Street. Land use impacts are further reduced as a result of Stony Plain Road's commercial nature whereby sensitivities that would otherwise be present from residentially zoned land such as privacy concerns and shadow impacts are not present.

As the towers will occupy the north portion of the site, the southern portion of the site transitions significantly by reducing maximum height to 30 metres, with another reduction in maximum height to 23 meters adjacent to 100 Avenue. Though these heights are more compatible with the existing lower-scale residential development to the south, it should be noted that 100 Avenue NW is also of a notable width at approximately 34 meters which provides a considerably large natural separation space.

As a result of the site's larger size, strategic tower placement and adequate transitions, the proposed towers will be compatible with surrounding development. Despite this, these towers will be much taller than most buildings within the immediate area. Taken locally, this may seem out of context. However, when comparing the proposed DC2 Provision to similar DC2 Provisions that have been applied to similar Transit Oriented Development sites and make up Edmonton's broader nodes and corridors network, these heights are in line and follow a similar pattern of development.

<b>TOD Height Comparison</b>	
<b>TOD Development</b>	<b>Allowable Heights</b>
DC2.1071 (West Block)	15 - 90 m
DC2.1001 (Holyrood Gardens Redevelopment)	7 - 86 m
DC2.1058 (Bonnie Shopping Centre Redevelopment)	28 - 126 m
Proposed DC2 Provision (Jasper Gates Shopping Centre Redevelopment)	23 - 90 m

## SUN SHADOW IMPACTS

The Transit Oriented Development Guidelines and Residential Infill Guidelines suggest that surrounding properties should not be subject to undue over-shadowing from taller buildings. The DC2 Provision allows for up to four towers with design regulations that seek to minimize shadow impacts. A full Sun Shadow Study can be found attached to this report as Appendix 2. The below analysis focuses on the equinoxes of March 21 and September 21 when shadow impacts are most significant.

As a result of the towers being located within the northern portion of the site, the off-site impacts of the shadows are generally felt by land to northwest of the site in the morning and east of the site in the evening. The shadow impacts along the north are less concerning as this land is zoned and used for commercial purposes. To the east, the land is zoned for both senior's housing and religious assembly. The impacts to the senior's housing is more concerning, however, these impacts will only be felt during the late afternoon and evening.

To further mitigate shadow impacts, the DC2 Provision implements the following regulations for tower development:

- above 30.0 metres, a tower must reduce its floor plate to 800 m<sup>2</sup> or less. This will result in narrower shadows that move faster across affected properties;
- above 30 metres, a tower must have a separation space of at least 30 metres from any other tower to allow adequate space for sun penetration through the site. 30 metres is in line with tower separation distances suggested by the RIGs and greater than what is required by the comparable (RA9) Zone (20 metres); and



- no tower shall be located in the rear 80 metres of the site, relegating the shadow impacts to mostly commercially zoned land to the north of the site.

## **URBAN DESIGN**

The DC2 Provision focuses on creating comfortable and enjoyable pedestrian spaces and ensuring quality architecture through the use of interesting materials, articulation and massing. There is a specific focus on the relationship between the built form and the public realm that seeks to ensure a strong pedestrian-oriented experience.

### Public Realm

The DC2 Provision provides regulations that have regard for creating a strong public realm within the site and around the exterior of the site. As previously stated, the public realm is established through street cross-sections that were developed in conjunction with best practices for all users and a variety of modes of transportation including pedestrians, cyclists and vehicles. The cross-sections guide the development of a network of streets throughout the site. Variation between streets is intended throughout the site establishing a primary street and secondary streets that will establish a unique character and pedestrian experience through variations in carriageway / sidewalk widths, landscaping and street furniture. The use of Active, Quiet Frontages and development setbacks will define the relationship between the building edge and the public realm and will ensure that building activities are appropriate for their intended area within or around the site.

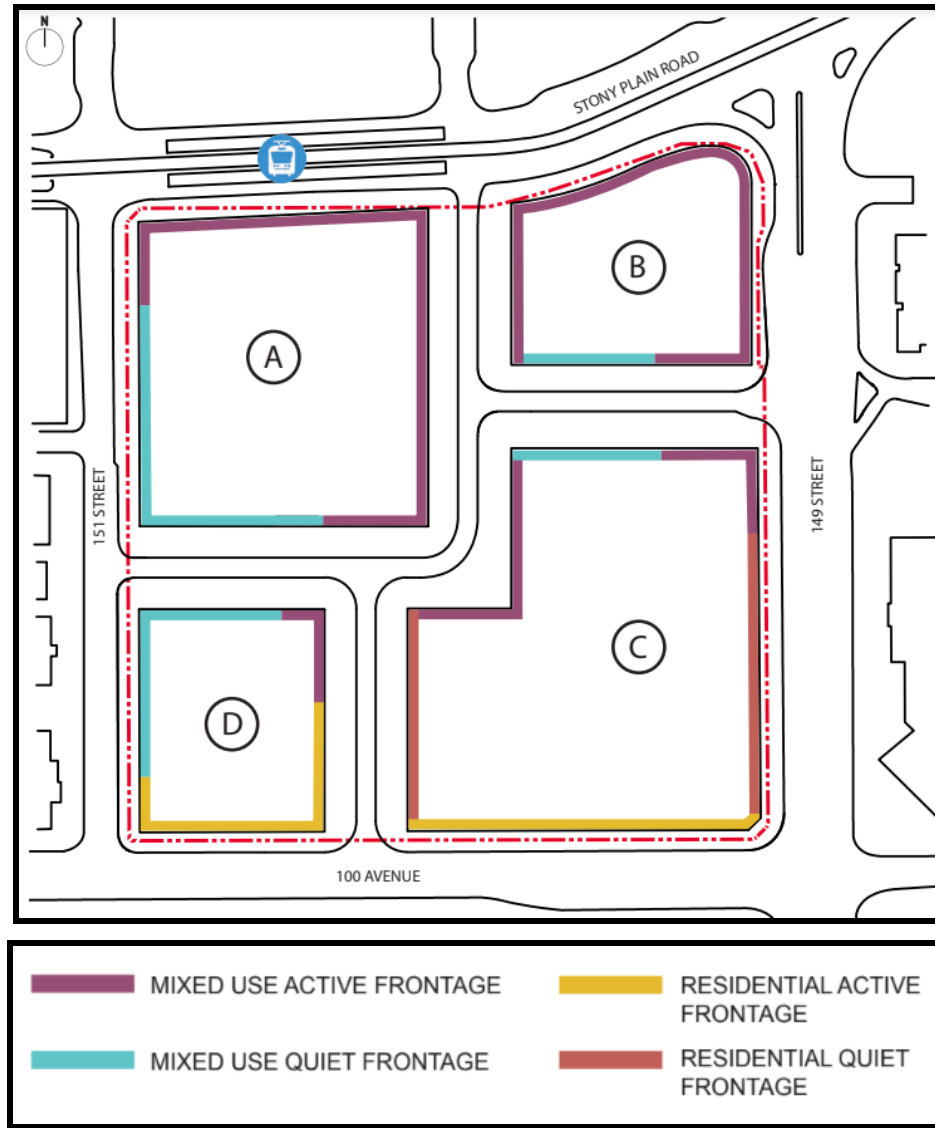


FIGURE 5: ACTIVE AND QUIET FRONTAGES

All streets, either around the site or within the site are required to provide appropriate furnishing and landscaping to further enhance these streetscapes and the pedestrian experience. Vehicle and servicing access shall be established to reduce disruption to pedestrians walkway connections and designed to minimize visual impacts through screening, orientation and other techniques.

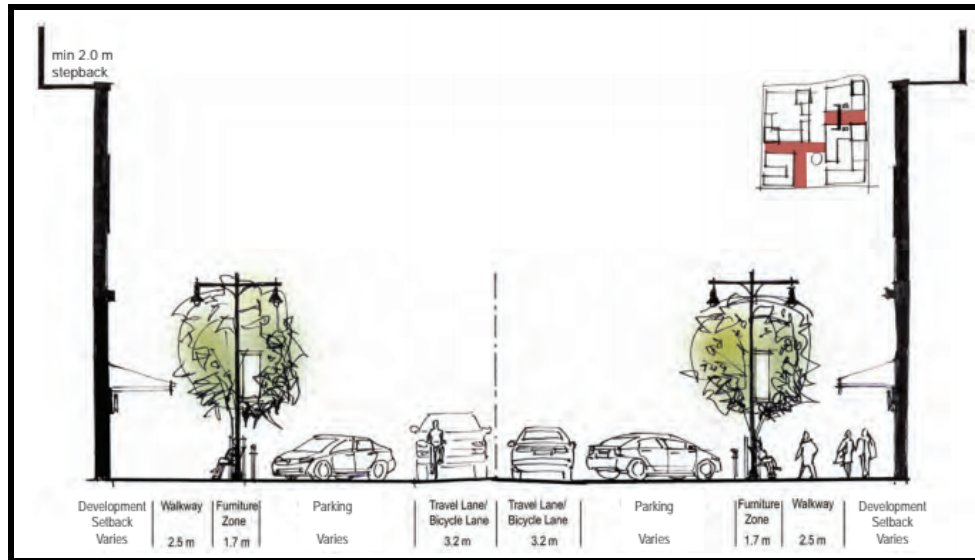


FIGURE 6: EXAMPLE CROSS SECTION

Adequate building setbacks are provided around the edges of the site to appropriately respond to their surrounding context. For example, the minimum building setback along Stony Plain Road is 1 meter to provide a wider pedestrian area while also keeping the building closer to the property line in an effort to maintain Stony Plain Road's commercial main street nature. Along 100 Avenue, the minimum building setback is 4.5 metres to provide a semi-private outdoor area for future residents that will lend a sense of occupancy while also recognizing the general residential nature of this street.

### Building / Tower Design

To maintain an appearance of smaller, more granular retail space along Stony Plain Road, commercial uses that are over 3,000 m<sup>2</sup> must provide, or appear to provide, smaller scale articulated frontage. Large format stores over 3,000 m<sup>2</sup> cannot be developed as a standalone building anywhere on the site, and must be an integral part of a larger and more comprehensively designed building.

All buildings must be stepped back an additional 2 metres above 16 metres in height (approximately 4 storeys) to lend visual interest and create provide pedestrian-scaled massing. However, in recognition of the existing lower scale development south of 100 Avenue, buildings that front 100 Avenue are to provide a minimum 2 m step back above 12 metres (approximately 3 storeys).

The four towers are to be slimmer, with a maximum floor plate of 800 m<sup>2</sup>. This floor plate is slightly larger than what is recommended for the RIGs (maximum 750 m<sup>2</sup>) and less than what is allowed under the comparable RA9 Zone (maximum 850 m<sup>2</sup>). To add visual interest to the skyline, each tower shall vary in height by a difference of at least 2 storeys from adjacent towers. Moreover, each tower is to provide a distinct "tower top" through treatment of the



upper floors and roofs. This is done through articulation, reduced massing and variations in materials and color.

## **SITE PERMEABILITY AND CONNECTIONS**

The internal roadway network allows for permeability for users moving through the site. Permeability and pedestrian priority are critical to the overall mobility design of this site as there are a number of key public features adjacent to the site which require easy accessibility. These features include the future 149 Street LRT stop, the shared use pathwork, the entrance to Mackinnon Ravine and the existing shopping and retail amenities along Stony Plain Road. The result is a site design that recognizes the importance and provides adequate connections to these features while also creating a relatively predictable pattern of development that is appropriately broken up and provides appropriate sight lines and easy wayfinding.

Pedestrian connectivity is provided throughout the site, along the road network connecting users to the 149 Street LRT Stop, Mackinnon Ravine and commercial amenities along Stony Plain Road. As required by the Jasper Place ARP, a shared use path is provided along 149 Street NW, adjacent to the site, to provide additional pedestrian and cyclist connection from 100 Avenue NW to both Mackinnon Ravine and the linear park located further north of the site along the west side of 149 Street NW.

## **URBAN PLAZA AND PARK SPACE**

As required by the Jasper Place ARP, the DC2 Provision provides an Urban Plaza that is to be integrated with the proposed development and the future 149 Street LRT stop. The Urban Plaza must be a minimum of 1,200 m<sup>2</sup> in size and further animated through the use of elements such as hard and soft landscaping, seating areas and public art. This plaza must also have regard for integration with the Primary Street to further prioritize the pedestrian experience through the use of textured or colored paving materials and a raised crosswalk.

A publicly accessible private park, a minimum of 500 m<sup>2</sup> in size, will also be provided and is to be integrated with the internal pedestrian walkways . The future design of this park space must provide amenities that have regard for all seasons.

Both the urban plaza and park space shall also have regard for Crime Prevention Through Environmental Design principles to provide safe and defensible spaces, clear sightlines into and through the sites, adequate lighting and multiple exit points. A 24-hour public access easement is required for these spaces to ensure they are publicly accessible at all times.

## **DEVELOPMENT STAGING**

Redevelopment, including demolition, of the existing shopping centre shall be staged in a manner that minimizes disruption to daily operation of the remaining centre. Interim pedestrian connections shall be provided where possible during construction for safe access to and through the lands within this Provision, including access to the future LRT Stop.

The first phase of development is to occur within areas that are adjacent to Stony Plain Road to prioritize development that will take direct advantage of the LRT Stop. These areas are identified as areas A and B, as shown on Figure 5. With the development of Area A, the Urban Plaza is required to be constructed. With the development of Area C, the publicly accessible private park is required to be constructed. The development of any phase is to include the portion of public realm that services that phase, including internal and external streetscapes.

## **PERFORMANCE MEASURES FOR DESIGN AND FUNCTIONALITY**

In order to ensure a quality urban environment builds out over time, a number of studies and reports will be required at each Development Permit stage to ensure that the build out is meeting certain performance measures. These include:

1. Wind Impact Studies for any building over 23 m in height;
2. Sun Shadow Studies for any building over 23 m in height;
3. 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
4. Transportation demand management strategies including, but not limited to, the use of on-site car sharing programs, end-of-trip facilities such as secure bicycle parking and showers and, subsidized transit passes.

## **EDMONTON DESIGN COMMITTEE (EDC)**

The EDC reviewed this application on November 5, 2019 and provided support with the following conditions in relation to the text of the DC2 Provision:

- Size, configuration and integration of the proposed transit plaza. In the opinion of the Committee the plaza is not large enough for this scale of development
- Phasing and integration of the proposed public space amenity, including commitment of built amenity area per phase
- Amount of publicly accessible vs. private open space amenity relative to build-out
- Pedestrian connectivity into and through the site (eg. from corners)
- Better definition of block areas A, B, C, D, including building massing (and identifying maximum FAR and massing relative to site coverage)

- Street sections with streetwall and building setbacks / stepbacks more clearly defined
- Provision of primary parkade entrance locations
- Building entrances more clearly defined- particularly along Stony Plain Road and abutting the proposed transit plaza
- References for building materials (eg. high quality, durable) in the DC regulation
- A requirement for subsequent phases of this project to be reviewed by the EDC at the development permit stage(s)

Modifications were made to the DC2 Provision and Appendices to address all of the above conditions.

## **PUBLIC CONTRIBUTIONS**

The DC2 Provision is in alignment with City Policy C582 Developer Sponsored Affordable Housing which requires that the City be provided the option of purchase 5% of units at 85% of their market value or the equivalent as cash-in-lieu.

The DC2 provision is also in alignment with City Policy C599 Community Amenity Contributions. These contributions equate to \$833,325.00 and include the following:

- improvements to the portions of Stony Plain Road, 149 Street NW, 151 Street NW and 100 Avenue adjacent to the site; and
- the development of publicly accessible open space in the form of an urban plaza and park space.

## **TECHNICAL REVIEW**

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

## **ENVIRONMENTAL REVIEW**

A Phase I Environmental Site Assessment (ESA) was prepared for the site and two areas of potential concern were identified. Further Phase II ESA work was carried out to investigate and confirm these areas of potential concern.

It was determined that contamination does exist and it is most appropriate to remediate during development once the buildings have been removed. The DC2 Provision establishes 50 metre buffers around each identified area, as shown on Figure 8. In the future, when development is proposed to occur within the buffer areas, further work to remediate the areas will be required.



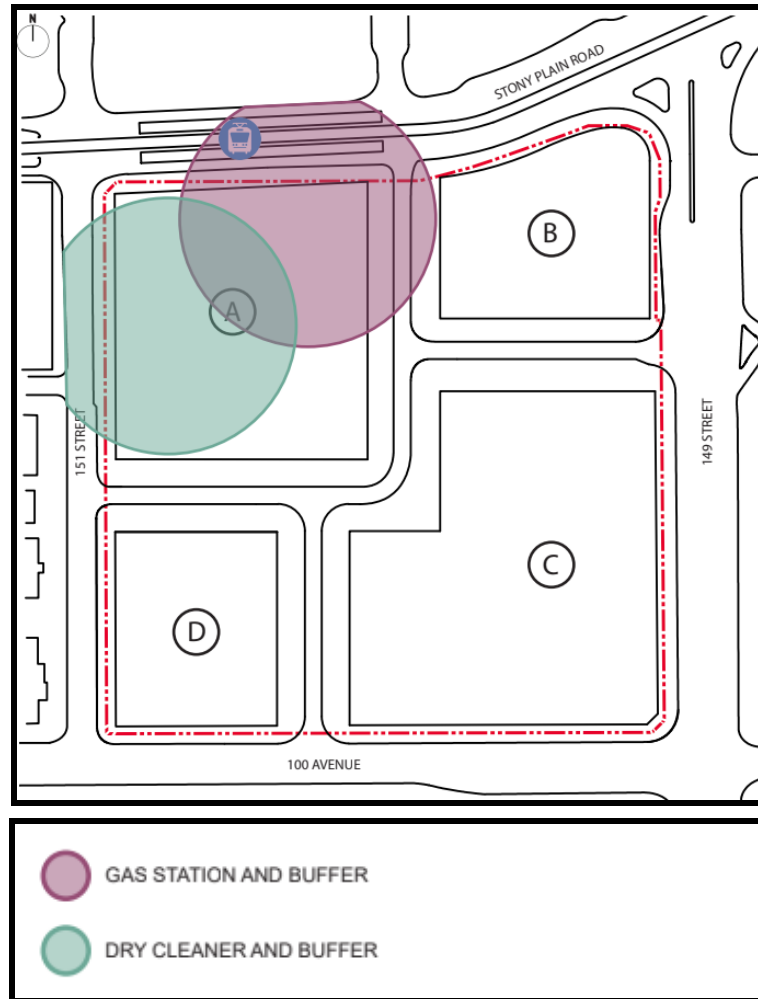


FIGURE 8: BUFFER AREAS FOR ADDITIONAL REMEDIATION

## PARKING, LOADING AND VEHICULAR ACCESS

A Transportation Impact Assessment for the proposed mixed-use development was reviewed as part of the application, which considered full build-out of the site and the Valley Line West LRT in place. The plan, through staged development, aims to transition away from an auto-centric, lower density commercial centre to a higher density mixed use area. The plan significantly improves pedestrian, bicycle and transit accessibility with the integration of an Urban Plaza connecting to the future 149 Street Stop, multi-modal streets bisecting the site, and improvements to the public realm on the roadways bounding the site, including a new shared-use path on the west side of 149 Street NW.

The DC2 provisions include conditions for Transportation Demand Management measures to be reviewed at the Development Permit stage to further encourage travel to and from the site by alternative modes. The Assessment found that future vehicular delays and congested movements anticipated at the intersection of Stony Plain Road NW and 149 Street NW are generally consistent with long-term forecast delays following the introduction of the Valley Line

LRT. The adjacent roadway network is otherwise anticipated to appropriately accommodate peak hour and daily vehicle traffic activity generated by the development.

Parking is proposed to meet Zoning Bylaw requirements, though sharing of commercial and residential visitor spaces will be permitted to maximize the utilization of dedicated vehicle parking, avoid an oversupply, and encourage travel by other modes.

## **SITE SERVICING**

There may be upgrades required to drainage and water infrastructure to serve the development. The proposed DC2 Provision requires further analysis at the Development Permit stage to determine the exact nature of these. Any infrastructure construction will be the responsibility of the land owner/developer and will be dealt with at the Development Permit stage.

## **PUBLIC ENGAGEMENT**

There were several methods and instances in which each of the applicant and the City reached out to the community to provide information and seek feedback about the proposed development. The following table summarizes the notifications that were sent and events that were held. Feedback that was received is summarized below, and provided in more detail in Appendix 3: What We Heard Report.

<b>APPLICANT-LED STAKEHOLDER ENGAGEMENT SESSION</b> October 29, 2018 (as reported by the applicant)	<ul style="list-style-type: none"> <li>• Representatives from four surrounding Community Leagues and the Stony Plain BIA were provided a presentation and round-table discussion</li> <li>• Comments heard were: <ul style="list-style-type: none"> <li>o Efforts should be made to keep the anchor tenants (grocery store, etc.)</li> <li>o Senior's accessibility should be taken into consideration</li> <li>o traffic concerns such as shortcutting through surrounding neighborhoods was expressed</li> <li>o Pedestrian safety</li> <li>o Additional open space should be considered</li> </ul> </li> </ul>
<b>APPLICANT-LED ENGAGEMENT SESSION</b> November 28, 2018 (as reported by the applicant)	<ul style="list-style-type: none"> <li>• Number of recipients: 5600 (Postal Code Drop)</li> <li>• Number of recorded attendees: 83</li> <li>• The public was able to provide their feedback in-person at the engagement event or by email or phone</li> </ul>

	<ul style="list-style-type: none"> <li>• Comments heard were: <ul style="list-style-type: none"> <li>o Senior's housing should be considered</li> <li>o Mixed-use, street facing entrances and high quality building materials should be considered</li> <li>o Concern over the development being too dense and the negative impacts that will come as result such as increased traffic</li> <li>o Current retail and commercial opportunities should be maintained</li> <li>o Coffee shops and more dining opportunities with outdoor seating areas should be considered</li> <li>o Open green space should be considered that incorporates public art, space for musicians and programmability for all seasons</li> <li>o concern over proposed building heights</li> <li>o Concern over how this development would provide access to the future LRT</li> <li>o Concern over the continued use of surface parking and park-and-ride</li> <li>o Underground parking may not be used by customers</li> <li>o Consider pedestrian connectivity and bike lanes, bicycle parking and connectivity with MacKinnon Ravine</li> <li>o Consider affordable housing options and ways of reducing social isolation</li> <li>o Consider a community facility as part of the project</li> <li>o Concerns over traffic impacts being compounded by the LRT</li> <li>o Concern for the area's rate of infill development</li> </ul> </li> </ul>
<b>ADVANCE NOTICE</b> April 1, 2019	<ul style="list-style-type: none"> <li>• Number of recipients: 839 (Property Owners within 400 metres)</li> <li>• 1 email received inquiring about how the existing commercial business may be incorporated into the new development</li> </ul>
<b>CITY-LED ENGAGEMENT SESSION</b> October 29, 2019	<ul style="list-style-type: none"> <li>• Number of recipients: 839 (Property Owners within 400 metres)</li> <li>• Number of attendees: 123</li> </ul>



	<ul style="list-style-type: none"> <li>• a summary of the engagement session is attached as Appendix 3 - What We Heard Report</li> </ul>
<b>WEBPAGE</b>	<ul style="list-style-type: none"> <li>• <a href="http://edmonton.ca/westjasperplace">edmonton.ca/westjasperplace</a></li> </ul>

A brief summary of the concerns, supportive comments and suggestions from the City-led engagement events can be found below:

#### Concerns

- Proposed buildings are too tall and will have negative wind and shadow impacts
- Proposal is too high density, especially for existing amenities and infrastructure
- Not enough parking provided on-site and traffic generated will worsen congestion, especially with the LRT development coming in
- Concerns that the proposal does not align with the Jasper Place ARP
- Development should be more walkable and provide more amenity area (playground/greenspace), as there is limited green space in adjacent neighbourhoods

#### Support

- Redevelopment of this site will be beneficial for the local and broader area, especially Stony Plain Road
- Support for the mixed use development with active retail and park/community space
- Support for higher density, where taller buildings are appropriately located away from the neighbourhood
- Capitalizes on the future LRT for increased business and housing while offsetting traffic and parking impacts

#### Suggestions

- Maintain the use of specific existing businesses during construction and also incorporate them into future site development (i.e. Safeway, London Drugs)
- Develop the site to allow for good mobility including provision of a parking program, bikeshare/e-scooter docking, clear and unobstructed sidewalks
- Include opportunities for outdoor seating and cafe/restaurant options
- Provide accessibility and design elements for seniors

Following the City-led engagement session, Administration received several notable letters from surrounding community leagues, including West Jasper/Sherwood, Crestwood, Canora and Grovenor. Summaries of each position are outlined below:

#### West Jasper/Sherwood Community League

- Acknowledged that other TOD sites around the city have contemplated taller buildings.
- Concerns were noted regarding the DC2 Provision's building heights, density and lack of greenspace.
- Following the DC2 Provision's height transition strategy, heights should be reduced a maximum of 15, 10 and 5 storeys, respectively.
- Suggestion made that density should be reduced to a maximum of 600 units.
- At least 5% of the site should be dedicated green space/landscaped garden (2,200 m<sup>2</sup>)

### Crestwood Community League

- Support for the site remaining a commercial and retail destination
- Support for the addition of the residential uses and the expansion of a variety housing choices that this will provide
- Proposed building heights are not a significant concern
- the approval of this project will aid the economy for many years to come as the project develops in phases

### Canora Community League

- This project is a gross overbuild for the area and negatively impact the redevelopment of the rest of Stony Plain Road
- The proposed building heights are too tall and will cause shading on both sides of the Stony Plain Road which will be icy in the winter.
- Following the DC2 Provision's height transition strategy, heights should be reduced a maximum of 15, 10 and 5 storeys, respectively.
- The existing walk up apartments in the neighborhood will be negatively impacted.
- A grocery store, pharmacy and bank should be incorporated into the development.
- The development should consider that there is a notable number of senior's housing in the area who generally walk rather than drive. Restaurants, deli's and coffee shops would be welcome land uses.
- Support for more family friendly businesses.

### Grovenor Community League

- Development should have regard for suitability and fit with its surrounding context.
- Development should add to an area's vibrancy, providing on-site residents and surrounding residents benefits and amenities including easily accessible commercial space, landscaping and green space, and architecture that is open and inviting as well as contextually appropriate with the surrounding neighborhood.
- With a development of this size, parking, traffic and safety impacts on surrounding neighborhoods should be carefully examined.
- A desire for bringing small business back to the Jasper Gates commercial area.

## CONCLUSION

Administration recommends that City Council **APPROVE** this application.

## APPENDICES

- 1 Jasper Place Area Redevelopment Plan Analysis
- 2 Sun Shadow Study
- 3 What We Heard Report
- 4 Application Summary

## JASPER PLACE AREA REDEVELOPMENT PLAN ANALYSIS

### **Mixed Use Hubs**

**Purpose:** To provide an active, mixed use, pedestrian oriented street that is well overlooked and welcoming and that serves as a destination shopping area.

#### **Supported built form:**

- Mixed use buildings of 2 to 4 storeys
- Mixed use buildings up to 8 storeys within 100m of future LRT stations
- Row housing and stacked row housing adjacent to parks and open spaces
- Transit uses as required

#### **Policies:**

Each policy below is from the ARP with a corresponding statement on how the proposed DC2 Provision complies with these policies

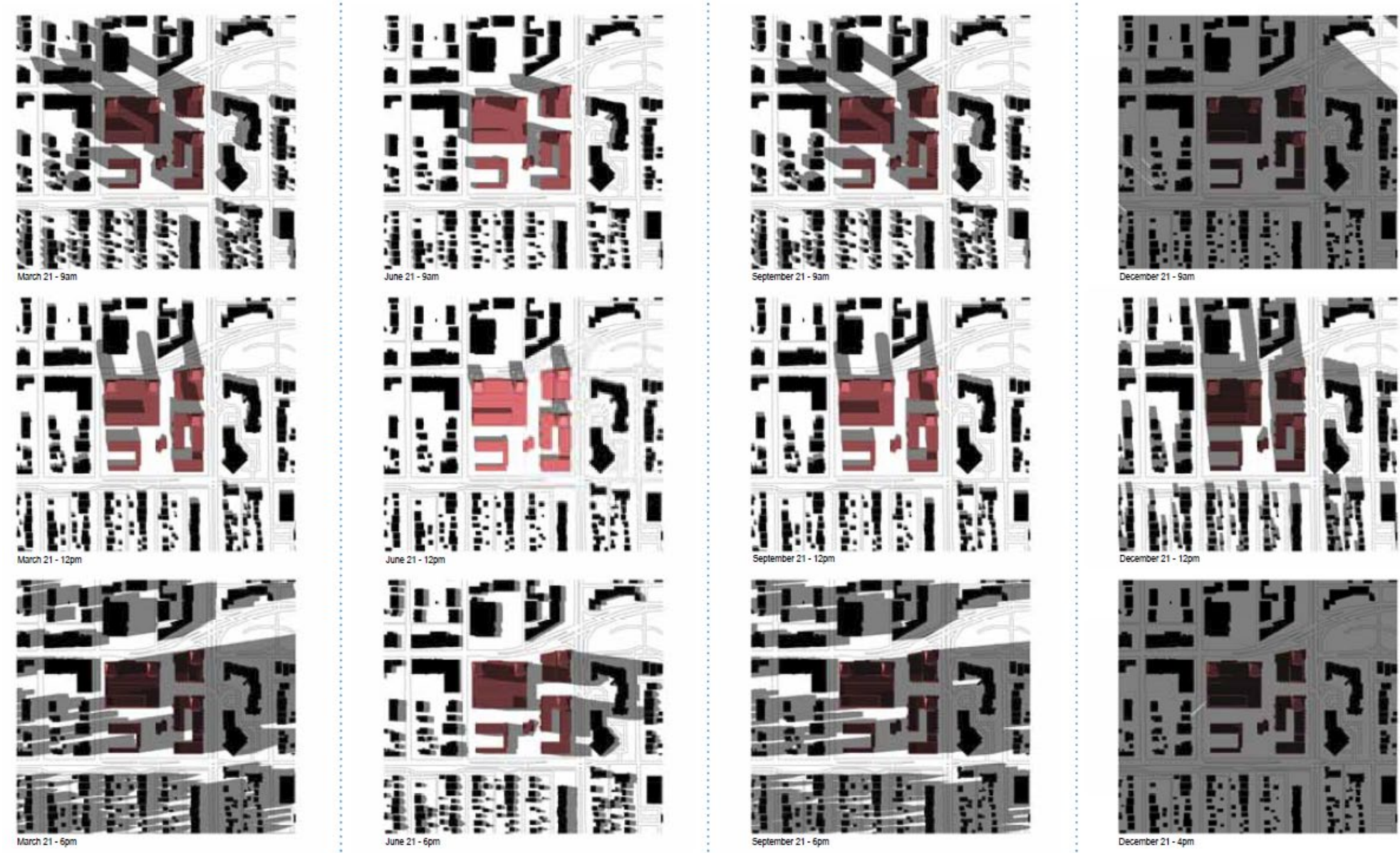
Policy	DC2 Provision Response
1. Parking requirement reductions are, with justification, supported.	Parking reductions are allowed and justified through the Traffic impacts Assessment (TIA).
2. Parking access is from the rear laneways and underground parking is strongly encouraged.	No laneways exist for the site but parking is provided underground.
3. Any surface car parking is: located at the back of the building; visually screened from floors above, adjacent properties, and adjacent streets; and developed in clusters divided by landscaping including trees.	Surface parking is limited to on-street parking with no surface parking lots or above-ground parkade structures allowed.
4. No new vehicle access points are allowed along Stony Plain Road and existing access points are closed where possible, and drive-in or drive-through services are not supported.	No new vehicle access points introduced along Stony Plain Road. The proposed DC2 Provision does not support drive-in or drive-through services.
5. Mixed use buildings with a combination of commercial, office, retail or residential uses are required.	Mixed use buildings which allow for land use opportunities such as commercial, office, retail or residential uses are required.

6. The ground floor of the building has active commercial uses and buildings are street oriented and provide active frontage on all adjacent streets.	Ground floor commercial and active frontages are required where appropriate.
7. Buildings display high quality design meaning, but not limited to, building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level; no blank facades facing public realm; and landscaping and screening for parking areas.	Active mixed use frontage requires a minimum of 70% linear transparency, spaced at intervals, no blank facades and no parking areas.
8. On Stony Plain Road, a 4 m distance is provided from the curb line established by the LRT to any building frontages, and that any portion of the 4 m distance that falls on private property is hard surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.	The minimum required setback along Stony Plain Road, in addition to the requirement for the Urban Plaza with a minimum size of 1,200 m <sup>2</sup> will maintain a 4 m wide walkway. At the Development Permit stage, further details related to paving within the setback and other activities such as uses and patio space will be provided, with the Development Officer ensuring visual compatibility with the adjacent public realm.
9. Secondary entrances, windows and balconies at the rear of the building are encouraged to provide overlook to the laneways.	No laneways exist. Overlook onto the internal streets and surrounding streets will occur through window placement and amenity areas such as balconies.
10. Buildings greater than four storeys on the south side and greater than six storeys on the north side of Stony Plain Road undertake shadow studies, and incorporate setbacks and stepbacks as necessary to ensure sunlight penetration to the street and surrounding properties.	Shadow studies have been provided and can be found as Appendix II. At a minimum separation distance between towers of 30 m, sunlight penetration will occur for surrounding properties.
11. All buildings are stepped back by a minimum 2 m after the fourth storey.	All buildings have a minimum 2 m stepback no higher than the fourth storey (16 m).
12. Any parking structures incorporate active uses at grade along all sides fronting onto streets, particularly Stony Plain Road.	No parking structures are allowed above ground. All parking structures are located underground and do not have access from Stony Plain Road.

13. Building design and site layout take Winter City design guidelines into consideration, including consideration of the microclimate, and use of bright colours and light to animate the building.	The DC2 Provision requires that a report is submitted at the DP outlining how the development conforms to the Winter City Guidelines.
14. The incorporation of Low Impact Development (LID) features is considered.	The incorporation of LID features can be considered at the Development Permit stage.
15. Applicants on eligible properties are encouraged to apply for the City's Development Incentive Program and Façade Improvement Program.	For information only.
16. Laneways running parallel to Stony Plain Road are re-established as sites are redeveloped, particularly the northern portions between 156 Street and 155 Street, and 157 Street and 158 Street in conjunction with Policies M1.4 and M1.5.	Not applicable to this site.
<p>17. In addition to the policies above, all large site redevelopments (over 1ha) including Jasper Gates, incorporate the following site layout features and reflect Policy M1.2</p> <p>a. Street oriented edges and active ground floor uses are provided throughout the development.</p> <p>b. A landscaped internal street grid is established and aligned with the existing street pattern in the area.</p> <p>c. Direct pedestrian access is provided across the site and to and from the LRT station.</p> <p>d. An urban plaza that integrates with the LRT station is provided.</p> <p>e. Maximum height increases are considered if parking is provided underground.</p> <p>f. Transition in scale to adjacent development</p>	A detailed analysis of these policies is provided within the report.



is provided through setbacks and other building articulation.	
18. Buildings along 149 Street between 102 Avenue and 100 Avenue are setback to accommodate a shared use path parallel to 149 Street in conjunction with Policy M3.4.	Buildings are set back along 149 Street a minimum of 2 m and a shared use path is required to be provided.
19. Rezoning, redevelopment, and use changes to support the retention and repurposing of the MacEwan building to house arts, cultural, community and non-profit uses, or to facilitate the creation of a public market in Jasper Place are supported.	Not applicable to this site.
20. Residential units are constructed to minimize noise and vibration impacts from LRT and roadway traffic.	Not addressed through zoning. Rather, this can be addressed through the Building Permit review.
21. A new bus-to-bus and bus-to LRT exchange is designed as detailed work on the LRT Valley Line proceeds as set out in Policy M4.1, and is accommodated within this area.	Not applicable to this site.
22. If the existing transit centre is no longer needed by Edmonton Transit for bus operations, the land is redeveloped for residential or mixed uses in conjunction with Policy M4.2, providing a north-south pedestrian mews with ground oriented uses facing onto Butler Park.	Not applicable to this site.
23. When the intent of the ARP cannot be achieved through conventional zoning, Direct Control zoning is used.	Direct Control zoning is used and also meets the intent of the ARP.



# WHAT WE HEARD REPORT

## Public Engagement Session Feedback Summary LDA19-0111 - West Jasper Place

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**PROJECT ADDRESS:** 14915 - Stony Plain Road NW

**PROJECT DESCRIPTION:** Rezoning from (CB1) Low Intensity Business Zone to a (DC2) Site Specific Development Control Provision to allow for a high density mixed-use development adjacent to an LRT station.

**PROJECT WEBSITE:** [https://www.edmonton.ca/residential\\_neighbourhoods/neighbourhoods/west-jasper-place-planning-applications.aspx](https://www.edmonton.ca/residential_neighbourhoods/neighbourhoods/west-jasper-place-planning-applications.aspx)

TYPE OF ENGAGEMENT	DATE	# OF ATTENDEES / FEEDBACK TYPE
Public Engagement Drop-in (City-led)	October 29, 2019	123 attendees  61 sticky notes with feedback 31 feedback forms 11 emails with feedback

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### ABOUT THIS REPORT

The information in this report includes feedback gathered during the October 29th, 2019 public engagement session. This report is shared with everyone who has emailed the file planner directly, and all attendees who provided their email address or mailing address during the event. This summary will also be shared with the applicant and the Ward Councillor. If/when the proposed rezoning and plan amendment advances to Public Hearing, this report will be included in the information provided to City Council for their consideration.

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## MEETING FORMAT

The meeting format was a drop-in engagement session where attendees were able to view display boards with project information. Participants were encouraged to ask questions of City staff, the applicant, and the developer. Participants were invited to share their feedback on a “Graffiti wall” by offering responses to the following questions:

- What do you like about this application?
- What do you not like about this application?

A total of 61 sticky notes with feedback were received on the “Graffiti Wall”.

Additional written feedback forms were also made available for attendees to provide more comprehensive feedback relating to the application. 31 forms with feedback were received. Additionally, 11 emails related to the engagement session were received before and after the engagement session and are also summarized in the report.

The comments & questions that were received across these feedback methods are summarized by main themes below. The frequency of comments made by participants are recorded in brackets following that comment.

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## WHAT WE HEARD

### The concerns heard were:

#### Height (x56)

- The buildings are too tall for this area (x30)
- Neighboring properties will be shadowed by the tall buildings (x7)
- Buildings of this size belong downtown (x5)
  - The adjacent LRT station is a neighborhood station, not a downtown station (x4)
- These taller buildings will create wind tunneling (x2)
- None of the buildings should be taller than 45 metres (x2)
  - Buildings should be 45 metres in height for Sub Area A and B, 30 metres for Sub Area C and 15 metres in Sub Area D (x1)
- None of the buildings should be taller than 10 storeys (x1)

- Tighter controls on building height, relative to the long term phasing of the development (x1)
- Speculation that the proposed heights have been exaggerated, such that later iterations of the plan seem reasonable (x1)
- The proposed heights will have a negative impact on the area's walkability (x1)
- Smaller buildings are more family-oriented (x1)

### **Increased Parking & Traffic Congestion (x48)**

- Traffic congestion for the area is already an issue which will only be made worse by the proposed development (x29)
- The additional vehicles are likely to spill over into the surrounding neighborhoods resulting in less on-street parking available for nearby residents. (x6)
- Not enough on-site parking is being provided by the proposed development. (x5)
- Residents are already bracing for additional traffic and parking congestion as a result of the incoming LRT line (x5)
- On-street parking is already at a premium during the winter as a result of visitors for Candy Cane Lane. (x1)
- If not developed carefully, the site will result in an undesired parking-and-ride situation with the LRT. (x1)
- During construction, surrounding roads should remain uninterrupted (x1)

### **Policy, Plans & Regulations (x28)**

- This development does not comply with the Jasper Place Area Redevelopment Plan (ARP) (x15)
- The current zoning of CB1 is sufficient and should not change (x5)
- Reference should be made to previous decisions by Council with respect to following the direction of the ARP (x4)
- This development does not comply with the Transit Oriented Development (TOD) Guidelines (x4)



## **General (x18)**

- Not enough information was made available to understand the impacts (x3)
- Homelessness and crime in the area is already a problem (x3)
- The build-out of the development at 25 years is too long (x2)
- The development will only serve the resident living there, it won't serve the broader community (x1)
- This will have a negative effect on redevelopment for the rest of Stony Plain Road (x1)
- Affordable housing, if pursued, should be limited (x1)
- Significant changes like this development hamper the ability for surrounding residents to "age-in-place" (x1)
- This development will push up rental rates for the area, pushing out existing businesses
- The proposed zoning seems questionable for business viability and types of tenants that will be attracted to this project (x1)
- Not enough market demand to build what's being proposed (x1)
- Not enough residents of the area were notified of this proposal (x1)
- If the demand doesn't come, the site will sit empty for years (x1)
- The residential units likely won't be affordable for those living in the area (x1)
- Negative impacts on MacKinnon Ravine (x1)

## **Built Form and Function (x17)**

- Not enough neighborhood amenities are being provided (e.g. playgrounds or greenspace). (x4)
- The development does not provide a sufficient transition to its surrounding context. (x3)
- The development could be more walkable and pedestrian-friendly. (x3)
- Commercial uses should front other edges, not only Stony Plain Road and the internal roads. (x1)
- Ground-level residential units fronting onto 149 Street are undesirable and likely won't be rented or sold. (x1)
- Not enough information has been provided with regards to how the development will interface with the LRT. (x1)
- The 3 m wide shared use path is not wide enough. (x1)
- The internal roadways don't seem necessary. (x1)
- The development is not community friendly (x1)
- Pawnshops should be prohibited from this development (x1)
- Bars & neighborhood pubs will result in more late night noise (x1)
- Unclear how the development will be phased through construction (x1)

### **Density (x12)**

- 1000 units is too dense (x10)
- Open to redevelopment, but what's being proposed seems like an over-development (x1)
- The additional density will create issues for an area already lacking in amenities (x1)

### **Utilities and Services (x11)**

- There are already infrastructure capacity issues including sewer, power and stormwater (x6)
- Emergency services may be overwhelmed by the increased population (x3)
- The neighborhood greenspaces will be overwhelmed by the increased population (x2)

## **The comments of support heard were:**

### **General (x47)**

- The proposed development is an improvement over the current site condition and will be a welcome improvement for the area. (x20)
- Stony Plain Road is in need of this type development and investment (x8)
- This development capitalizes on the LRT and will result in more business and housing opportunities for the area (x5)
- The development will have positive benefits beyond the West Jasper Place neighborhood (x3)
- Provides an opportunity for younger generations to live in the area (x1)

### **Built Form and Function (x25)**

- Support for the mixed-use nature of the development. (x4)
- Support active retail including coffee shops and patio space. (x3)
- Support for the proposed streetscaping. (x3)
- Additional park/community space (x3)
- Support for the additional density (x3)
- The site integrates well with the community (x3)
- Taller buildings appropriately pushed away from the neighborhood (x3)
- Support for the connectivity of the bike lanes. (x1)
- The tower separation will reduce wind tunneling. (x1)

- The site design promotes walkability (x1)

#### **Parking and Traffic (x4)**

- The LRT will help offset the traffic and parking impacts created by this development (x1)
- Support for the underground parking. (x3)

### **Suggestions heard were:**

#### **Built Form and Function (x16)**

- Existing uses that are currently operating on site should be maintained (x16):
  - Grocery store (x7)
  - Pharmacy (x4)
  - Senior services (x2)
  - Fitness space (x1)
  - Coffee shop (x1)
- Provide space for daycares and senior's housing (x1)

#### **Parking and Mobility (x7)**

- Consider angle parking (x1)
- Consider a parking program for the area (x1)
- Provide dedicated space for bikeshare and e-scooter docking (x1)
- Sidewalks should remain unobstructed at all times (x1)
- Bicycle lanes should be separate from pedestrian space (x1)
- No parkade access should be provided off of 149 Street (x1)
- Consider a better connection to MacKinnon Ravine, avoiding the 149th Street / Stony Plain Road intersection (x1)

#### **General (x6)**

- Keep the price points affordable (x3)
- Remove the speedbumps along 95 Avenue between 142 Street and 149 Street (x1)
- Construction on this project should abide by City Bylaws for noise (x1)
- The maximum commercial space of 150,000 m2 should be added to the DC2 zoning (x1)

## **Design and Features (x5)**

- Consider features for the transit plaza such as benches, a canopy and a fountain (x2)
  - Space should be provided for passive activities (eg. chess / checkers tables) (x1)
  - Consider an “open air mall” and/or glasses over arcade for winter accessibility (x1)
  - Consider lots of landscaping including trees, flowers and shrubs (x1)
- 

## **ANSWERS TO QUESTIONS**

1. How will the feedback from this event be used?

- Feedback collected from public engagement events are used for three main purposes:
  - to inform conversations with the applicant about making revisions to the application to address concerns raised;
  - to collect local insight and ensure that the City’s planning analysis considers all applicable factors; and
  - to inform Council on the feedback received so they have an understanding of the opinions of residents prior to making a decision on the application.

2. Will there be below-market housing?

- This is generally not something that is considered through zoning and is left up to the landowner to determine. However, the DC2 Provision is required to comply with City Policy C582 (Developer Sponsored Affordable Housing) which provides the option for the City to purchase 5% of any proposed residential dwellings at 85% of the market price or receive an equivalent cash in lieu contribution.

3. Will we be allowed to vote as a community?

- You are encouraged to reach out to your Community League to determine if they are taking a position on this rezoning application and how that position is determined.
-

If you have questions about this application please contact:

Stuart Carlyle, Planner

780-496-6068

[stuart.carlyle@edmonton.ca](mailto:stuart.carlyle@edmonton.ca)



## APPLICATION SUMMARY

### INFORMATION

Application Type:	Rezoning
Charter Bylaw:	19128
Location:	West of 149 Street NW between Stony Plain Road and 100 Avenue NW
Address:	14915 Stony Plain Road
Legal Descriptions:	Lot 5, Block 61, Plan 9022090 Lots 6 & 7, Block 61, Plan 9022422 Lot 8, Block 61, Plan 9023127
Site Area:	4.4 ha
Neighbourhood:	West Jasper Place
Notified Community Organization(s):	Canora Community League Crestwood Community League Grovenor Community League West Jasper-Sherwood Community League Stony Plain Road and Area Business Improvement Area
Applicant:	Stantec Consulting Ltd.

### PLANNING FRAMEWORK

Current Zone and Overlay:	(CB1) Low Intensity Business Zone Main Streets Overlay
Proposed Zone:	(DC2) Site Specific Development Control Provision
Plan in Effect:	Jasper Place Area Redevelopment Plan
Historic Status:	None

Written By:  
Approved By:  
Branch:  
Section:

Stuart Carlyle  
Tim Ford  
Development Services  
Planning Coordination