

JASPER PLACE

Area Redevelopment Plan

DRAFT #2 – FEBRUARY 2015



Edmonton

Executive Summary

Jasper Place is an established community where people live, work and play. The Jasper Place Area Redevelopment Plan (ARP) provides a tool to help guide growth and change over the next 15 to 20 years. The ARP supports a safe, livable, and resilient community by providing guidance designed to make the most of the exciting opportunities in the area.

Jasper Place is defined as the neighbourhoods of Britannia Youngstown, Canora, Glenwood, West Jasper Place, and a portion of the Stony Plain Road commercial corridor. The ARP highlights redevelopment opportunities in Jasper Place, and provides guidance on future land use and City investment decisions in the area. It sets out land use policies in each of the four neighbourhoods, with additional policies for a Stony Plain Road focus area. It also sets out civic infrastructure policies to guide investment decisions on parks and open space, mobility, and utilities infrastructure. The ARP is intended to help make Jasper Place more liveable for existing residents and businesses, and to ensure new community members are welcomed and accommodated in the area to support vibrant neighbourhoods, schools and businesses.

How to read this plan

The **Introduction** provides an overview of the ARP process and the existing policy framework. It also summarizes the community input and technical studies that informed the ARP.

The **Plan Vision** sets out the overall vision for Jasper Place and shows how the City policy framework, community input and technical studies have come together to form a set of guiding principles.

Objectives and Policies set out land use and civic infrastructure maps and policies to help guide future land use decisions and City investment in Jasper Place.

Amendments + Monitoring provides a long-term plan for the ARP to ensure it remains up to date and is successfully implemented.

The **Glossary** provides definitions of key terms used in the ARP.

Readers

Achieving the vision of the ARP depends on a wide variety of stakeholders, and each stakeholder needs different types of information from the ARP to contribute to the success of plan. Find out what sections may be most relevant to you.

Current and future residents The **Plan Vision** provides an overall vision and guiding principles for Jasper Place. The **Objectives and Policies** set out specific guidance on the type of buildings, parks and infrastructure that are envisioned for the area.

Homeowners, property owners and businesses The **Objectives and Policies** land use chapter sets out what opportunities may be available on your property. It provides direction for redeveloping your property under existing zoning and opportunities for rezoning, **as well as any potential infrastructure upgrades that may be needed to support redevelopment.**

City staff reviewing rezoning or development applications The **Objectives and Policies** land use chapter provides guidance for rezoning and discretionary development decisions. It also provides civic infrastructure policies that provide guidance on mobility or utility infrastructure requirements that may exist for individual applications. The process for plan amendments is provided in the **Amendments + Monitoring** section.

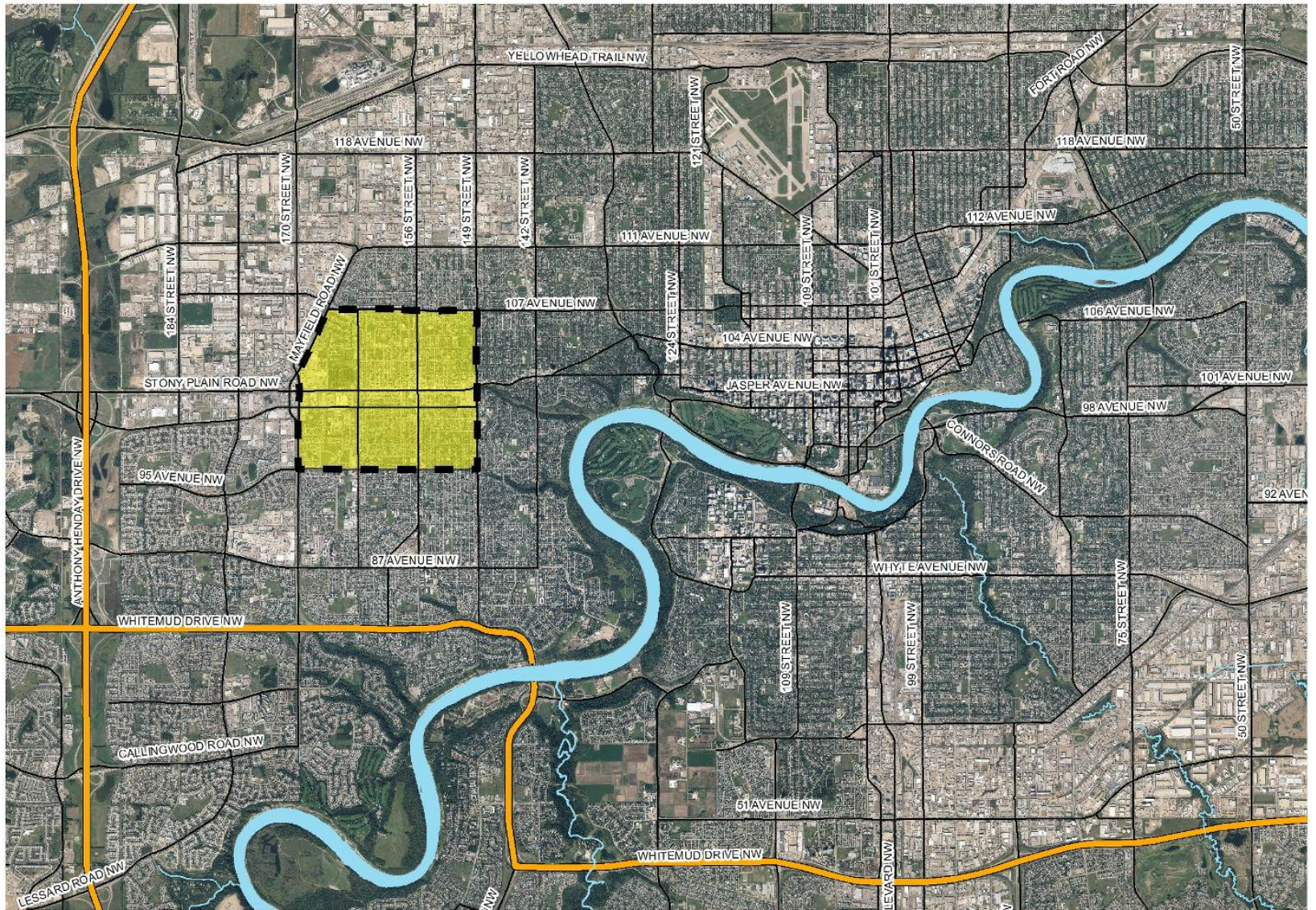
City staff responsible for capital projects The **Objectives and Policies** civic infrastructure chapter sets out priority projects and guidelines to be considered in any related capital projects, subject to Council prioritization and approval of funding.

Institutional partners including school boards, emergency services, and utilities companies can find information about the future vision of the area in the **Plan Vision** and **Objectives and Policies** sections.

Mayor and Council The **Plan Vision** sets out the intent behind the ARP policies and the guiding principles these policies were based on.

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Jasper Place is a common name for a number of neighbourhoods in Edmonton’s west end. For the purpose of this ARP, Jasper Place is defined as the four neighbourhoods of Britannia Youngstown, Canora, Glenwood and West Jasper Place, and includes portions of the Stony Plain Road commercial corridor. The boundaries are 107 Avenue to the north, 149 Street to the east, 95 Avenue to the south and 170 Street/Mayfield Road to the west.

1. Introduction

Jasper Place is an established community where people live, work and play. The Jasper Place Area Redevelopment Plan (ARP) provides a tool to help guide growth and change over the next 15 to 20 years. It supports a safe, livable and resilient community by providing guidance designed to make the most of the exciting opportunities in the area.

The ARP highlights redevelopment opportunities in Jasper Place, and provides guidance on future land use and City investment decisions in the area. The ARP is intended to help make Jasper Place more liveable for existing residents and businesses, and to ensure new community members are welcomed and accommodated in the area to support vibrant neighbourhoods, schools, and businesses.

Throughout the ARP process, City staff collaborated with internal departments, spoke with Jasper Place community members, and worked with various technical experts to develop the vision and policies of the Jasper Place ARP.

In this introductory section of the ARP you can learn about:

- 1.1 The Plan Area and the neighbourhoods included in the ARP.
- 1.2 The purpose of the ARP, including what an ARP is, why one was undertaken in Jasper Place, and how to use this plan.
- 1.3 The ARP framework, including the City policies, community input and technical information that informed the plan.

This is the second draft of the Jasper Place ARP. It is being shared to show what changes were made to the first draft based on comments from the community, internal City stakeholders and other civic agencies. Major text changes are in blue and further information about updates can be found in the feedback summary. All comments received on the second draft will be reviewed and considered, however major changes to this draft are not anticipated. A summary of all comments received on the second draft will be shared with Council.

1.1 Plan Area – new section

For the purpose of this ARP, Jasper Place is defined as the neighbourhoods of Britannia Youngstown, Canora, Glenwood, West Jasper Place and a portion of the Stony Plain Road commercial corridor. Jasper Place is located in west Edmonton and is bounded by 149 Street to the east, 170 Street to the west, 107 Ave to the North and 95 Ave to the south.

1.2 ARP purpose

The Jasper Place ARP is a forward looking document that provides a clear vision of how the area is expected to change and grow over the next 15 to 20 years. The ARP provides current and future residents, businesses, and landowners clarity about what types of change and investments may be expected for their neighbourhoods.

The ARP builds on the existing land use assets of the neighbourhood that were identified by community members and technical studies, including its strong walkability and street pattern, mix of uses and sense of openness.

The ARP also seeks to enhance other themes that were highlighted throughout the process, including promoting a safe neighbourhood, encouraging more housing choice, supporting vibrant commercial areas, and introducing new open space.

The Jasper Place ARP provides opportunities for residents and landowners to capitalize on the potential of the Jasper Place area and to welcome new investment, businesses and residents that will support a vibrant community.

The ARP will not lead to any automatic zoning changes within Jasper Place. Rather, the ARP sets out a vision and opportunities that will be implemented as individual property owners come forward to rezone and/or redevelop their properties in the future.

1.2.1 What is an Area Redevelopment Plan (ARP)?

An ARP is a statutory plan that is formally adopted by Council as a bylaw. Once it is adopted, ARPs must be considered by City staff when evaluating rezoning and discretionary development decisions in the plan area. In this way, ARPs play an important role in shaping change and growth in existing areas of the City.

An ARP is formally defined by the Municipal Government Act (MGA) of Alberta. The MGA states that an ARP can be used to:

- Preserve or improve land and buildings
- Construct, rehabilitate, replace or remove buildings
- Establish, improve or relocate roads, public utilities or other services
- Facilitate any other development

All plans adopted by Council, including ARPs, must be consistent with all other applicable plans, policies and guidelines already approved by Council. This means that the ARP must reflect the policies in documents such as the City’s Municipal Development Plan, *The Way We Grow*, and other plans described in [Section 1.3.1: Existing policies](#).

The MGA also requires that opportunities be provided for members of the public, school boards and other affected parties to provide input into the ARP. More information on the consultation activities for the Jasper Place ARP is provided in [Section 1.3.2: Consultation](#).

The Jasper Place Area Redevelopment Plan meets the requirements of the MGA.

1.2.2 Why an ARP in Jasper Place?

In 2009 City Council endorsed a Revitalization Strategy for Jasper Place. The Revitalization Strategy was developed through collaboration with the Jasper Place communities, and continues to be supported through the work of local volunteers. The Strategy identified three main priorities for Jasper Place:

- Feeling Safe in Our Community
- Connecting with Our Community
- Building Our Community

A series of visions, goals and action items were developed under each of these three priorities. One of the long term action items identified in the *Strategy* was the creation of an ARP for each of the four Jasper Place neighbourhoods.

A series of City-wide policies, outlined in Section 1.3.1, and the expansion of Light Rail Transit (LRT) Valley line also led to an ARP being undertaken in Jasper Place. The approved alignment of the LRT route identifies three new LRT stations in Jasper Place. City policy directs that change and growth should be focused around transit and LRT stations, therefore the three new stations are likely to be a catalyst for investment and change in Jasper Place.

1.2.3 When to use this plan

[Purchasing, redeveloping or renovating properties](#)

The ARP sets out the range of opportunities that exist for each parcel of land, as well as what expectations there may be on site. [The ARP also highlights infrastructure investments that may be required as part of redevelopment](#). It is important to consult the ARP when considering purchasing, redeveloping or renovating properties to ensure the range of opportunities and expectations are known at the outset of a project.

[Rezoning Applications](#)

[The ARP will not automatically rezone properties in the plan area. Rather, it will guide decisions when applications to rezone are made.](#) Applications to rezone land are processed by City Administration. After accepting a rezoning application in the ARP area, Administration will assess the application against the ARP policies and other relevant plans and policies, determine whether the application conforms to these policies and indicate to Council whether or not Administration supports the application. [The ARP will also be used to develop any Direct Control zones that may be applied for in the area to ensure the provisions meet the objectives of the ARP.](#) The decision to rezone or not rezone is ultimately made by City Council at a public hearing.

At the City Council public hearing, members of the public may speak directly to Council about the rezoning application and indicate whether or not they support it. Council assesses each rezoning application on a case-by-case basis and maintains full jurisdiction and discretion over the ultimate decision.

The ARP should therefore be consulted by applicants prior to their application to rezone land, by Administration when assessing a rezoning application, and by interested members of the public.

Subdivision Applications – new section

Subdivision Applications are made to the Subdivision Authority, which is composed of members of City Administration. Subdivision applications are considered against all relevant policies.

The ARP should be consulted by applicants, the Subdivision Authority, and interested members of the public when a subdivision application is made.

Development Permit Applications

Development Permit applications are processed and approved by City Administration. Administration assesses all development permit applications against the regulations of the Edmonton Zoning Bylaw and applicable statutory plans, such as an ARP.

The Jasper Place ARP provides direction to both applicants and Administration on development permit applications that involve the use of discretion. The ARP is applicable in the following instances:

- the development permit application is for a discretionary use
- the development permit will vary one or more Zoning Bylaw regulations
- the Zoning Bylaw regulations that apply to the proposed development are written such that they are open to interpretation

The ARP provides guidance on the appropriate contexts for and extents of variance or discretion, and provides guidance for areas of ambiguity.

City projects and investment

The Jasper Place ARP provides guidance to City staff who undertake capital projects in the area. The civic infrastructure policies highlight priority projects for Jasper Place and provide guidelines on how these should be implemented.

All civic infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

1.2.4 How to read this plan

Structure

The **Introduction** provides an overview of the ARP process and the existing policy framework. It also summarizes the community input and technical studies that informed the ARP.

The **Plan Vision** sets out the overall vision for Jasper Place and shows how the City policy framework, community input and technical studies have come together to form a set of guiding principles that shape the ARP policies.

Objectives and Policies sets out land use and civic infrastructure maps and policies to help guide future land use decision making and City investment in Jasper Place. It provides information at a range of scales, including Jasper Place as a whole, each of the neighbourhoods, and a Stony Plain Road focus area.

Amendments + Monitoring provides a long-term plan for the ARP to ensure it remains up to date and is successfully implemented.

The **Glossary** provides definitions of key terms used in the ARP.

Readers

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City staff responsible for capital projects The **Objectives and Policies** civic infrastructure section sets out priority projects and guidelines to be considered in any related capital projects, subject to Council prioritization and approval of funding.

Institutional partners including school boards, emergency services, and utilities companies can find information about the future vision of the area in the **Objectives and Policies** section.

Mayor and Council The **Plan Vision** sets out the intent behind the ARP policies and the guiding principles these policies were based on.

1.3 ARP framework

The following section provides a summary of the three components that were used to build the ARP, including:

- 1.3.1 Existing policies that apply to Jasper Place
- 1.3.2 Community input gathered through consultation with local stakeholders
- 1.3.3 Knowledge base that summarizes the technical studies that were undertaken



1.3.1 Existing policies

1.3.1.1 City wide policies

The Way Ahead

The Way Ahead, Edmonton’s strategic Vision, establishes the intent to create a more compact, sustainable, and livable city. A series of more detailed strategies have been developed to help realize the vision set out in *The Way Ahead*. These include:

The Way We Grow, Edmonton’s Municipal Development Plan, outlined further below.

The Way We Move, Edmonton’s Transportation Master Plan, outlined further below.

The Way We Finance, a strategy to ensure Edmonton’s financial sustainability.

The Way We Live, policies focused on improving the livability of Edmonton.

The Way We Green, aimed at preserving and sustaining Edmonton’s environment.

The Way We Prosper, policies to diversify and strengthen Edmonton’s economy.

The [ELEVATE report](#), developed by the Community Sustainability Task Force, also articulates a vision for strong, diverse, and sustainable neighbourhoods where Edmontonians can live, learn, work, and play, now and in the future.

The Way We Grow

Edmonton’s Municipal Development Plan (MDP) is known as *The Way We Grow*. In support of *The Way Ahead*, it encourages compact and sustainable communities. In particular, it calls for a greater proportion of new development to occur within mature and established neighbourhoods. In addition, *The Way We Grow* establishes that medium to higher density residential, employment, and retail development should be focused around LRT stations and Transit Centres.

The Way We Grow calls for the implementation of “a program for the ongoing preparation of Area Redevelopment Plans and other types of land use plans to guide redevelopment” (Policy 3.5.1.4). It also notes that the City will “support redevelopment and residential infill that contributes to the livability and adaptability of the neighbourhood” (Policy 3.5.1.1), “involve residents in planning processes” (Policy 3.5.1.5) and “determine and address any infrastructure capacity constraints” (Policy 3.5.1.7).

The Way We Move

The City’s Transportation Master Plan, *The Way We Move*, identifies the long-term vision for Edmonton’s transportation network, including the extension of the LRT network throughout the city.

In 2012, Council approved the alignment of the LRT Valley Line, which will run from Mill Woods, through downtown to West Edmonton Mall, ending at Lewis Farms. The proposed alignment has the Valley Line entering Jasper Place at Stony Plain Road and 149 Street, where it will continue west along Stony Plain Road to 156 Street before turning south along 156 Street. Three associated LRT stations will be located in Jasper Place at Stony Plain Road and 150 Street, Stony Plain Road and 156 Street, and 156 Street and 95 Avenue.

Transit Oriented Development Guidelines

To support the long-term viability of the LRT and to achieve the City's vision for a more compact and liveable Edmonton, Council approved Transit Oriented Development Guidelines (*TOD Guidelines*) in 2012. The *TOD Guidelines* outline development potential for sites within 400 m of LRT stations, and identify a variety of LRT station types. [The Guidelines also provide a framework for new plans being developed within 800m of future LRT stations and Transit Centres.](#)

All three of the Jasper Place LRT stations are identified in the *TOD Guidelines* as Neighbourhood Stations. Areas around the future stations are identified for a range of infill development, primarily row houses and duplex housing, as well as apartment housing up to four storeys along arterial and collector roadways and large sites. Retail, restaurants, and professional offices are also encouraged within 200-400 m of Neighbourhood Stations. Creating pedestrian and cycle friendly streets, parks and open spaces in stations areas are also key elements of the *TOD Guidelines*.

Residential Infill Guidelines

In 2009 Council adopted the *Residential Infill Guidelines* (RIGs) in order to provide guidance for residential development in Edmonton's mature neighbourhoods that fall outside of TOD areas, including portions of the four Jasper Place neighbourhoods. The goals of the RIGs are to:

- Foster residential infill that contributes to ongoing neighbourhood renewal and revitalization, and support liveable and adaptable mature neighbourhoods
- Encourage residential infill that contributes to the social, economic and environmental sustainability of mature neighbourhoods and the overall sustainability of the City
- Provide direction on the built form and design of buildings, as well as overall site design and streetscape interface for infill projects.

1.3.1.2 Existing local plans, studies & resolutions

Stony Plain Road Urban Design Vision

Throughout the Revitalization process in Jasper Place, the City held a number of charrettes, working sessions, interviews and open houses that asked local stakeholders about their aspirations for the future of Stony Plain Road.

The Urban Design Vision was completed in June 2012 and provided guidance on the future character, land use and urban design considerations for the Stony Plain Road corridor. The Vision was used to inform policies in the Stony Plain Road focus area.

100 Avenue Planning Study

The 100 Avenue Planning Study covers the area from 149 Street to 170 Street between 99 Avenue and Stony Plain Road and was approved by Council in 1986. It sets out land use directions for the area, including areas for single and two family residential, multi-unit housing, as well as commercial and mixed use.

Britannia Youngstown Neighbourhood Study

The Britannia Youngstown Neighbourhood Study was undertaken in 1983. The study made a number of recommendations, including maintaining apartment development to areas currently zoned RA7, the maintenance of single family houses in the northern portion of the neighbourhood, the rezoning of the southern portion to accommodate RF4 zoning, the use of a vacant site for the expansion of the Westlawn cemetery, and the retention of the 160 Street Park.

Canora Neighbourhood Improvement Plan

The Canora Neighbourhood Improvement Plan was undertaken in 1972. It set out a variety of land use recommendations aimed at balancing new and existing development. The Plan also made recommendations for road closures and new park space.

Newman's Resolution

Council passed the following resolution, which is referred to as the Newman's Resolution, on September 9, 1980:

"Whereas the large majority of home owners have previously expressed a strong desire to remain single family area, therefore, I move that the area from the land west of 149 Street to the land east of 156 Street between 95 Avenue and 100 Avenue remain RF-1, which is the equivalent zoning of what presently exists in the area."

1.3.1.3 How does the ARP relate to existing policies and initiatives?

In addition to the ARP, future developments in Jasper Place will be guided by all applicable City-wide policies, including the Municipal Development Plan (MDP), Residential Infill Guidelines and Transit Oriented Development Guidelines. The ARP has been developed to be consistent with the general intent of these City-wide policies. In instances of inconsistency between the detailed guidelines of the Residential Infill Guidelines, Transit Oriented Development Guidelines and the Jasper Place ARP, the ARP will generally take precedence.

The existing local plans and resolutions provide area and site specific guidelines that are comparable to the level of detail provided in the ARP. In order to avoid conflicting land use direction at the local level, these existing neighbourhood plans and policies, specifically the Stony Plain Road Urban Design Vision, Britannia Youngstown Neighbourhood Study, Canora Neighbourhood Improvement Plan, 100 Avenue Study and the Newman's Resolution, will no longer be in effect following the adoption of the ARP. This approach will encourage greater certainty and clarity in the decision making process.

1.3.2 Community input

1.3.2.1 Process summary

The City of Edmonton is committed to engaging citizens in decisions that could affect them, as set out in Policy C513: Public Involvement. As such, the City organized a number of activities throughout the ARP process for community members to provide their input on the ARP.

Open House #1, held in October 2012, was an opportunity for residents and stakeholders in all four Jasper Place neighbourhoods to learn about the ARP process, ask questions of City staff, and to clarify community priorities for the ARP.

In April and May 2013, the City visited each neighbourhood and met with the Stony Plain Road and Area Business Revitalization Zone in a series of **Information & Feedback Sessions**. The purpose of these sessions was to share preliminary information collected in the first phase of the ARP process, and to receive more detailed feedback about key issues identified by community members in **Open House #1**, such as neighbourhood character, housing choice, and parks and open space. Staff used this feedback, along with City-wide policy, to write a series of draft principles for the ARP.

At **Open House #2** in June 2013, the City presented a series of draft guiding principles based on the feedback received from the community. Attendees had the opportunity to review and comment on the principles, and identify areas of future change they anticipated in their neighbourhoods.

Throughout summer 2013, the City attended a variety of **community events** to increase awareness of the ARP process, and provide further opportunities for community members to give their feedback about the draft principles for the ARP.

At **Open House #3** in November 2013, community members shared their ideas about how to implement the guiding principles of the ARP in the Jasper Place neighbourhoods. Participants provided input through comment sheets, interactive displays, conversations with City staff, and workshop exercises about land use, parks and open space, and mobility. City staff used this feedback to inform the draft ARP.

In June 2014, the first complete draft of the ARP was launched at **Open House #4**. Attendees had the opportunity to review display board materials, listen to a presentation by City staff that outlined the key policies and approaches of the ARP, and ask questions in large and small group formats. The first draft of the ARP was then open for community input until October 31, 2014 through email, letters, on-line surveys, and at a drop in session in September 2014.

This section will not be completed until the final community consultation event.

The input of the community has been essential in identifying the plan priorities and has directly informed the guiding principles and specific policies in the ARP. The City gratefully acknowledges the time dedicated and commitment shown by community members in providing their input and feedback.

1.3.2.2 Key consultation themes

A number of key themes emerged through the feedback received from residents, businesses and property owners in Jasper Place. The topics that relate directly to land use and civic infrastructure that could be considered in the ARP are highlighted below.

Safety

- Feeling safe in the neighbourhood was highlighted as a key priority, particularly in parks and along Stony Plain Road.

Housing choices

- There was general consensus that Jasper Place should provide housing opportunities for families, singles, and seniors.
- Some felt that single detached housing should be protected and that other types of housing detracted from neighbourhood character.
- Others highlighted opportunities for a variety of housing forms to attract families and support local schools.
- Many expressed a desire for the interior of the neighbourhoods to remain small scale with additional opportunities focused along arterial roads.

Design quality & sense of place

- Many expressed support for infill if it could be guaranteed to be of high design quality.
- Many valued the sense of space created by front yards and mature trees in their neighbourhoods.
- Rear garages were noted as a defining feature of the neighbourhoods.
- Some felt there were opportunities to redevelop older houses into more modern, higher quality buildings.

Transit oriented development (TOD)

- Some felt transit oriented development guidelines were out of scale for the Jasper Place neighbourhoods and applied to too much of the area.
- Others felt TOD offered a good opportunity to provide activity and add to street life.

Stony Plain Road

- The Stony Plain Road commercial corridor was highlighted as a potential community asset that would be key to the success of the area.
- Concerns around the quality of buildings along Stony Plain Road were raised and a desire for more diversity of businesses was expressed.
- Mixed use development along the street was highlighted for its potential to revitalize the street.

Parks and open space

- Parks and open space in Jasper Place are highly valued by community members.
- Some noted that existing parks would benefit from upgrading to improve the quality and safety of the spaces.
- The need for more parks and open spaces was highlighted in the West Jasper Place neighbourhood.

Mobility

- The walkability of the neighbourhoods was highlighted as a valued asset.
- Limited pedestrian access to key commercial areas, including Mayfield Common and Stony Plain Road, was raised as an issue.
- The 100 Avenue shared-use path was noted as a valuable community asset.
- It was noted that biking infrastructure could be improved to link across the whole area.
- Increased pressures on on-street parking were highlighted as a key concern associated with infill development.
- Concerns about the impact of LRT on traffic and transit users parking in the neighbourhoods were also raised.

Infrastructure

- Many expressed the importance of ensuring adequate sewer and utility infrastructure to support the local community now and in the future.

1.3.3 Observations and technical studies

The City undertook a number of technical studies that provide a picture of the existing conditions in Jasper Place. This section includes a summary of:

- **Learning Scenarios**
- **Housing Assessment**
- **Utilities and Sewer Infrastructure Study**
- **Parks Assessment – not listed in first draft**
- **Mobility and Transportation Assessment**
- **Central Jasper Place Land Use and Transit Study – not listed in first draft**
- **High-level Historic Character Area Review - new**

Many of the detailed findings of the technical studies have been incorporated directly into the **civic infrastructure** chapter of the **Objectives and Policies** section. **These reports will be included as part of Public Hearing Package presented to Council.**

Learning Scenarios

Many important questions were raised by residents and stakeholders in Jasper Place about what redevelopment might mean for their neighbourhoods. The Learning Scenarios were a tool used to help determine the potential impacts and outcomes of different types of redevelopment in Jasper Place, particularly in regard to people and families, housing choices, local businesses, transportation and accessibility, parks and open spaces, and walkability.

The City hired consultants to build a computer model that tracked changes to characteristics of the four Jasper Place neighbourhoods under three hypothetical redevelopment scenarios including:

- Existing land use opportunities with no changes proposed
- Moderate increases in redevelopment opportunities aligned with existing policies and current trends
- Major changes with significantly increased opportunities for redevelopment

Each scenario considered both a low and high uptake of the development opportunities to reflect the fact that different future market conditions may result in more or less redevelopment. It was assumed that 5% of properties redeveloped to the full potential allowed under the scenario in the low case and 30% of properties in the high case.

The Learning Scenarios were undertaken with the input of a group of community volunteers from the Jasper Place neighbourhoods, including individual residents and business owners, as well as representatives from non-profit organizations, Community Leagues and the Revitalization Steering Committee. Their input helped ensure that the scenarios captured issues important to the community, that the findings were consistent and that the process was clearly communicated.

Through tracking and comparing the changes seen in the model, a number of key insights were gained:

- There is significant unused development capacity provided in the existing zoning, particularly in commercial areas.
- The ARP can create opportunities for redevelopment in policy, but if private land owners choose not to redevelop their properties, not much will change in neighbourhood outcomes.
- Providing new housing units through apartment development alone will not increase housing choice.
- Land uses that promote vibrant local businesses need to consider both the supply of commercial space and the number of local residents available to support businesses.
- Jasper Place is currently very walkable due to the existing street network and mix of land uses.
- The location of new housing should consider proximity to key community amenities like parks, open space and transit.
- The open space needs of the population will need to be met now and in the future.
- Parking may need to be managed to address increased pressure as population and businesses in the area increase.

Housing Assessment

In order to better understand the current housing conditions in the neighbourhoods, the City's Real Estate, Housing and Economic Sustainability Branch appointed an external consultant to undertake a Housing Assessment in Jasper Place. The purpose of the Housing Assessment was to:

- Develop a descriptive inventory of housing in Jasper Place's four neighbourhoods and a statistical baseline of existing housing conditions
- Identify initial issues and concerns of Jasper Place's residents, businesses, real estate professionals, and other community stakeholders related to housing

A cross tabulation of census data was also undertaken to provide key insights into Jasper Place demographics including:

- Household composition
- What types of housing individuals and families live in
- What types of housing seniors live in

The Housing Assessment provided a range of statistics that were incorporated into the Learning Scenarios, and informed the guiding principles and policies of the ARP.

Utilities and Sewer Infrastructure Study

This study examined whether existing infrastructure in Jasper Place could accommodate additional development, people and businesses in the neighbourhood. The study considered both sanitary and storm water systems, as well as utilities such as water, gas, electricity and phone lines.

The study used the population and development projections from the highest hypothetical redevelopment case considered in the Learning Scenarios to understand if the existing infrastructure could perform at a high level of redevelopment intensity. Although it is unlikely that this level of redevelopment will occur over the next 15-20 years, this high hypothetical scenario was chosen to provide an

upper-most limit to ensure lower, more likely levels of redevelopment could be accommodated.

The study demonstrated that there is currently adequate capacity in the sanitary system to accommodate redevelopment in the future.

The study also found that the existing storm water system does not fully meet current 1:5 year storm event requirements, which is typical of Edmonton's mature neighbourhoods. The study noted that redevelopment is unlikely to significantly increase this problem. Since most of the area is already developed, there would not be a major change in the amount of permeable surface in the area with new development and therefore little change to the storm water drainage patterns. The study did highlight the opportunity to incorporate Low Impact Development (LID) measures on redevelopment sites and within the public realm to improve the baseline performance of the neighbourhood.

A review by EPCOR also assessed which upgrades to the water distribution system may be needed with future redevelopment. The study used the high hypothetical learning scenario projections to assess fire flow standards against current and potential future zoning requirements. **Some areas were identified for upgrades or new infrastructure.**

Overall, these studies found that the existing infrastructure is not a constraint for future redevelopment and that there is potential for building and site design in redeveloped areas to improve the existing storm water management system.

The study identified a number of key upgrades that could be made to improve performance of the utilities system in Jasper Place and may be required at the time of redevelopment. These findings and recommendations are found in the **Objectives and Policies** section.

Parks assessment

The City's Parks Land Planning Unit undertook an analysis of existing parks and open space in the four Jasper Place neighbourhoods. Following current practice for mature neighbourhoods, three key indicators derived from the Urban Parks Management Plan were used to assess the provision of existing park space, including:

- Park space per population and area
- Distance and access to park space
- Type and diversity of park space

The indicators were adapted to reflect the character of the four neighbourhoods. The findings of this study are included on existing civic infrastructure pages in the **Objectives and Policies** section.

Mobility and Transportation assessment

The City hired consultants to review the existing mobility conditions of Jasper Place for all modes including walking, cycling, public transit, goods movement and vehicular traffic, as well as on-street parking. The purpose of the study was to understand current mobility conditions in the area, and to identify any transportation changes that may be required as a result of potential future redevelopment.

The study found that Jasper Place already has a strong multi-modal transportation network that will be further improved when the Valley Line LRT is constructed in the area. The study also found that while the LRT is likely to increase traffic congestion in the area, redevelopment anticipated as part of the ARP is not expected to significantly worsen the situation. The study noted the opportunity to address traffic congestion by encouraging a shift to other modes of travel and made a series of recommendations that have been incorporated into the ARP civic infrastructure policies.

Central Jasper Place Land Use and Transit Study

Sustainable Development and Edmonton Transit Services (ETS) undertook a joint project to consider how the future LRT station at 156 Street and Stony Plain Road could be integrated with the existing transit centre. A consultant group was asked to develop a number of options, and evaluate these against key evaluation measures, including:

- Put People First
- Safe, Efficient and Reliable Transit Operations
- Make this a Great Urban Place
- Ensure Value for Public Funds
- Ensure a Phased Approach

The final report provides a range of options to be considered as the detailed design of the Valley Line LRT moves forward in the future. The ARP sets out a number of key policies that should be considered as the detailed design of this work takes place in conjunction with the delivery of the Valley Line LRT.

High-level historic character area review - new

The City's Heritage team undertook a high-level review of Jasper Place to identify areas in the neighbourhoods where original street character was still evident. The assessment looked for areas where elements such as original dwellings, lot siting and street cross-sections were still intact along a block face.

A number of areas were identified in Jasper Place and are shown on the proposed land use concepts maps contained in the Objectives and Policies section. The review also recommended that a Historic Resources Inventory covering all four neighbourhoods be completed in the future in order to aid in the specific identification of heritage character areas and individual historic buildings in Jasper Place.

2. Plan Vision

2.1 Vision

Strategic approach as been moved to Section 3.1

The ARP **supports enhancing Stony Plain Road to become a vibrant and well-used commercial street** through pedestrian-oriented mixed use development that will enhance the attractiveness of the urban realm and provide increased population to support local businesses.

The ARP **encourages incremental change to accommodate a variety of housing types** in order to increase available housing choices for all. Enhanced opportunities for residential infill are focused around transit, services and amenities.

The ARP **promotes improved attractiveness and safety** by activating neighbourhood edges, street frontages, and areas adjacent to the public realm such as properties bordering parks.

The ARP **supports enhanced connectivity and walkability** through guidance for existing pedestrian and cycling facilities, and by highlighting opportunities for a more continuous network within and beyond the Plan area.

The ARP **supports neighbourhood livability** through investment in parks, amenities and infrastructure.

2.2 Guiding principles

The ARP's Guiding Principles are a distillation of the three main plan components – City-wide policies, community consultation and technical studies. The Guiding Principles are the foundation for the overall plan vision and structure.



Housing choices promote vibrant and diverse communities that provide housing opportunities for all individuals and families

This principle responds to community desire for the neighbourhoods to accommodate families, singles, couples and seniors. This also aligns with the City's objectives to ensure neighbourhoods have a range of housing choice to meet diverse needs and create more socially sustainable communities (The Way We Grow 4.4). Evidence from the Learning Scenarios showed that there are few housing choices other than apartments or single detached dwellings in Jasper Place



Neighbourhood character is enhanced through high quality development that responds to the local context

This principle reflects community feedback and City policy (The Way We Grow 5.2) that new development should be safe, attractive, and sensitive to existing neighbourhood character.



Jasper Place is safe and easy to get around, walkability is supported and parking is proactively managed

This principle is informed by community feedback that existing walkability should be maintained, streets should be welcoming to pedestrians, and future parking needs addressed proactively. These goals align with City-wide objectives to enhance walkability through good urban design (The Way We Grow 5.2.1.6, 5.6, 5.7). Findings from the Learning Scenarios indicated that Jasper Place currently enjoys a high level of walkability.



Buildings and open spaces are designed to promote and improve safety

This principle is informed by community concerns about neighbourhood safety, and City-wide policy to ensure that public spaces and the buildings that frame them are inviting and safe. (The Way We Grow 5.6.1)



A mix of uses are provided near transit, and these buildings are scaled to transition into the neighbourhoods

This principle reflects community feedback that new development should complement existing neighbourhood character and provide transitions in scale. It also echoes City-wide policy to promote medium and higher density residential and employment growth around LRT stations and transit centres (The Way We Grow 3.3.1.1)



Parks and open spaces meet the needs of residents, contribute to the sense of community and enhance neighbourhood character

This principle is informed by community input that green space is important to meeting recreation and social needs, as well as contributing to neighbourhood character. It also reflects City-wide policy to serve Edmontonians with accessible and inclusive parks and open spaces (The Way We Grow 4.3.1). A parks assessment also found that the quantity and variety of parks and open space is lower in some of the neighbourhoods.



Adequate servicing infrastructure is provided to accommodate the cumulative outcomes of redevelopment

This principle is informed by community input around the importance of adequate infrastructure. It also reflects City-wide policy to ensure any infrastructure constraints are addressed as redevelopment in mature neighbourhoods occurs (The Way We Grow 3.5.1.7). Technical studies also found some existing constraints with infrastructure capacity that in some cases could be improved with redevelopment and in other cases may exacerbate problems.



Stony Plain Road is a vibrant, well-used shopping street with a mix of businesses to serve the local communities

This principle reflects community aspirations for the Stony Plain Road commercial corridor, and City objectives to support mixed use, transit supportive and walkable urban areas. (The Way We Grow 5.2.1.6). Findings from the Learning Scenarios showed that there is an abundance of commercial space beyond what can be supported by the local population and that additional population in the neighbourhood could help strike a healthier balance.

3. Objectives and policies

3.1 Strategic Approach - *revised*

The Jasper Place ARP facilitates strategic land use change over the medium range time frame of 15-20 years. The ARP sets out a range of opportunities for growth and change but recognizes that that full redevelopment of the area is unlikely in this time frame. In order to ensure realistic expectations and appropriate infrastructure planning, the ARP assumes a maximum redevelopment rate of 30% of existing properties, based on market and redevelopment trends throughout Edmonton and Jasper Place.

A number of opportunities are concentrated on Stony Plain Road to establish a community focal point and to generate a critical mass of positive change. If the vision for a vibrant Stony Plain Road is achieved sooner than the 15-20 year timeframe of the ARP, consideration for additional opportunities in other portions of the plan area, such as 156 Street, could be considered.

The ARP does not propose any proactive City-led rezonings in Jasper Place. The ARP instead provides guidance on future rezoning and redevelopment decisions. This approach is intended to avoid contributing to existing patterns of development in Jasper Place where many properties are currently not developed to the full allowance permitted under existing zoning. Higher zoning can result in disinvestment as landowners wait to maximize development potential, or can cause land prices to become too high for small scale infill. There are also a variety of zones that can be used to meet the objectives of the ARP and it is not always possible for pre-emptive zoning to anticipate exact market requirements.

Similarly, the Jasper Place ARP provides guidance on the types and scale of buildings in different areas, but it does not refer to specific zones. This is because there are a number of zones that may meet the objectives of the ARP, and because the Zoning Bylaw is a living document and may change over the time period of the ARP. In the past, there have been instances where an ARP refers to a zone that has

changed or is no longer in existence, making it difficult to understand the original intent of the ARP.

By providing clear guidance on the objectives of each land use area and the range of building types, instead of referring to specific zones, the ARP provides robust and long-lasting direction for the area even if the Zoning Bylaw changes over time. This approach also allows the neighbourhoods to evolve in step with other City-wide initiatives undertaken in the Zoning Bylaw.

The level of opportunity provided in the Jasper Place ARP has been considered in the wider City context. The ARP supports redevelopment that both contributes to the success of Jasper Place and aims to support, rather than compete with, other development opportunity areas within Edmonton, such as Blatchford, Downtown, and other TOD areas.

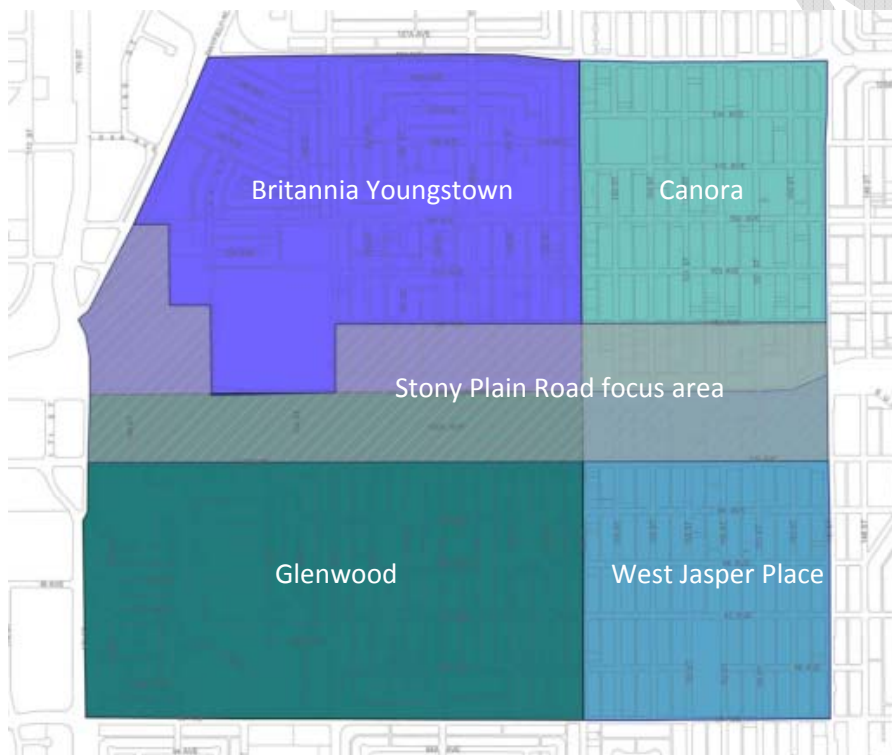
3.2 Section structure – revised

Jasper Place is made up of four unique neighbourhoods, each with separate histories and current conditions. The Jasper Place neighbourhoods also share common features, including the Stony Plain Road commercial corridor, parks and open spaces, mobility networks and utility infrastructure.

In order to reflect the individual characteristics of each neighbourhood while also addressing their shared features, the information in the Objectives and Policies section is presented at three scales:

- Jasper Place as a whole
- Each of the four neighbourhoods individually
- Stony Plain Road focus area.

The ARP’s Objectives and Policies are set out in two chapters.



Land use chapter

This chapter relates to the buildings and functions contained within individual parcels of land. In general, these properties are owned by private citizens or businesses. The land use policies provide important information for those looking to: purchase, redevelop or renovate properties in Jasper Place; apply for a rezoning, including Direct Control zones; those undertaking discretionary development in Jasper Place; and City staff responsible for reviewing these applications.

The **land use chapter** provides the following information for each of the three scales:

- A map and written analysis of current land use conditions
- A proposed land use map showing the overall concept
- A detailed land use policy table

The land use policy tables include three columns for each of the land use areas identified on the maps:

- The **Purpose** of the land use area
- The **Opportunities** and locations for different building types
- The **Key policies** that guide building and site design features

Policies should be referenced by the neighbourhood code and number in the coloured heading for each policy table, followed by a period and the specific policy number. For example, SPR1.1.

Interpretation

The list of Opportunities provided under the land use area may be permitted or discretionary uses in a variety of zones. When determining the appropriate zones to apply, the purpose of the land use area should be considered against the stated purpose of the zone to ensure consistency and alignment.

In instances where the opportunities note “in locations specified by the Zoning Bylaw,” this should be interpreted to mean that if a permitted or discretionary use meets the location regulations of the existing zoning on site, the ARP would support the use.

When the land use policies use ‘should,’ this means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific application.

Civic infrastructure chapter

This chapter refers to the roads, utilities, parks and open spaces that are part of each neighbourhood. In general, these are owned and controlled by the City of Edmonton or other civic partners such as school boards and utilities companies. The civic infrastructure policies should be referenced to inform City projects and investment.

In the **civic infrastructure chapter**, you will find for each scale:

- A map and written analysis of existing civic infrastructure
- A map of the proposed civic infrastructure investments

Due to the shared nature of these civic infrastructure elements, the civic infrastructure policies are contained in a single policy table for the whole of Jasper Place. Civic infrastructure policies have been divided into four categories:

- **Parks and open space**
- **Mobility**
- **Infrastructure**
- **Historic resources**

The civic infrastructure policy table includes three main components:

- The overall **purpose** of each policy category
- The **key policies** that guide investment in civic infrastructure
- The **implementation resources and links to other City initiatives** that support delivery of the policies

Policies should be referenced by the category code and number in the coloured heading for each policy table, followed by a period and the specific policy number. For example, PO1.1.

Interpretation

It is important to note that all civic infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability. The civic infrastructure policies are also long-term

objectives to be implemented over the full period of the ARP, which is 15 to 20 years. When the civic infrastructure policies use ‘should,’ this means that the policy is expected to be followed, with the possibility of exceptions due to a valid planning principle, or circumstances unique to a specific project.

Linkages between land use and civic infrastructure

The land use policies are intended to provide guidance to property owners and City staff when considering a site specific application for rezoning or redevelopment. However there are instances where a property may have a related civic infrastructure policy that will need to be taken into consideration.

Examples include requirements for walkways, re-establishing laneways or making utility upgrades.

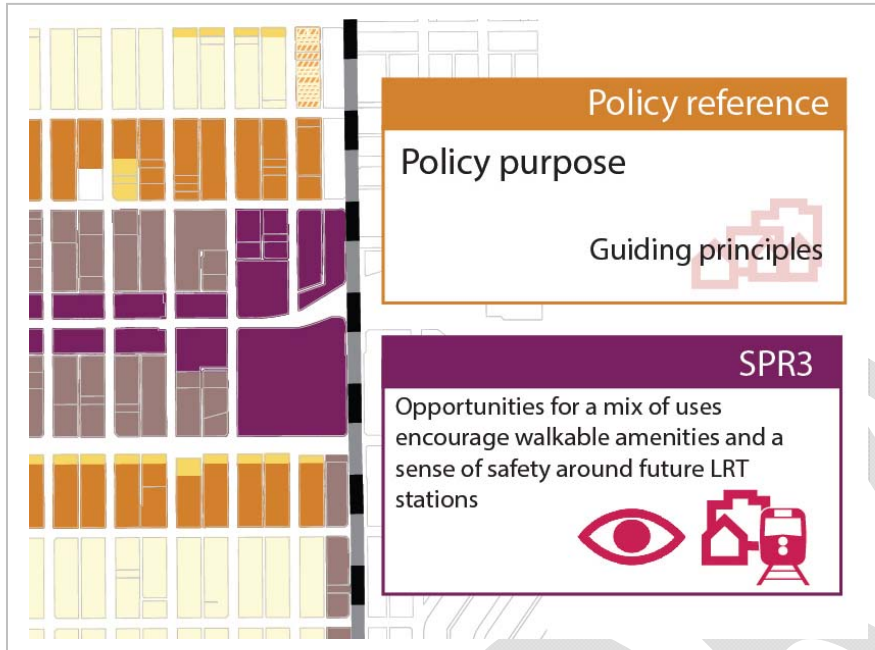
All applicants and City staff to review both the land use and civic infrastructure policies in order to ensure all requirements of a development are being met.

EPCOR Water advises that water distribution infrastructure may need to be upgraded in order to support developments within some areas contained within the Jasper Place ARP. These upgrades may include the installation or relocation of fire hydrants, the installation or replacement of water distribution mains, and the abandonment or installation of services. In keeping with EPCOR policy, and as per City of Edmonton Waterworks Bylaw Number 12585, developers will be responsible for all costs associated with required upgrades. All construction must adhere to the most recent version of the City of Edmonton's Design and Construction Standards at the time of construction. EPCOR Water should be contacted in the planning stages of each proposed development to determine what improvements will be required.

The applicant/owner will be responsible for all costs associated with providing City standards of water supply, including any changes to the existing water infrastructure required by these proposals.

Graphic guide - new

The ARP uses a variety of graphics to help navigate and interpret the plan. This page provides an explanation of the graphics you will see in the coming pages.



Existing condition maps are provided with call out boxes that discuss key features of the area. Proposed maps then show how these conditions are responded to in policy. The call out boxes on the proposed maps provide the policy reference number, the purpose of the policy, and icons showing the key guiding principles that are addressed by the policy.

Each map also has a legend with small icons showing the type of building permitted. The column to the right shows what the icons represent.



Single detached



Secondary suite



Garage or garden suite



Semi-detached



Duplex



Row housing



Small scale commercial



Stacked row housing



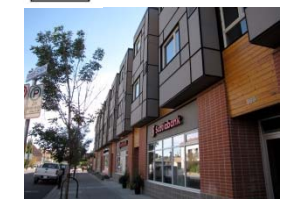
Apartment



Commercial



Mixed use



LAND USE CHAPTER

JASPER PLACE



2014 EXISTING LAND USE

2014 Existing Land Use

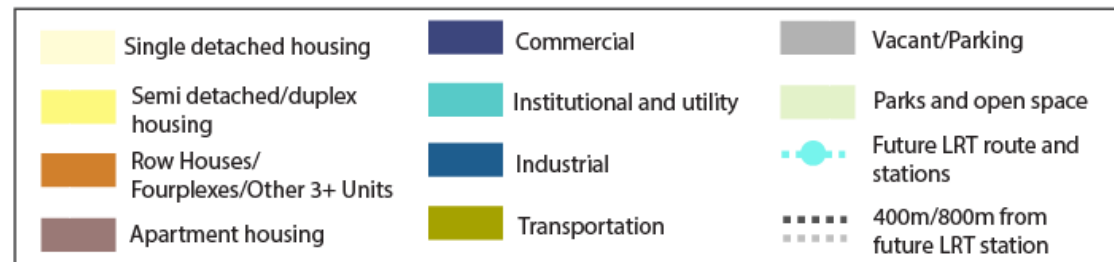
Jasper Place has a diverse range of land uses. Residential uses make up the majority of the area. The edges along 156 Street and 149 Street, and between 100 Avenue and Stony Plain Road, are generally characterized by walk-up apartment buildings with rear surface parking with some smaller single and multi-family buildings. Residential development in the neighbourhood interiors tends to be small scale with large front and back yards and a mix of front and laneway garage access. There are also some larger sites of row and apartment housing towards the west of the area.

Apartment housing accounts for just over half of all the residential units in Jasper Place. The majority of apartment units are located in low rise apartments with some units being located in buildings over five storeys. Single family detached housing is the next most common building form in Jasper Place, representing 35% of the total residential units. Duplexes, fourplexes, row housing and other housing make up the remaining 12% of the total. There is a range of building ages in Jasper Place, with 55% of residential buildings being constructed before 1960. Another 31% were constructed between 1960 and 1980, and the remaining have been built over the last 35 years.

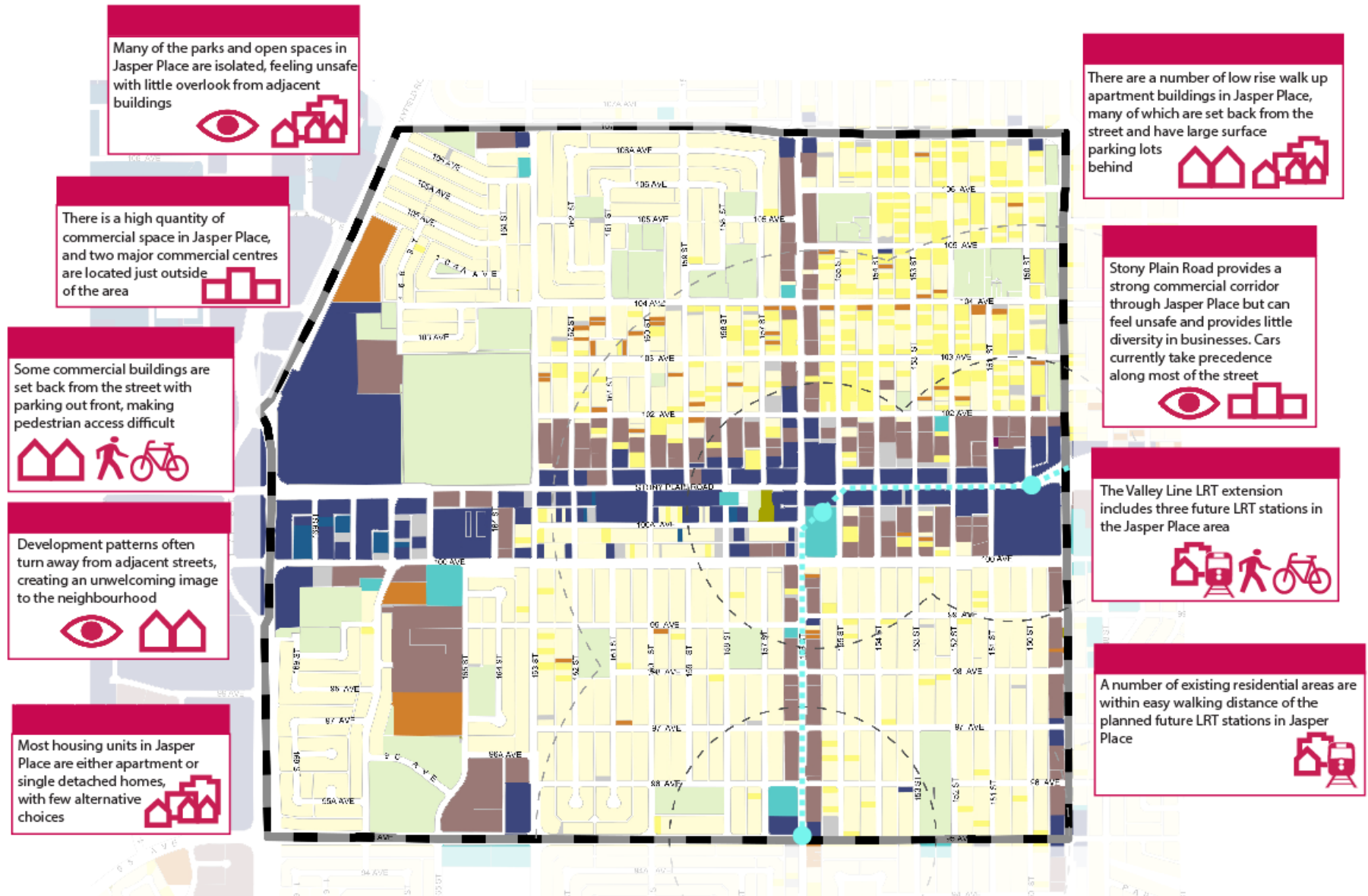
In addition to residential properties, Jasper Place also includes commercial and institutional land uses, as well as a schools, parks and open spaces. Most of Jasper Place's commercial space is concentrated along Stony Plain Road with two larger commercial hubs at either end, Mayfield Common to the west and Jasper Gates to the east. There are other pockets of commercial space around the neighbourhoods, generally focused along the main arterial and collector roadways.

Jasper Place has roughly 195,000 square meters of built commercial space, far exceeding the needs of the local population. Moreover, most of this commercial space is located on properties that are developed below the full potential allowed under 2014 zoning. If fully built out, there would be potential for up to 668,000 square meters. Jasper Place is also located in close proximity to other regional shopping areas, including West Edmonton Mall, Terra Losa and the 170 Street commercial area. Over half of non-residential buildings in Jasper Place were constructed before 1980, with another 45% constructed between 1980 and 2000. There has minimal new non-residential development since 2000, however roughly \$45 million has been invested in renovations since 2002.

Jasper Place will be served by three future LRT stations located on Stony Plain Road at 150 and 156 Street, and at the intersection of 156 Street and 95 Avenue.



2014 EXISTING LAND USE

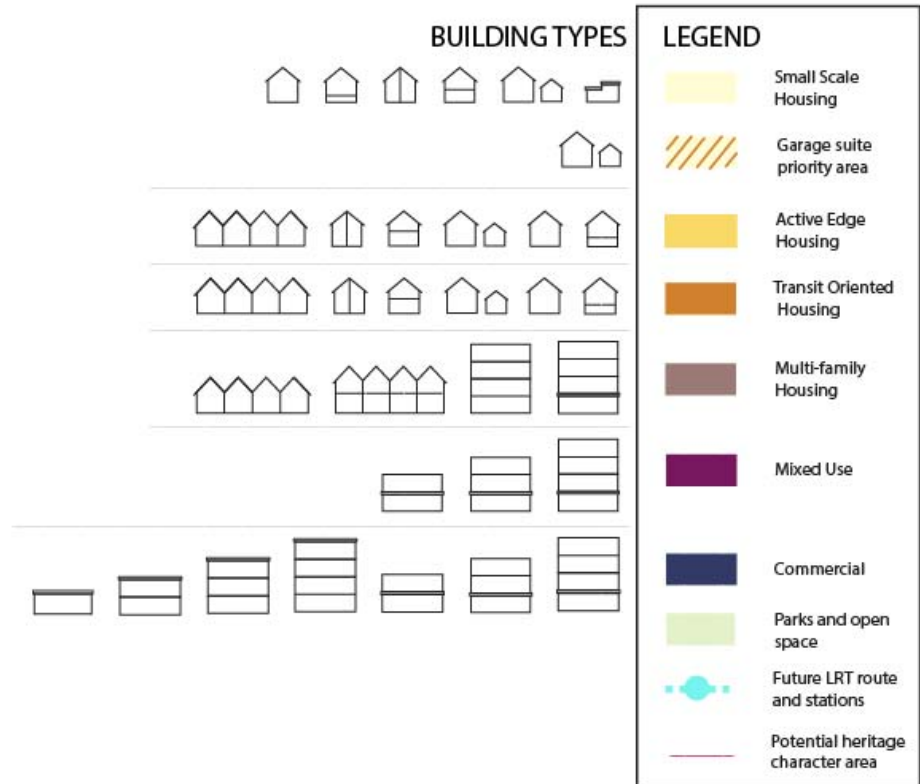


JASPER PLACE



PROPOSED LAND USE

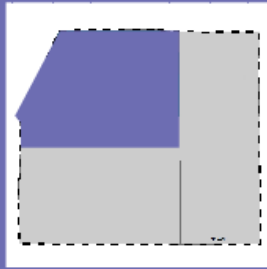
The map provides an overview of the full Jasper Place land use concept plan that supports the vision and principles, and is intended to guide change and growth in Jasper Place over the next 15 to 20 years. The full plan area has been broken down by neighbourhood in the following section, along with a focus area on Stony Plain Road. Detailed policy direction can be found in the neighbourhood sections.



PROPOSED LAND USE



BRITANNIA YOUNGSTOWN



2014 EXISTING LAND USE

2014 Existing Land Use

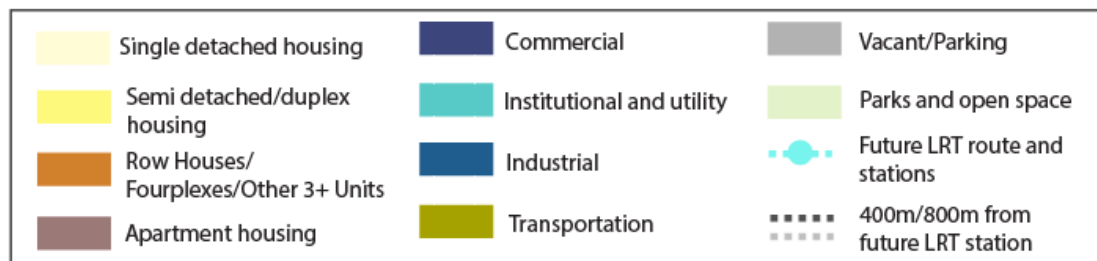
Britannia Youngstown is mainly residential. Small scale housing is the dominant land use throughout most of the neighbourhood. Low-rise apartment housing has also been developed along 156 Street and between 102 Avenue and Stony Plain Road. There are a number of larger row house developments to the west of the neighbourhood.

Almost half of the total number of residential units in Britannia Youngstown are located in low-rise apartment housing. Single detached houses are the second most common housing form in Britannia Youngstown, representing just under 40% of the total residential units. Row houses, semi-detached houses, duplex houses and fourplex houses account for roughly 15% of the residential units. Over three quarters of residential buildings in Britannia Youngstown were built between 1946 and 1959, making most homes in the subarea between 55 and 70 years of age.

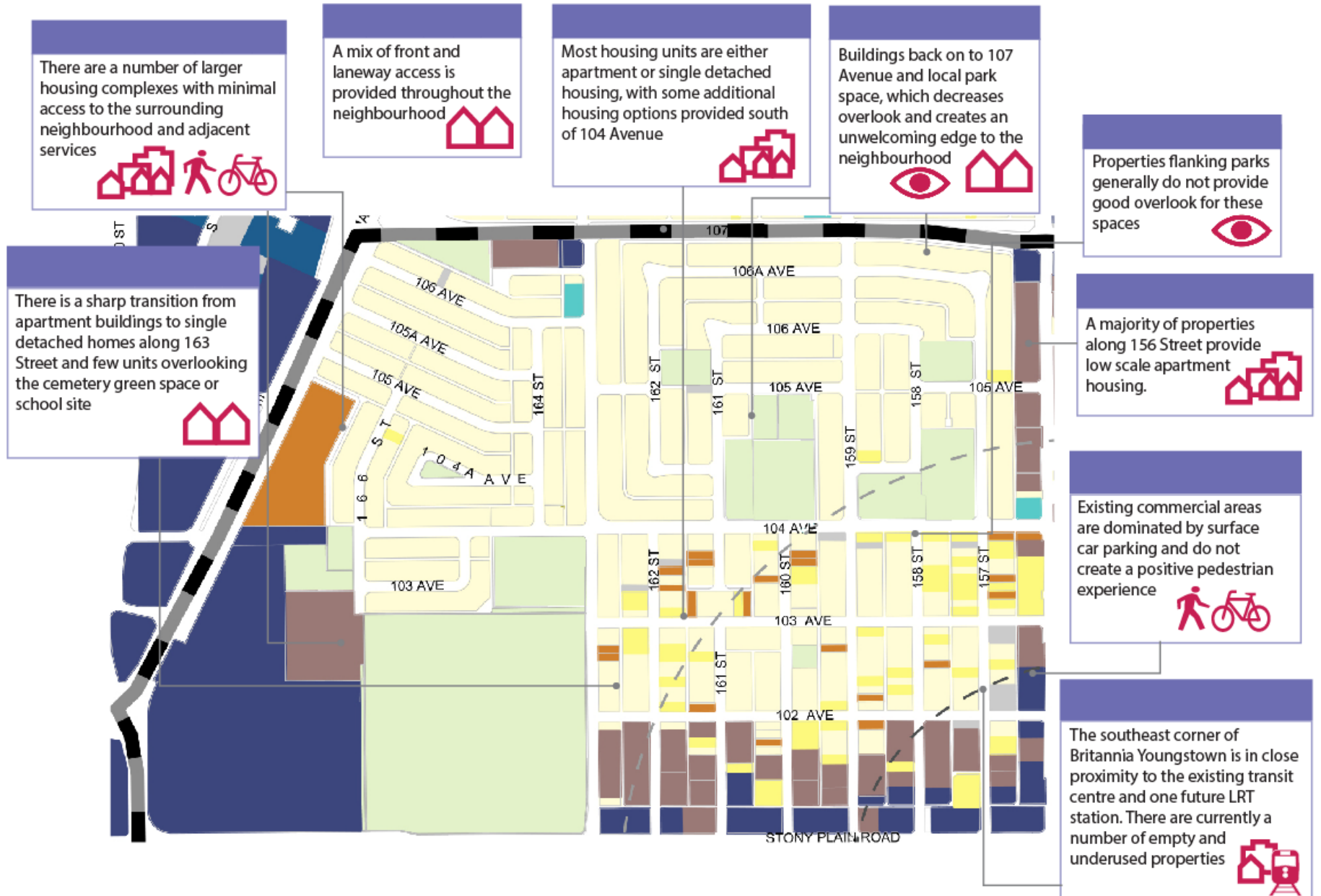
In addition to residential properties, Britannia Youngstown includes commercial and institutional land uses, as well as schools, parks, and religious assemblies. Commercial land uses are located the length of Stony Plain Road, which runs along the southern border of the neighbourhood, and there are significant retail uses at the Mayfield Common Shopping Centre to the west. Just under two thirds of the commercial space in Britannia Youngstown was built between 1990 and 2000. Roughly a third was built before 1990 and 2% of commercial buildings have been constructed since 2000. Between 2002 and 2012, roughly \$27 million has been invested in renovations and building upgrades to non-residential buildings in Britannia Youngstown.

Britannia Youngstown has just under 65,000 square meters of built commercial space, far exceeding the needs of the local population. Most of this commercial space is located on properties that are developed below the full potential allowed under 2014 zoning. If fully built out, there would be potential for up to 228,000 square meters under 2014 zoning.

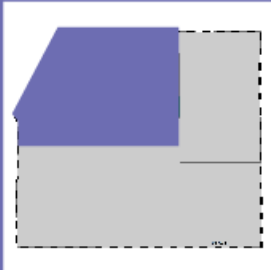
The south west corner of Britannia Youngstown will be served by the future LRT station planned at 156 Street and Stony Plain Road.



2014 EXISTING LAND USE



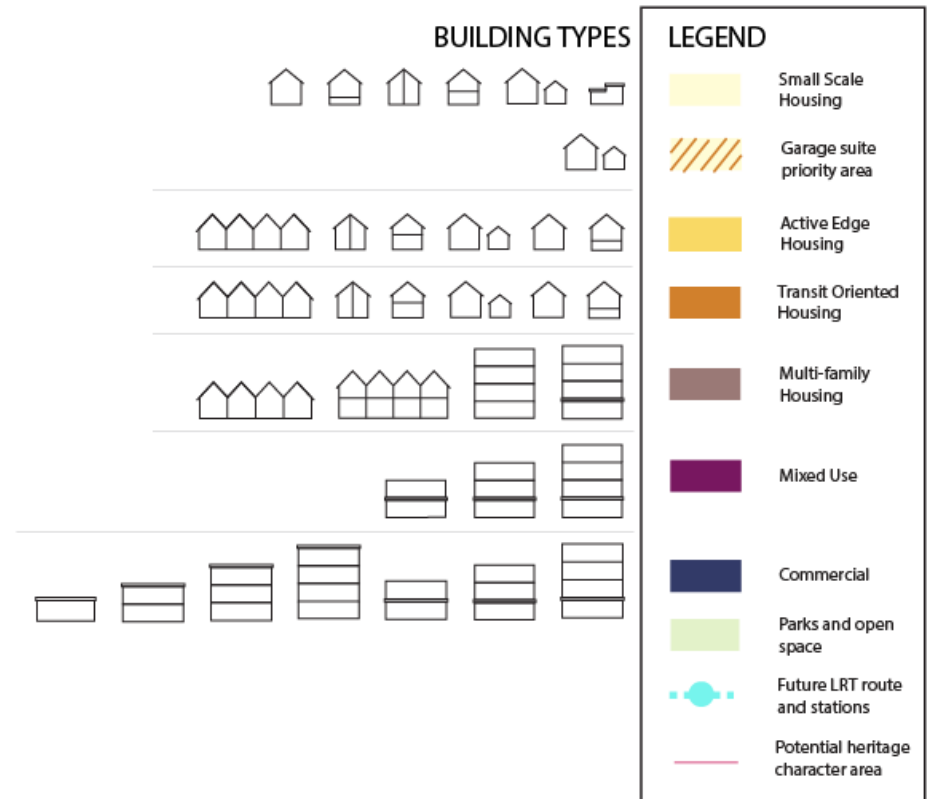
BRITANNIA YOUNGSTOWN



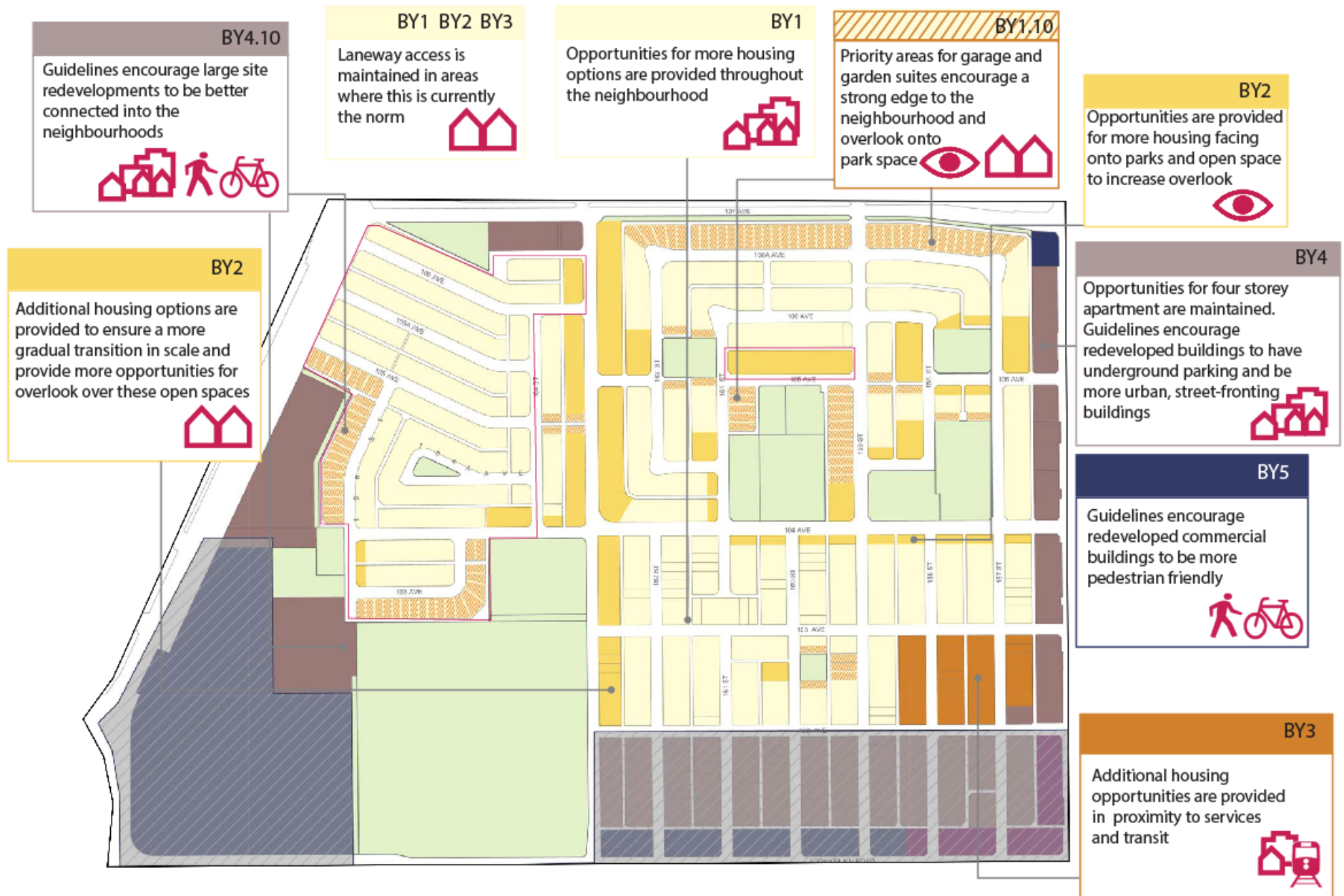
PROPOSED LAND USE

It is envisioned that Britannia Youngstown will continue to evolve with predominantly small scale housing. Opportunities are provided to build on Britannia Youngstown's existing housing mix and to introduce additional options into the neighbourhood to help provide overlook and neighbourhood vitality. Housing opportunities are also provided to take advantage of proximity to future transit services at 156 Street, and to support the viability of Stony Plain Road.

The following tables provide specific land use policies for Britannia Youngstown, excluding the areas shown in grey which are included in the Stony Plain Road focus area.



PROPOSED LAND USE



Small scale housing

BY1

Purpose: To allow incremental change over time in established residential areas to provide additional small scale, ground-oriented housing choices

Opportunities

- Single detached houses
- Secondary suites in locations specified by the Zoning Bylaw
- Small lot single detached houses
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw
- Garage or garden suites in locations specified by the Zoning Bylaw and priority areas
- Existing institutional uses
- Small scale commercial uses removed*

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When considering whether to grant a permit for discretionary development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties.
4. There should be one front entrance facing all public roadways for semi-detached units on corner properties.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. Location criteria for different housing forms should not be varied, except for garage and garden suites in the identified priority areas.
9. Proposed rezoning or redevelopment on any properties within a potential Historic Character Area should be undertaken in consultation with the City Heritage Officers.

Active edge housing

BY2

Purpose: To support a safe neighbourhood by focusing a variety of ground-oriented housing opportunities around parks and open spaces to increase overlook in these areas, and to create strong neighbourhood frontages along key community corridors

Opportunities

- Row houses
- Duplexes/semi-detached houses
- Garage or garden suites in locations specified by the Zoning Bylaw
- Small lot single detached houses
- Single detached houses
- Secondary suites in locations specified by the Zoning Bylaw
- Small scale commercial with associated residential uses
- Existing institutional uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing located on a corner.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm, or facing collector or arterial roadways.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. Proposed rezoning or redevelopment on any properties within a potential Historic Character Area should be undertaken in consultation with the City Heritage Officers.

Transit oriented housing

BY3

Purpose: To encourage a range of ground-oriented housing options in proximity to services and transit

Opportunities

Row houses

Duplexes/semi-detached houses

Garage or garden suites

Small lot single detached houses

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses along arterial and collector roads

Existing institutional uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, 50% linear transparency for residential uses at ground level along fronting and flanking streets, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing units located on a corner.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than Zoning Bylaw minimums are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Multi-family housing

BY4

Purpose: To provide a range of housing options along main community corridors and on large sites

Opportunities

Row and stacked row housing up to 4 storeys

Low rise apartment housing up to 4 storeys

Existing institutional uses

Small scale commercial uses removed

Policies

1. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties and adjacent streets; be developed in clusters divided by landscaping including trees; and be separated from residential units by landscaped buffers.
2. Floor Area Ratios and density may be increased through direct control zoning in instances when underground parking is provided, and standard rear setback requirements are met backing onto zones where single detached housing is a permitted use.
3. Ground-oriented building forms including stacked row housing and row housing are preferred.
4. In apartment buildings, the majority of ground level units with street frontage should have individual entrances that front onto a street. All other units should be accessed through a front entrance hall fronting onto a street.
5. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; no blank facades facing public realm; 50% linear transparency for residential uses at ground level along fronting and flanking streets; window, patio and balcony placement that maximizes privacy for adjacent properties; and landscaping and screening for parking areas.
6. Reduced front setbacks are encouraged in order to create a more street-fronting building.
7. Mature trees should be retained when possible and replaced when not.
8. Development should incorporate Low Impact Development (LID) features.
9. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light to animate the building.
10. In addition to the policies above, all large site redevelopments (over 1ha) should incorporate the following site layout features and reflect Policy M1.2 where applicable:
 - a. Buildings should be arranged in a block form with a clear internal grid/block layout
 - b. Buildings should be oriented towards adjacent streets including both fronting and flanking streets. In addition, the large site between 104 Ave and 105 Ave along Mayfield Road should address and provide animation for the laneways to the north and east of the site
 - c. Direct pedestrian routes should be provided through the site. Applicable sites should provide east-west pedestrian connections between 104 Avenue, 102a Avenue and 102b Avenue to Mayfield Common.
 - d. No internal facade extending for greater than 48m should be provided
 - e. Parking should not dominate interior courtyards and should comply with policy BY4.1.
 - f. Storeys above the maximum height allowed in adjacent zones, including properties across laneways, should be stepped back on all fronting sides by 2m from the building edge. Balconies may be provided in this stepback.

Commercial

BY5

Purpose: To encourage more pedestrian friendly commercial nodes that support a walkable neighbourhood.

Opportunities

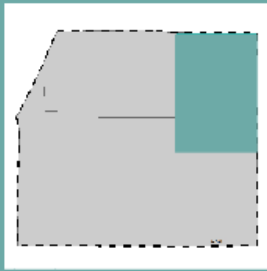
Commercial buildings up to 4 storeys

Mixed use buildings up to 4 storeys

Policies

1. Underground or enclosed parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; and be developed in clusters divided by landscaping including trees.
2. Mixed use buildings, including residential, retail or office are encouraged.
3. Buildings should be street oriented and provide active frontage on all adjacent streets. Setbacks to accommodate raised planters, patios, or other active uses are supported.
4. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: 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.
5. Development should incorporate Low Impact Development (LID) features
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.

CANORA



2014 EXISTING LAND USE

2014 Existing Land Use

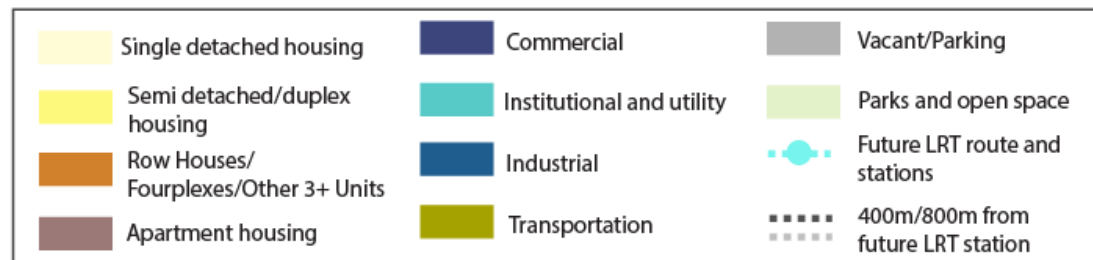
Canora is mainly residential. Throughout the centre of the neighbourhood, there is a mix of small scale housing types that generally have large front and back yards, and with a mix of front and laneway garage access. Apartment buildings, mainly located along 156 Street and south of 102 Avenue, vary in size and type, but are mainly walk-ups with rear parking.

Just over half of all housing units in Canora are apartments. Apartment units are generally located in low rise buildings with some apartments over five storeys. Duplex and fourplex units are the next most common building form in Canora, representing just over a quarter of all residential units. Single family homes represent roughly 20% of the housing stock. There is a range of residential building ages in Canora, with a roughly even split between those built before and after 1970, making half of buildings over 45 years old.

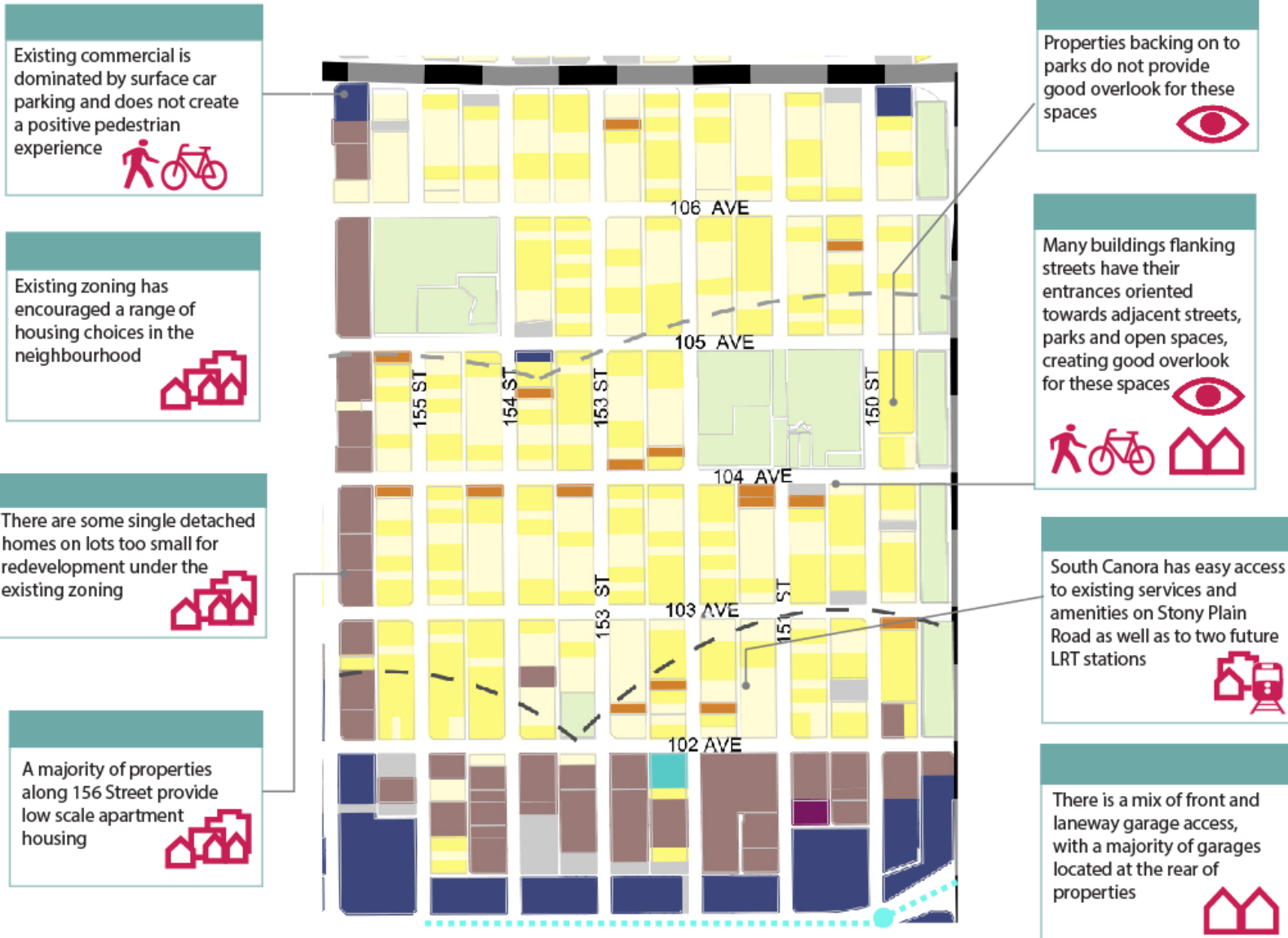
In addition to residential properties, Canora also includes some commercial and institutional land uses, as well as schools, parks, and religious assemblies. Most of Canora's commercial spaces are located along Stony Plain Road, with some small pockets at the corners of 107 Avenue.

Canora has roughly 35,000 square meters of built commercial space. Most of this commercial space is located on properties that are developed below the full potential allowed under 2014 zoning. If fully built out, there would be potential for up to 200,000 square meters, far exceeding the needs of the local population. Approximately two thirds of non-residential buildings in Canora were built between 1960 and 1980, with another third before 1960. Another 2% of the commercial building stock was built between 1980-1989 and there has been no new commercial development since 1990. There has been \$7 million invested in non-residential renovations and building improvements between 2002-2012.

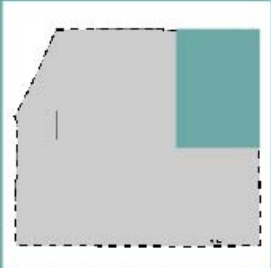
Future LRT stations located on Stony Plain Road at 150 and 156 Street will serve Canora, particularly the southern portion of the neighbourhood.



2014 EXISTING LAND USE



CANORA



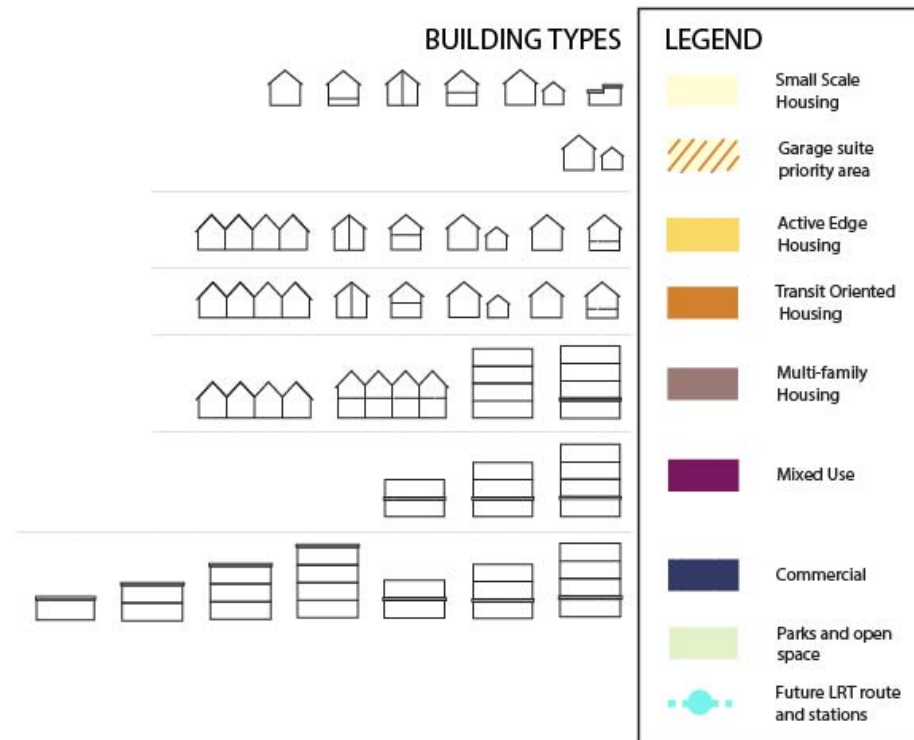
PROPOSED LAND USE

It is envisioned that Canora will continue to evolve with predominantly small scale housing. Opportunities are provided to build on Canora's existing housing mix and to introduce additional options into the neighbourhood to help provide overlook and neighbourhood vitality.

Redevelopment and infill opportunities are located and scaled to take advantage of proximity to amenities, services, and existing and future transit services on Stony Plain Road, and to support the vitality of the commercial corridor.

Guidelines encourage existing commercial areas to be more pedestrian friendly in the future.


The following tables provide specific land use policies for Canora, excluding the areas shown in grey which are included in the Stony Plain Road focus area.



PROPOSED LAND USE

C5

Guidelines encourage redeveloped commercial buildings to front onto adjacent streets and create a more a positive pedestrian experience



C1

Existing opportunities for a range of housing options are continued and encouraged



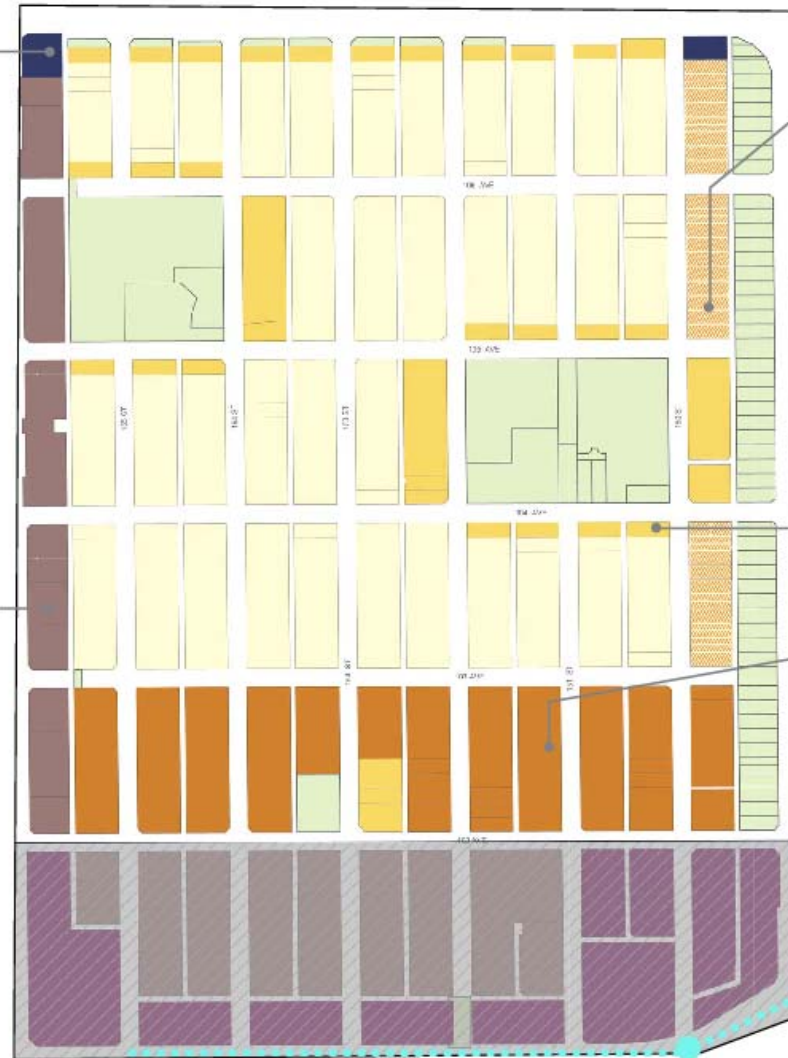
C4

Opportunities for row and stacked row housing are provided to allow redevelopment of smaller sites



C4

Opportunities for four storey apartment are maintained. Guidelines encourage redeveloped buildings to have underground parking and be more urban, street-fronting buildings

C2

Priority areas for garage and garden suites encourage overlook onto park space



C2

Existing patterns of corner lot developments fronting the avenues to create better overlook and a more welcoming pedestrian environment are encouraged to continue




C3

Opportunities for more ground-oriented housing units in close proximity to services and future LRT stations are provided



C1 C2 C3

Laneway access is maintained and encouraged throughout the neighbourhood



Small scale housing

C1

Purpose: To support ongoing incremental change in established residential areas to provide additional small scale, ground-oriented housing choices.

Opportunities

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small lot single detached houses

Duplexes/semi-detached houses in locations specified by the Zoning Bylaw

Garage or garden suites in locations specified by the Zoning Bylaw **and priority areas**

Existing institutional uses

Small scale commercial uses removed

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When considering whether to grant a permit for discretionary development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties.
4. There should be one front entrance facing all public roadways for semi-detached units on corner properties.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. Location criteria for different housing forms should not be varied, **except for garage and garden suites in the identified priority areas.**

Active edge housing

C2

Purpose: To support a safe neighbourhood by focusing a variety of **ground-oriented** housing opportunities around parks and open spaces to increase visibility and overlook in these areas, and to create a strong neighbourhood frontage along key community corridors.

Opportunities

Row houses

Duplexes/semi-detached houses

Garage or garden suites in locations specified by the Zoning Bylaw

Small lot single detached houses

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses

Existing institutional uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer** should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. **Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.**
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing units located on a corner.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm, **or facing collector or arterial roadways.**
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Transit oriented housing

C3

Purpose To encourage a range of ground-oriented housing options in proximity to services and transit.

Opportunity

Row houses

Duplexes/semi-detached houses

Garage or garden suites

Small lot single detached houses

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses along arterial and collector roads

Existing institutional uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, 50% linear transparency for residential uses at ground level along fronting and flanking streets, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing located on a corner.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than Zoning Bylaw minimums are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Multi-family housing

C4

Purpose To encourage a range housing options along a main community corridor and to provide redevelopment opportunities for smaller properties.

Opportunity

Row and stacked row housing up to 4 storeys

Low rise apartment housing up to 4 storeys

Small scale commercial uses removed

Policies

1. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties and adjacent streets; be developed in clusters divided by landscaping including trees; and be separated from residential units by landscaped buffers.
2. Floor Area Ratios and density may be increased through direct control zoning in instances when underground parking is provided, and standard rear setback requirements are met when backing onto zones where single detached housing is a permitted use.
3. Ground-oriented building forms including stacked row housing and row housing are preferred.
4. In apartment buildings, the majority of ground level units with street frontage should have individual entrances that front onto a street. All other units should be accessed through a front entrance hall fronting onto a street.
5. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; no blank facades facing public realm; 50% linear transparency for residential uses at ground level along fronting and flanking streets; window, patio and balcony placement that maximizes privacy for adjacent properties; and landscaping and screening for parking areas.
6. Reduced front setbacks are encouraged in order to create a more street-fronting building. Front setbacks greater than Zoning Bylaw minimums are discouraged.
7. Mature trees should be retained when possible and replaced when not.
8. Development should incorporate Low Impact Development (LID) features.
9. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light to animate the building.

Commercial nodes

C5

Purpose To encourage more pedestrian friendly commercial nodes that support a walkable neighbourhood.

Opportunities

Commercial buildings up to 4 storeys

Mixed use buildings up to 4 storeys

Policies

1. Underground or enclosed parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; and be developed in clusters divided by landscaping including trees.
2. Mixed use buildings, including residential, retail or office are encouraged.
3. Buildings should be street oriented and provide active frontage on all adjacent streets. Setbacks to accommodate raised planters, patios, or other active uses are supported.
4. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: 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.
5. Development should incorporate Low Impact Development (LID) features
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.

GLENWOOD



2014 EXISTING LAND USE

2014 Existing Land Use

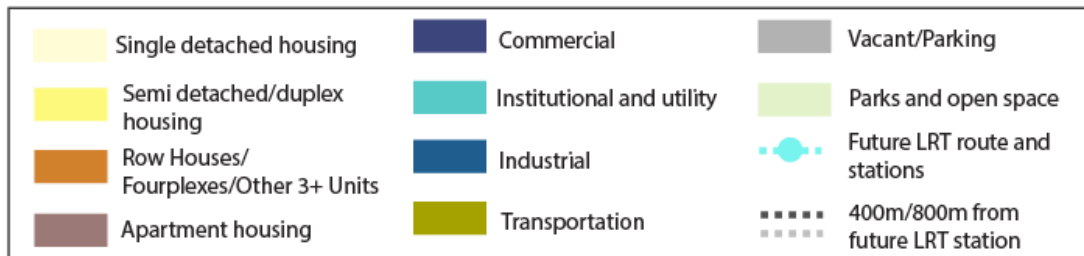
Glenwood is largely residential. Detached houses are primarily bungalows with large front and back yards, and rear garages accessed via back alleys. Apartment housing includes individual buildings located along streets, as well as groups of buildings oriented towards internal green spaces.

Just over half of the housing units in Glenwood are in apartment buildings, the majority of which are located in low rise apartments up to four storeys. Single detached houses are the second most common building form in Glenwood, representing just over 40% of the total residential units. Duplexes, fourplexes and row houses account for 5% of the total housing stock. A large proportion of residential buildings in Glenwood were built prior to 1970, making most homes in Glenwood between 45 and 70 years old.

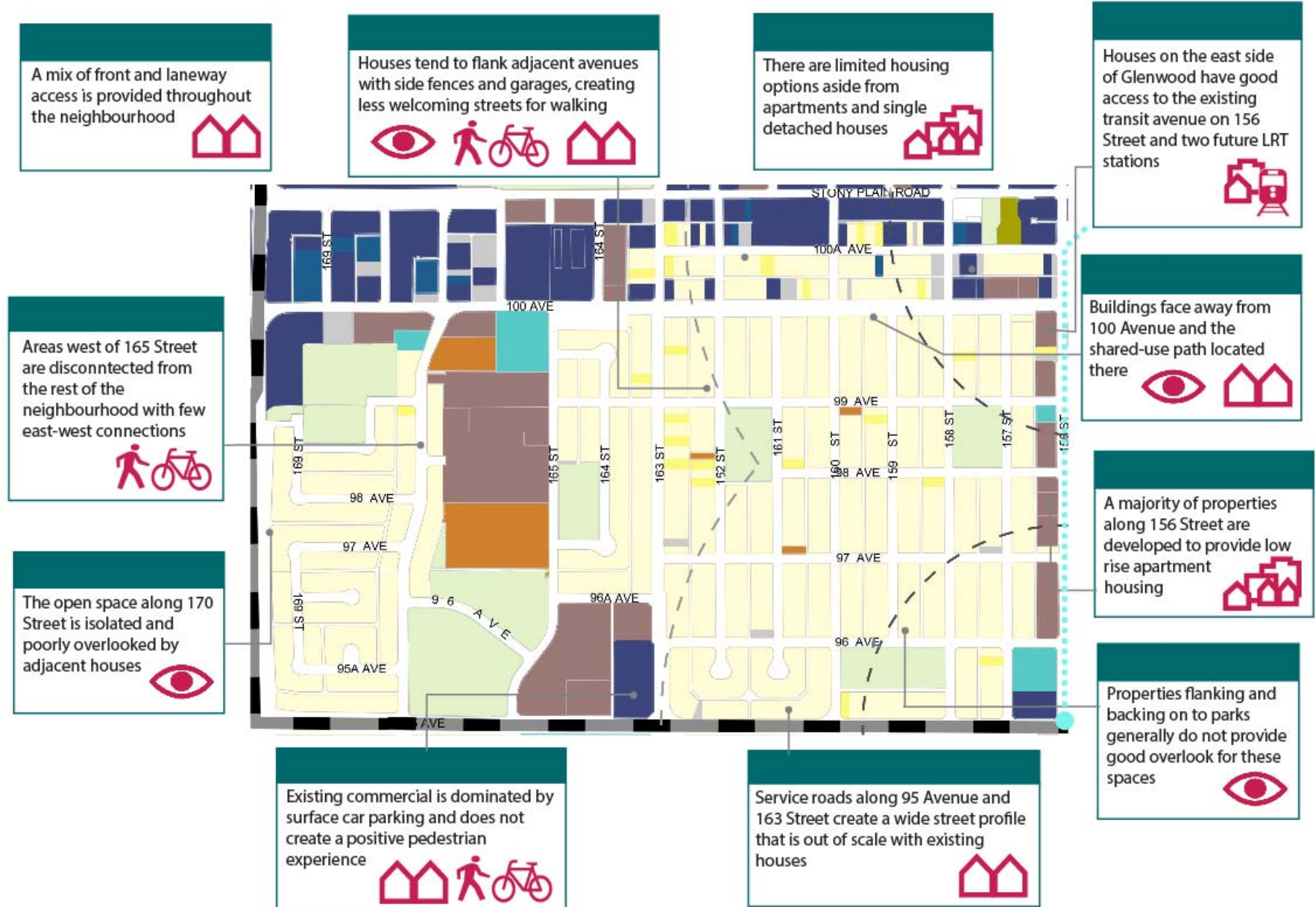
In addition to residential properties, Glenwood also includes some commercial and institutional land uses, as well as schools, parks, and religious assemblies. Many of Glenwood's businesses are located between Stony Plain Road and 100th Avenue, with some other commercial sites along 163 Street, and 95 Avenue. Over 60% of commercial buildings were built before 1980 and only 4% have been built after the year 2000.

Glenwood has over 55,000 square meters of built commercial space, far exceeding the needs of the local population. Most of this commercial space is located on properties that are developed below the full potential allowed under 2014 zoning. If fully built out, there would be potential for up to 270,000 square meters.

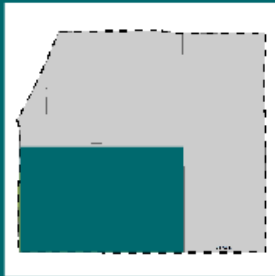
The eastern portion of Glenwood will be served by future LRT stations located at the intersections of Stony Plain Road and 156 Street, and 156 Street and 95 Avenue.



2014 EXISTING LAND USE



GLENWOOD SUBAREA



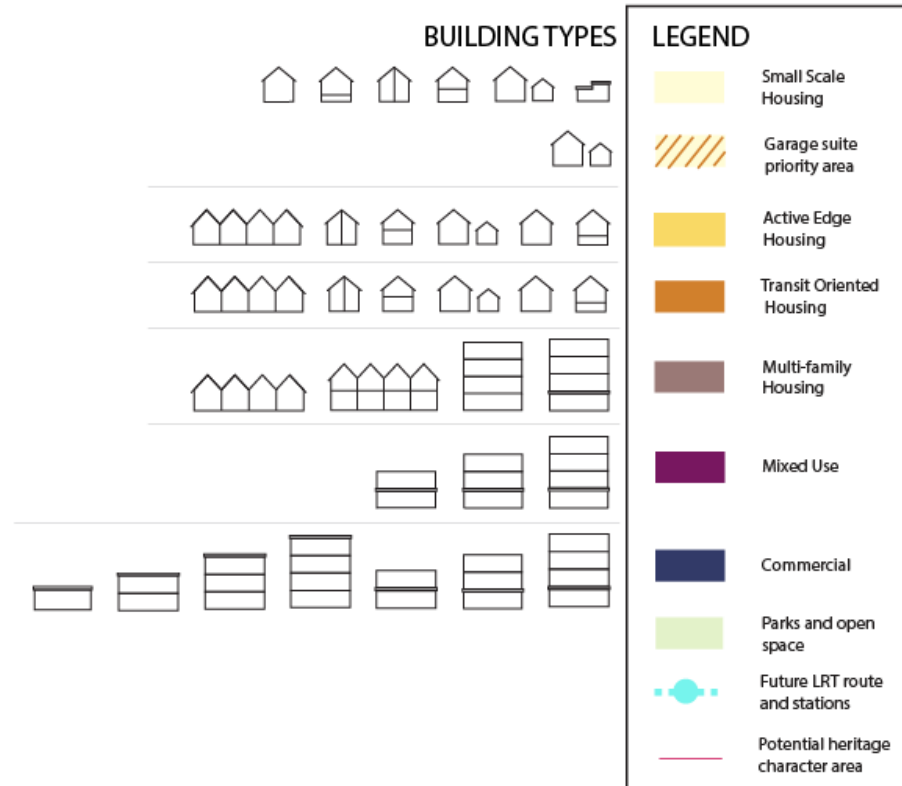
PROPOSED LAND USE

It is envisioned that Glenwood will continue to evolve with predominantly small scale housing, with opportunities for incremental redevelopment and infill to provide additional housing choices.

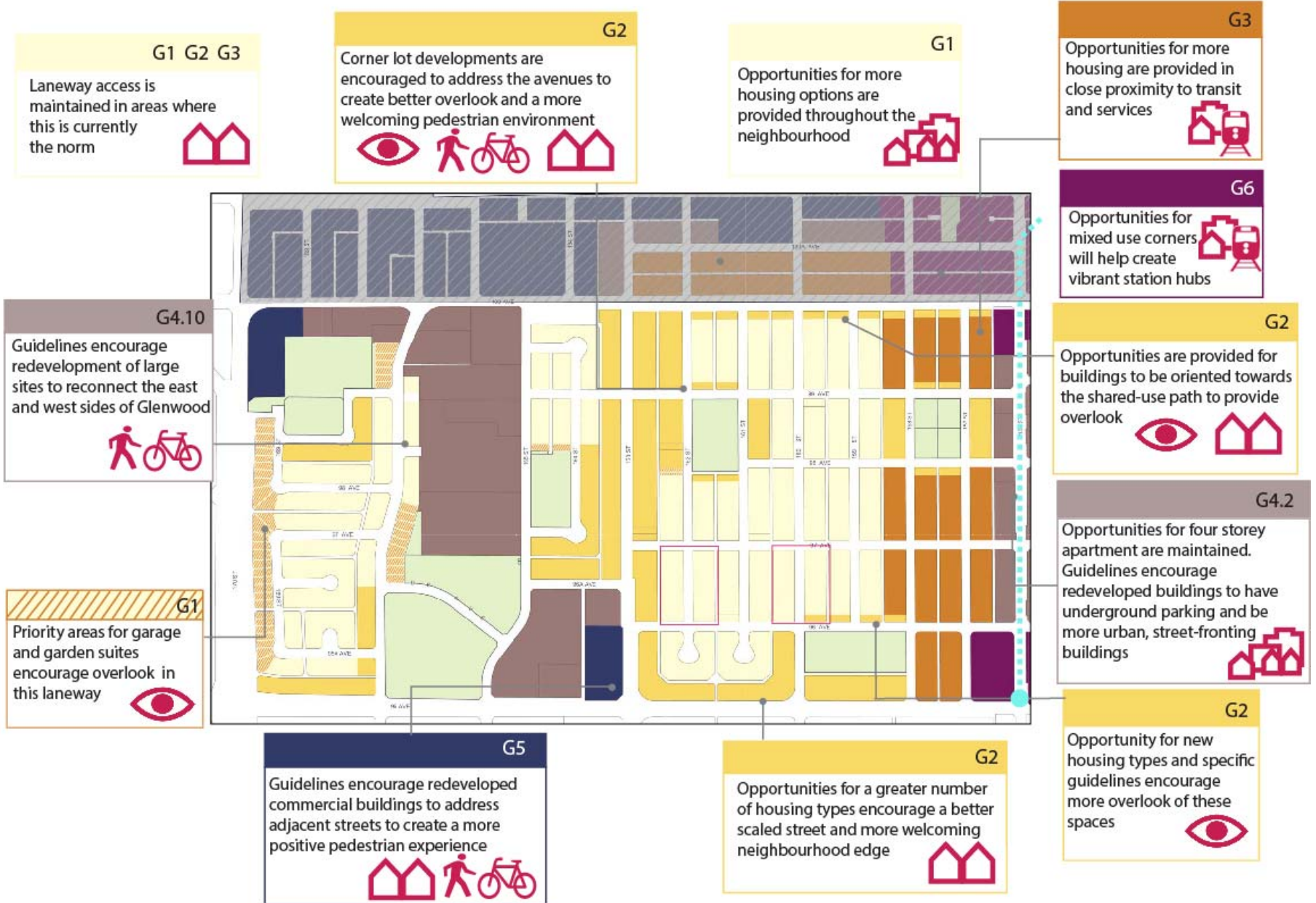
Redevelopment opportunities are located and scaled to take advantage of future transit service and neighbourhood amenities such as parks.

Mixed use areas are also identified to increase vitality around the future LRT stations and commercial areas are encouraged to redevelop as more walkable, pedestrian friendly spaces.

The following tables provide specific land use policies for Glenwood, excluding the areas shown in grey which are included in the Stony Plain Road focus area.



PROPOSED LAND USE



Small scale housing

G1

Purpose: To allow incremental change over time in established residential areas to provide additional small scale, ground-oriented housing choices.

Opportunities

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small lot single detached houses

Duplexes/semi-detached houses in locations specified by the Zoning Bylaw

Garage or garden suites in locations specified by the Zoning Bylaw and priority areas

Small scale commercial uses removed

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When considering whether to grant a permit for discretionary development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties.
4. There should be one front entrance facing all public roadways for semi-detached units on corner properties.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. Location criteria for different housing forms should not be varied, **except for garage and garden suites in the identified priority areas.**
9. **Proposed rezoning or redevelopment on any properties within a potential Historic Character Area should be undertaken in consultation with the City Heritage Officers.**

Active edge housing

G2

Purpose: To support a safe neighbourhood by focusing a variety of **ground-oriented** housing opportunities around parks and open spaces to increase visibility and overlook in these areas and to create a strong neighbourhood frontage along key community corridors and across from multi-family housing.

Opportunities

Row houses

Duplexes/semi-detached

Garage or garden suites in locations specified by the Zoning Bylaw

Small lot single detached houses

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.**
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing units on corner properties, including along the shared use path on 100 Avenue.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm, **or facing collector or arterial roadways.**
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. The consolidation of properties, surplus road right of way and laneway ends south of the shared-use path along 100 Avenue is encouraged in order to support the construction of housing facing the shared use path along 100 Avenue. Rear laneways should be provided behind the properties, running parallel to 100 Avenue to service the new properties.

Transit oriented housing

G3

Purpose: To encourage a range of ground-oriented housing options in proximity to services and transit along a key transit corridor.

Opportunities

Row houses

Duplexes/semi-detached houses

Garage or garden suites

Small lot single detached houses

Single detached houses

Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses along arterial and collector roads

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, 50% linear transparency for residential uses at ground level along fronting and flanking streets, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.**
4. There should be at least one front entrance facing all public roadways.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than Zoning Bylaw minimums are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Multi-family housing

G4

Purpose: To provide a range of housing options along main community corridors and on large redevelopment sites, and to encourage the redevelopment of large sites in a way that increases neighbourhood connectivity.

Opportunities

Row and stacked row housing up to 4 storeys

Low rise apartment housing up to 4 storeys

Small scale commercial uses located on the ground floor of residential buildings along 156 Street

Existing institutional uses

Policies

1. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties and adjacent streets; be developed in clusters divided by landscaping including trees; and be separated from residential units by landscaped buffers.
2. Floor Area Ratios and density may be increased through direct control zoning in instances when underground parking is provided, and standard rear setback requirements are met when backing onto zones where single detached housing is a permitted use.
3. Ground-oriented building forms including stacked row housing and row housing are preferred.
4. In apartment buildings, the majority of ground level units with street frontage should have individual entrances that front onto a street. All other units should be accessed through a front entrance hall fronting onto a street.
5. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; no blank facades facing public realm; 50% linear transparency for residential uses at ground level along fronting and flanking streets; window, patio and balcony placement that maximizes privacy for adjacent properties; and landscaping and screening for parking areas. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.
6. Reduced front setbacks are encouraged in order to create a more street-fronting building. Front setbacks greater than Zoning Bylaw minimums are discouraged. Building setbacks along 156 Street should allow a 4m distance between the curb and the building frontage following the construction of the LRT. The setback area should be hard surfaced and visually incorporated into the sidewalk.
7. Mature trees should be retained when possible and replaced when not.
8. Development should incorporate Low Impact Development (LID) features.
9. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light to animate the building.
10. In addition to the policies above, all large site redevelopments (over 1ha) should incorporate the following site layout features and reflect Policy M1.2:
 - a. Buildings should be arranged in a block form with a clear internal grid/block layout.
 - b. Buildings should be oriented towards adjacent streets including both fronting and flanking streets
 - c. Direct pedestrian routes should be provided through the site. Applicable sites should provide east-west pedestrian connections between the two segments of 96 Avenue, 99 Avenue from 165 Street to 167 Street, and/or 98a Avenue from 167 Street to 165 Street.
 - d. No internal block face extending for greater than 48m should be provided.
 - e. Parking should not dominate interior courtyards and should comply with policy G4.1.
 - f. Storeys above the maximum height allowed in adjacent zones, including properties across laneways, should be stepped back by on all fronting sides by 2m. Balconies may be provided in this stepback
11. Residential units should be constructed to minimize noise and vibration impacts from LRT and roadway traffic.

Commercial

G5

Purpose To encourage more pedestrian friendly commercial nodes that support a walkable neighbourhood.

Opportunities

Commercial buildings up to 4 storeys

Mixed use buildings up to 4 storeys

Policies

1. Underground or enclosed parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; and be developed in clusters divided by landscaping including trees.
2. Mixed use buildings, including residential, retail or office are encouraged.
3. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets. Setbacks to accommodate raised planters, patios, or other active uses are supported.
4. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: 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.
5. Development should incorporate Low Impact Development (LID) features.
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.

Mixed use hubs

G6

Purpose: To provide a mix of commercial and residential uses in proximity to transit

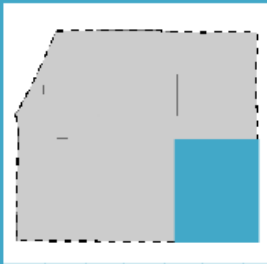
Opportunities

Mixed use buildings up to 4 storeys

Policies

1. Parking requirement reductions should be supported. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; be developed in clusters divided by landscaping including trees.
2. Single use buildings are strongly discouraged. Buildings should include a mix of commercial, office, retail or residential uses
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level along fronting and flanking streets; no blank facades facing public realm; and landscaping and screening for parking areas.
4. Buildings should be street oriented and provide active frontage on all adjacent streets. Building setbacks along 156 Street should allow a 4m distance between the curb and the building frontage following the construction of the LRT. The setback area should be hard surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.
5. Development should incorporate Low Impact Development (LID) features
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.
7. Residential units should be constructed to minimize noise and vibration impacts from LRT and roadway traffic.

WEST JASPER PLACE



2014 EXISTING LAND USE

2014 Existing Land Use

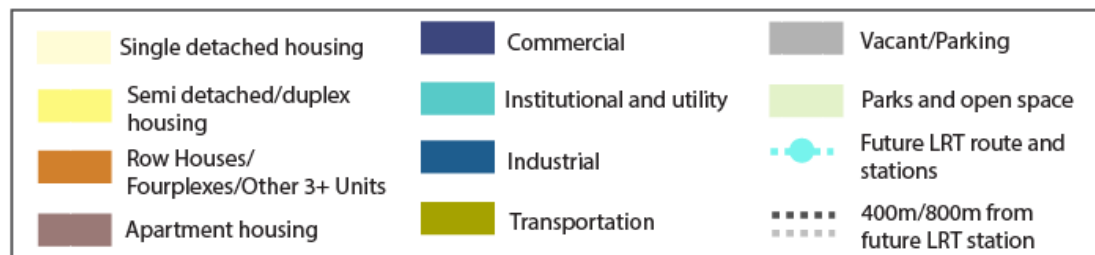
West Jasper Place is primarily residential. Residential development in the neighbourhood interior is small scale with large front and back yards and a mix of front and laneway garage access. The edges along 156 Street and 149 Street, and between 100 Avenue and Stony Plain Road, are generally characterized by walk-up apartment buildings with rear surface parking with some smaller single and multi-family buildings.

Apartment housing accounts for just under 60% of all the residential units in West Jasper Place. The majority of apartment units are located in low rise apartments with one building over five storeys. Single family detached houses are the next most common building form in West Jasper Place, representing just under 40% of the total residential units. Duplexes and fourplexes make up the remaining 4%. There is a range of building ages in West Jasper Place, with an almost even split between those built before and after 1970. West Jasper Place is notable for having nearly 15% of its housing stock constructed before 1946.

In addition to residential properties, West Jasper Place also includes commercial and institutional land uses, as well as a school and park. Most of West Jasper Place's commercial space is located along Stony Plain Road, with some smaller pockets along 95 Avenue, 149 Street and 156 Street. There is also a large commercial hub at Jasper Gates, located at 149 Street and Stony Plain Road.

West Jasper Place has just over 37,000 square meters of built commercial space, exceeding the needs of the local population. Most of this commercial space is located on properties that are developed below the full potential allowed under 2014 zoning. If fully built out, there would be potential for up to 160,000 square meters. Approximately 40% of non-residential buildings in West Jasper Place were built between 1980 and 2000, with another 30% before 1960 and 30% between 1960 and 1980. There has been no new commercial development since 2000 and \$4.7 million was invested in non-residential renovations and building improvements between 2002-2012.

West Jasper Place will be served by three future LRT stations located on Stony Plain Road at 150 and 156 Street, and at the intersection of 156 Street and 95 Avenue.



2014 EXISTING LAND USE

The north and west portions of West Jasper Place are located close to existing transit and services and are in proximity to three future LRT stations



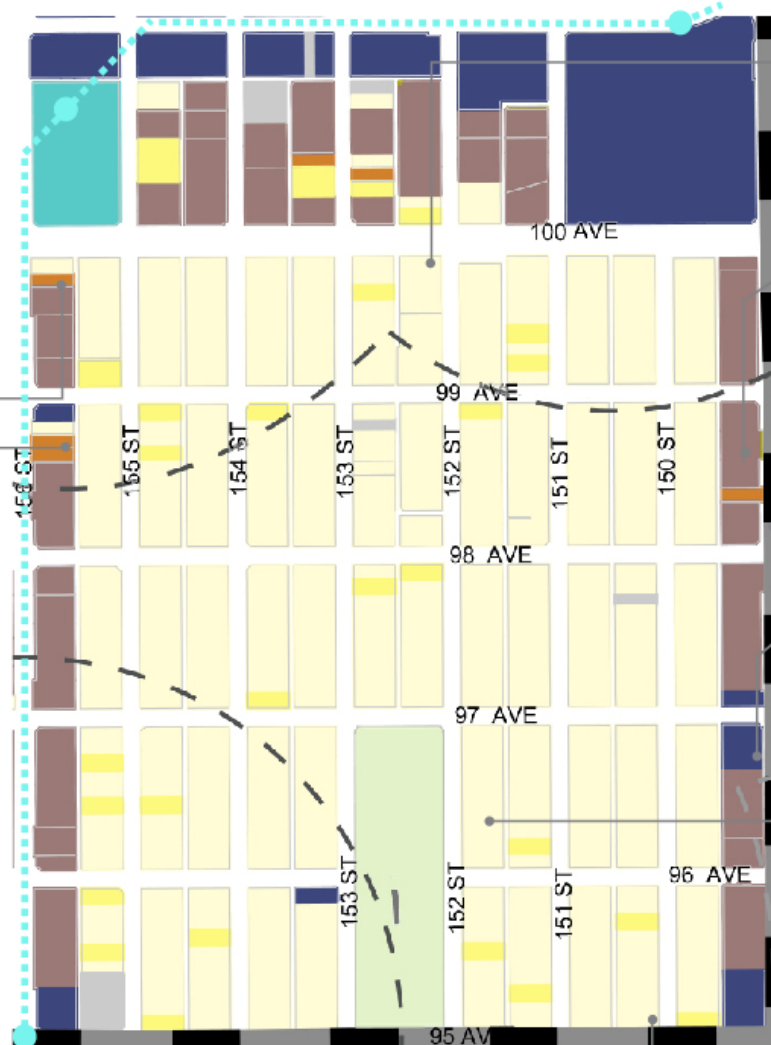
There are some single and semi-detached houses along 156 Street and 149 Street that are not developed to the full scale allowed under existing zoning



A mix of front and laneway access is provided throughout the neighbourhood



There are limited housing options, with few choices besides apartment and single detached housing



Buildings face away from 100 Avenue and the shared-use path located here



A majority of properties along 149 Street are developed to provide low rise apartment housing



Existing commercial is dominated by surface car parking and does not create a positive pedestrian experience



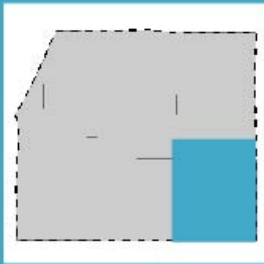
The school site and Arthur Elliot Park are generally bordered by single storey homes facing these open spaces



Some avenues are well overlooked by adjacent housing, while others are dominated by blank fences and garage walls. Flanking buildings are predominant along 95 Avenue, creating an unwelcoming edge to the neighbourhood



WEST JASPER PLACE



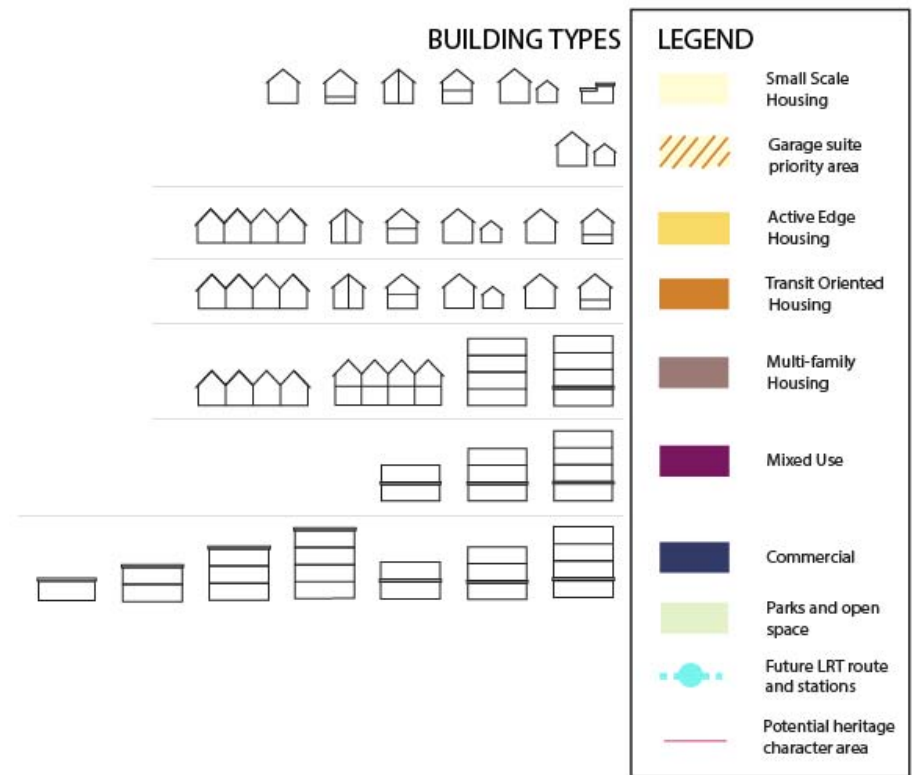
PROPOSED LAND USE

It is envisioned that West Jasper Place will continue to evolve with predominantly small scale housing, with opportunities for incremental redevelopment and infill to provide additional housing choices.

Housing opportunities are located and scaled to take advantage of future transit, as well as proximity to services and amenities in proximity to future LRT stations. Housing is also located to provide greater overlook onto neighbourhood parks and to provide a strong neighbourhood edge.

Mixed use areas are also identified to increase vitality around the future LRT stations. Commercial properties are encouraged to redevelop as more walkable, pedestrian friendly spaces.

The following tables provide specific land use policies for West Jasper Place, excluding the areas shown in grey which are included in the Stony Plain Road focus area.



PROPOSED LAND USE

WJP 3

Additional housing opportunities are provided in close proximity to services and transit



WJP6

Mixed use corners will help create vibrant station hubs




WJP 4

Opportunities for row and stacked row housing are provided to allow redevelopment of smaller sites




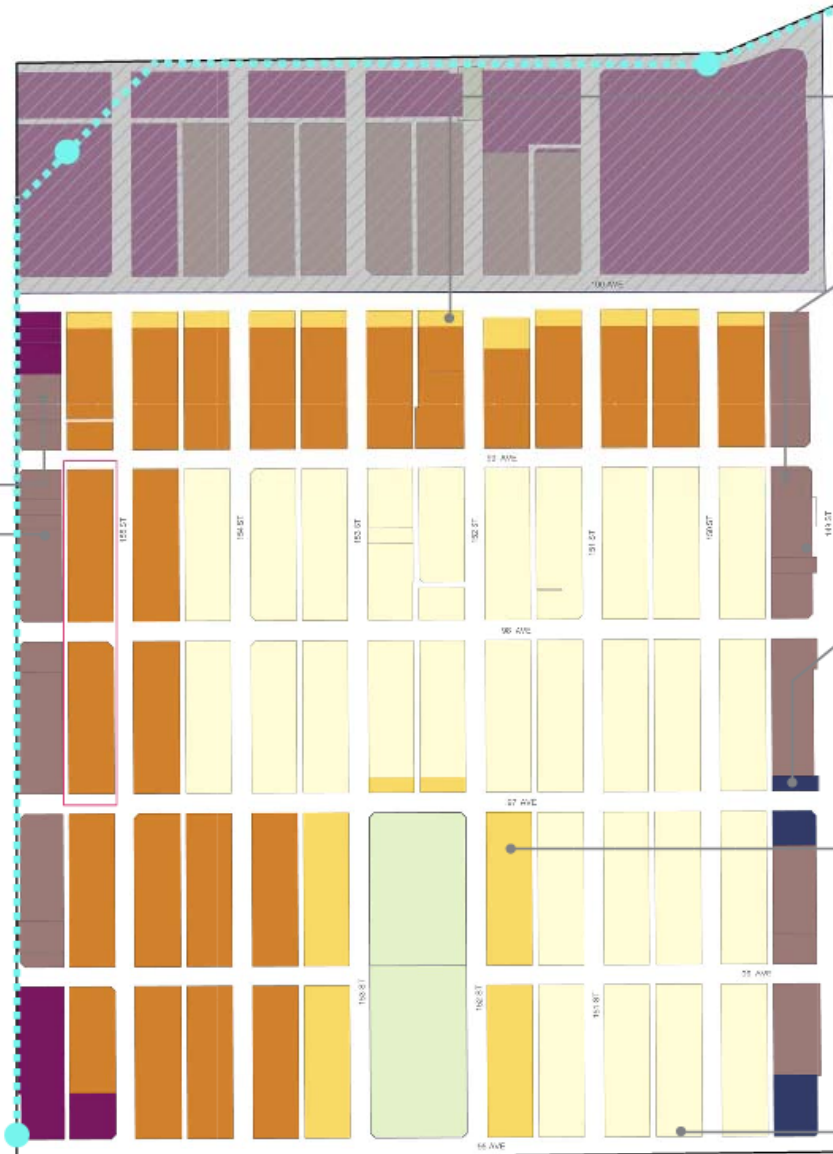
WJP 1

Laneway access is encouraged in areas where this is currently the norm



WJP 1

Opportunities for more housing options are provided throughout the neighbourhood

WJP 2

Opportunities are provided for buildings to be oriented towards the shared-use path to provide overlook



WJP 4

Opportunities for four storey apartments are maintained. Guidelines encourage redeveloped buildings to have underground parking and be more urban, street-fronting buildings



WJP 5

Guidelines encourage redeveloped commercial buildings to address adjacent streets to create a more positive pedestrian experience



WJP 2

Opportunities are provided to encourage greater overlook of parks and open spaces



WJP 1

Corner lot developments are encouraged to address the avenues to create better overlook and a more welcoming pedestrian environment



Small scale housing

WJP1

Purpose: To allow incremental change over time in established residential areas to provide additional small scale, ground-oriented housing choices.

Opportunities

- Single detached houses
- Secondary suites in locations specified by the Zoning Bylaw
- Small lot single detached houses
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw
- Garage or garden suites in locations specified by the Zoning Bylaw

Small scale commercial uses removed

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. When considering whether to grant a permit for discretionary development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties.
4. There should be one front entrance facing all public roadways for semi-detached units on corner properties. This is of particular importance for 95 Avenue.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. Location criteria for different housing forms should not be varied.

Active edge housing

WJP2

Purpose To support a safe neighbourhood by focusing a variety of **ground-oriented** housing opportunities around parks, open spaces and key walkways to increase visibility and overlook in these areas.

Opportunities

- Row houses
- Duplexes/semi-detached houses
- Garage or garden suites in locations specified by the Zoning Bylaw
- Small lot single detached houses
- Single detached houses
- Secondary suites in locations specified by the Zoning Bylaw

Small scale commercial with associated residential uses

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer** should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. **Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.**
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing units on corners, including the shared-use path on 100 Avenue.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm, **or facing collector or arterial roadways.**
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. The consolidation of properties, surplus road right of way and laneway ends south of the shared-use path along 100 Avenue is encouraged in order to support the construction of housing facing the shared use path along 100 Avenue. Rear laneways should be provided behind the properties, running parallel to 100 Avenue to service the new properties.

Transit oriented housing

WJP3

Purpose: To encourage a range of ground-oriented housing options in proximity to services and transit.

Opportunities

- Row houses
- Duplexes/semi-detached houses
- Garage or garden suites
- Small lot single detached houses
- Single detached houses
- Secondary suites in locations specified by the Zoning Bylaw
- Small scale commercial with associated residential uses along arterial and collector roads

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, 50% linear transparency for residential uses at ground level along fronting and flanking streets, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.**
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing located on a corner.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than Zoning Bylaw minimums are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking public realm.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. **Proposed rezoning or redevelopment on any properties within a potential Historic Character Area should be undertaken in consultation with the City Heritage Officers.**

Multi-family housing

WJP4

Purpose: To encourage a range of housing options in proximity to services and transit, and to provide redevelopment opportunities for smaller properties.

Opportunities

Row and stacked row housing up to 4 storeys

Low rise apartment housing up to 4 storeys

Small scale commercial uses located on the ground floor of residential buildings along 156 Street

Policies

1. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties and adjacent streets; be developed in clusters divided by landscaping including trees; and be separated from residential units by landscaped buffers.
2. Floor Area Ratios and density may be increased through direct control zoning in instances when underground parking is provided, and standard rear setback requirements are met when backing onto zones where single detached housing is a permitted use.
3. Ground-oriented building forms including stacked row housing and row housing are preferred.
4. In apartment buildings, the majority of ground level units with street frontage should have individual entrances that front onto a street. All other units should be accessed through a front entrance hall fronting onto a street.
5. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; no blank facades facing public realm; 50% linear transparency for residential uses at ground level along fronting and flanking streets; window, patio and balcony placement that maximizes privacy for adjacent properties; and landscaping and screening for parking areas. Any commercial unit should have small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level along fronting and flanking streets.
6. Reduced front setbacks are encouraged in order to create a more street-fronting building. Front setbacks greater than Zoning Bylaw minimums are discouraged. Building setbacks along 156 Street should allow a 4m distance between the curb and the building frontage following the construction of the LRT. The setback area should be hard surfaced and visually incorporated into the sidewalk.
7. Mature trees should be retained when possible and replaced when not.
8. Development should incorporate Low Impact Development (LID) features.
9. Building design should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light to animate the building.
10. Residential units should be constructed to minimize noise and vibration impacts from LRT and roadway traffic.

Commercial

WJP5

Purpose: To encourage more pedestrian friendly commercial nodes that support a walkable neighbourhood.

Opportunities

Commercial buildings up to 4 storeys

Mixed use buildings up to 4 storeys

Policies

1. Underground or enclosed parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; and be developed in clusters divided by landscaping including trees.
2. Mixed use buildings, including residential, retail or office are encouraged.
3. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets. Setbacks to accommodate raised planters, patios, or other active uses are supported.
4. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level along fronting and flanking streets; no blank facades facing public realm; and landscaping and screening for parking areas.
5. Development should incorporate Low Impact Development (LID) features.
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.

Mixed use hubs

WJP6

Purpose: To provide a mix of commercial and residential uses in proximity to transit.

Opportunities

Mixed use buildings up to 4 storeys

Policies

1. Parking requirement reductions should be supported. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; be developed in clusters divided by landscaping including trees.
2. Single use buildings are discouraged. Buildings should include a mix of commercial, office, retail or residential uses.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level along fronting and flanking streets; no blank facades facing public realm; and landscaping and screening for parking areas.
4. Buildings should be street oriented and provide active frontage on all adjacent streets. Building setbacks along 156 Street should allow a 4m distance between the curb and the building frontage following the construction of the LRT. The setback area should be hard-surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.
5. Development should incorporate Low Impact Development (LID) features.
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.
7. Residential units should be constructed to minimize noise and vibration impacts from LRT and roadway traffic.

STONY PLAIN ROAD FOCUS AREA



2014 EXISTING LAND USE

2014 Existing Land Use

The Stony Plain Road focus area is mainly commercial, with residential areas extending behind the commercial corridor to 102 Avenue to the north and 100 Avenue to the south. The residential areas are generally low scale apartments, with some small scale buildings mixed in. There is a concentration of single detached homes between 158 Street and 163 Street, and 100 Avenue and 100A Avenue.

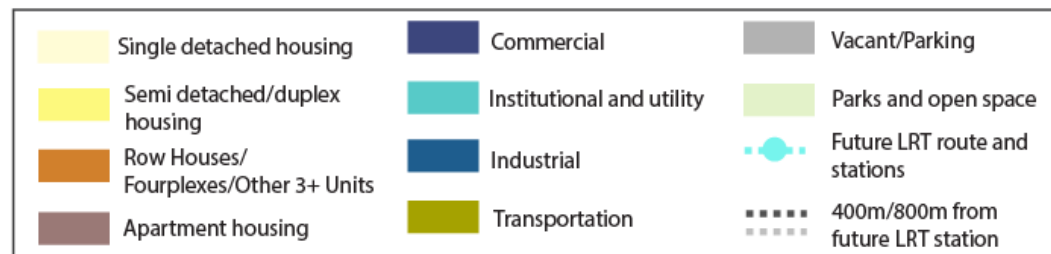
A mix of commercial uses are provided in the focus area, including retail, office and hotel uses. Properties along Stony Plain Road are generally one or two storeys and there are also some taller hotel buildings towards the west between 164 Street and 167 Street.

Pedestrian-oriented commercial development on Stony Plain Road is generally concentrated between 151 Street and 158 Street. Buildings in this area generally front directly on to Stony Plain Road, with parking and access from the rear laneways. Between 158 and 170 Street, commercial development is predominantly auto-oriented with front parking lots and driveway access off Stony Plain Road.

Two large anchor commercial developments, Mayfield Common to the west and Jasper Gates to the east, consist of internally-oriented, large-format retail with large parking areas. These centres serve customers from both the Jasper Place neighbourhoods and the wider region. MacEwan University Centre for the Arts and Communication, built in 1980, is located on 156 Street and 100 Avenue in West Jasper Place. In 2012, the City of Edmonton announced its intent to purchase the site and building from the University, and has identified the possible use of the site as an arts and community hub.

While there is no data for the Stony Plain Road focus area specifically, many observations about commercial space in Jasper Place as a whole relate to this central area. 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 in businesses. Much of the commercial properties within the Stony Plain Road focus area are also built below the full potential allowed under 2014 zoning.

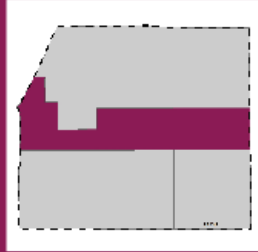
The future Valley Line LRT will run along Stony Plain Road from 149 Street before turning south at 156 Street. There will be two future LRT stations in the focus area, located on Stony Plain Road at 150 and 156 Street.



2014 EXISTING



STONY PLAIN ROAD FOCUS AREA



PROPOSED LAND USE

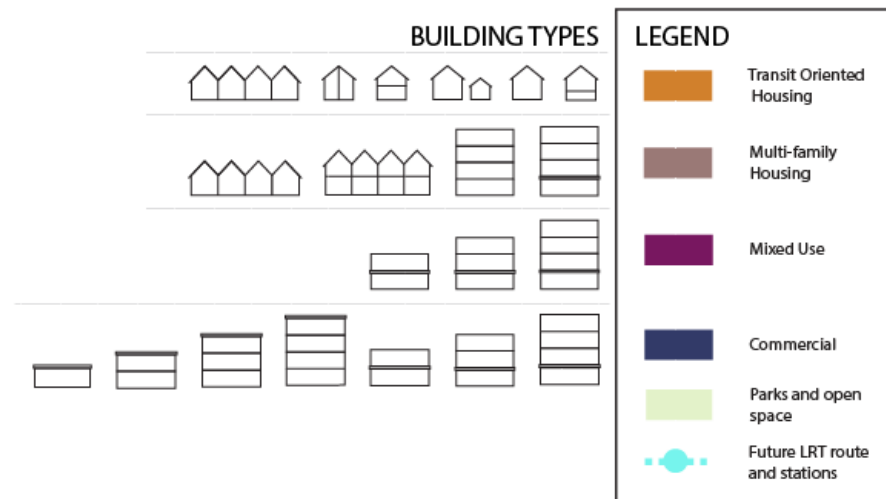
The Stony Plain Road subarea is envisioned as a vibrant focal point for the four neighbourhoods and a focus for change and redevelopment opportunities.

Guidelines to promote street fronting buildings encourage an improved pedestrian environment, while opportunities for mixed use development promote the vibrancy of Stony Plain Road.

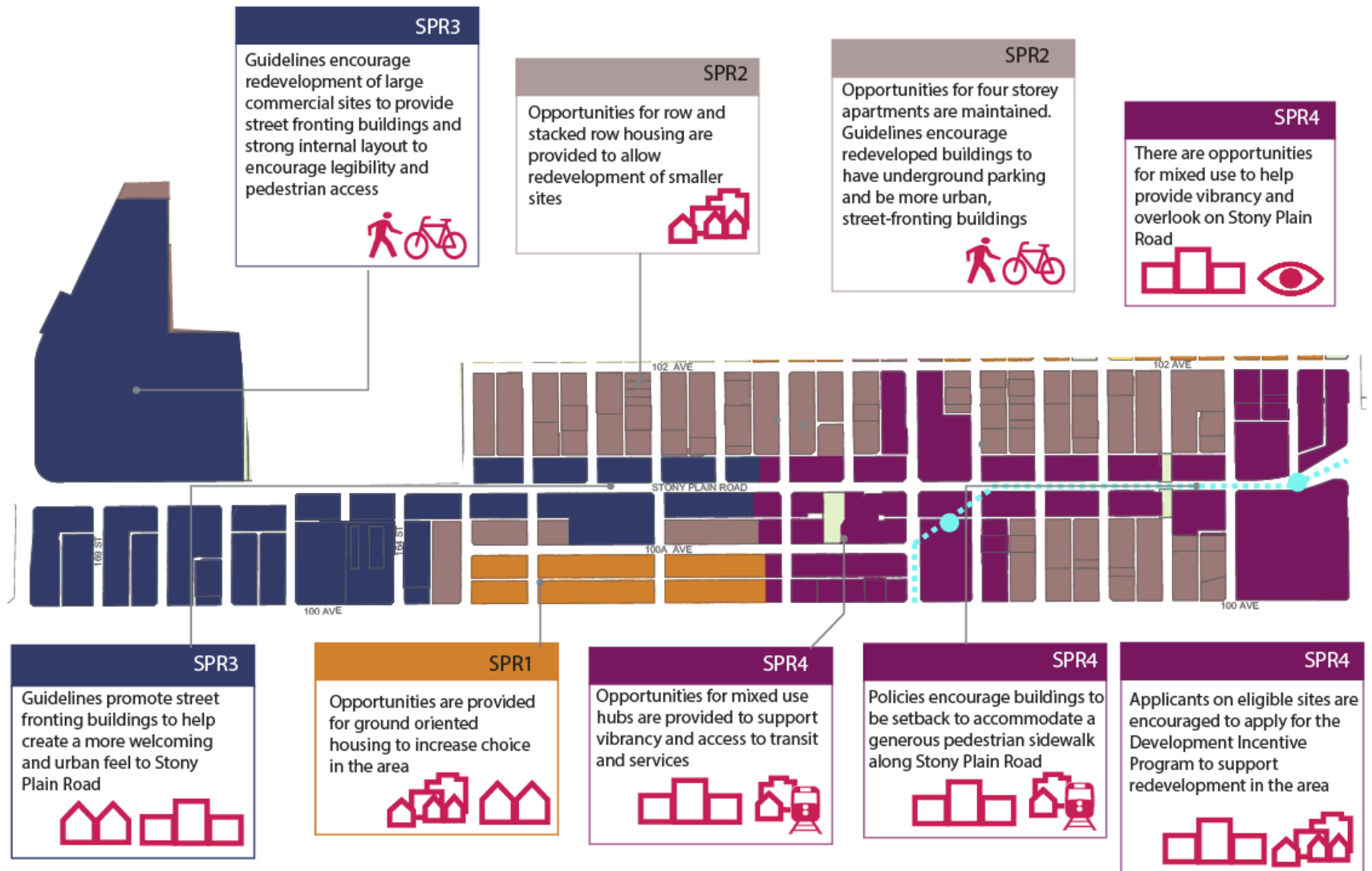
Opportunities are provided for a variety of housing types in close proximity to services and amenities

The development incentive and facade improvement programs will continue in the focus area to promote high quality and attractive buildings in the area.

Detailed policies for the Stony Plain Road focus area are provided in the following pages.



PROPOSED



Transit oriented housing

SPR1

Purpose: To encourage a range of ground-oriented housing options in proximity to services and transit.

Opportunities

Row houses
 Duplexes/semi-detached houses
 Garage or garden suites
 Small lot single detached houses
 Single detached houses
 Secondary suites in locations specified by the Zoning Bylaw

Policies

1. Parking access should be from the laneway.
2. Variances in regulations for front garages should not be granted.
3. **When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer** should ensure buildings display high quality design, including building articulation, no blank facades facing public realm, 50% linear transparency for residential uses at ground level, and window placement on facades facing adjacent properties that maximizes privacy for adjacent properties.
4. There should be at least one front entrance facing all public roadways for semi-detached and row housing located on a corner.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than Zoning Bylaw minimums are discouraged. Zero lot lines may be considered to create a continuous street frontage.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Multi-family housing

SPR2

Purpose: To provide opportunities for a range of housing options in proximity to services and transit, and to support a vibrant and safe shopping street.

Opportunities

Row and stacked row housing up to 4 storeys

Low rise apartment housing up to 4 storeys

Small scale commercial uses removed

Policies

1. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties and adjacent streets; be developed in clusters divided by landscaping including trees; and be separated from residential units by landscaped buffers.
2. Floor Area Ratios and density may be increased through direct control zoning in instances when underground parking is provided.
3. Ground-oriented building forms including stacked row housing and row housing are preferred.
4. In apartment buildings, the majority of ground level units with street frontage should have individual entrances that front onto a street. All other units should be accessed through a front entrance hall fronting onto a street.
5. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; no blank facades facing public realm; 50% linear transparency for residential uses at ground level along fronting and flanking streets; window, patio and balcony placement that maximizes privacy for adjacent properties; and landscaping and screening for parking areas.
6. Reduced front setbacks are encouraged in order to create a more street-fronting building. Front setbacks greater than Zoning Bylaw minimums are discouraged.
7. Mature trees should be retained when possible and replaced when not.
8. Development should incorporate Low Impact Development (LID) features.
9. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light to animate the building.
10. Applicants on eligible properties should be encouraged to apply for the City's Development Incentive Program.
11. Laneways running parallel to Stony Plain Road should be re-established as sites are redeveloped between 157 Street and 158 Street in conjunction with Policy M1.5.

Commercial

SPR3

Purpose: To encourage high quality commercial nodes that support a destination commercial district.

Opportunities

Commercial buildings up to 4 storeys

Mixed use buildings up to 4 storeys

Policies

1. Underground or enclosed parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; and be developed in clusters divided by landscaping including trees. No new vehicle access points should be allowed along Stony Plain Road and existing access points should be closed where possible.
2. Mixed use buildings, including residential, retail or office are encouraged.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level along fronting and flanking streets; no blank facades facing public realm; and landscaping and screening for parking areas.
4. Buildings should be street oriented and provide active frontage on all adjacent streets. Front building setbacks along Stony Plain Road should allow for a 4m distance between the curb and the building frontage and the setback area should be hard-surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported.
5. Development should incorporate Low Impact Development (LID) features.
6. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.
7. Large site redevelopments, including Mayfield Common, should in conjunction with Policy M1.2:
 - a. Provide street oriented edges on fronting and flanking streets, particularly Stony Plain Road.
 - b. Establish a landscaped internal street grid aligned with the existing adjacent street pattern.
 - c. Ensure direct pedestrian connections across the site.
8. Applicants on eligible properties should be encouraged to apply for the City's Development Incentive Program.

Mixed use hubs

SPR4

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

Opportunities

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

Parking structures

Policies

1. Parking requirement reductions should be supported. Underground parking is strongly encouraged, with access from rear laneways. Any surface car parking should be located at the back of the building; be visually screened from floors above, adjacent properties, and adjacent streets; be developed in clusters divided by landscaping including trees. No new vehicle access points should be allowed along Stony Plain Road and existing access points should be closed where possible.
2. Single use buildings are discouraged. Buildings should include a mix of commercial, office, retail or residential uses.
3. When creating a direct control zone, or considering whether to grant a permit for discretionary development, the planner or development officer should ensure the building and site display high quality design including: building articulation; the appearance of small (10m) regularly spaced frontages along the street; 70% linear transparency at ground level along fronting and flanking streets; no blank facades facing public realm; and landscaping and screening for parking areas.
4. Buildings should be street oriented and provide active frontage on all adjacent streets. Front building setbacks along Stony Plain Road should typically be 2m in order to accommodate a 4m distance between the curb and the building frontage following the construction of the LRT. The setback area should be hard-surfaced and visually incorporated into the sidewalk. Additional setbacks to accommodate raised planters, patios, or other active uses are supported. Secondary entrances, windows and balconies at the rear of the building are encouraged to provide animation and overlook to the laneways.
5. Buildings greater than 4 storeys on the south side and greater than six storeys on the north side of Stony Plain Road should undertake shadow studies, and incorporate setbacks as necessary to ensure sunlight penetration to the street and surrounding properties. All buildings should be stepped back by a minimum 2m after the fourth storey.
6. Any parking structures should incorporate active uses at grade along all sides fronting on streets, particularly Stony Plain Road.
7. Building design and site layout should take into consideration Winter City design guidelines including consideration of the micro-climate and use of bright colours and light.
8. Development should incorporate Low Impact Development (LID) features.
9. Applicants on eligible properties should be encouraged to apply for the City's Development Incentive Program.
10. Laneways running parallel to Stony Plain Road should be re-established as sites are redeveloped, particularly the northern portion between 156 Street and 155 Street in conjunction with Policy M1.4.
11. In addition to other policies, large site redevelopments, including Jasper Gates, should in conjunction with policy M1.2.
 - a. Provide street oriented edges and active ground floor uses throughout the development.
 - b. Establish a landscaped internal street grid aligned with existing street pattern in the area.
 - c. Ensure direct pedestrian access across the site and to and from the LRT station.
 - d. Incorporate an urban plaza that integrates with the LRT station.
 - e. Consider maximum height increases if parking is provided underground.
 - f. Provide transition in scale to adjacent development through stepbacks and other building articulation.
12. Properties along 149 Street between 102 Avenue and 100 Avenue should be required to provide an easement to accommodate a shared-use path parallel to 149 Street in conjunction with M3.4.
13. 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 should be supported.
14. Residential units should be constructed to minimize noise and vibration impacts from LRT and roadway traffic.
15. A new bus-to-bus and bus-to LRT exchange will be designed as detailed work on the LRT Valley Line proceeds and should be accommodated within this area as set out in Policy M4.1. If the existing transit centre is no longer needed for bus operations, the land should be redeveloped for residential or mixed uses as set out in Policy M4.2. The development should provide a north-south pedestrian mews with ground-oriented uses facing onto Butler Park.

DRAFT

**CIVIC
INFRASTRUCTURE
CHAPTER**

JASPER PLACE



2014 EXISTING CIVIC INFRASTRUCTURE

Parks and open spaces

There are a wide range of parks, open spaces and community facilities located in Jasper Place. The area also enjoys close proximity to the MacKinnon and MacKenzie ravines to the east, though arterial roads create a barrier to these resources. The neighbourhoods are also served by two district parks, Coronation and Johnny Bright Sports park located outside the Jasper Place boundary.

The parks analysis undertaken in Jasper Place found that the area is generally well served by local park space in terms of the amount, distribution and diversity of parks. West Jasper Place was found to have less park space than the other neighbourhoods, and the future of school sites is an important consideration in each neighbourhood.

Mobility

The street network in Jasper Place is generally arranged in a regular grid system, creating good walkability. Some areas, particularly west of 163 Street, have more curvilinear road layouts, reducing east-west connectivity. The arterial roads in the area, including 100 Avenue, 170 Street, 156 Street and 149 Street create barriers to accessing commercial and recreational opportunities.

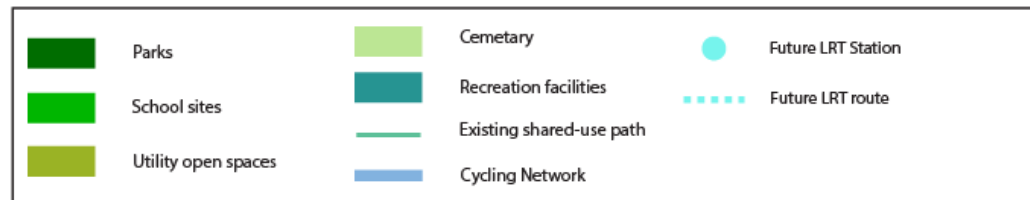
Jasper Place generally has good access to transit. Over two thirds of residential properties are within 200m of bus stops. The area will be served by future LRT stations located along Stony Plain Road at both 150 Street and 156 Street, as well as at the intersection of 156 Street and 95 Avenue.

Existing cycling infrastructure in Jasper Place is generally focused in the south of the area, including the 100 Avenue shared-use path and 95 Avenue bike lane. A new north-south shared-use trail was recently opened in the linear park along 149 Street in Canora and a number of on-street routes are planned in the area.

Major intersections in Jasper Place generally manage the existing traffic volumes, with some intersections experiencing some congestion in the morning and evening peak hours.

Infrastructure

Existing infrastructure in Jasper Place was generally found to be robust. Some upgrades to the existing storm water system were identified to mitigate future flood risk. Upgrades to the water supply network were also highlighted to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE

Existing infrastructure is generally robust



There are areas without pedestrian routes and where crossing busy streets is challenging



The shared use path network in Jasper Place is disconnected and limited in some areas



The arrival of the LRT will remove on-street parking on Stony Plain Road and there is potential for residential areas to be used for parking by LRT and transit users



There is poor connectivity to the adjacent ravine system and river valley beyond



Existing parks are generally less usable in the winter time, have a limited range of plantings and do not have LID features



Streetscape improvements and new parkettes are being delivered on Stony Plain Road from 158 to 149 Street



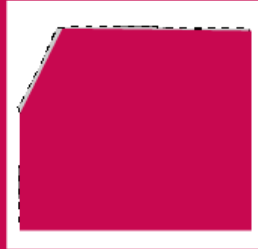
There is limited east-west connectivity east of 163 Street with few direct pedestrian connections



Some park space is not used to its potential and other areas have limited open space




















JASPER PLACE

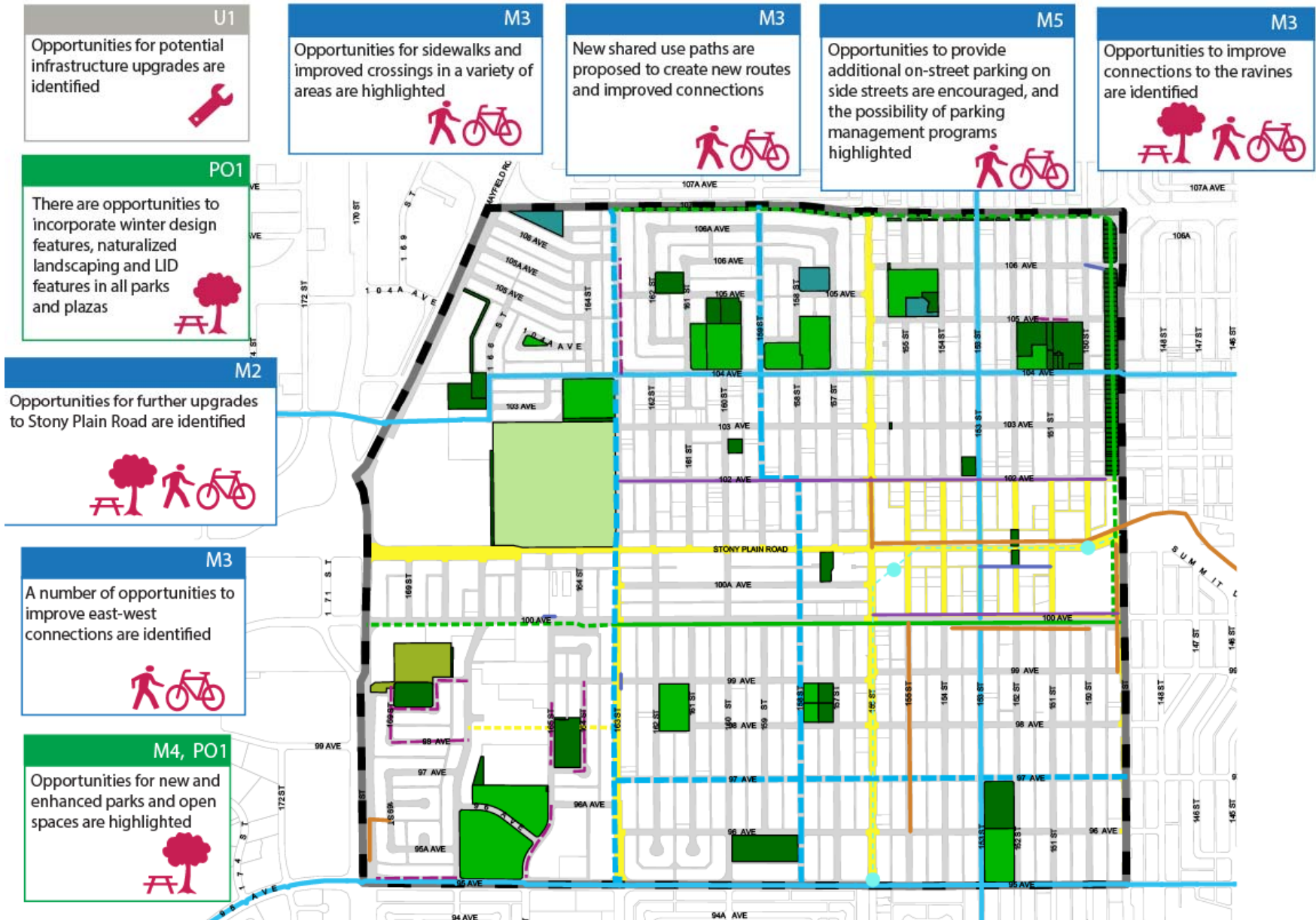


PROPOSED CIVIC INFRASTRUCTURE

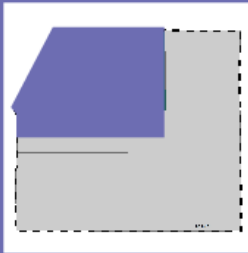
This map provides a visual guide to the civic infrastructure policies that are proposed across Jasper Place. Existing and proposed civic infrastructure pages are provided for each of the neighbourhoods, and are followed by a detailed policy table that includes all civic infrastructure policies for Jasper Place.

	Parks		Cycling Network		Upgrade watermain to 250mm PCV
	School sites		Proposed Cycling Network		New 300mm watermain
	Utility open spaces		Existing shared-use path		Sanitary sewer upgrade
	Cemetery		Proposed shared-use path		Storm sewer upgrade
	Recreation facilities		Approximate area for new pedestrian connection		Future LRT Station
	Pedestrian priority areas				Future LRT route

PROPOSED CIVIC INFRASTRUCTURE



BRITANNIA YOUNGSTOWN



2014 EXISTING CIVIC INFRASTRUCTURE

Parks and open spaces

Open spaces and community facilities in Britannia Youngstown include Gordon Drynan Park, Dr. Anne Anderson Park, Fred Broadstock Park, Britannia School, Youngstown School, the Britannia Youngstown Community League hall and park, the Jasper Place Curling Club and the Fred Broadstock outdoor swimming pool and recreation centre, as well as an unnamed park space on 160 Street. The privately owned Westlawn Cemetary is a significant green space but has only two access points to the south and generally does not serve as amenity space for the neighbourhood.

The parks analysis undertaken in Britannia Youngstown found that the neighbourhood is well served by local park space in terms of in terms of population, distribution, and diversity. Britannia Youngstown is also served by the two district parks of Coronation Park and Johnny Bright Sports Park located outside of Jasper Place.

Mobility

The street pattern south of 104 Avenue is a regular grid, providing good walkability in the neighbourhood. There is a more curvilinear street layout north of 104 Avenue and west of 163 Street, however cut through paths along 105 Avenue from 149 Street to 163 Street allow for good east-west pedestrian connections. The Westlawn Cemetery creates a solid edge with no through routes west of 163 Street and there is currently limited pedestrian or vehicular access to Mayfield Common from the residential areas.

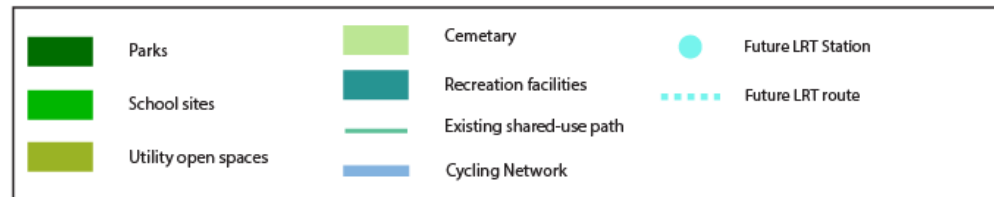
Britannia Youngstown generally has good access to transit. Over two thirds of residents are within 200m of bus stops. The south west corner of Britannia Youngstown will be served by the existing transit centre and future LRT station planned for 156 Street and Stony Plain Road.

Britannia Youngstown currently does not have any mixed-use trails within the neighbourhood. There is also no sidewalk on the west side of 163 Street just north of Stony Plain Road. A future bike route has been identified along 104 Avenue in the City of Edmonton Bicycle Network Plan.

Major intersections in Britannia Youngstown generally manage the current traffic volumes with some congestion noted at the intersection of 156 Street and 107 Avenue in the morning peak times.

Infrastructure

Existing infrastructure in Britannia Youngstown was found to be robust with no major problems identified. It was found that some upgrades to the existing watermains on 163 Street may be needed to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE

Existing parks are generally less usable in the winter time, have a limited range of plantings and do not have LID features



There is an underused designated park space behind the curling club



A series of cut throughs help ensure direct east-west pedestrian access but these are of variable quality and can feel isolated



There is no pedestrian or cycle way along the northern edge of the neighbourhood



There is potential for the neighbourhood to be used for parking by LRT and transit users



Existing infrastructure is generally robust



The City owns a small strip of land to the south of the Youngstown school site



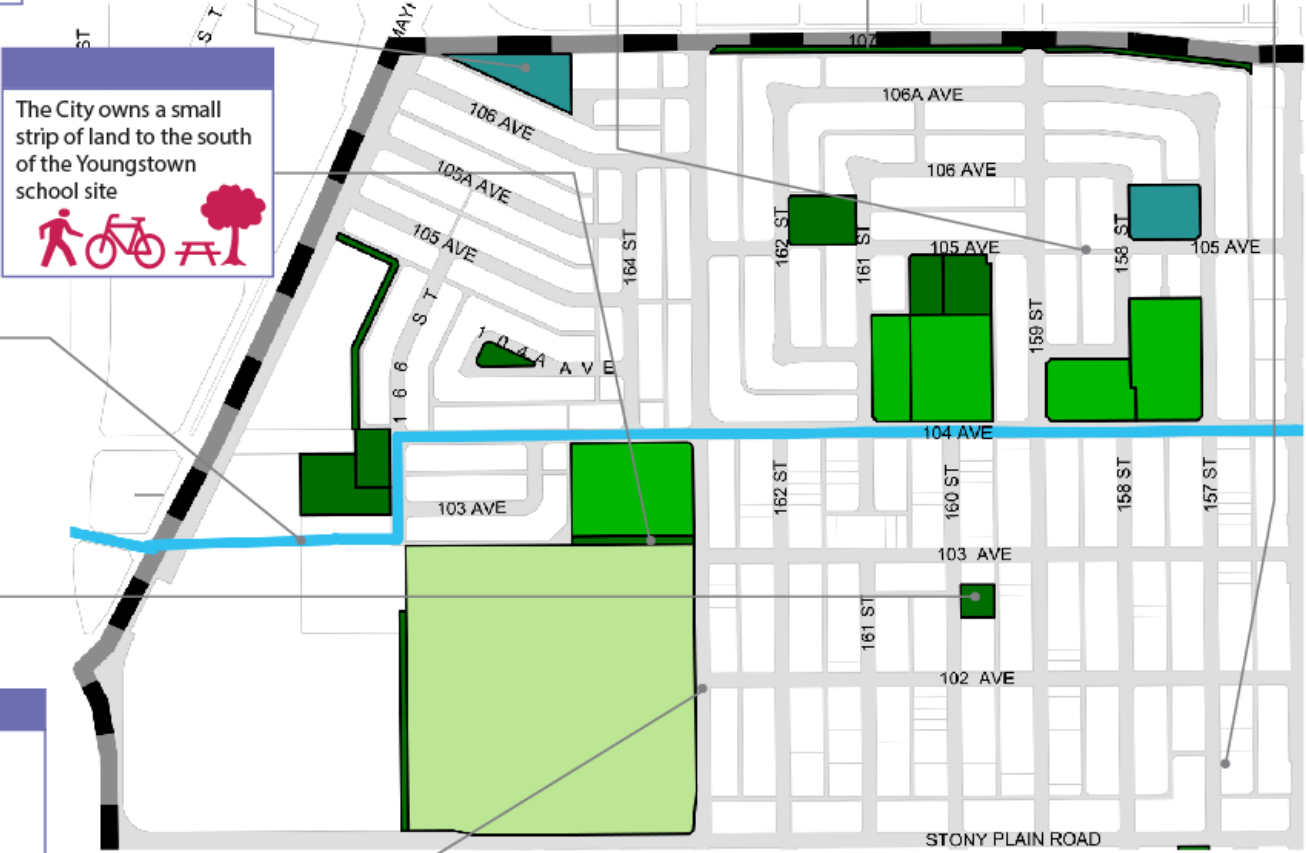
There is limited connectivity between the residential areas and the Mayfield Common commercial area which detracts from walkability



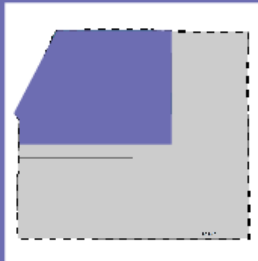
This open space currently has no amenities



There is limited north-south bicycling infrastructure and no sidewalk on the west side of a portion of 163 Street



BRITANNIA YOUNGSTOWN



PROPOSED CIVIC INFRASTRUCTURE

Parks and open spaces

A number of opportunities to enhance existing parks and open spaces are proposed, including suggested upgrades to the 160 Street park, and increased use of the curling club site.

Policies also encourage the incorporation of winter weather adaptations, naturalized landscaping and low impact development (LID) features in parks and open spaces.



















Mobility

There are opportunities to enhance connectivity in Britannia Youngstown. A number of potential bike connections through the neighbourhood are identified and opportunities to improve east-west permeability for pedestrians are highlighted.

Infrastructure

Areas for potential upgrading in the future are noted.

This map provides an overview of policies relating to Britannia Youngstown, excluding those covered in the Stony Plain Road focus area. Detailed policies can be found in the Civic Infrastructure Policy tables, which cover the whole of Jasper Place.

	Parks		Stony Plain Road focus area		Upgrade watermain to 250mm PCV
	School sites		Cycling Network		New 300mm watermains
	Utility open spaces		Proposed Cycling Network		Sanitary sewer upgrade
	Cemetery		Existing shared-use path		Storm sewer upgrade
	Recreation facilities		Proposed shared-use path		Future LRT Station
	Pedestrian priority areas		Approximate area for new pedestrian connection		Future LRT route

PROPOSED CIVIC INFRASTRUCTURE

PO1.11, PO1.12, PO1.13
 There are opportunities to enhance park spaces with winter design features, naturalized landscaping and LID features



PO1.8
 There is an opportunity to make fuller use of this site



M3.7
 Maintaining and upgrading these cut through paths is encouraged



M3.3
 A shared-use path should be provided along 107 Avenue



M5.1
 A parking management program should be considered to manage transit associated parking



U1.1
 Opportunities for potential infrastructure upgrades are identified



PO1.9
 There is an opportunity to establish a pathway to improve east west connections



M1.2
 There is an opportunity to improve pedestrian and cycling connections to the commercial areas



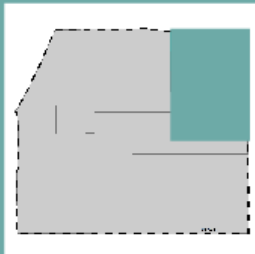
PO1.7
 There is an opportunity to upgrade this existing park space



M3.6, M3.9
 There is potential for bicycle and pedestrian facilities along 163 Street to link to the existing multi-use network on 100 Avenue and the river valley system to the east



CANORA



2014 EXISTING CIVIC
INFRASTRUCTURE

Parks and open spaces

Open spaces and community facilities in Canora include Canora Park, St. Anne Park, Holy Cross School, Brightview School, and the linear park along 149 Street. A new parkette is also being constructed off Stony Plain Road at 152 Street. The MacKinnon Ravine is also located near the south east corner of the neighbourhood at 149 Street and Stony Plain Road.

The parks analysis undertaken in Canora found that the neighbourhood is well served by park space in terms of amount per population, distribution, and diversity. Canora is also served by the Coronation and Johnny Bright district parks.

Mobility

There is a consistent street grid in Canora, providing good walkability in the neighbourhood.

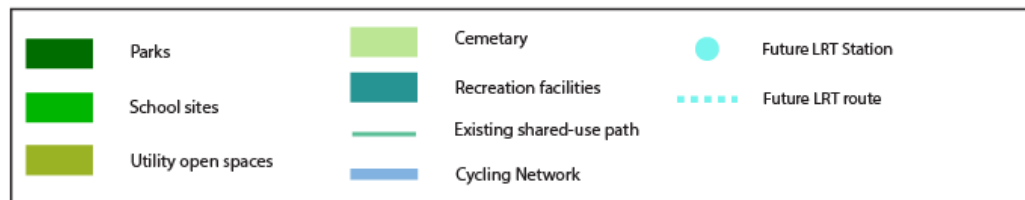
Canora generally has good access to transit. Nearly two thirds of properties are within 200m of a bus stop. The southern portion of the neighbourhood will be served by two future LRT stations on Stony Plain Road at 150 Street and 156 Street.

Canora has recently gained a shared-use pathway within the 149 Street park. The neighbourhood is also expected to receive two new bike routes along both 104 Avenue and 153 Street that will serve the local neighbourhood and connect Canora to the broader cycling network.

There are a number of existing traffic calming measures intended to reduce shortcutting of vehicles in the subarea including a central island along 102 Avenue, a forced turn on 104 Ave at 153 Street, and a road closure at 106 Avenue at 156 Street. Some major intersections in Canora experience some congestion in the morning and afternoon peak hours.

Infrastructure

Existing infrastructure in Canora was found to be robust with no major problems identified. Upgrading one segment of relief sewer was identified as a way to mitigate future flooding risk. It was also found that an upgrade on 105 Avenue may be required to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE



Existing infrastructure is generally robust



Existing parks are generally less usable in the winter time, have a limited range of plantings and do not have LID features



There is potential for the neighbourhood to be used for parking by LRT and transit users



There is only a narrow sidewalk along 107 Avenue with little separation from this busy road



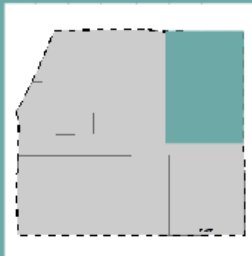
Existing equipment is located behind the community league building, with little overlook



The shared-use path does not connect to the river valley or other paths in the area



CANORA



PROPOSED CIVIC INFRASTRUCTURE

Parks and open spaces

The existing parks and open spaces are maintained and policies encourage the incorporation of winter weather adaptations, naturalized landscaping and low impact development (LID) features in parks and open spaces.

The opportunity to change the layout of the community league site is highlighted in order to improve overlook of the space.



















Mobility

There are opportunities to enhance connectivity in Canora. A shared-use path along 107 Avenue and better connections to the ravine system are highlighted.

Infrastructure

Areas for potential upgrading in the future are noted.

This map provides an overview of policies relating to Canora, excluding those covered in the Stony Plain Road focus area. Detailed policies can be found in the Civic Infrastructure Policy tables, which cover the whole of Jasper Place.

	Parks		Stony Plain Road focus area		Upgrade watermain to 250mm PCV
	School sites		Cycling Network		New 300mm watermains
	Utility open spaces		Proposed Cycling Network		Sanitary sewer upgrade
	Cemetery		Existing shared-use path		Storm sewer upgrade
	Recreation facilities		Proposed shared-use path		Future LRT Station
	Pedestrian priority areas		Approximate area for new pedestrian connection		Future LRT route

PROPOSED CIVIC INFRASTRUCTURE



GLENWOOD



2014 EXISTING CIVIC INFRASTRUCTURE

Parks and open spaces

Open spaces and community facilities in Glenwood include Jack Horan Park, Butler Memorial Park, Glenwood Park, Allin Park, Westlawn School, St. Thomas More School, Glendale School, and Meadowlark Christian School, as well as the Glenwood Community League hall site.

The parks analysis undertaken in Glenwood found that the neighbourhood is well served by park space in terms of population, distribution, and diversity. Glenwood is also served by the Johnny Bright Sports and Coronation district parks.

Mobility

The street network in the east of Glenwood is generally arranged in a regular grid system, creating good walkability. West of 163 Street, the grid switches to more cul de sacs and curvilinear streets, making east-west pedestrian movement more challenging in this area. 100 Avenue also acts as a barrier to pedestrian access to the Stony Plain Road commercial area.

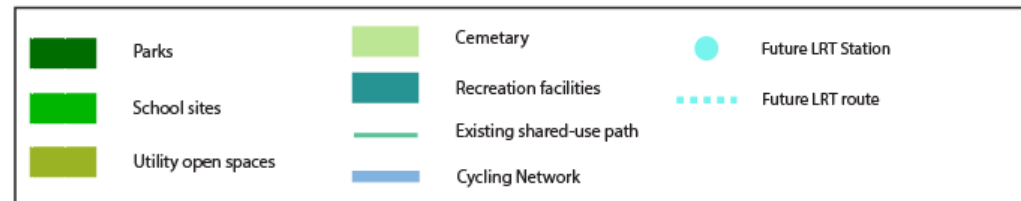
Glenwood generally has good access to transit. Over 80% of residents are within 200m of bus stops. The Glenwood neighbourhood will be served by two future LRT stations located at the intersections of Stony Plain Road and 156 Street, and 156 Street and 95 Avenue.

Glenwood also has good access to cycling infrastructure, with 60% of residential properties within 200m of existing cycle routes, including the paved multi-use trail along 100 Avenue, between 156 Street and 163 Street, a bike lane on 95 Avenue, and an on-street bike route that runs along 97 Avenue between 149 Street and 163 Street.

Major intersections in Glenwood manage the existing traffic volumes. It is also noted that 163 Street has more road capacity than is currently being used.

Infrastructure

Existing infrastructure in Glenwood was found to be robust with no major problems identified. It was found that some relief sewers required upgrading to mitigate future flood risk. Some upgrades to the water supply network were also identified to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE

Existing infrastructure is generally robust



Existing parks are generally less usable in the winter time, have a limited range of plantings and do not have LID features.



There are limited crossing points across 100 Avenue, creating a barrier to walking



There is potential for the neighbourhood to be used for parking by LRT and transit users



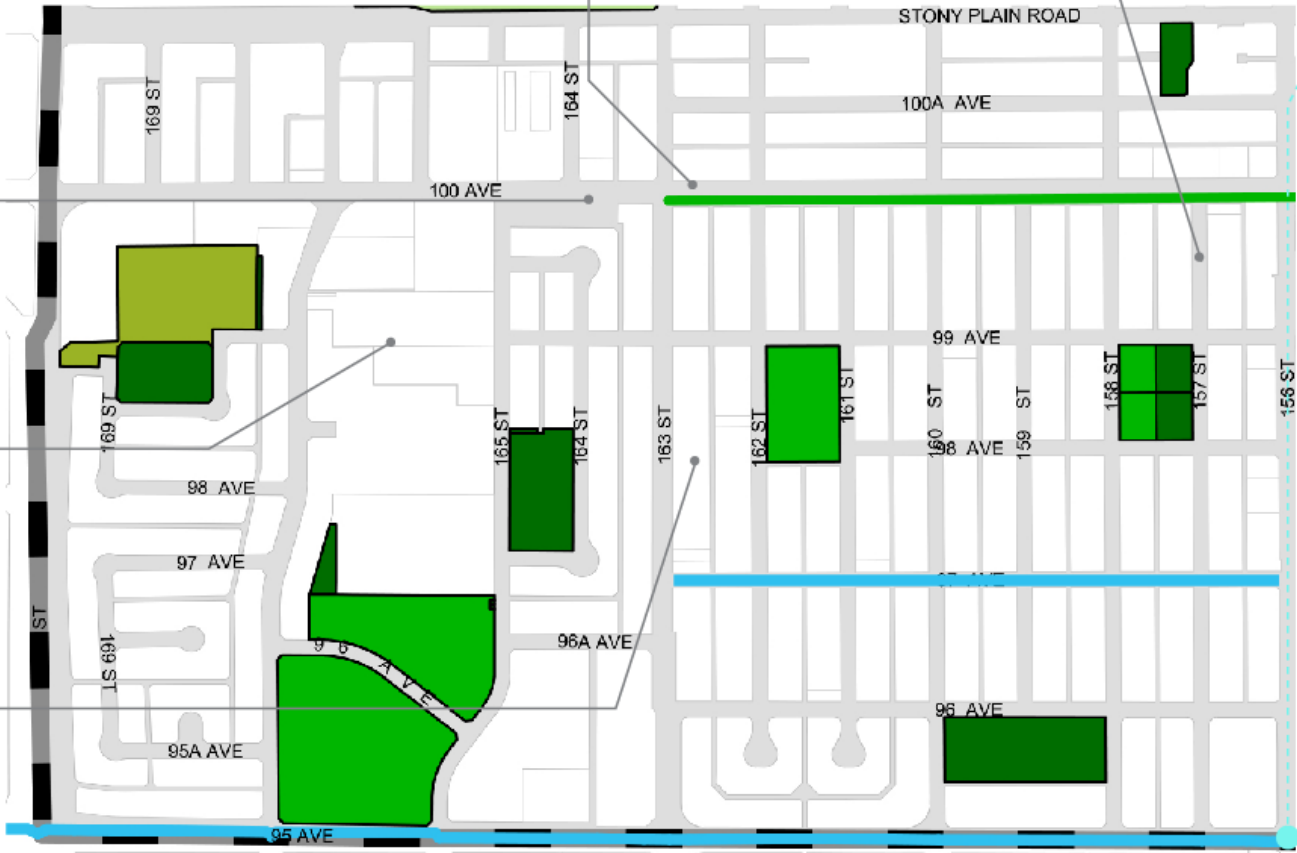
The existing shared-use path is a well-used and valued asset but currently ends at 163 Street



There is only one pedestrian and bicycle connection between 165 and 167 street, which is not well overlooked



There is no direct connection to Glenwood Park from the east of the neighbourhood, and an existing utility corridor creates an unpaved connection between 162 and 163 Street



GLENWOOD



PROPOSED CIVIC INFRASTRUCTURE

Parks and open spaces

Existing parks and open spaces are maintained and policies aim to improve connectivity to these amenities. Policies also encourage the incorporation of winter weather adaptations, naturalized landscaping and low impact development (LID) features as parks are redeveloped over time.



















Mobility

Opportunities to enhance connectivity to the Stony Plain Road commercial area and improve east-west pedestrian movement are highlighted. The potential to expand the existing shared-use trail is also noted.

Infrastructure

Areas for potential upgrading in the future are highlighted.

This map provides an overview of policies relating to Glenwood, excluding those covered in the Stony Plain Road focus area. Detailed policies can be found in the Civic Infrastructure Policy tables, which cover the whole of Jasper Place.

	Parks		Stony Plain Road focus area		Upgrade watermain to 250mm PCV
	School sites		Cycling Network		New 300mm watermain
	Utility open spaces		Proposed Cycling Network		Sanitary sewer upgrade
	Cemetery		Existing shared-use path		Storm sewer upgrade
	Recreation facilities		Proposed shared-use path		Future LRT Station
	Pedestrian priority areas		Approximate area for new pedestrian connection		Future LRT route

PROPOSED CIVIC INFRASTRUCTURE

U1.1
 Opportunities for potential infrastructure upgrades are identified




PO1.11, PO1.12, PO1.13
 There are opportunities to enhance park spaces with winter design features, naturalized landscaping and LID features



M3.5
 There are opportunities to enhance pedestrian access across 100 Avenue



M5.1
 A parking management program should be considered to manage transit associated parking




M3.2
 There are opportunities to expand the shared-use pathway to the west, and to consider a north-south route along 163 Street



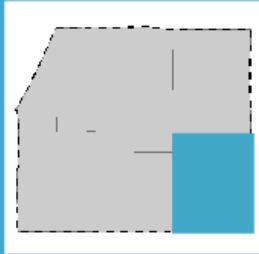
M1.2
 There is an opportunity to incorporate direct east-west walkways along 98 or 98A Avenue if larger sites are redeveloped



M3.8
 The opportunity to use the existing utility corridor should be considered to improve east-west connections in the neighbourhood




WEST JASPER PLACE



2014 EXISTING CIVIC
INFRASTRUCTURE

Parks and open spaces

Open spaces and community facilities in West Jasper Place include the Sherwood School grounds, the Arthur Elliot playground and the West Jasper Place Community League hall. A new parkette is also being constructed off Stony Plain Road at 152 Street. West Jasper Place is located in close proximity to both the MacKinnon and MacKenzie Ravines, however limited visibility and signage, as well as 149 Street, currently act as a barrier to accessing these park spaces.

The parks analysis undertaken in West Jasper Place found that the neighbourhood is generally not well served by park space in terms of the amount of park space per population and the diversity of parks as there are currently no pocket parks or passive recreation spaces. Additionally, while there are parks within 500m of almost all residents, for the north portion of the neighbourhood those parks are across major roads, limiting their accessibility. West Jasper Place is served by the two district parks of Coronation Park and Johnny Bright Sports Park located outside of Jasper Place.

Mobility

The street network in West Jasper Place is generally arranged in a regular grid system, creating good walkability. 100 Avenue acts as a barrier to pedestrian access to the Stony Plain Road commercial area.

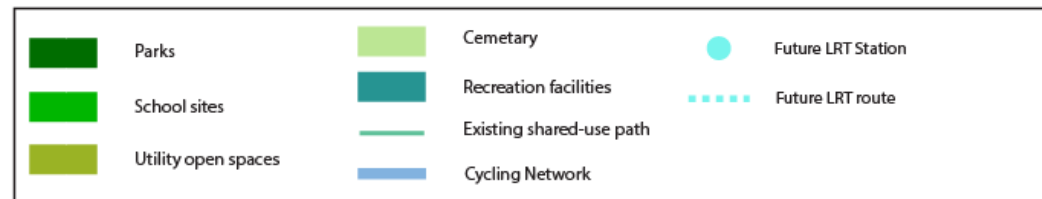
West Jasper Place generally has good access to transit. Over two thirds of residential properties are within 200m of bus stops. The neighbourhood will be served by future LRT stations located along Stony Plain Road at both 150 Street and 156 Street, as well as at the intersection of 156 Street and 95 Avenue.

West Jasper Place also has good access to cycling infrastructure, with 80% of residential properties within 200m of existing cycle routes, including the paved multi-use trail along 100 Avenue between 149 Street and 156 Street, a bike lane on 95 Avenue, and an on-street bike route that runs along 97 Avenue between 149 Street and 156 Street. There is also a planned bike route on 153 Street.

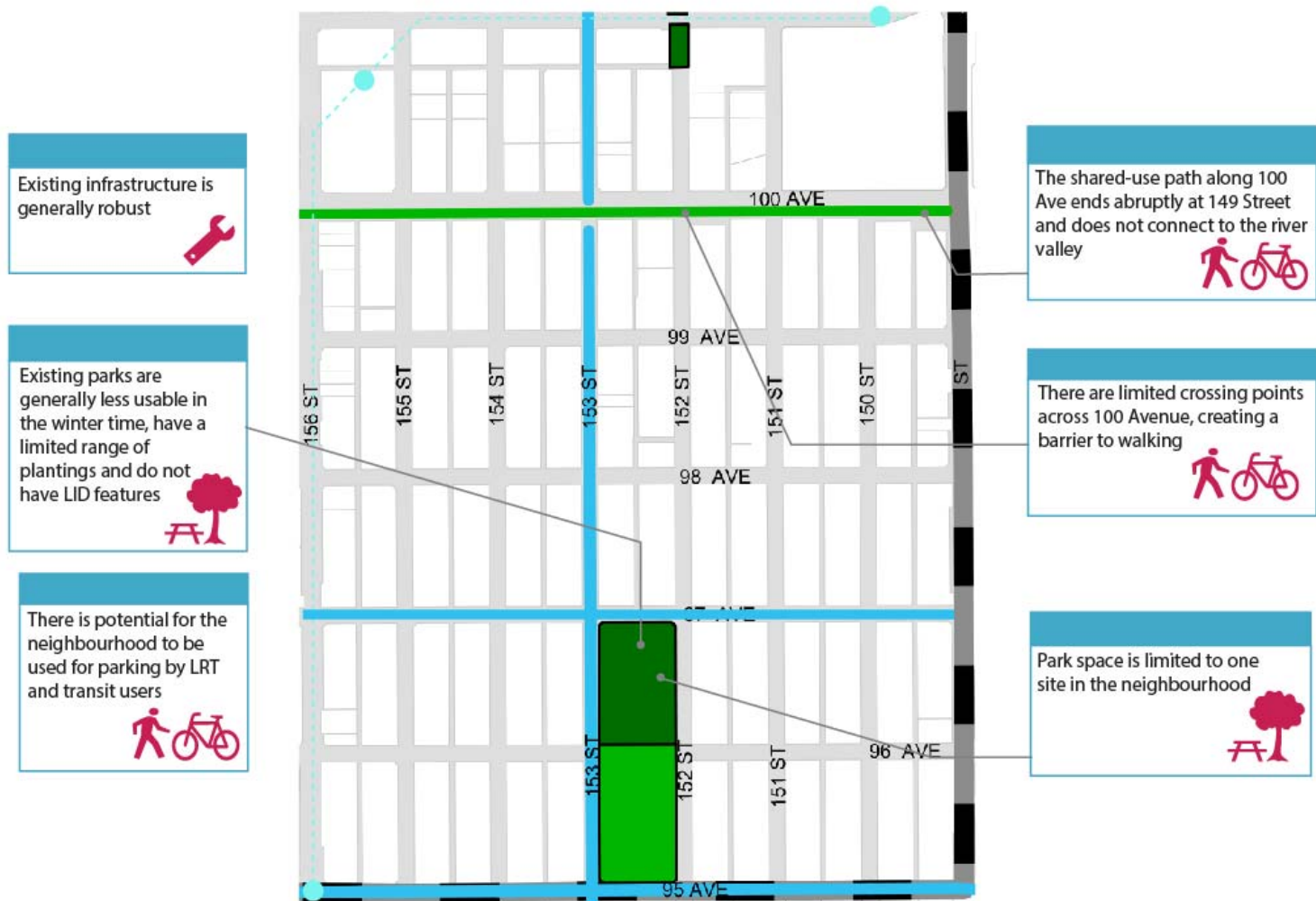
There is no vehicular access south from 100 Avenue into the neighbourhood. Major intersections in West Jasper Place generally manage the existing traffic volumes, with some intersections experiencing some congestion in the morning and evening peak hours.

Infrastructure

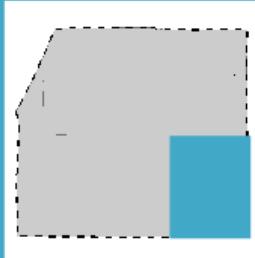
Existing infrastructure in West Jasper Place was generally found to be robust. Upgrades to the existing storm water system were identified along the length of 155 Street, and portions of 149 Street and 100 Avenue to mitigate future flood risk. Upgrades to the water supply network along 100 Avenue were also identified to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE



WEST JASPER PLACE



PROPOSED CIVIC INFRASTRUCTURE

Parks and open spaces

The opportunity to provide a new recreation space in West Jasper Place is highlighted. Policies also encourage the incorporation of winter weather adaptations, naturalized landscaping and low impact development (LID) features.



















Mobility

Opportunities to enhance connectivity to the Stony Plain Road commercial area and adjacent ravine system are highlighted. Options for managing parking in the future are also provided.

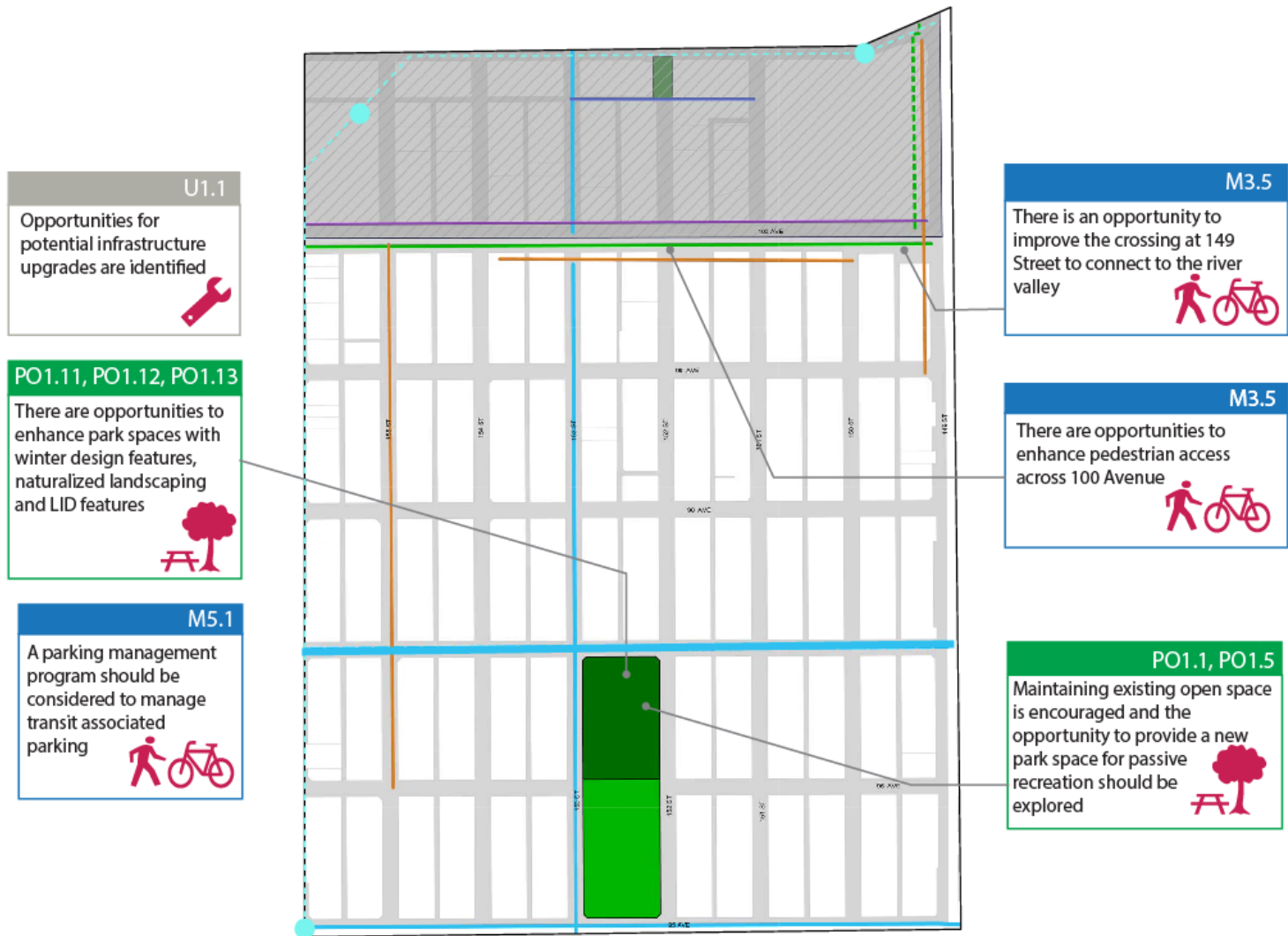
Infrastructure

Areas for potential upgrading in the future are highlighted.

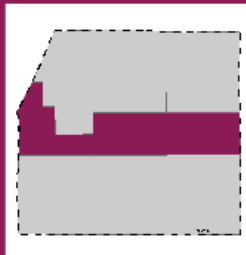
This map provides an overview of policies relating to West Jasper Place, excluding those covered in the Stony Plain Road focus area. Detailed policies can be found in the Civic Infrastructure Policy tables, which cover the whole of Jasper Place.

	Parks		Stony Plain Road focus area		Upgrade watermain to 250mm PCV
	School sites		Cycling Network		New 300mm watermain
	Utility open spaces		Proposed Cycling Network		Sanitary sewer upgrade
	Cemetery		Existing shared-use path		Storm sewer upgrade
	Recreation facilities		Proposed shared-use path		Future LRT Station
	Pedestrian priority areas		Approximate area for new pedestrian connection		Future LRT route

PROPOSED CIVIC INFRASTRUCTURE



STONY PLAIN ROAD FOCUS AREA



2014 EXISTING CIVIC
INFRASTRUCTURE

Parks and open spaces

Parks and open spaces in the Stony Plain Road focus area include Butler Memorial Park and the 152 Street parkettes, in addition to an enhanced streetscape along Stony Plain Road from 158 Street to 149 Street which provides informal seating areas. The MacEwan University building at 156 Street and Stony Plain Road will also potentially be repurposed as a community hub.

Mobility

The street network in the Stony Plain Road focus area generally runs on a grid, supporting walkability in the area. South of Stony Plain Road and west of 156 Street, blocks are oriented east-west and the grid stops west of 163 Street. The large commercial sites at both Mayfield Common and Jasper Gates do not have an internal grid structure. Mayfield Common does not have pedestrian or vehicular access from the east into the site.

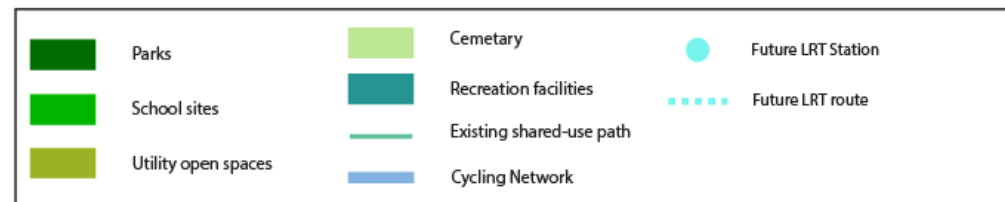
The Stony Plain Road focus area generally has excellent access to transit with a vast majority of properties within 200m of a bus stop. The focus area is currently home to the Jasper Place Transit Centre and will be also served by future LRT stations located along Stony Plain Road at both 150 Street and 156 Street.

During the morning rush hours, there is a reserved eastbound bus / taxi / bicycle lane on Stony Plain Road east of 158 Street. The proposed 153 Street bicycle route also passes through the subarea.

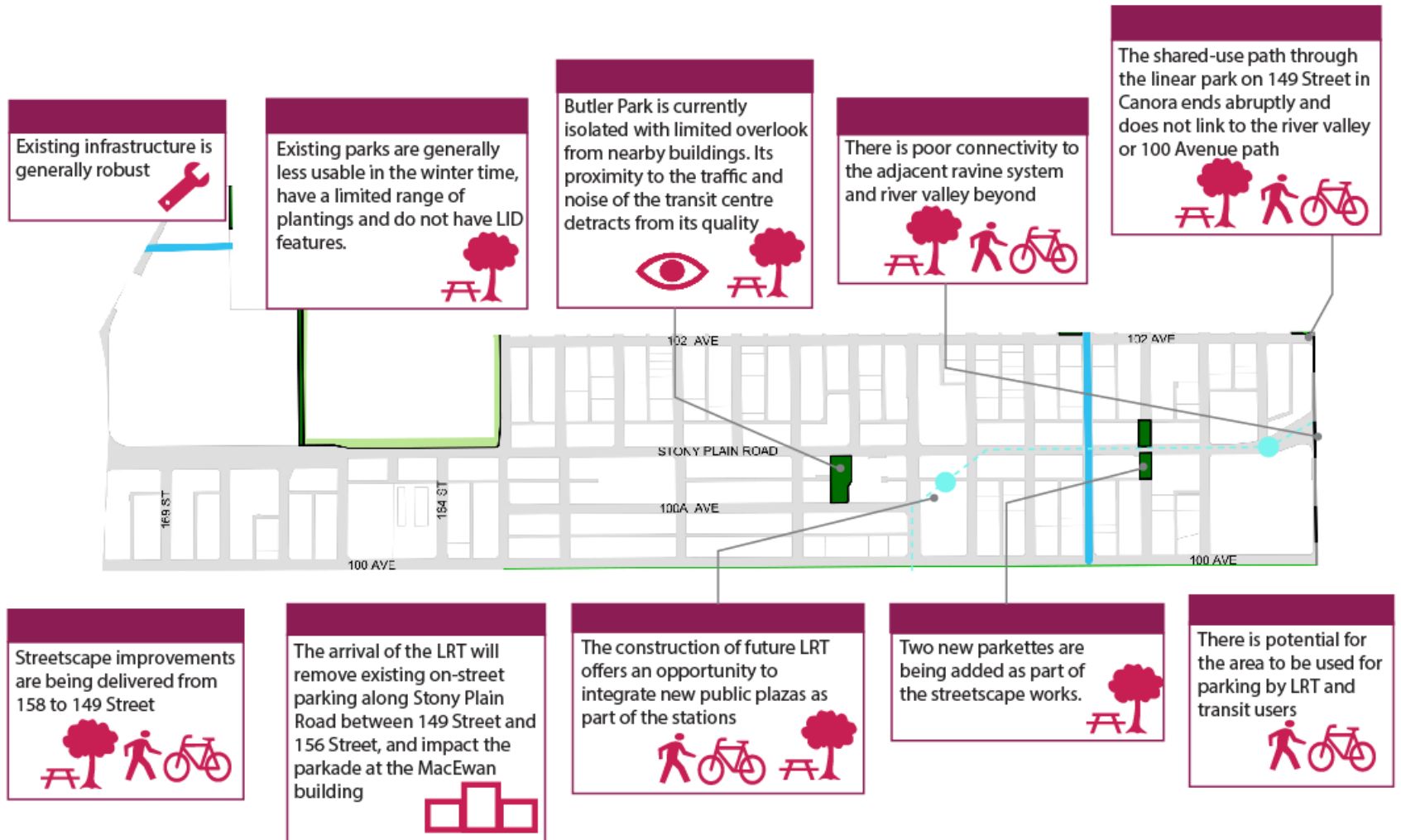
Major intersections in West Jasper Place generally manage the existing traffic volumes, with some intersections experiencing some congestion in the morning and evening peak hours.

Infrastructure

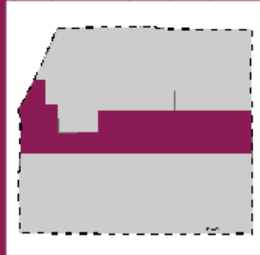
Existing infrastructure in the Stony Plain Road focus area was generally found to be robust. Upgrades to the existing storm water system were identified along Stony Plain Road and 100 Avenue. Upgrades to the water supply network along 102 Avenue and 100 Avenue were also identified to meet optimal fire flow requirements in the future.



2014 EXISTING CIVIC INFRASTRUCTURE



STONY PLAIN ROAD FOCUS AREA



PROPOSED CIVIC INFRASTRUCTURE

Parks and open spaces

Enhancements to existing parks and open space are provided and opportunities to provide additional urban plazas are highlighted.

Policies also encourage the incorporation of winter weather adaptations, naturalized landscaping and low impact development (LID) features.



















Mobility

A range of mobility enhancements are highlighted to improve existing connections and better link to adjacent amenities. Walkability is promoted and opportunities for integrating parking are highlighted.

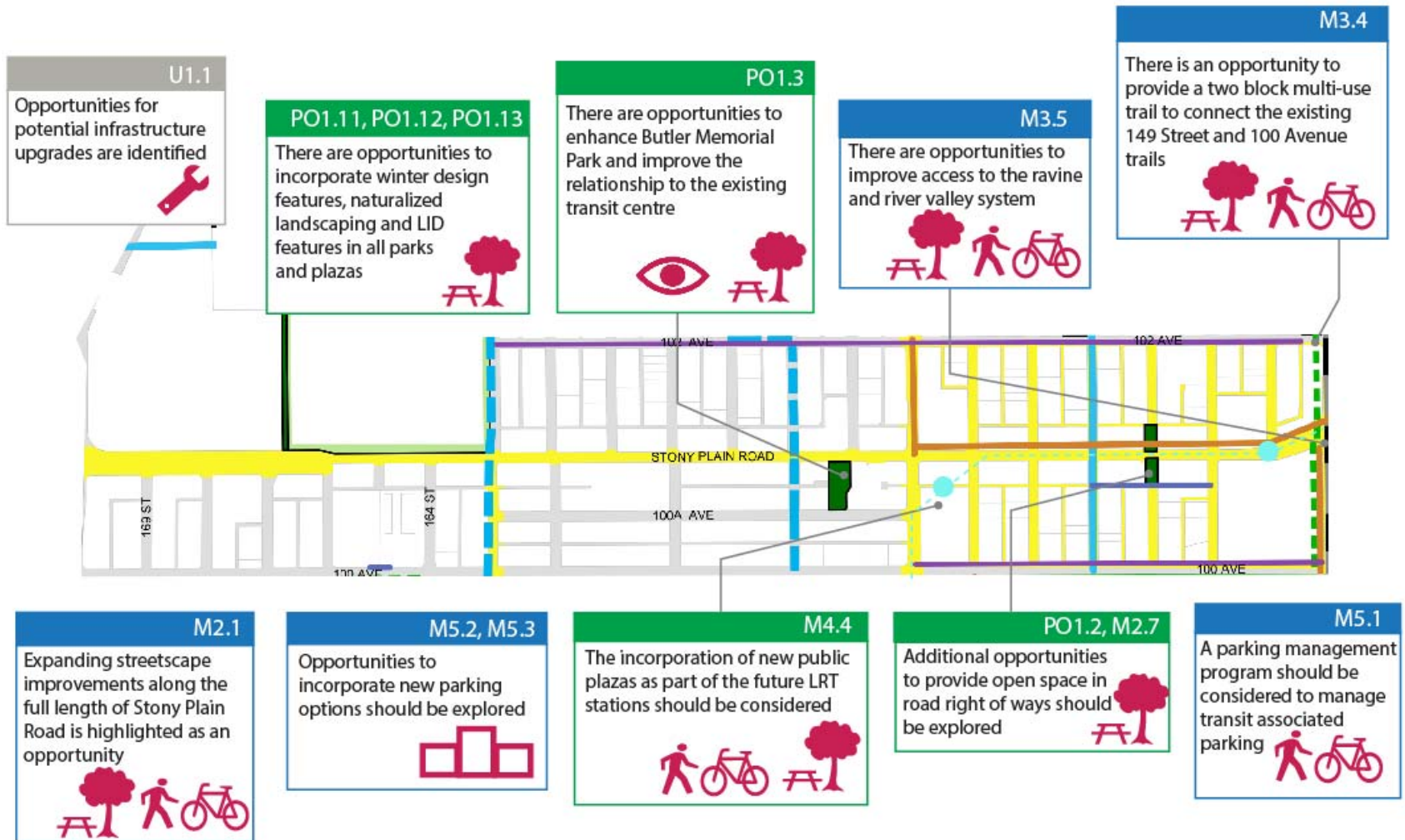
Infrastructure

Areas for potential upgrades in the future are highlighted.

This map provides an overview of policies relating to the Stony Plain Road focus area. Detailed policies can be found in the Civic Infrastructure Policy tables, which cover the whole of Jasper Place.

	Parks		Stony Plain Road focus area		Upgrade watermain to 250mm PCV
	School sites		Cycling Network		New 300mm watermain
	Utility open spaces		Proposed Cycling Network		Sanitary sewer upgrade
	Cemetery		Existing shared-use path		Storm sewer upgrade
	Recreation facilities		Proposed shared-use path		Future LRT Station
	Pedestrian priority areas		Approximate area for new pedestrian connection		Future LRT route

PROPOSED CIVIC INFRASTRUCTURE



Parks and open space

PO1

Purpose: To enhance existing parks and open spaces and provide a greater variety of parks and open spaces in Jasper Place.

Key policies

1. The City should purchase any available private or public school sites in Jasper Place for park use in the future, prioritizing neighbourhoods where the majority of park space is contained within school sites.
2. Opportunities to provide additional open spaces and plazas in road rights of way, particularly in side streets adjacent to Stony Plain Road, should be explored in relation to M2.2.
3. Enhancements to Butler Memorial Park should be considered.
4. Urban plazas should be provided adjacent to future LRT stations to integrate the platforms with the surrounding area. A town centre plaza space should be incorporated as part the future LRT station at 156 Street and Stony Plain Road.
5. The City should explore opportunities to provide land to accommodate a passive recreation space or pocket park in West Jasper Place north of 98 Avenue and south of 100 Avenue. At the time of assembly, a design process should be undertaken with community members to assess how space can best meet the area's needs.
6. Opportunities to make the play equipment located on the Canora Community League site more visible and better overlooked should be explored.
7. The opportunity to upgrade the existing park in Britannia Youngstown on 160 Street south of 103 Avenue should be explored.
8. Opportunities to enhance unused land associated with the curling club in Britannia Youngstown at 107 Avenue and Mayfield Road should be explored.

Implementation resources & links to other City initiatives

This is highlighted as a long term opportunity that will depend on school board decisions. Provision for potential land use costs should be included in the 10 Year Capital Budget.

To be incorporated with ongoing streetscape improvements works through Community Services and Transportation Services.

To be coordinated through Community Services.

To be considered in the design update for the LRT Valley Line in conjunction with Policy M4.4.

This park is considered a high priority for the Mature Area Land Acquisition Capital profile that is currently being developed. Land will be purchased on an opportunity basis. The purchase and subsequent development of the land should be coordinated between Sustainable Development and Community Services.

Encourage the Community League to apply for funding from available City funds and programs.

Encourage the Community League to apply for funding from available City funds and programs.

This is highlighted as a long term opportunity. Requests from the community and direction from Council would be needed to prioritize this project in the future.

Parks and open space

PO1

- | | |
|---|--|
| <p>9. Redevelopment of the existing AP parcel owned by the City to connect the laneway at 102b Avenue to 163 Street should be considered in consultation with the Youngstown Elementary School.</p> | <p>This is highlighted as a long term opportunity. Sustainable Development and Community Services to Coordinate with Edmonton Public School Boards through ELEVATE.</p> |
| <p>10. The parks parcels in Canora along 107 Avenue should be maintained as a green buffer for this neighbourhood edge. The use of a portion of these parcels to provide a shared use path should be supported.</p> | <p>Transportation Services and Community Service to coordinate the transfer of any necessary portion of park parcels to provide a shared-use path as part of any road upgrade works to 107 Avenue in conjunction with Policy M3.3.</p> |
| <p>11. Where appropriate, park or open space upgrades should include winter weather adaptations as set out in the Winter City Strategy and associated design guidelines, including consideration of wind protection and solar access.</p> | <p>Community Services to incorporate as part of capital funding source requirements where appropriate.</p> |
| <p>12. Where appropriate, park or open space upgrades should incorporate naturalized landscaping features to promote biodiversity and reduced watering requirements.</p> | <p>Community Services to incorporate as part of capital funding source requirements where appropriate.</p> |
| <p>13. Where appropriate, park or open space upgrades should explore opportunities to include LID features.</p> | <p>Community Services to incorporate as part of capital funding source requirements where appropriate.</p> |

Mobility

M

Purpose: To enhance and promote active modes of transportation and support neighbourhood connectivity for all users.

Site specific policies

Implementation resources & links to other City initiatives

M1

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| <ol style="list-style-type: none"> 1. Properties along the western edge of 149 Street between 102 Avenue and 100 Avenue should be required to provide an easement to accommodate a future shared-use path. 2. Any large site redevelopments should incorporate street and laneway patterns that align with the existing grid. Particular attention should be paid to east/west connections across large residential sites in Britannia Youngstown and Glenwood, as well as redevelopment at Mayfield Common and Jasper Gates. 3. All service and parking access for multi-family, commercial and mixed use buildings should be provided from laneways. New mid-block vehicle access points should not be supported for the length of Stony Plain Road and existing mid-block access points should be closed where possible. 4. The laneway north of Stony Plain Road in front of the Howard Johnson building between 156 Street and 155 Street should be re-established in conjunction with Policy SPR4.10. 5. The laneway north of Stony Plain Road between 157 Street and 158 Street should be re-established in conjunction with Policy SPR2.11. The existing mid-block lane access could be closed in exchange for the laneway area. 6. Transportation Impact Assessments should be provided as required by Transportation Services. | <p>To be secured by Transportation Services and Sustainable Development as part of any rezoning or development application process.</p> <p>To be considered by Transportation Services and Sustainable Development as part of any large site redevelopments in conjunction with BY4.10, G4.10, and SPR4.11. Connections should be dedicated as road right of way through subdivision, or have a public access easement agreement secured through the rezoning or development application process.</p> <p>To be considered by Transportation Services and Sustainable Development as part of any redevelopment proposals in conjunction with SPR3.1 and SPR4.1.</p> <p>To be considered by Transportation Services and Sustainable Development as part of any redevelopments proposals related to the property.</p> <p>To be considered by Transportation Services and Sustainable Development as part of any redevelopments proposals related to the property.</p> <p>Transportation Services typically only require TIAs for larger developments, or ones that are expected to be significant traffic generators.</p> |
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Stony Plain Road specific policies

Implementation resources & links to other City initiatives

M2

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| <ol style="list-style-type: none"> 1. Opportunities to expand the streetscape improvement program along the full length of Stony Plain Road to create opportunities for new public spaces, plazas and patios, should be explored. 2. Opportunities to provide new open spaces in road right of way adjacent to Stony Plain Road should be considered in conjunction with Policy PO1.2. 3. Opportunities for on-street car parking to support commercial uses should be provided wherever possible, particularly along side streets adjacent to Stony Plain Road and on Stony Plain road west of 156 Street. | <p>This is highlighted as a long-term opportunity. Funding and direction from Council would be needed to prioritize this project in the future.</p> <p>Applications to close road right of ways to provide new open spaces should be supported.</p> <p>To be considered by Transportation Services as part of any road upgrade works in conjunction with Policy M5.2.</p> |
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Mobility

M

Active transportation and road upgrade related policies

Implementation resources & links to other City initiatives M3

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| <ol style="list-style-type: none"> 1. Complete Street guidelines should be referenced for all road upgrade works focusing on mode priority and context sensitive design. Where a pedestrian priority has been identified, particular consideration should be given to pedestrian realm elements such as treed boulevards. 2. The existing shared-use path on 100 Avenue should be extended from its current terminus at 163 Street westward to 170 Street. 3. A shared-use path should be provided along 107 Avenue, making use of adjacent park parcels on the south side of the street as needed to accommodate the path. 4. The opportunity to link the existing 100 Avenue and 149 Street shared-use paths between 102 Avenue and 100 Avenue should be explored, including upgrading the concrete slab portion at the east end of 100 Avenue to typical shared-use path materials. 5. Opportunities should be explored to enhance crossings of 100 Avenue to improve pedestrian connections to the Stony Plain Road commercial area, and crossings of 149 Street to connect to the river valley system. 6. The opportunity to provide sidewalks on both sides of 163 Street north of Stony Plain Road should be considered. 7. Existing cut through paths should be maintained and opportunities to improve feeling of safety through lighting and overlook should be explored. 8. The feasibility of creating a pedestrian connection to link 98 Ave between 162 Street and 163 Street and the potential to extend this linkage west to 164 Street to improve access to the Glenwood Community League Hall and park should be considered. 9. New bike routes identified on the civic infrastructure map should be explored for feasibility. | <p>Transportation Services to incorporate policy standards as part of any road upgrade works and reflect Policy M5.2 relating to on-street parking adjacent to Stony Plain Road.</p> <p>Transportation Services to incorporate as part of any road upgrade works to 100 Avenue.</p> <p>Transportation Services to incorporate as part of any road upgrade works to 107 Avenue in collaboration with Sustainable Development as set out in Policy PO1.10.</p> <p>Transportation Services to incorporate as part of any road upgrade works to 149 Street, with necessary land secured as part of any rezoning or development application process on adjacent properties in conjunction with Policy SPR4.12.</p> <p>Transportation Services to assess upgrading crosswalk controls on an as requested basis, as part of road renewal works or in relation to LRT construction as per Policy M4.5.</p> <p>Transportation Services to incorporate as part of any road upgrade works to 163 Street.</p> <p>Upgrades to the cut through paths should be incorporated as part of any planned sidewalk upgrade programs.</p> <p>This is highlighted as a long term opportunity. Requests from the community and direction from Council would be required to prioritize this project in the future.</p> <p>This is a long term action item to be considered as part of Transportation Service’s Active Transportation program. Identified routes should be incorporated as part of roadway renewal as opportunities arise.</p> |
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Mobility		M
Transit related policies	Implementation resources & links to other City initiatives	
	M4	
1. A new bus-to-bus and bus-to-LRT exchange will be designed as design update work on the LRT Valley Line advances. The future configuration should reference the Central Jasper Place Land Use and Transit Study (2014) and should: ensure safe and efficient transit operations and transfers; minimize conflicts between modes; prioritize pedestrian movements and safety; maximize transit-oriented development opportunities; provide a viable development parcel at the corner of Stony Plain Road and 156 Street; maintain continuous active frontage on Stony Plain Road and 156 Street to support the pedestrian-oriented shopping area; provide overlook and animation from adjacent development onto the transit facilities and; ensure adequate access to the MacEwan building.	To be developed by Sustainable Development, Edmonton Transit Services, and Transportation Services as the design update for LRT Valley Line proceed.	
2. If the existing transit centre is no longer required for bus operations, the land should be redeveloped.	To be redeveloped as set out in Policy SPR4.15.	
3. Minimum 4m sidewalks should be accommodated adjacent to the LRT along 156 Street and Stony Plain Road, in conjunction with Policy SPR4.4. Opportunities to reduce traffic lanes to accommodate expanded sidewalks should also be considered.	To be considered by Transportation Services in the design update for the LRT Valley Line with support from Sustainable Development.	
4. Urban plazas should be provided adjacent to future LRT stations to integrate the platforms with the surrounding area. A town centre plaza space should be incorporated as part the future LRT station at 156 Street and Stony Plain Road to create a link between the station and the MacEwan building.	To be considered by Transportation Services in the design update for the LRT Valley Line with support from Sustainable Development.	
5. The reconstruction of the intersection at 149 Street and Stony Plain Road should ensure direct pedestrian and bicycle connections to improve connectivity to the river valley system.	To be considered by Transportation Services in the design update for the LRT Valley Line with support from Sustainable Development in conjunction with Policy M3.5.	
6. Coordinate necessary utility infrastructure upgrades noted in Policy U1.1 and shown on the civic infrastructure map, particularly the trunk upgrades along Stony Plain Road.	To be coordinated between Transportation Services and Financial Services and Utilities in the design update and phasing of the LRT Valley Line.	

Mobility

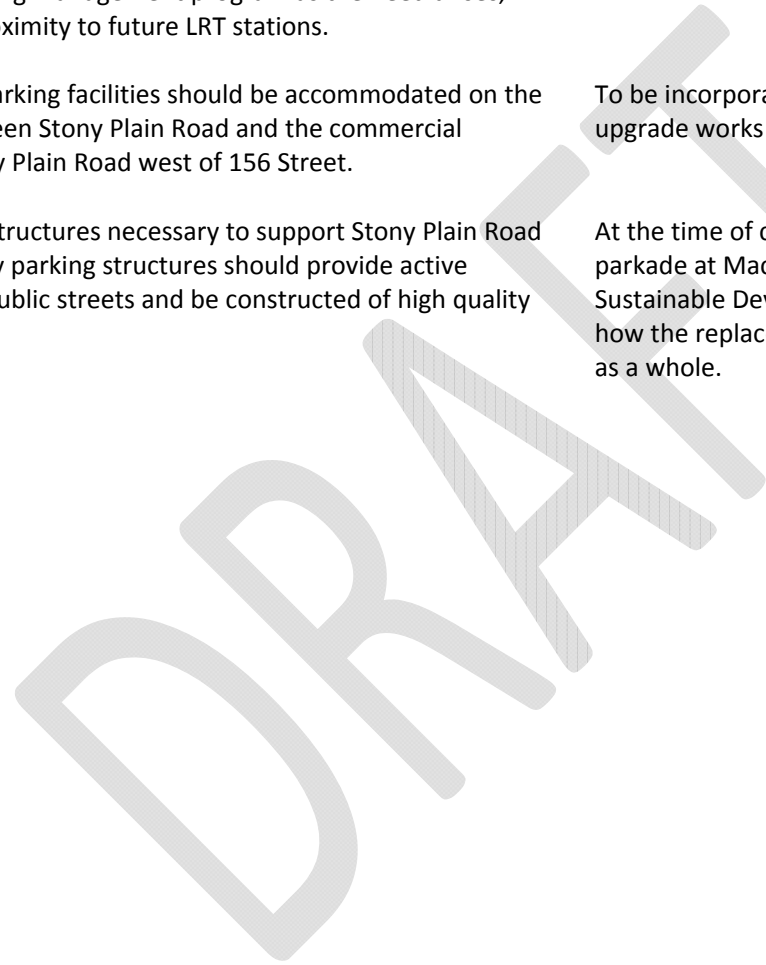
M

Parking related policies

Implementation resources & links to other City initiatives

M5

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| <ol style="list-style-type: none"> 1. A balance of on-street parking opportunities should be maintained in Jasper Place to accommodate local residential and commercial parking through the use of a parking management program as the need arises, particularly in areas in proximity to future LRT stations.
 2. Expanded on-street car parking facilities should be accommodated on the north-south streets between Stony Plain Road and the commercial laneways, and along Stony Plain Road west of 156 Street.
 3. The provision of parking structures necessary to support Stony Plain Road should be considered. Any parking structures should provide active frontage along adjacent public streets and be constructed of high quality materials. | <p>To be initiated by residents and businesses as needed and coordinated through Transportation Services.</p>
<p>To be incorporated by Transportation Services as part of any road upgrade works in conjunction with Policy M2.1 and M2.3.</p>
<p>At the time of construction of the LRT Valley Line, the existing parkade at MacEwan will be replaced. Transportation Services, Sustainable Development and Community Services should consider how the replacement parking facility can support Stony Plain Road as a whole.</p> |
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Utilities

U1

Purpose: To encourage adequate utilities infrastructure now and in the future.

Key policies

1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored.
2. Low impact development features should be considered as part of City investments in the area.

Implementation resources & links to other City initiatives

Financial Services and Utilities to incorporate as part of on-going City-wide utilities and infrastructure planning and prioritization, and coordinated with Transportation Services during the delivery of the LRT Valley Line as noted in Policy M4.6. Applicants located near identified water upgrades should contact EPCOR Water as early as possible to understand potential necessary upgrades.

To be incorporated by all Departments as part of any capital funding source requirements.

Historic resources

HR1

Purpose: To maintain and enhance historic resources.

Key policies

1. A Historic Resources Inventory to cover all of Jasper Place should be undertaken to aid in the specific identification of heritage character areas and individual heritage properties in the area.

Implementation resources & links to other City initiatives

Sustainable Development should undertake this study.

4. Amendments + Monitoring

This ARP is intended to guide the redevelopment of Jasper Place over the next 15 to 20 years. While this document sets out a general direction and aspiration for the area, it will be important to ensure that the ARP can evolve dynamically in the coming years. The following section sets out how amendments should be undertaken and how the plan outcomes should be monitored.

4.1 Amendments

No plan can consider all future opportunities or contingencies, and as such, amendments in the future may be required. It is essential that all proposed amendments are assessed against the Guiding Principles.

Amendments may be triggered by a variety of situations, including:

- Applications for rezoning or redevelopment
- Changes or updates in City-wide policies and guidelines, including the Municipal Development Plan
- Changes in transit service provision, including bus route frequency and designated transit avenues
- [Completion of a Historic Resources Inventory](#)

Future amendments will generally fall into three categories:

Minor amendments

A minor amendment would be to make minor text updates to update terminology, contextual information or accuracy. No consultation or notification is required.

Significant amendments

These types of amendments would change the area of applicability of different precincts. For example, if a property originally identified for small scale residential was proposed to be changed to active edge housing. In such an instance, notification would need to be made to the Community League and notices sent out to all properties within 60m of the property in question.

When considering such amendments, City staff should consider if the amendments are consistent with the Guiding Principles and if there have been any significant changes in conditions of the local area that would undermine the original rationale for precinct designations.

Major amendments

Major amendments would involve changing the fundamental elements of the plan including amendments to:

- The Guiding Principles
- Precinct purpose
- Precinct building type opportunities
- Land use or civic infrastructure policies

Such amendments would require full notification of all residents and property owners in the affected neighbourhood. An open house must also be held.

[Any necessary supplementary parks and open space, mobility and infrastructure studies to support amendments should be undertaken as required.](#)

[It should be noted that any amendments to land use or civic infrastructure maps will need to be done on both the Jasper Place wide scale maps as well as the neighbourhood or Stony Plain Road focus area maps.](#)

4.2 Monitoring

Both the land use and civic infrastructure policies are recommendations made on existing and anticipated conditions, however not all elements can be predicted. The implementation of the ARP should be monitored through the following indicators as well as others as appropriate:

- The number of permits granted in the area
- The proportion of those permits that did and did not require ARP amendments
- The number of civic infrastructure policies implemented

[If these indicators suggest that the ARP is not providing adequate guidance, an update of the plan should be considered.](#)

Updates may also be needed over time to ensure consistency with:

- New policy directions and Council priorities
- Changing road designations, transit service and traffic patterns

5. Glossary

Blank facades means that a side of a building has no windows or entrances on it, and is not used for public art such as murals or light installations.

Building articulation refers to features on a building that provide interest and reduce the massing and monotony of a long, continuous wall.

Civic infrastructure refers to the roads, utilities, parks and open spaces that are part of each neighbourhood. In general, these are owned and controlled by the City of Edmonton or other civic partners such as school boards and utilities companies.

Cut-through paths are pedestrian and cycle walkways that are typically located in the middle of a long block. They may cross a laneway but are not adjacent to any streets.

Discretionary development is development that requires a variance or is for a discretionary use. Approval of discretionary development is at the Development Officer's sole discretion.

Flanking is the longest side of the property, usually the side of a building.

Flanking public realm is where the long side of property is next to a laneway, street, park or open space. As there are no adjacent neighbours that could be impacted by a reduced setback on this side, reduced setbacks are considered acceptable in these locations.

Fronting is the direction where the front of the property is facing. The front of a property is defined in Edmonton's Zoning Bylaw.

Ground oriented housing are buildings that provide direct street access for each ground floor housing unit. Single detached, semi-detached and row housing are typically ground oriented. Apartment

buildings can also be ground-oriented by providing individual entrances for all ground floor units.

Housing type diversity refers to the mix of housing structures in the area. This includes how many types of residential units there are, including single family houses, secondary suites, garage and garden suites, duplexes, semi-detached, row houses, stacked row houses, and low and high rise apartment buildings.

Land use describes what is located on a property, for example a building or a park. Land use considers broad categories of use, for example residential uses or commercial uses.

Land use areas are defined in the land use policy section, and include Small Scale Housing, Active Edge Housing, Transit Oriented Housing, Multi-family housing, Commercial and Mixed use areas.

LID (Low Impact Development) is an approach to building and landscape design that aims to manage storm water more sustainably, for example rain barrels or bioswales.

Linear transparency is a measure of how many doors and windows are provided along a building façade. It is measured by taking the width of each door and window along a building frontage and comparing this to the total length of the frontage. In residential buildings, linear transparency is measured at 1.5m above the building's first finished-floor height, and in commercial buildings, linear transparency is measured 1.5m above the finished grade of the adjacent public walkway. See images on following page.

Location criteria are used in the Zoning Bylaw to direct where different buildings types might be located in a zone. For example, a zone might specify certain buildings be located on corner lots or adjacent to commercial properties.

Open spaces refers to recreation or leisure areas that are publically accessible but are not like typical parks. Examples would include plazas, or the storm drainage area next to Jack Horan Park.

Overlook means that there are windows and doors facing onto a space, allowing people to observe an area. This type of “eyes on the street” or passive surveillance is an important element in creating safe spaces.

Permitted development is development that is allowed as-of-right under the allowances of the Zoning Bylaw. If a permitted use complies with all of the regulations of a zone and all other relevant Zoning Bylaw regulations, the Development Officer must issue a Development Permit for that use.

Public realm is defined in this plan as any space that is not privately owned property, including streets, laneways, pedestrian cut-through paths, shared-use paths, and parks and open space.

Setback is the distance between the property line and the building.

Shared-use path is typically a paved pathway that can accommodate a variety of non-motorized users including pedestrians and cyclists. In Edmonton, these are typically tarmac pathways with a yellow dividing line.

Street fronting means that a building is set towards the front of the property and does not have parking in the front.

Utility open space refers to green areas that have some characteristics of a park, but have a primary storm water management space. Park uses, such as seating or play equipment, are more limited in these spaces.

Variance is when one or more of the regulations of the Zoning Bylaw is not precisely met in a development permit.

Zoning provides details on land use and identifies the specific permitted and discretionary uses allowed under that zone. It provides regulations regarding the type, size and location of buildings on properties. Zoning in Edmonton is regulated by the Zoning Bylaw 12800.

70% Transparency -Retail and Employment



: 50% Transparency -Residential

