



THE WAY WE GROW

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BRINGING OUR CITY VISION TO LIFE

JASPER PLACE

Area Redevelopment Plan

DRAFT #1 - JUNE 2014



Executive Summary

Jasper Place, defined as the neighbourhoods of Britannia Youngstown, Canora, Glenwood, West Jasper Place and a portion of the Stony Plain Road commercial corridor for the purpose of this plan, is an established community where people live, work and play. The Jasper Place Area Redevelopment Plan (ARP) provides a tool to help manage 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 by providing land use and civic infrastructure policies in five plan subareas including:

- Britannia Youngstown
- Canora
- Glenwood
- West Jasper Place
- Stony Plain Road Corridor

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 that shape the ARP policies.

The **Plan Concept** sets out land use and civic infrastructure policies to help guide decision making and City investment in each of the plan's ARP subareas.

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.

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 **Guiding Principles** provide an overall vision for Jasper Place. The overview maps in the **Plan Concept** section set out the type of buildings, parks and infrastructure that are envisioned for each neighbourhood.

Homeowners, property owners and businesses The **Land Use policies** in the **Plan Concept** section set out what opportunities may be available on your property. It provides direction for redeveloping your property under existing zoning and opportunities for rezoning.

City Planners and Development Officers The **Plan Concept Land Use** sections provide policies to guide rezoning and discretionary development decisions. Any plan amendments will need to be consistent with the provisions set out in the **Amendments + Monitoring** section.

City staff responsible for capital projects The **Plan Concept civic infrastructure policies** set 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, Edmonton Fire Rescue Services, and EPCOR can find information about the future vision of the area in the **Plan Concept** section.

Mayor and Council The **Guiding Principles** set out the intent behind the policies and the information these policies were based on.

This is the first draft of the Jasper Place ARP and the plan will be refined over the coming months. We look forward to your thoughts and feedback.

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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 manage growth and change over the next 15 to 20 years. It supports a safe, livable and resilient community by providing guidance on future land use, redevelopment and City investment in Jasper Place designed to make the most of the exciting opportunities in the area.

For the purpose of the 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.

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 Jasper Place Area Redevelopment Plan (ARP).

The ARP highlights redevelopment opportunities in the area, and provides guidance on future land use and City investment decisions in Jasper Place. 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.

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

1.1 The purpose of the ARP, including what an ARP is, why one was undertaken in Jasper Place, and how to use this plan.

1.2 The ARP framework, including the City policies, community input and technical information that informed the plan.

This is the first draft of the Jasper Place ARP and the plan will be refined over the coming months. We look forward to your thoughts and feedback.

1.1 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 elements of the area 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.

1.1.1 What is an ARP?

An ARP is a statutory plan that it is formally adopted by Council as a bylaw. Once it is adopted, the ARP must be considered by City staff when evaluating rezoning and discretionary development decisions. In this way, the ARP plays 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 1.2.1: 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 1.2.2: Consultation**.

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

1.1.2 Why an ARP in Jasper Place?

The Jasper Place ARP was undertaken to respond to direction from the Jasper Place Revitalization Strategy, and to ensure change and growth in Jasper Place is well managed, consistent with City-wide policy, and contributes to the long term vision for Edmonton.

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 1.2.1, 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.

1.1.3 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. 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

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 decision to rezone or not rezone is ultimately decided upon 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.

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 does not change existing zoning but provides direction to both applicants and Administration on development permit applications that involve the use of discretion in existing zones.

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.

1.1.4 How to read this plan

The Jasper Place ARP has been organized around four main sections.

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.

The **Plan Concept** sets out land use and civic infrastructure policies to help guide decision making and City investment in each of the plan's ARP subareas.

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.

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different types of information from the ARP to contribute to the success of plan. Find out what sections may be most relevant to you.

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Institutional partners including school boards, Edmonton Fire Rescue Services, and EPCOR can find information about the future vision of the area in the **Plan Concept** section.

Mayor and Council The **Guiding Principles** set out the intent behind the policies and the information these policies were based on.

1.2 ARP framework

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

- 1.2.1 Existing policies that apply to Jasper Place
- 1.2.2 Your input gathered through consultation with local stakeholders
- 1.2.3 Knowledge base that summarizes the technical studies that were undertaken



Figure 2: Plan components

1.2.1 Existing policies

1.2.1.1 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 aimed at 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 Ahead 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 the downtown area to West Edmonton Mall. The proposed alignment sees 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. The three associated LRT stations will be located in Jasper Place at Stony Plain Road and 149 Street, Stony Plain Road and 156 Street, and 156 Street and 95 Avenue.

Transit Oriented Development Guidelines

To support the long-term viability of LRT and to achieve the City's vision for a more compact and liveable Edmonton, Council approved Transit Oriented Development Guidelines (*TOD Guidelines*) in 2011. The *TOD Guidelines* describe development potential for sites within 400 m of LRT stations, and identify a variety of LRT station types.

All three of the Jasper Place LRT stations are identified in the *TOD Guidelines* as Neighbourhood Stations. Areas within 400m of the future stations are identified for a range of infill development, primarily town 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 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, including the four Jasper Place neighbourhoods. The goals of the RIGs are to:

- Foster residential infill that contributes to ongoing neighbourhood renewal and revitalization, and supports 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.

In March 2013, amendments were made to the Zoning Bylaw that reflect the direction of the *Residential Infill Guidelines*.

1.2.1.2 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 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 subarea.

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 sets 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.

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 a land use direction in the area, including areas for single and two family residential, multi-unit housing, as well as commercial and mixed use.

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."

1.2.1.3 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.

1.2.2 Consultation

1.2.2.1 Process summary

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.

This section will not be completed until the final community consultation event and will evolve with the additional feedback we receive from local stakeholders in the coming months.

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 and commitment shown by community members in providing their input and feedback.

1.2.2.2 Key consultation themes

A number of key themes emerged through the feedback received from residents, businesses and property owners in Jasper Place. Topics that can be addressed directly through policies in the Area Redevelopment Plan 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 West Jasper Place

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 multi-use trail 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

1.2.3 Observations and technical studies

This section provides information about the third important aspect of the ARP framework – the findings of technical studies that provide a picture of the realities on the ground in Jasper Place. This section includes a summary of:

- 1.2.3.1 The Learning Scenarios
- 1.2.3.2 Housing Assessment
- 1.2.3.3 Utilities and Sewer study
- 1.2.3.4 The Mobility Assessment

The following pages summarize key information from the studies that informed the ARP. More detail can also be found in the in the Civic Infrastructure sections for each subarea.

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 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 in the neighbourhoods
- 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 the 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 will need to be considered and 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 provide a statistical baseline
- 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 demographic changes in Jasper Place 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 the community input provided helped shape the guiding principles of the ARP.

Utilities and Sewer 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 this high level of redevelopment is not anticipated, this hypothetical scenario was chosen as a conservative level to ensure adequate capacity in more likely redevelopment scenarios.

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

The study 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 did find 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 any new redevelopment. The study did highlight the opportunity to incorporate Low Impact Development (LID) 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 hypothetical learning scenario projections to assess fire flow standards against current and potential future zoning requirements.

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 are highlighted in the existing Civic Infrastructure pages in Section 3.

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 for each subarea.

Mobility 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. The purpose of the study is 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.

A preliminary study has been submitted to the City and will be reviewed further over summer 2014. Some preliminary findings around pedestrian and cycling infrastructure have been incorporated in the Civic Infrastructure pages in Section 3.

Central Jasper Place Land Use and Transit Study

The intersection of 156 Street and Stony Plain Road is at the heart of the four Jasper Place neighbourhoods and a key corner along the Stony Plain Road commercial corridor. Building on Council's previous approvals, the arrival of the LRT offers an opportunity to integrate the existing Jasper Place bus transit centre with the new station at this important intersection.

Sustainable Development and Edmonton Transit Services (ETS) are undertaking a joint project to consider how the new LRT station at 156 Street and Stony Plain Road could be integrated with the existing transit centre. Design options are being tested and measured against the following criteria:

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

Two primary concepts were initially developed by the consultants. Option A was an off-street facility similar to the existing Jasper Place transit centre and Option B was a dedicated bus street adjacent to the LRT station. These options were shared at the November 2013 Jasper Place ARP open house, where local stakeholders had the opportunity to provide their feedback on the options and what they saw as the most important features of the transit centre. Safety, accessibility, shelter from adverse weather, and proximity to the future LRT station were all highlighted as priorities.

The consultants working on this study have worked to refine Options A and B to consider how they could be integrated in the Jasper Place context. Four

concepts have been developed, which are presented on the following page.

Following community feedback and further refinement work conducted over summer 2014, a recommendation for the transit centre will be included in the second draft of the ARP.

CONCEPT A

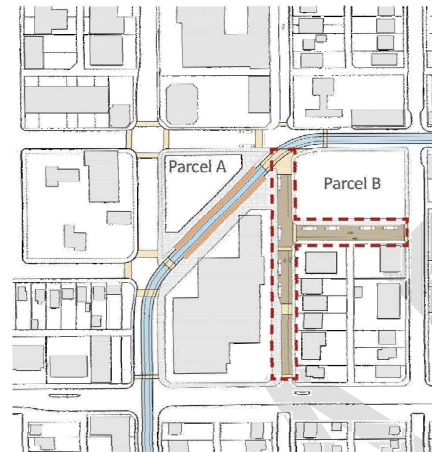


Bus activity is concentrated within the triangle parcel created by the proposed alignment of the LRT at the corner of 156 Street and Story Plain Road.

No development is possible on the triangle parcel.

General traffic and on street parking is allowed on 155 Street.

CONCEPT B

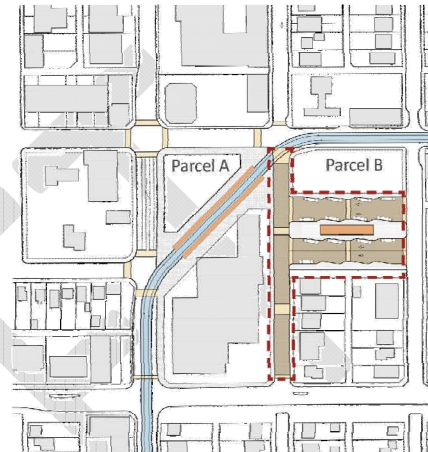


Bus activity is concentrated on 155th St and an expanded laneway south of the IGA site.

Parcel A and B are both available for redevelopment and investment.

General traffic is allowed on 155 Street but parking is reduced.

CONCEPT C

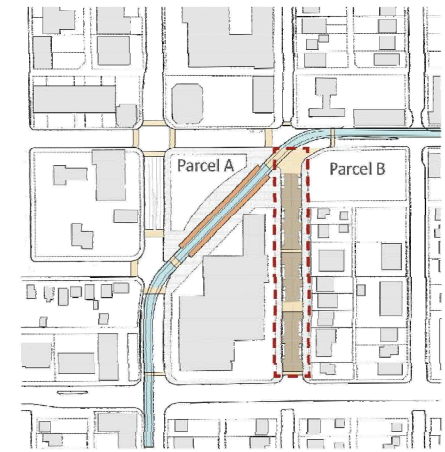


Bus activity is concentrated on the block between 155 and 154 Street south of the IGA site in a transit only bus loop.

Parcel A and a smaller parcel B are both available for redevelopment and investment.

General traffic is not permitted on 155 Street.

CONCEPT D



Bus activity is concentrated along a widened 155 Street on a bus only street.

Parcel A and B are both available for redevelopment and investment.

General traffic is not permitted on 155 Street.

All concepts provide the opportunity to redevelop the existing transit centre. Preliminary options consider row housing that fronts onto Butler Memorial Park in order to improve safety, and a walkway that would connect 157 Street to 100 Avenue.

Figure 3: Central Jasper Place Land Use and Transit Study preliminary concepts

2. Plan Vision

2.1 Vision

The ARP **supports the enhancement of 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 on existing pedestrian and cycling facilities, and by highlighting opportunities for a more continuous network within and beyond the Plan area.

The ARP **supports the livability of neighbourhoods** through investment in parks, amenities and infrastructure.

2.2 Strategic Approach

The Jasper Place ARP facilitates strategic land use change over the medium range time frame of 15-20 years. Redevelopment opportunities are concentrated on Stony Plain Road to establish a community focal point and to generate a critical mass of positive change. This approach is also intended to avoid contributing to existing patterns of development in Jasper Place. Many properties are currently not developed to the full allowance permitted under existing zoning, a condition which may lead to disinvestment through speculation on high opportunity properties. 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 level of opportunity provided in the Jasper Place ARP has also 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.

2.2 Guiding principles

The 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.

The icons shown next to the Guiding Principles are used in the following sections to show how the principles were used as a foundation for the analysis of existing conditions in Jasper Place. They are also used as a quick way to see which Guiding Principles each policy is intended to address.



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). It is also based on observations which found that some public spaces in Jasper Place were isolated and not overlooked by adjacent properties.



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 between different scales of buildings. 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), and observations of the existing land use mix around the future stations.



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, access to, and variety of parks and open space varies throughout the area.



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). It also supports technical studies that identified potential future upgrades to optimize local infrastructure systems.



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.



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 existing and potential commercial space, beyond what can be supported by the local population.

3. Plan concept

3.1 Overall plan concept

The map below provides an overview of the full Jasper Place redevelopment concept that supports the vision and guiding principles.

The full plan area has been broken down into smaller subareas, which are detailed in the following section.

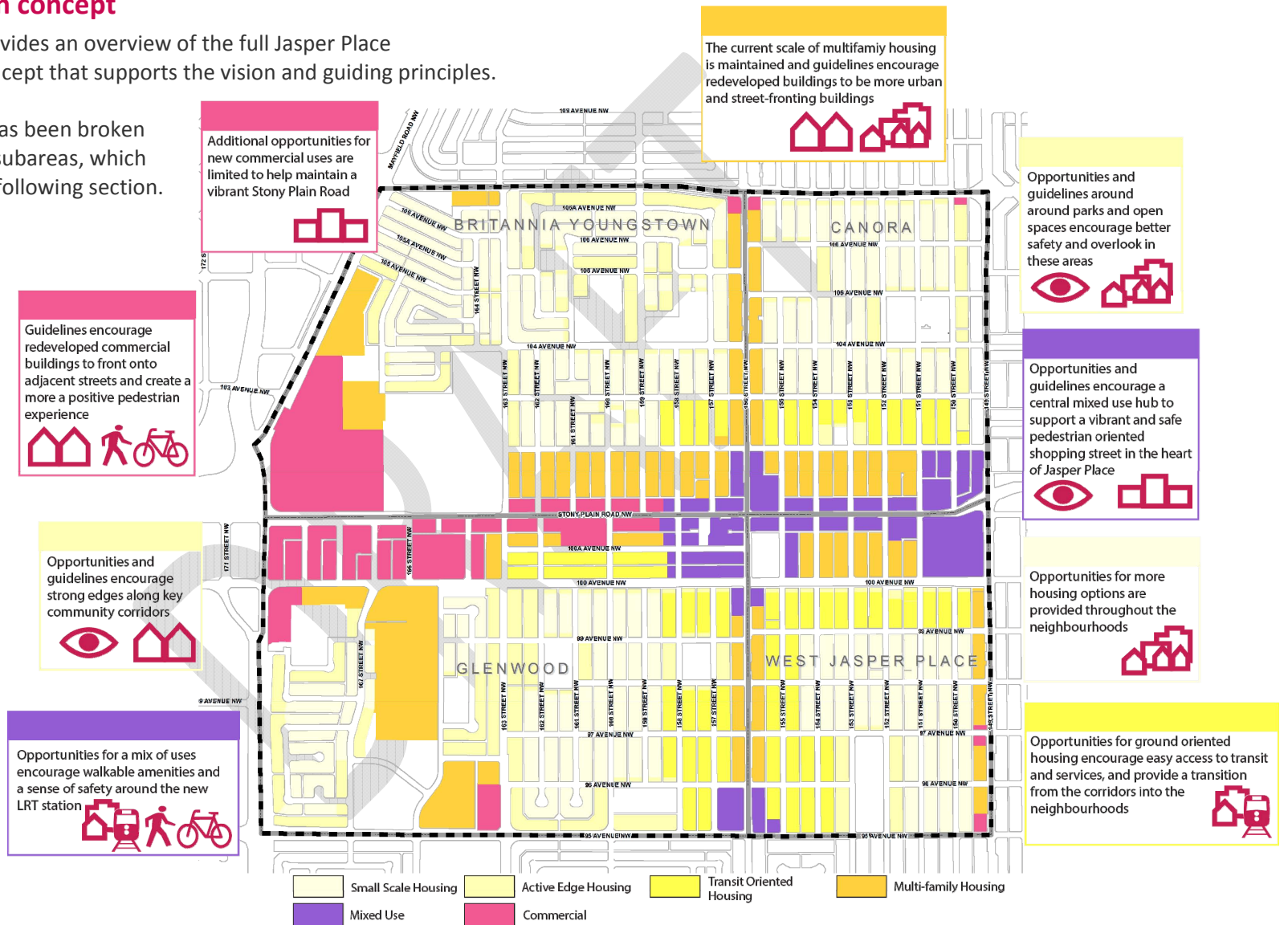


Figure 4: Overall Plan Concept

3.2 Plan subareas

To reflect the individual characteristics of each neighbourhood while also addressing the Stony Plain Road commercial corridor as a comprehensive whole, the plan area was broken down into five subareas, shown in figure 5:

- Britannia Youngstown
- Canora
- Glenwood
- West Jasper Place
- Stony Plain Road Corridor

A chapter for each subarea provides analysis and policies for **land use** and **civic infrastructure**.

Land use

The **land use** portion of each subarea chapter starts with a description of the history and current conditions of the subarea. An existing conditions map is provided that highlights key land use observations. It should be noted that the statistical information provided in the existing land use section is drawn from the 2012 Edmonton Municipal Census and refers to the full neighbourhood area rather than the more focused subarea.

The existing conditions map is followed by a description of the land use vision for the subarea and accompanied by a concept land use map. The map contains six colours that represent different types of land use opportunities. The map also includes a brief description of key land use policies in the subarea.

A series of policy tables follow the concept land use map. The tables provide greater detail on the key land use policies. The tables set out:

- The **purpose** of providing opportunities in various locations
- The **opportunities** for different building types in various locations
- The **key policies** that guide building and site design features

As set out in Section 1.1.3, the land use policies should be referred to in a number of instances, including:

- Purchasing, redeveloping or renovating properties in Jasper Place
- Rezoning in Jasper Place
- Discretionary development in Jasper Place

Civic infrastructure

The **civic infrastructure** portion of each chapter begins with a description of existing conditions in the subarea and a map that highlights key findings. A civic infrastructure concept map is then provided that sets out recommended actions in the area.

The civic infrastructure map is followed by three policy tables that highlight key actions recommended for:

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

As set out in Section 1.1.3, the Civic Infrastructure policies should be used to inform City projects and investment. All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

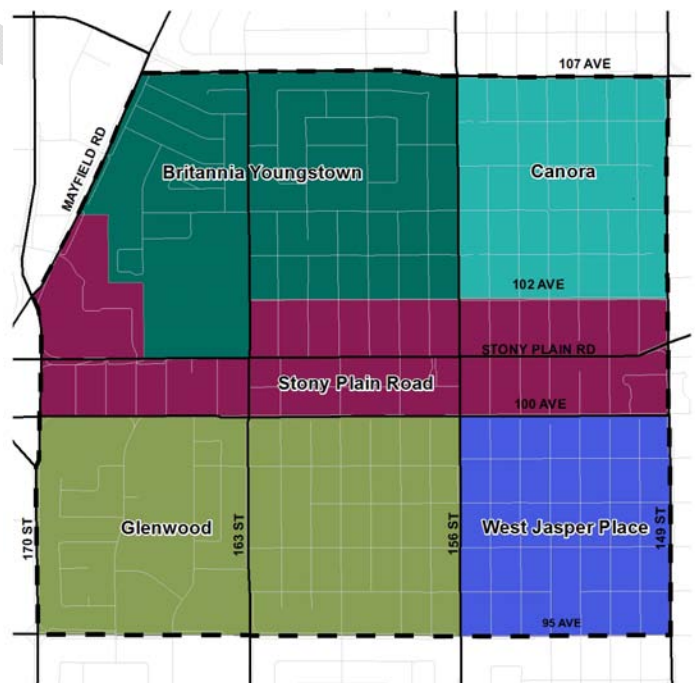
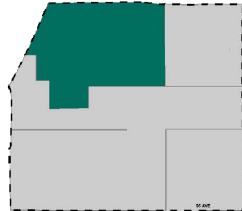


Figure 5: Jasper Place subareas

Britannia Youngstown Subarea – Existing Land Use

Subarea boundary

The Britannia Youngstown subarea is in the northwest quadrant of Jasper Place, and is bounded by 107 Avenue to the north, 156 Street to the east, 102 Avenue to the south, and 170 Street/Mayfield Road to the west.



Development history

Britannia and Youngstown were originally two separate subdivisions within the former Town of Jasper Place. The Britannia area was originally developed in the early 1950s, while the Youngstown area was developed in the later 1950s. The Westlawn Cemetery, located in the south west of the neighbourhood, was also developed in the early 1950s.

Current conditions

The Britannia Youngstown subarea is mainly residential. Small scale housing is the dominant land use throughout most of the subarea. Low rise multi-family buildings have also been developed along 156 Street and there are a number of larger townhouse developments to the west of the subarea.

Almost half of all residential units in Britannia Youngstown are located in walk up apartment buildings. Single detached houses are the second most common housing form in Britannia Youngstown, representing just under 40% of the total residential units. Row housing, duplexes and fourplexes 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.

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

There are a number of larger housing complexes with minimal access to the surrounding neighbourhood and adjacent services



Buildings back on to 107 Avenue and do not present a strong image of Britannia Youngstown to the street



Properties flanking and backing on to parks generally do not provide good overlook for these spaces



A majority of properties along 156 Street are developed to an appropriate scale to provide multi-family housing



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



Most housing units are either apartments or single detached housing, with some additional housing options provided south of 104 Avenue



There is a sharp transition from apartment buildings to single detached homes along 163 Street and few units overlooking the cemetery green space or school site

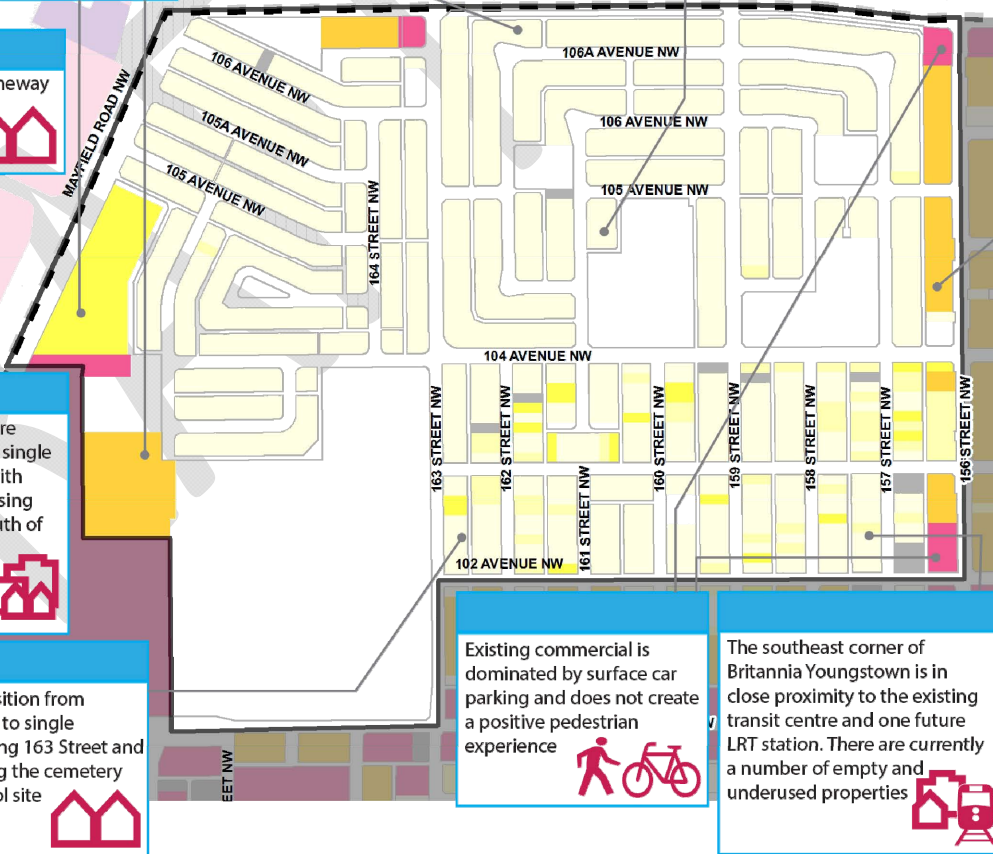


Figure 6: Britannia Youngstown subarea existing land use

Britannia Youngstown Subarea – Proposed Land Use

It is envisioned that the Britannia Youngstown subarea 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.

Redevelopment opportunities are located and scaled to take advantage of proximity to future transit services at 156 Street, and to support the viability of Stony Plain Road.

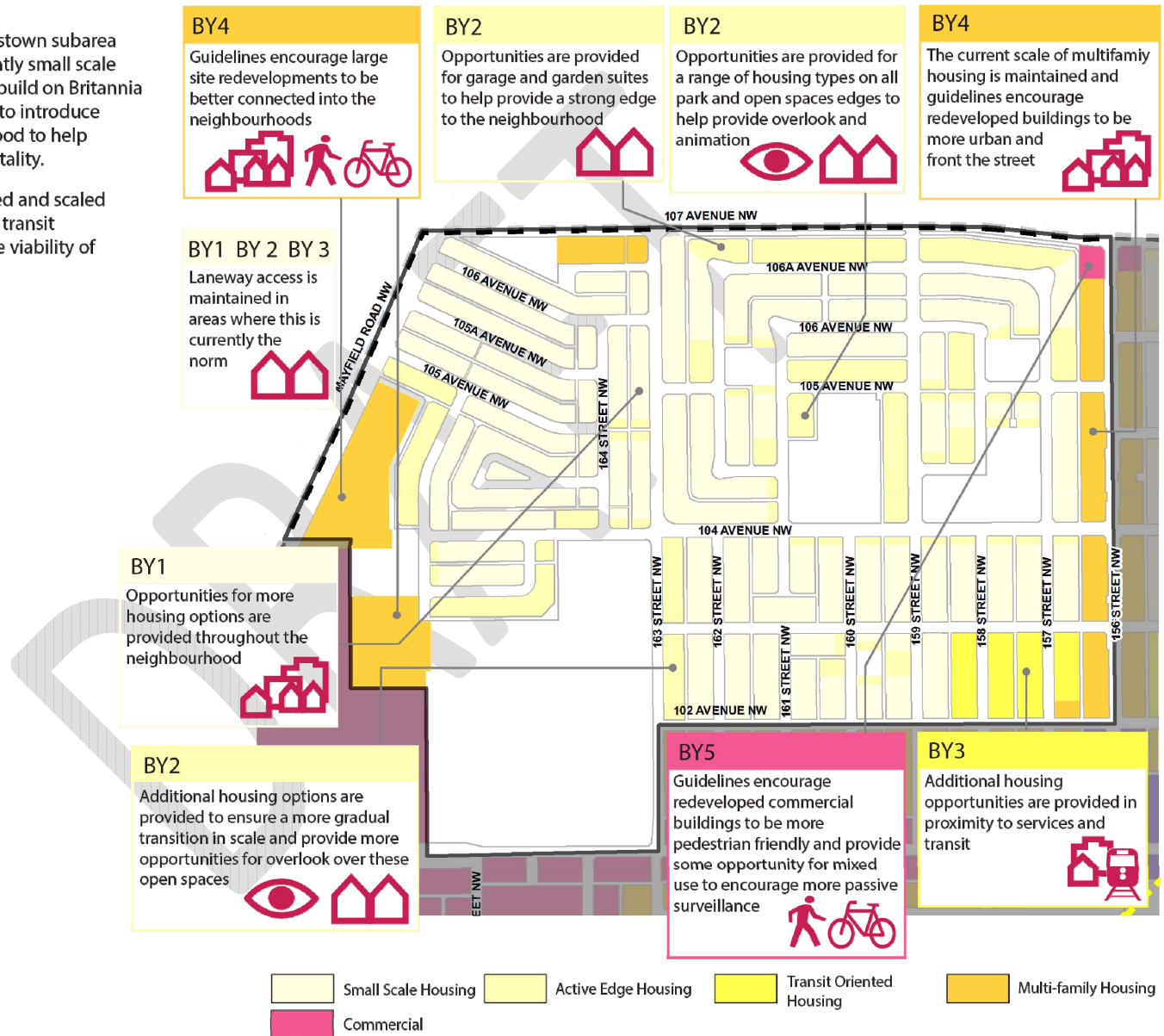


Figure 7: Britannia Youngstown concept land use map

Small scale housing

BY1

Purpose

To allow incremental change over time in established residential areas to provide additional small scale, ground-oriented housing choices and opportunities for walkable services and amenities

Opportunities

- Single detached houses and single detached houses with secondary suites
- 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 convenience commercial

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 development permit for Discretionary Development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
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

BY2

Purpose

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

Opportunities

- Row houses on sites fronting, flanking, abutting or adjacent to parks, open space, and pedestrian throughways
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw and sites fronting, flanking, abutting or adjacent to parks, open space, and public walkways
- Garage or garden suites in locations specified by the Zoning Bylaw, as well as on properties backing onto a park separated by a laneway, and properties adjacent to pedestrian cut through paths
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways and parks, 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. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

Transit oriented housing

BY3

Purpose

To encourage a range of ground-oriented housing options to services and transit

Opportunities

- Row houses and urban character row houses
- Duplexes/semi-detached houses
- Garage or garden suites
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency 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 units located on a corner.
5. Reduced front setbacks are encouraged in order to support more urban, street-oriented buildings. Front setbacks greater than provided in the Zoning Bylaw are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.

DRAFT

Multi-family housing

BY4

| Purpose | Opportunities | Policies |
|--|--|--|
| <p>To provide a range of housing options along main community corridors and on large redevelopment sites</p> | <ul style="list-style-type: none"> • Row and stacked row housing up to 4 storeys • Low rise apartment housing up to 4 storeys • Small scale convenience commercial located on the ground floor of residential buildings | <ol style="list-style-type: none"> 1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines. 2. Ground-oriented building forms including stacked row housing and row housing are preferred. 3. 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. 4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency at ground level for residential uses and 70% for commercial uses, and window, patio and balcony placement that maximizes privacy for adjacent properties. 5. Reduced front setbacks are encouraged in order to create a more street-fronting building. Front setbacks greater than provided in the Zoning Bylaw are discouraged. 6. Mature trees should be retained when possible and replaced when not. 7. Development should incorporate Low Impact Development (LID) features. 8. 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. 9. On large site redevelopments (over 1ha), the following site layout elements should be incorporated: <ol style="list-style-type: none"> a. Buildings should be arranged in a block form with clear internal grid/block layout b. Buildings should be oriented towards adjacent streets including both fronting and flanking streets, and the laneways to the north and east of the large site between 104 Ave and 105 Ave along Mayfield Road c. Direct pedestrian routes through the site, including connecting 104 Avenue, 102a Avenue and 102b Avenue to the Mayfield Common site, with potential consideration of vehicular connection from 104 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 be dispersed, including clustering parking into smaller parking lots divided with landscaping and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines 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 |

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. Enclosed parking is strongly encouraged and all parking entrances should be located at the back of buildings. On street car parking is encouraged where possible
2. Mixed use buildings, including residential and office may be permitted
3. Buildings should be street oriented and provide active frontage on all adjacent streets
4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level
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.

Britannia Youngstown Subarea – 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.

The parks analysis undertaken in Britannia Youngstown found that the neighbourhood is well served by park space in terms of in terms of population, distance and access, and diversity.

Mobility

The street pattern south of 104 Avenue is a regular grid, creating 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 LRT station located at 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.

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 water mains on 163 Street may be required to meet optimal fire flow requirements in the future.

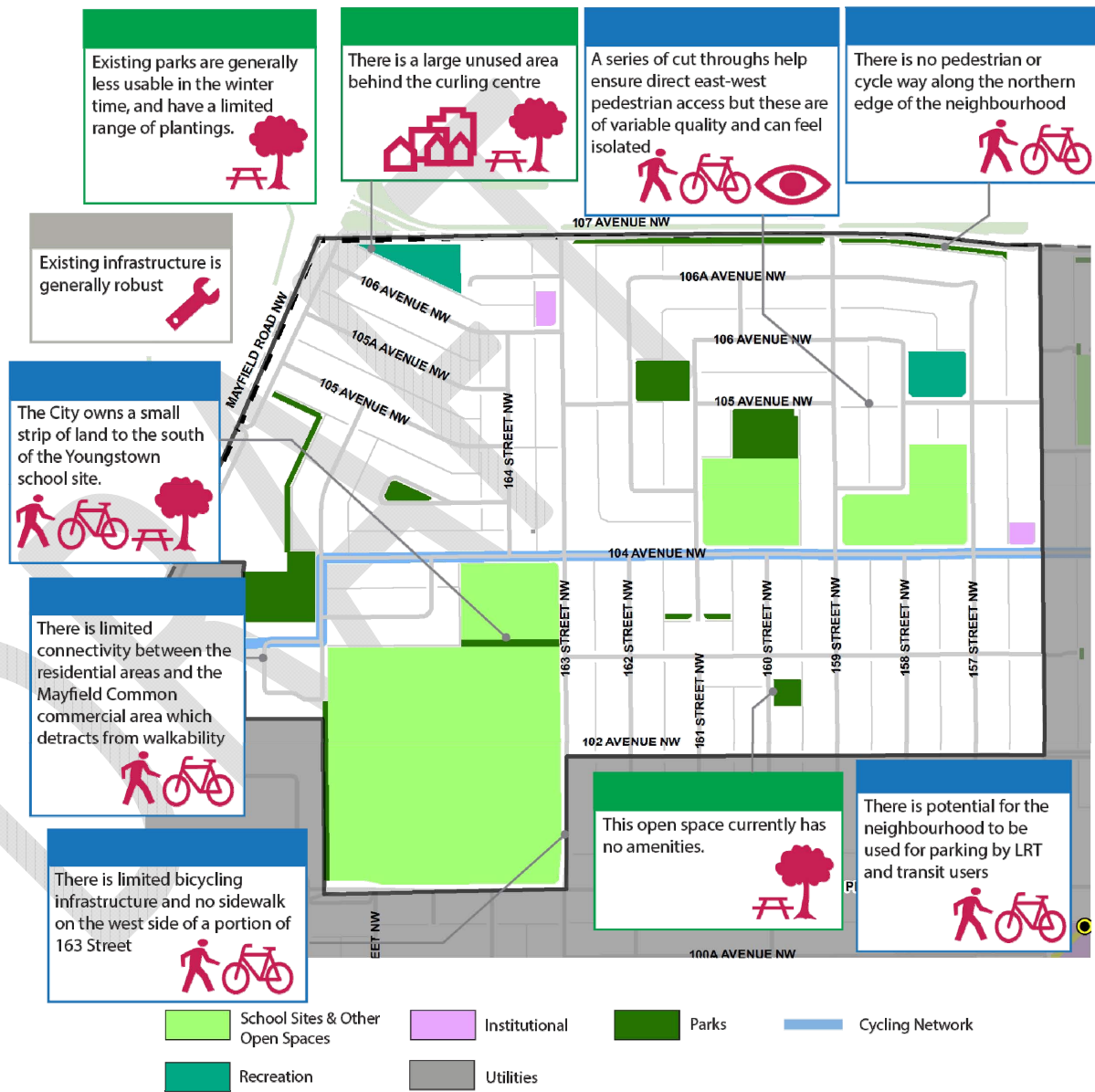


Figure 8: Britannia Youngstown existing civic infrastructure

Britannia Youngstown Subarea – Proposed Civic Infrastructure

Parks and open spaces

Opportunities for the enhancement of existing park and open space are highlighted in the civic infrastructure section, including upgrades to the existing park on 160 Street and increasing 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

Opportunities to enhance connectivity in the subarea are identified. 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 highlighted.

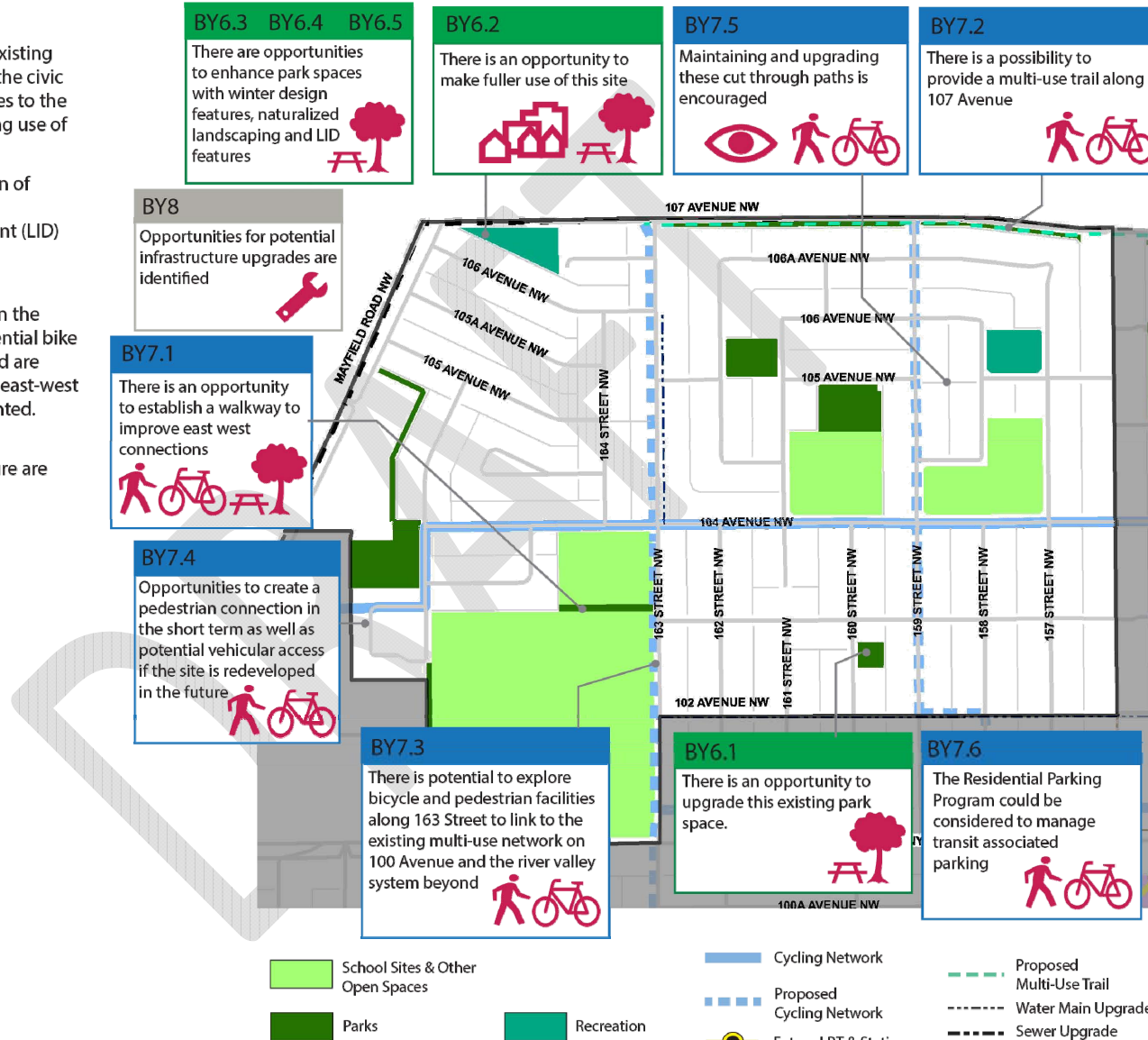


Figure 9: Britannia Youngstown proposed civic infrastructure

CIVIC INFRASTRUCTURE POLICIES

Britannia Youngstown subarea

This table highlights the key actions that were identified as part of the ARP process, and policies to help guide future City investment.

All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

| Parks and open space | | BY6 |
|--|---|-----|
| Objective | | |
| To enhance existing parks and open space, and to improve access to these amenities. | | |
| Key actions and policies | Implementation resources & links to other City initiatives | |
| 1. The opportunity to upgrade the existing park on 160 Street south of 103 Avenue should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Opportunities to enhance unused land associated with the curling club should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Any park upgrades should include winter weather adaptations as set out in the Winter City Strategy and any associated design guidelines, including consideration of wind protection and solar access where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. Any park upgrades should incorporate naturalized landscaping features to promote biodiversity and reduced watering requirements where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 5. Any park upgrades should explore opportunities to include LID features in parks and open spaces where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |

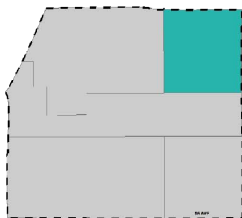
| Mobility network | | BY7 |
|---|---|-----|
| Objective To promote the walkability of the neighbourhood and improve connectivity within Britannia Youngstown and to adjacent communities. | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. Redevelopment of the existing parks trail to connect the laneway at 102b Avenue to 163 Street should be considered in consultation with the Youngstown Elementary School. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. The feasibility of providing a multi-use trail along 107 Avenue should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. The feasibility of providing bicycle and pedestrian facilities along 163 Street should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. Opportunities to improve connectivity to the Mayfield Common shopping site from surrounding residential neighbourhoods should be explored, including potential vehicular access joining 104 Avenue to Mayfield Road. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 5. The existing cut through path on 105 Avenue should be maintained and opportunities to improve feelings of safety through lighting and overlook should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 6. The Residential Parking Program should be considered for areas in proximity to the LRT station to ensure parking is maintained for residents. | <i>City staff to review feasibility and refine over summer 2014</i> | |

| Utilities | | BY8 |
|--|---|-----|
| Objective To encourage adequate utilities infrastructure now and in the future. | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Low Impact Development features should be considered as part of City investments in the area. | <i>City staff to review feasibility and refine over summer 2014</i> | |

Canora Subarea – Existing Land Use

Subarea boundary

The Canora subarea is in the northeast quadrant of Jasper Place, and is bounded by 107 Avenue to the north, 149 Street to the east, 102 Avenue to the south, and 156 Street to the west.



Development history

Canora was once part of the Town of Jasper Place. Development in this area began in the 1930s. The majority of residential dwellings in the area were single detached units. Over time and particularly in the 1970s, many properties in the neighbourhood were redeveloped with duplexes and low rise apartment buildings, particularly along 156 Street and south of 102 Avenue.

Current conditions

The Canora subarea is mainly residential with small pockets of commercial along 107 Avenue. 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 building ages in Canora, with a roughly even split between those built before and after 1970, making half of buildings over 45 years old.

Future LRT stations located on Stony Plain Road at 150 and 156 Street will serve the Canora neighbourhood.

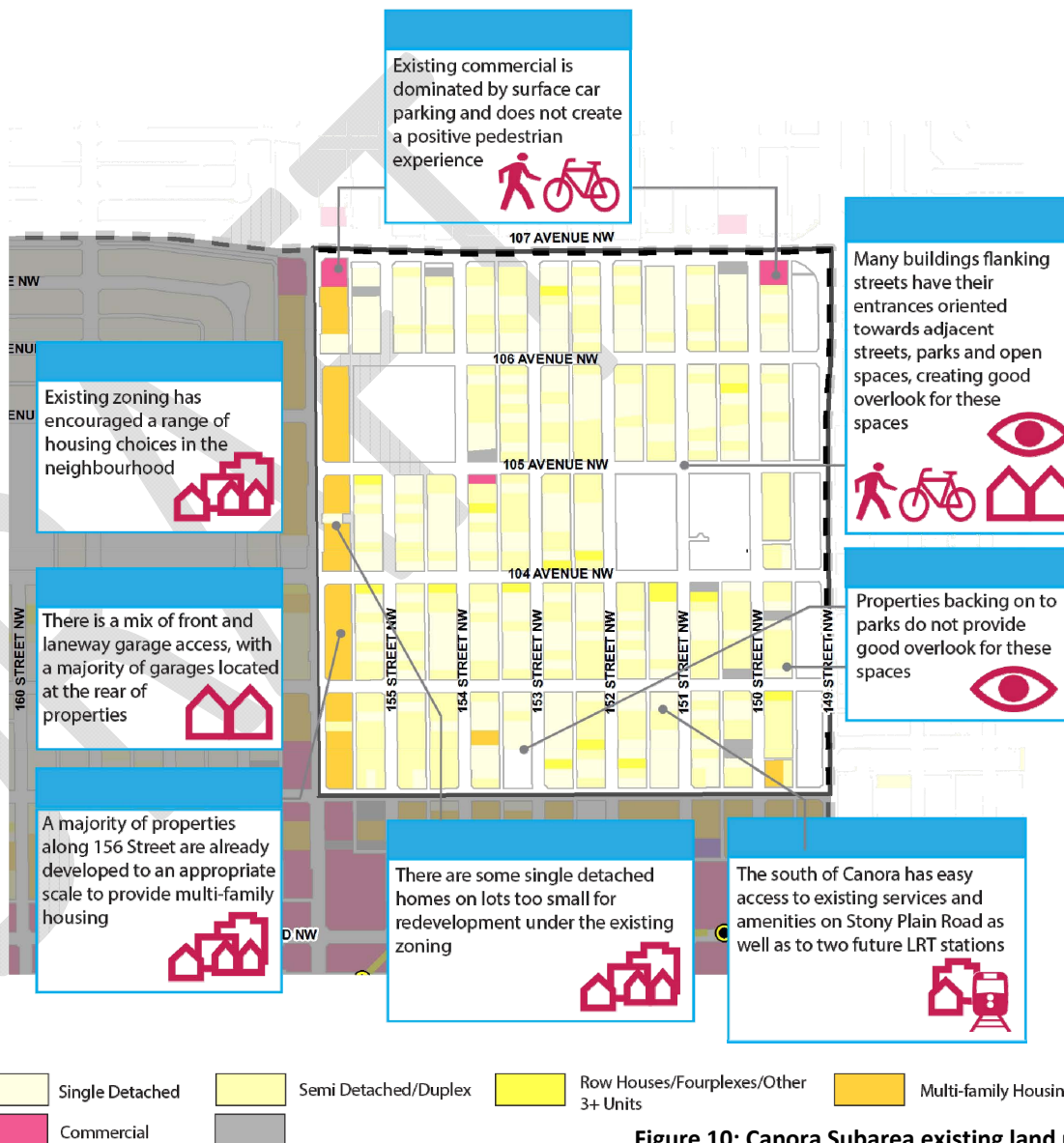


Figure 10: Canora Subarea existing land use

Canora Subarea – Proposed Land Use

It is envisioned that the Canora subarea 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 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.

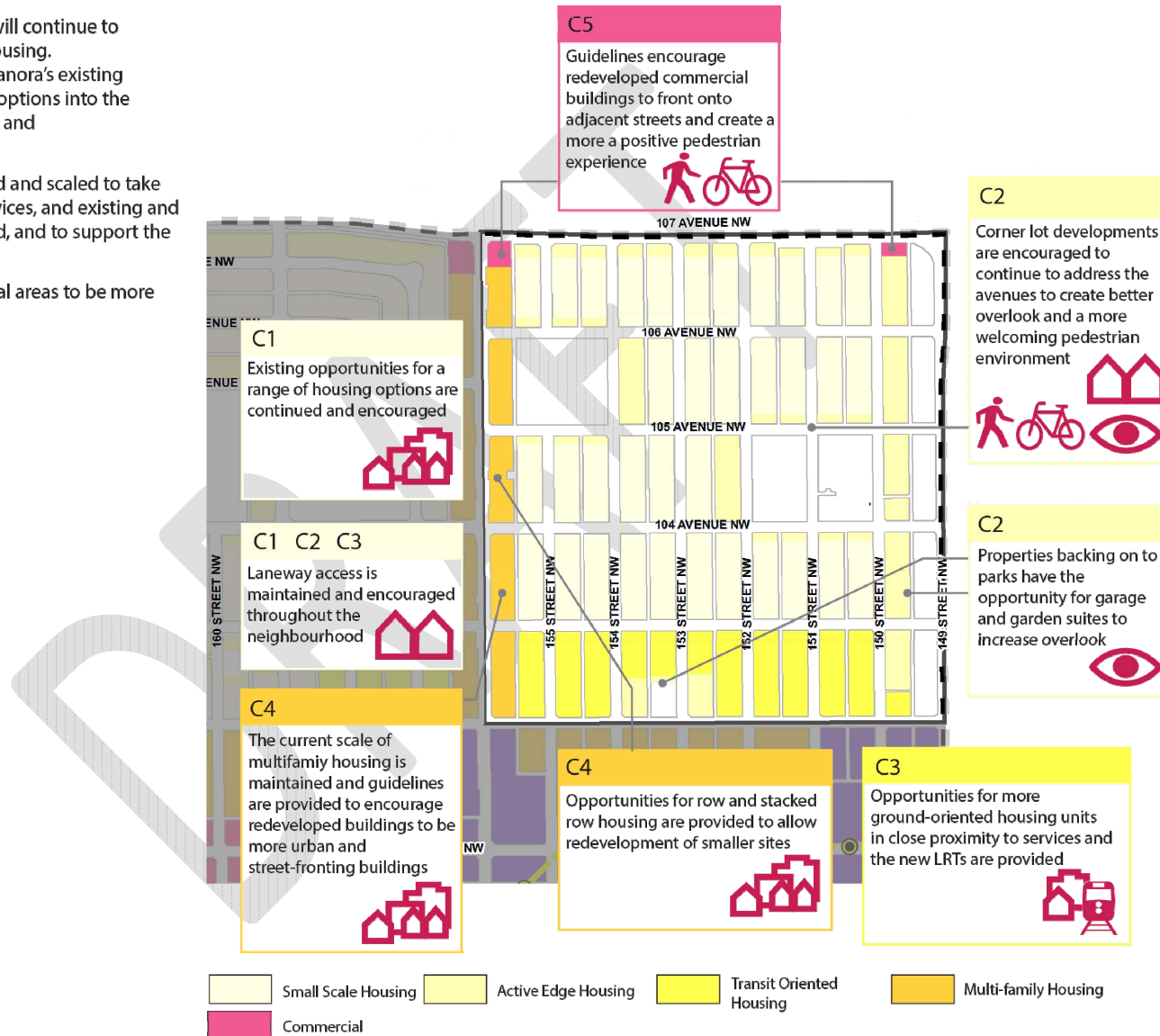


Figure 11: Canora subarea proposed land use

Small scale housing

C1

Purpose

To support the ongoing incremental change in established residential areas in order to provide additional small scale, ground-oriented housing choices and to provide opportunities for walkable services and amenities.

Opportunities

- Single detached houses and single detached houses with secondary suites
- 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 convenience commercial

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 development permit for Discretionary Development, the development officer should consider if the buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
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

C2

Purpose

To support a safe neighbourhood by focusing a variety of 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 on sites fronting, flanking, abutting or adjacent to parks, and open space, and properties on 150 Street between 102 Ave and 103 Ave
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw and sites fronting, flanking, abutting or adjacent to parks, open space, and properties on 150 Street between 102 Ave and 103 Ave
- Garage or garden suites in locations specified by the Zoning Bylaw, as well as on properties backing onto a park separated by a laneway, and properties adjacent to cut through paths
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 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 a street or laneway.
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 and urban character row houses
- Duplexes/semi-detached houses
- Garage or garden suites
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency 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 provided in the Zoning Bylaw are discouraged. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
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 sites

Opportunity

- Row and stacked row housing up to 4 storeys
- Low rise apartment housing up to 4 storeys
- Small scale convenience commercial located on the ground floor of residential buildings

Policies

1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines.
2. Ground-oriented building forms including stacked row housing and row housing are preferred.
3. 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.
4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency at ground level for residential uses and 70% for commercial uses, and window, patio and balcony placement that maximizes privacy for adjacent properties.
5. Reduced front setbacks are encouraged in order to create a more street-fronting building.
6. Mature trees should be retained when possible and replaced when not.
7. Development should incorporate Low Impact Development (LID) features.
8. 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 parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings. On street car parking is encouraged where possible
2. Mixed use buildings, including residential and office may be permitted
3. Buildings should be street oriented and provide active frontage on all adjacent streets
4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level
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 Subarea – Existing Civic Infrastructure

Parks and open spaces

Open spaces and community facilities in the Canora subarea include Canora Park, St. Anne Park, Holy Cross School, Brightview School, and the linear park along 149 Street. The MacKinnon Ravine is also located nearby to the south east corner of the neighbourhood at 149 Street and Stony Plain Road.

The parks analysis undertaken in Canora found the neighbourhood is well served by park space in terms of in terms of population, distance and access, and diversity.

Mobility

There is a consistent street grid throughout the Canora subarea, creating 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 LRT stations on Stony Plain Road at 150 Street and 156 Street.

Canora has recently gained a multi-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 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.

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.

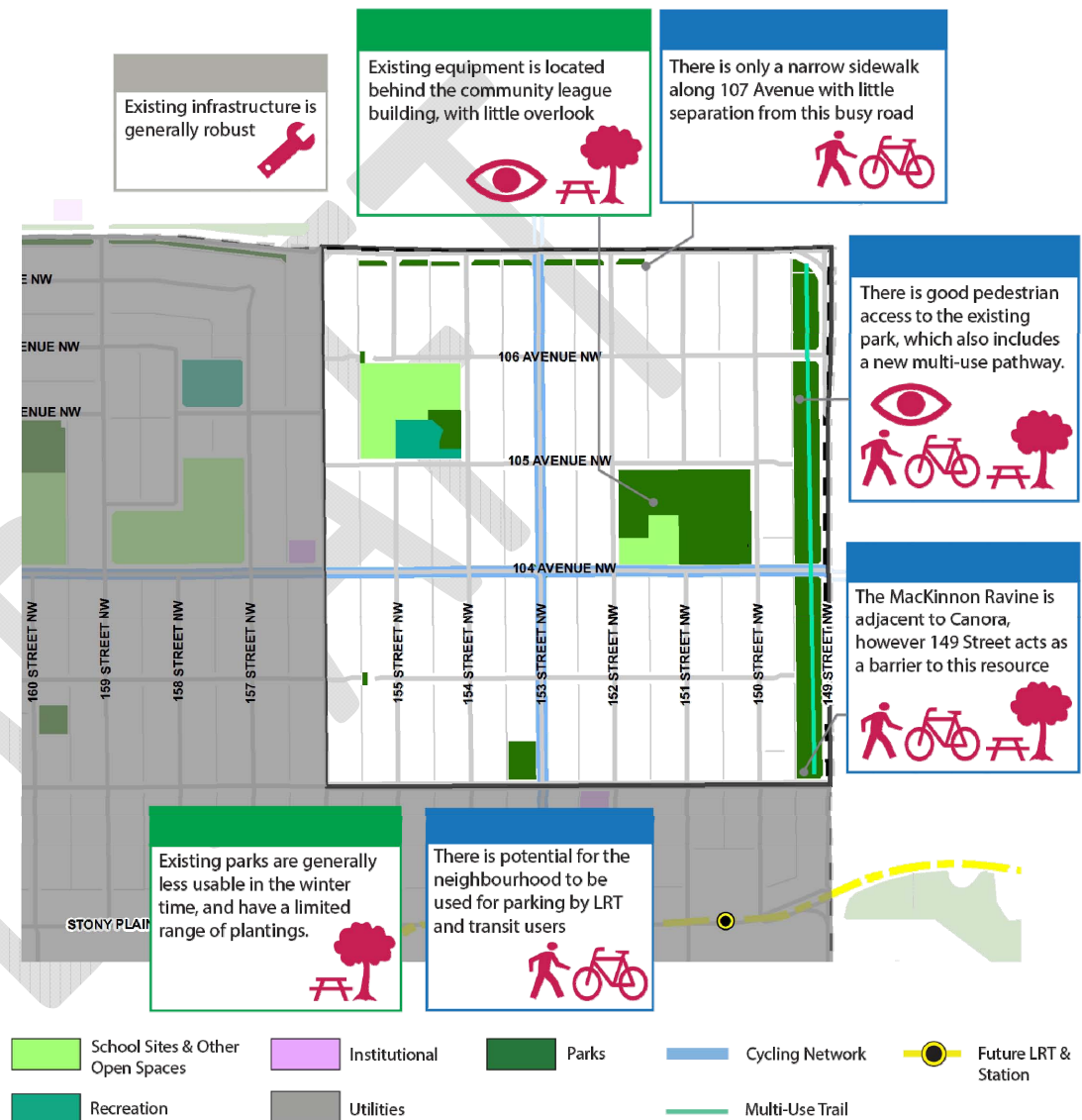


Figure 12: Canora subarea existing civic infrastructure

Canora Subarea – Proposed Civic Infrastructure

Parks and open spaces

Opportunities to enhance existing park and open space are highlighted in the civic infrastructure section, including new layouts and features to make the most of existing sites.

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

Mobility

An opportunity for a new multi-use trail along 107 Avenue is highlighted and existing pedestrian routes to park space are maintained.

Infrastructure

Areas for potential upgrading in the future are highlighted.

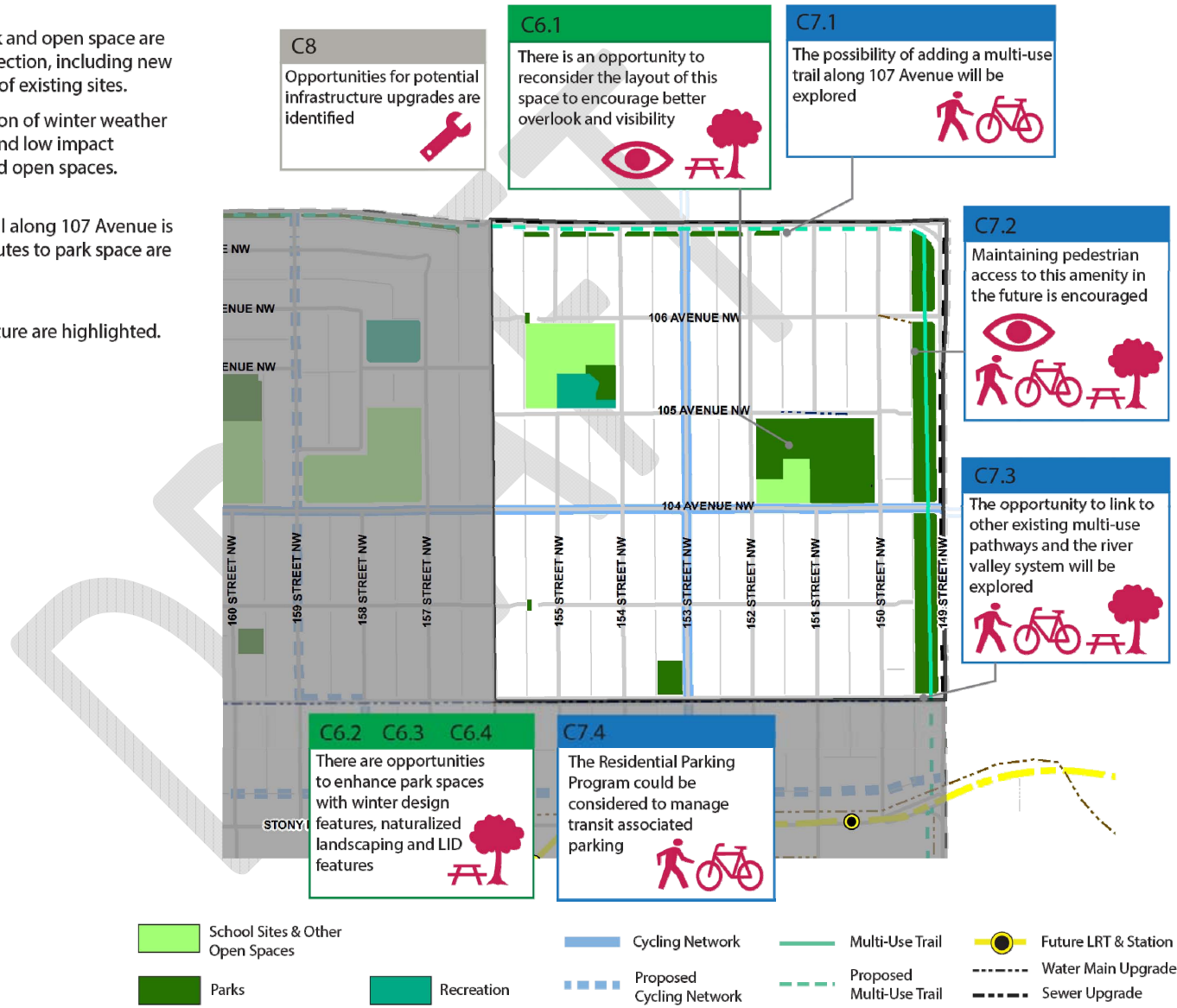


Figure 13: Canora subarea proposed civic infrastructure

CIVIC INFRASTRUCTURE POLICIES

Canora subarea

This table highlights the key actions that were identified as part of the ARP process, and policies to help guide future City investment.

All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

| Parks and open space | | C6 |
|--|---|----|
| <p>Objective To enhance existing parks and open space, and to improve access to these amenities.</p> | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. Opportunities to reconsider the layout of the existing Community League to make play equipment more visible and better overlooked should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Any park upgrades should include winter weather adaptations, including consideration of wind protection and solar access where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Any park upgrades should incorporate naturalized landscaping features to promote biodiversity and reduced watering requirements where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. Any park upgrades should explore opportunities to include LID features in parks and open spaces where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |

Mobility network

C7

Objective

To promote the walkability of the neighbourhood and improve connectivity within Canora and to adjacent communities.

Key policies

Implementation resources & links to other City initiatives

| | |
|---|---|
| 1. The feasibility of widening of the sidewalk along 107 Avenue into a multi-use trail should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> |
| 2. Pedestrian access from avenues should generally be maintained into the linear park along 149 Street. | <i>City staff to review feasibility and refine over summer 2014</i> |
| 3. The opportunity to link the 149 Street multi-use trail to other amenities and trails in the area should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> |
| 4. The Residential Parking Program should be considered for areas in proximity to LRT stations to ensure parking is maintained for residents. | <i>City staff to review feasibility and refine over summer 2014</i> |

Utilities

C8

Objective

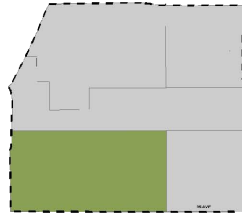
To encourage adequate utilities infrastructure now and in the future.

| | |
|--|---|
| 1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> |
| 2. Low Impact Development features should be considered as part of City investments in the area. | <i>City staff to review feasibility and refine over summer 2014</i> |

Glenwood Subarea – Existing Land Use

Subarea boundary

The Glenwood subarea is in the southwest quadrant of Jasper Place, and is bounded by 100 Avenue to the north, 156 Street to the east, 95 Avenue to the south, and 170 Street to the west.



Development history

Glenwood was once part of the Town of Jasper Place. Development in Glenwood began in the 1950s and carried into the 1960s. Original development mainly consisted of single detached homes. Over time, low and some medium rise apartments have been introduced into the neighbourhood, primarily along 156 Street and 165 Street, as well as a number of row housing complexes. A commercial site was also established at the corner of 163 Street and 95 Avenue.

Current conditions

The Glenwood subarea is largely residential. Detached houses are primarily bungalows with large front and back yards, and rear garages accessed via back alleys. Apartment buildings include individual street-oriented buildings, as well as groups of buildings oriented towards internal green spaces.

Just over half of housing units in the Glenwood neighbourhood 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.

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

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



Houses tend to flank adjacent avenues with side fences and garages, creating less welcoming streets for walking



There are limited housing options aside from apartments and single detached houses.



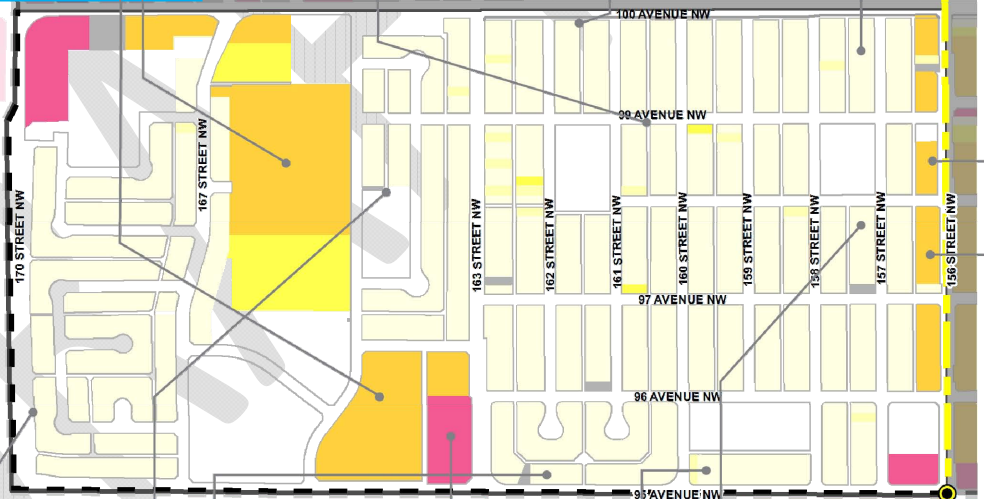
Houses on the east side of Glenwood have great access to the existing transit avenue on 156 Street and two future LRT stations



Existing patterns of development disconnected areas west of 165 Street from the rest of the neighbourhood



Buildings face away from 100 Avenue and the multi-use trail located there.



The open space along 170 Street is isolated and poorly overlooked by adjacent houses



Service roads along 95 Avenue and 163 Street create a wide street profile that is out of scale with existing houses



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



Properties flanking and backing on to parks generally do not provide good overlook for these spaces



A majority of properties along 156 Street are developed to an appropriate scale to provide multi-family housing

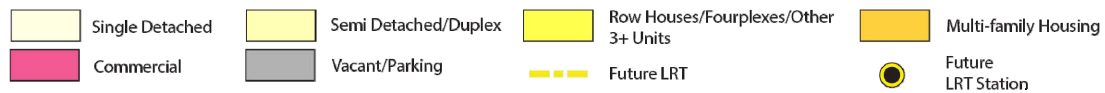


Figure 14: Glenwood subarea existing land use

Glenwood Subarea – Proposed Land Use

It is envisioned that the Glenwood subarea will continue to evolve with predominantly small scale housing, with opportunities for incremental redevelopment 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.

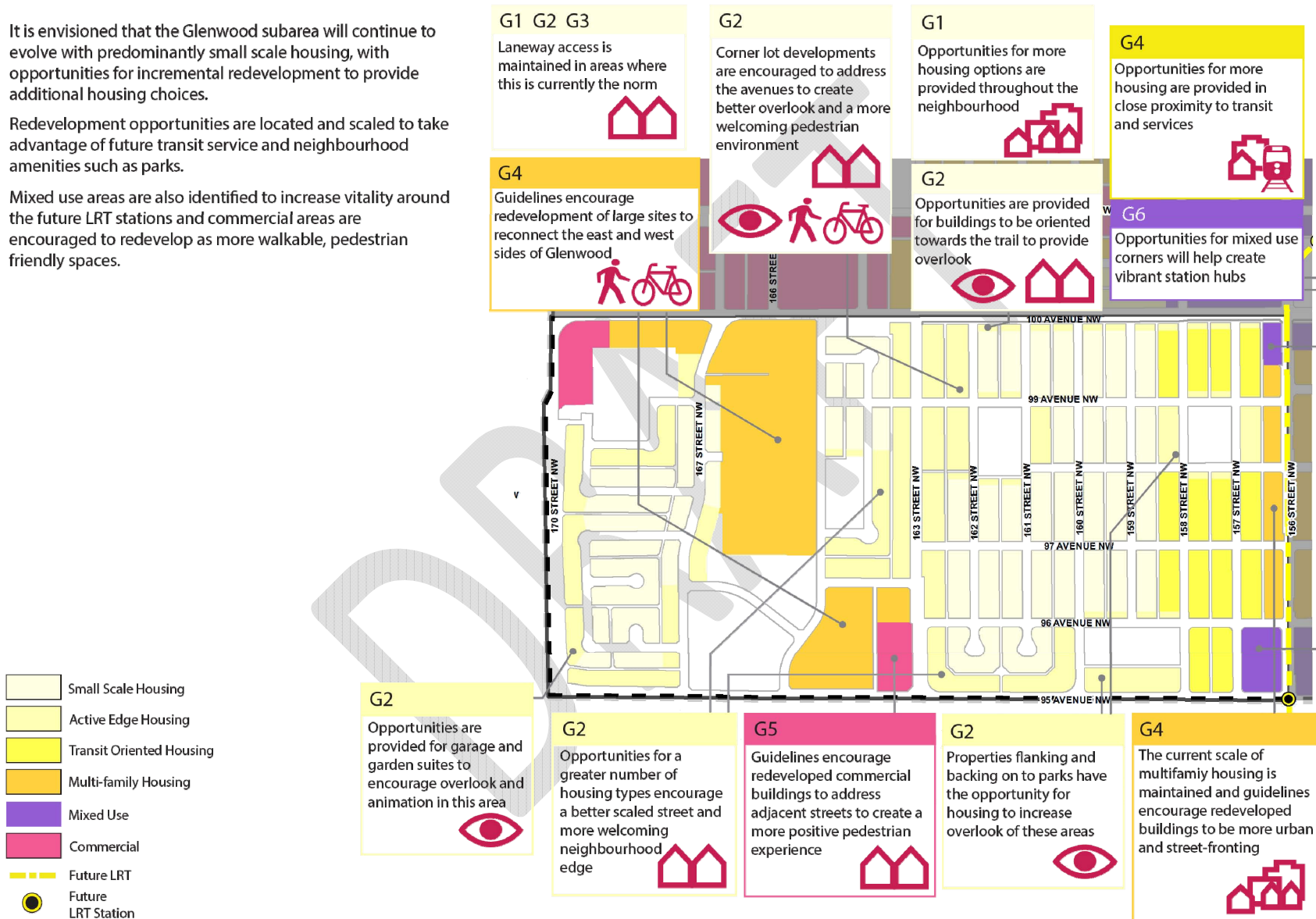


Figure 15: Glenwood subarea proposed land use

Small scale housing

G1

Purpose

To allow incremental change over time in established residential areas in order to provide additional small scale, ground-oriented housing choices and opportunities for walkable services and amenities

Opportunities

- Single detached houses and single detached houses with secondary suites
- 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 convenience commercial

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should consider if buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway
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

G2

Purpose

To support a safe neighbourhood by focusing a variety of housing opportunities around parks and open spaces to increase visibility and overlook in these areas; to create a strong neighbourhood frontage along key community corridors and multi-family housing

Opportunities

- Row houses on sites fronting, flanking, abutting or adjacent to parks, open space, and pedestrian throughways; properties along 163 Street and 95 Avenue; properties flanking 100 Avenue; and properties on 96A Avenue
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw and sites fronting, flanking, abutting or adjacent to parks, open space and properties along 163 Street and 95 Avenue
- Garage or garden suites in locations specified by the Zoning Bylaw and on properties backing onto laneways that border parks and the laneway between 170 Street and 169 Street
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway
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 multi-use trail along 100 Avenue is encouraged in order to support the construction of housing facing trail along 100 Avenue. Rear laneways should be provided 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 and urban character row houses
- Duplexes/semi-detached houses
- Garage or garden suites
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency 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. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway
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
- Low rise apartment housing
- Small scale convenience commercial located on the ground floor of residential buildings

Policies

1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from the Section F3(4) of the Residential Infill Guidelines
2. Ground-oriented building forms including stacked row housing and row housing are preferred
3. 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
4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency at ground level for residential uses and 70% for commercial uses, and window, patio and balcony placement that maximizes privacy for adjacent properties
5. Reduced front setbacks are encouraged in order to create a more street-fronting building
6. Mature trees should be retained when possible and replaced when not
7. Development should incorporate Low Impact Development (LID) features
8. 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
9. On large site redevelopments (over 1ha), the following site layout elements should be incorporated:
 - a. Direct pedestrian routes through the site, including providing east-west connections, including connecting the two segments of 96 Avenue, connecting 99 Avenue from 165 Street to 167 Street, and/or 98a Avenue from 167 Street to 165 Street
 - b. No internal block face extending for greater than 48m should be provided
 - c. Buildings should be oriented towards adjacent streets including both fronting and flanking streets, and the laneways to the north and east of the large site between 104 Ave and 105 Ave along Mayfield Road
 - d. Direct pedestrian routes through the site with no internal block face extending for greater than 48m should be provided
 - e. Parking should not dominate interior courtyards and should be dispersed, including clustering parking into smaller parking lots divided with landscaping and comply with the parking design guidelines from the Section F3(4) of the Residential Infill Guidelines
 - 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 setback

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 parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings. On street car parking is encouraged where possible
2. Mixed use buildings, including residential and office may be permitted
3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level
4. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets.
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 and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from the Section F3(4) of the Residential Infill Guidelines
2. Buildings may include a mix of commercial, office, retail and residential uses
3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level
4. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets. Setbacks to accommodate 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.

Glenwood Subarea – Existing Civic Infrastructure

Parks and open spaces

Open spaces and community facilities in Glenwood include Jack Horan 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, distance and access, and diversity.

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 149 Street and 163 Street 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.

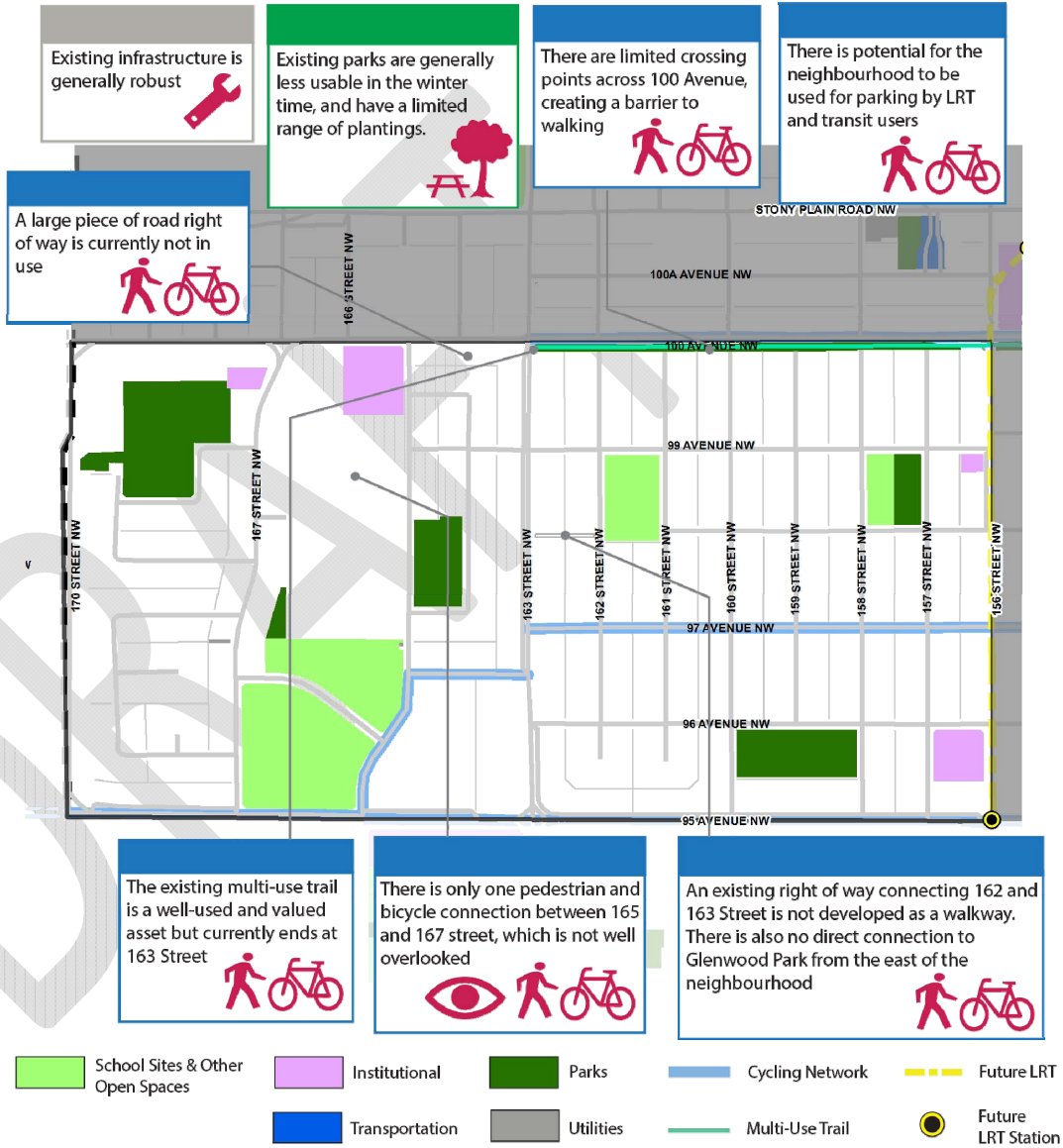


Figure 16: Glenwood subarea existing civic infrastructure

Glenwood Subarea – Proposed Civic Infrastructure

Parks and open spaces

Existing parks and open spaces are maintained and connectivity to these amenities improved. 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 multi-use trail is also explored.

Infrastructure

Areas for potential upgrading in the future are highlighted.

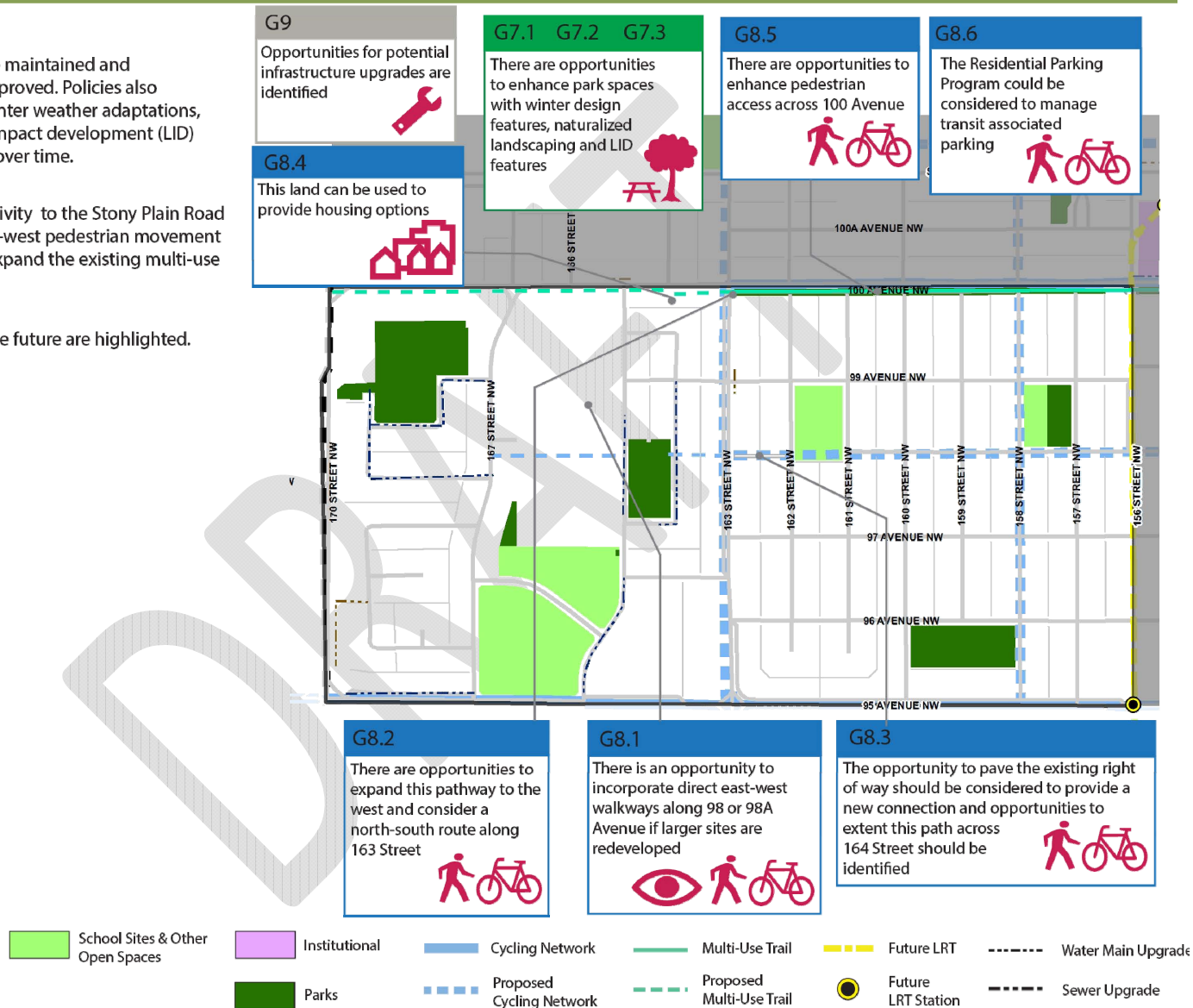


Figure 17: Glenwood subarea proposed civic infrastructure

CIVIC INFRASTRUCTURE POLICIES

Glenwood subarea

This table highlights the key actions that were identified as part of the ARP process, and policies to help guide future City investment.

All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

| Parks and open space | | G7 |
|---|---|----|
| Objective To maintain and enhance existing parks and open space. | | |
| Key policies | Resources & links to other City initiatives | |
| 1. Any park upgrades should include winter weather adaptations, including consideration of wind protection and solar access where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Any park upgrades should incorporate naturalized landscaping features to promote biodiversity and reduced watering requirements where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Any park upgrades should explore opportunities to include LID features in parks and open spaces where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |

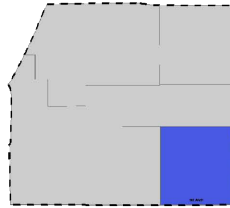
| Mobility network | | G8 |
|--|--|----|
| <p>Objective To promote the walkability of the neighbourhood and improve connectivity within Glenwood and to adjacent communities.</p> | | |
| Key policies | Implementation resources & links to other City initiatives | |
| <p>1. East/west pedestrian and cycle connections should be incorporated into any larger site redevelopments, particularly those between 167 Street and 165 Street at either 98 Ave, 98A Ave, 99 Ave or other appropriate locations; and between 165 Street and 163 Street at 96 Avenue. The existing trail between 167 Street and 165 Street in the middle of 99 Ave and 99A Ave may be consolidated for redevelopment provided a new link is created at 98 A Ave. If new trail is further south, existing walkway should be maintained.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>2. Opportunities to expand the 100 Avenue multi-use trail westward, as well as the potential to provide a connection south along 163 Street, should be explored.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>3. Consideration should be given to paving the existing path right of way at 98 Ave between 162 Street and 163 Street and the potential to extend this west to 164 Street to improve access to Community League Hall and park.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>4. The opportunity to redevelop large sites held as road reserve for residential uses should be considered.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>5. Opportunities to enhance Crossings of 100 Avenue should be explored to improve pedestrian connections to the Stony Plain Road commercial area.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>6. The Residential Parking Program should be considered for areas in proximity to LRT stations to ensure parking is maintained for residents.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |

| Utilities | | G9 |
|---|--|----|
| <p>Objective To encourage adequate utilities infrastructure now and in the future.</p> | | |
| <p>1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |
| <p>2. Low Impact Development features should be considered as part of City investments in the area.</p> | <p><i>City staff to review feasibility and refine over summer 2014</i></p> | |

West Jasper Place Subarea – Existing Land Use

Subarea boundary

West Jasper Place subarea is in the southeast quadrant of Jasper Place, and is bounded by 100 Avenue to the north, 149 Street to the east, 95 Avenue to the south, and 156 Street to the west.



Development history

West Jasper Place was once part of the Town of Jasper Place. Initial subdivision of the area began prior to the First World War, but the main development period began in the 1930s, and carried into the 1950s. Dwellings in the area were originally single detached units. Over time, there have been many new low rise apartment buildings developed along 149 and 156 Streets.

Current conditions

The West Jasper Place subarea is primarily residential with some pockets of commercial along 156 Street and 149 Street, particularly at 95 Avenue. 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 are characterized by walk-up apartment buildings with rear surface parking.

Apartment buildings account for just under 60% of all the residential units in the West Jasper Place neighbourhood. 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 their housing stock constructed before 1946.

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.

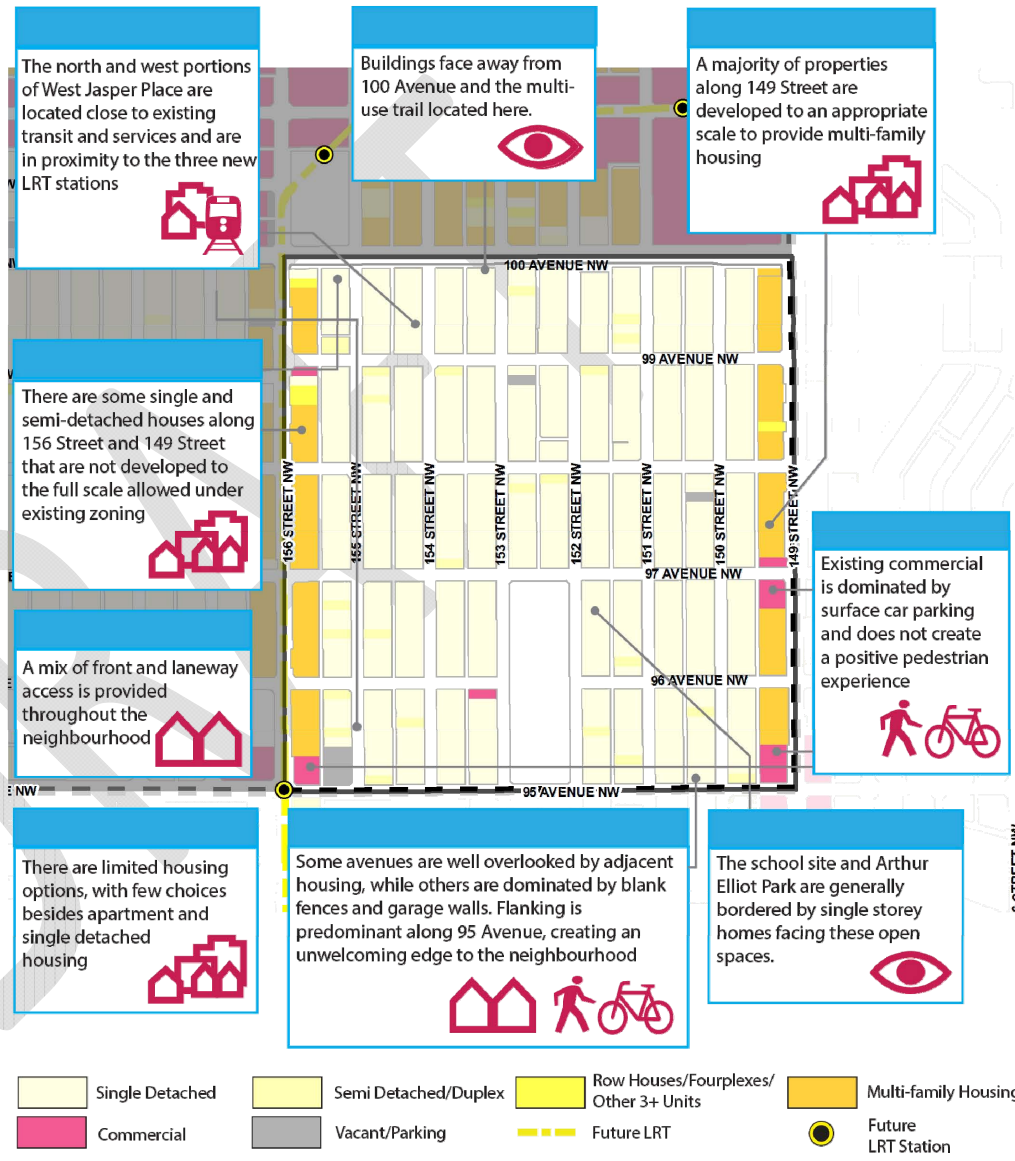


Figure 18: West Jasper Place existing land use

West Jasper Place Subarea – Proposed Land Use

It is envisioned that the West Jasper Place subarea will continue to evolve with predominantly small scale housing, with opportunities for incremental redevelopment 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.

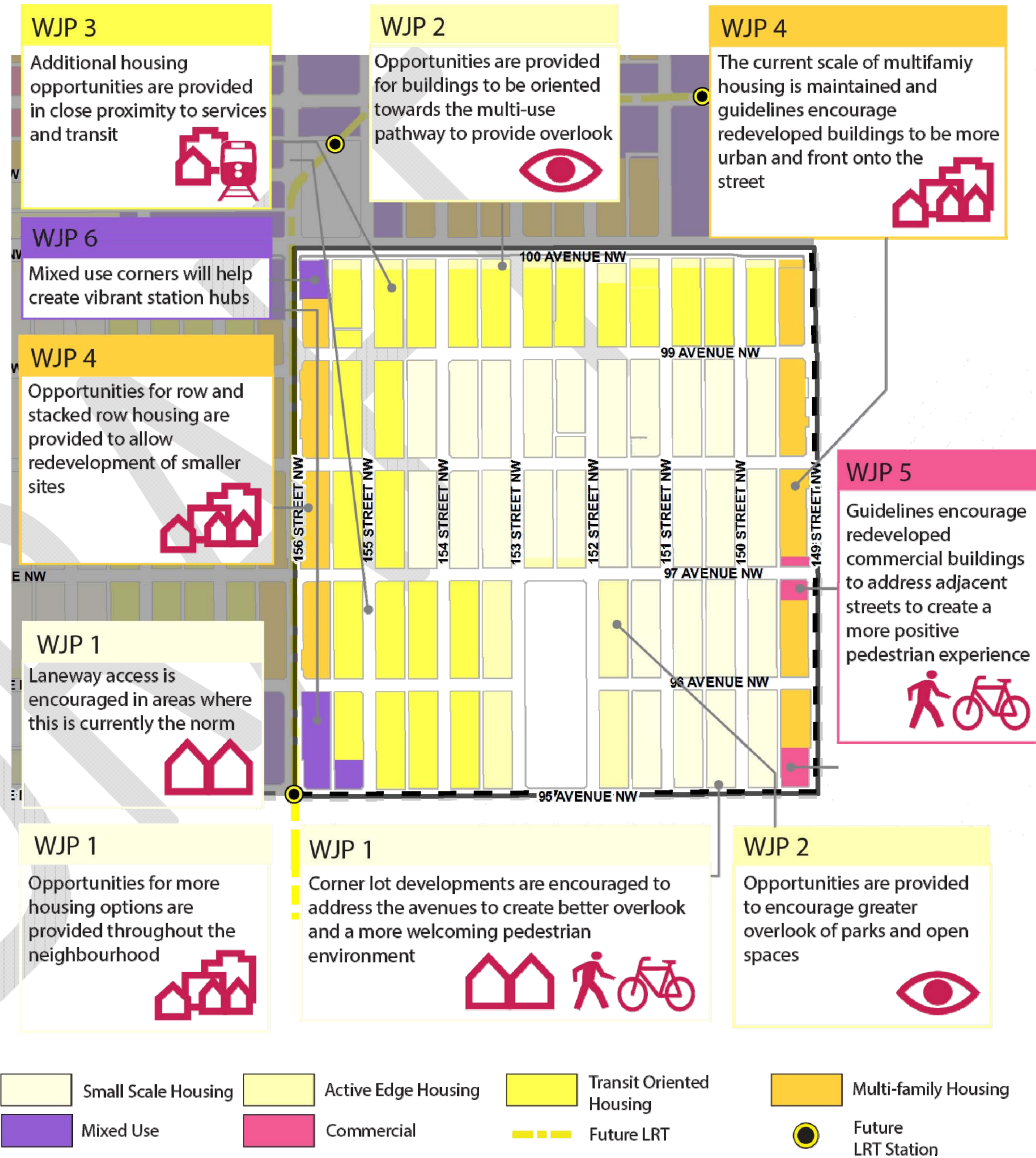


Figure 19: West Jasper Place proposed land use

Small scale housing

WJP1

Purpose

To allow incremental change over time in established residential areas in order to provide additional small scale, ground-oriented housing choices and opportunities for walkable services and amenities

Opportunities

- Single detached houses and single detached houses with secondary suites
- 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 convenience commercial

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should consider if buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites. This is of particular importance for properties flanking 95 Avenue.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
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 housing opportunities around parks, open spaces and key walkways to increase visibility and overlook in these areas

Opportunities

- Row houses on sites fronting, flanking or abutting parks and open space, and properties flanking 100 Avenue
- Duplexes/semi-detached houses in locations specified by the Zoning Bylaw and sites fronting or flanking or abutting parks and open space
- Garage or garden suites in locations specified by the Zoning Bylaw
- Small lot single detached houses
- Single detached houses and single detached houses with secondary suites

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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 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 units on corner sites.
5. Front and side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway.
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 multi-use trail along 100 Avenue is encouraged in order to support the construction of housing facing trail along 100 Avenue. Rear laneways should be provided parallel to 100 Avenue to service the new properties.

Transit oriented housing

WJP3

| Purpose | Opportunities | Policies |
|--|--|--|
| To encourage a range of ground-oriented housing options in proximity to services and transit | <ul style="list-style-type: none"> • Row houses and urban character row houses • Duplexes/semi-detached houses • Garage or garden suites • Small lot single detached houses • Single detached houses and single detached houses with secondary suites | <ol style="list-style-type: none"> 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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency 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. Side setbacks should not be varied by more than 15% of Zoning Bylaw regulations except on sides flanking a street or laneway. 6. Mature trees should be retained when possible and replaced when not. 7. Development should incorporate Low Impact Development (LID) features. |

Multi-family housing

WJP4

| Purpose | Opportunities | Policies |
|--|--|---|
| To encourage a range of housing options in proximity to services and transit, and to provide redevelopment opportunities for smaller sites | <ul style="list-style-type: none"> • Row and stacked row housing up to 4 storeys • Low rise apartment housing up to 4 storeys • Small scale convenience commercial located on the ground floor of residential buildings | <ol style="list-style-type: none"> 1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines. 2. Ground-oriented building forms including stacked row housing and row housing are preferred. 3. 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. 4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency at ground level for residential uses and 70% for commercial uses, and window, patio and balcony placement that maximizes privacy for adjacent properties. 5. Reduced front setbacks are encouraged in order to create a more street-fronting building. 6. Mature trees should be retained when possible and replaced when not. 7. Development should incorporate Low Impact Development (LID) features. 8. 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. |

Commercial **WJP5**

| | | |
|---|---|---|
| <p>Purpose To encourage more pedestrian friendly commercial nodes that support a walkable neighbourhood.</p> | <p>Opportunities</p> <ul style="list-style-type: none"> • Commercial buildings up to 4 storeys • Mixed use buildings up to 4 storeys | <p>Policies</p> <ol style="list-style-type: none"> 1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings. On street car parking is encouraged where possible. 2. Mixed use buildings, including residential and office may be permitted. 3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level. 4. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets. 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**

| | | |
|---|---|---|
| <p>Purpose To provide a mix of commercial and residential uses in proximity to transit</p> | <p>Opportunities</p> <ul style="list-style-type: none"> • Mixed use buildings up to 4 storeys | <p>Policies</p> <ol style="list-style-type: none"> 1. Parking requirement reductions should be supported. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines. 2. Buildings may include a mix of commercial, office, retail and residential uses. 3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level. 4. Buildings should be street oriented with reduced front setback and provide active frontage on all adjacent streets. Setbacks to accommodate 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. |
|---|---|---|

West Jasper Place Subarea – Existing Civic Infrastructure

Parks and open spaces

Open spaces and community facilities in the West Jasper Place subarea include the Sherwood School grounds, the Arthur Elliot playground and the West Jasper Place Community League hall. 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, in the north portion of the neighbourhood those parks are across major roads, limiting their accessibility.

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 subarea 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 163 Street and an on-street bike route that runs along 97 Avenue between 149 Street and 163 Street. There is also a planned bike route on 153 Street.

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

Infrastructure

Existing infrastructure in the West Jasper Place subarea 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.

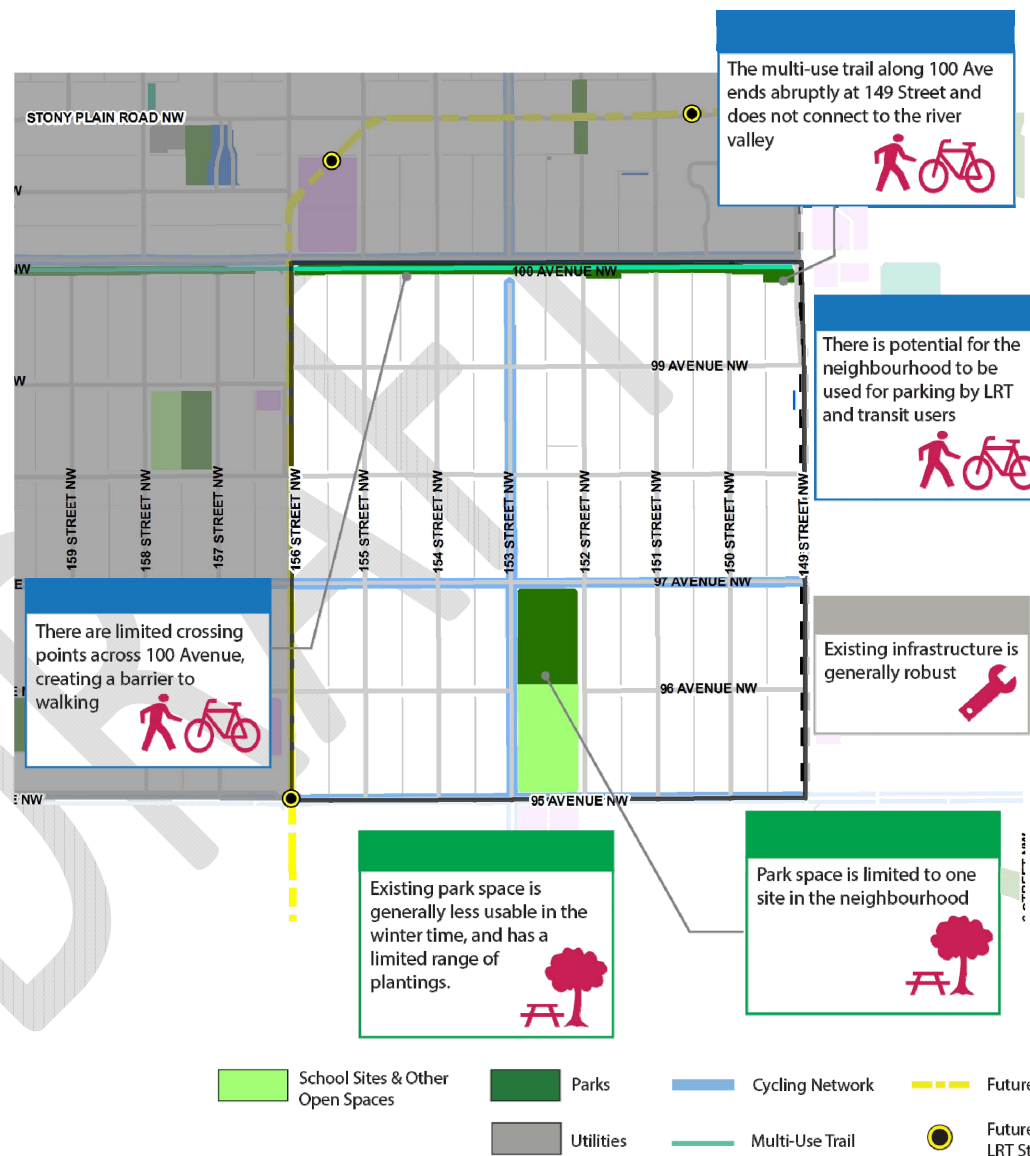


Figure 20: West Jasper Place existing civic infrastructure

West Jasper Place Subarea – 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.

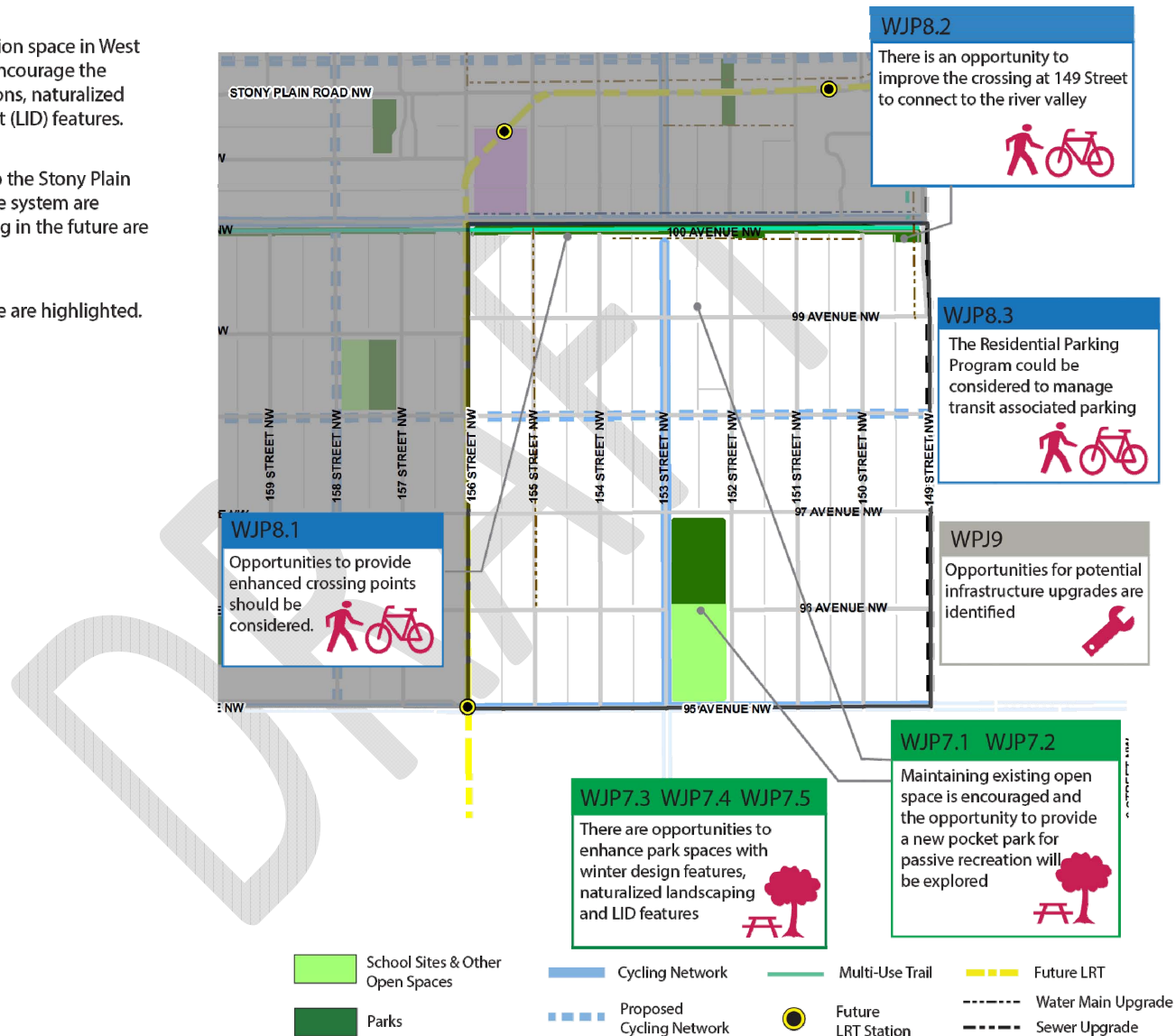


Figure 21: West Jasper Place proposed civic infrastructure

CIVIC INFRASTRUCTURE POLICIES

West Jasper Place subarea

This table highlights the key actions that were identified as part of the ARP process, and policies to help guide future City investment.

All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

| Parks and open space | | WJP7 |
|--|---|------|
| Objective To enhance existing park space and provide additional facilities for the neighbourhood. | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. 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. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. The City should consider purchasing any available school sites for parkland use in the future. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Any park upgrades should include winter weather adaptations, including consideration of wind protection and solar access where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. Any park upgrades should incorporate naturalized landscaping features to promote biodiversity and reduced watering requirements where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 5. Any park upgrades should explore opportunities to include LID features in parks and open spaces where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |

| Mobility network | | WJP8 |
|---|---|------|
| <p>Objective To maintain and enhance the walkability of the neighbourhood and improve connectivity within West Jasper Place and to adjacent communities.</p> | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. Opportunities to enhance crossings of 100 Avenue should be explored to improve pedestrian connections to the Stony Plain Road commercial area. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Opportunities to extend the multi-use trail on 100 Avenue to 149 Street and enhance the crossing of this street should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. The Residential Parking Program should be considered for areas in proximity to LRT stations to ensure parking is maintained for residents. | <i>City staff to review feasibility and refine over summer 2014</i> | |

| Utilities | | WJP9 |
|--|---|------|
| <p>Objective To encourage adequate utilities infrastructure now and in the future.</p> | | |
| 1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Low Impact Development features should be considered as part of City investments in the area. | <i>City staff to review feasibility and refine over summer 2014</i> | |

Stony Plain Road Subarea – Existing Land Use

Subarea boundary

The Stony Plain Road subarea is bounded by 149 Street to the east, 100 Avenue to the south, 170 to the east and 102 Avenue to the north, including the full Mayfield Common site extending to 105 Avenue.

Development history

Stony Plain Road has formed the commercial centre of Jasper Place throughout the area's development, and became a regional shopping destination in 1953 when the Town of Jasper Place passed a bylaw allowing shopping until 9pm, six nights per week. This bylaw remained in effect until 1969, three years after the Town's amalgamation with the City of Edmonton.



The Stony Plain Road subarea is part of the Stony Plain Road and Area Business Association. This organization allows local businesses to work together to provide a safe, interesting and attractive environment for customers to shop, dine and conduct business. It also allows businesses to access City improvement incentive programs.

Current conditions

The Stony Plain Road subarea 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.

A mix of commercial uses are provided in the subarea, including retail, office and hotel uses. Properties along Stony Plain Road are generally one or two storeys, well below the three or four storeys allowed under existing zoning.

Pedestrian-oriented commercial development on Stony Plain Road is concentrated between approximately 151 Street and 158 Street. Between 158 and 170 Street, commercial development is predominantly auto-oriented single-storey structures with front parking lots.

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, and 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.

Over half of non-residential buildings in the Jasper Place area were constructed prior to 1980, with 2% built in 2000 or later.

Future LRT stations located on Stony Plain Road at 150 and 156 Street will serve the Stony Plain Road subarea.

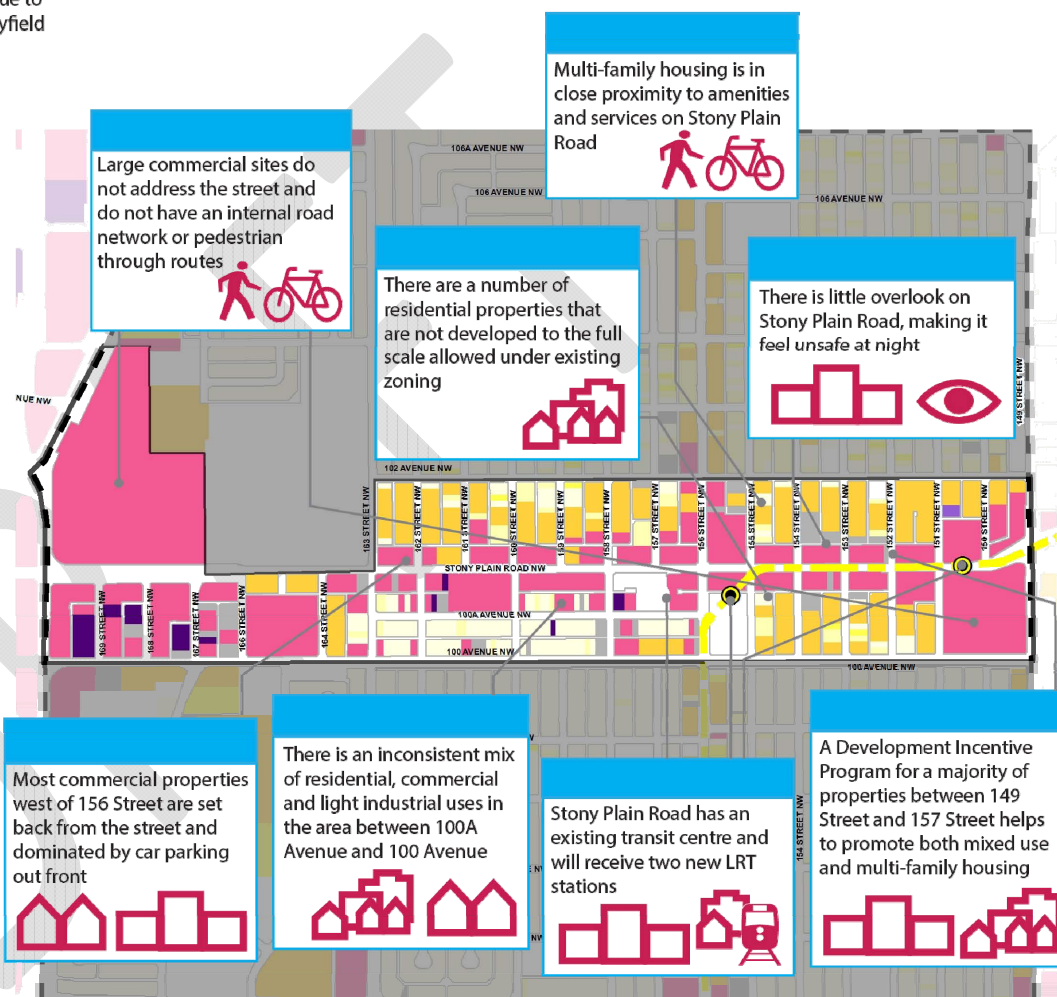


Figure 22: Stony Plain Road existing land use

Stony Plain Road Subarea – 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.

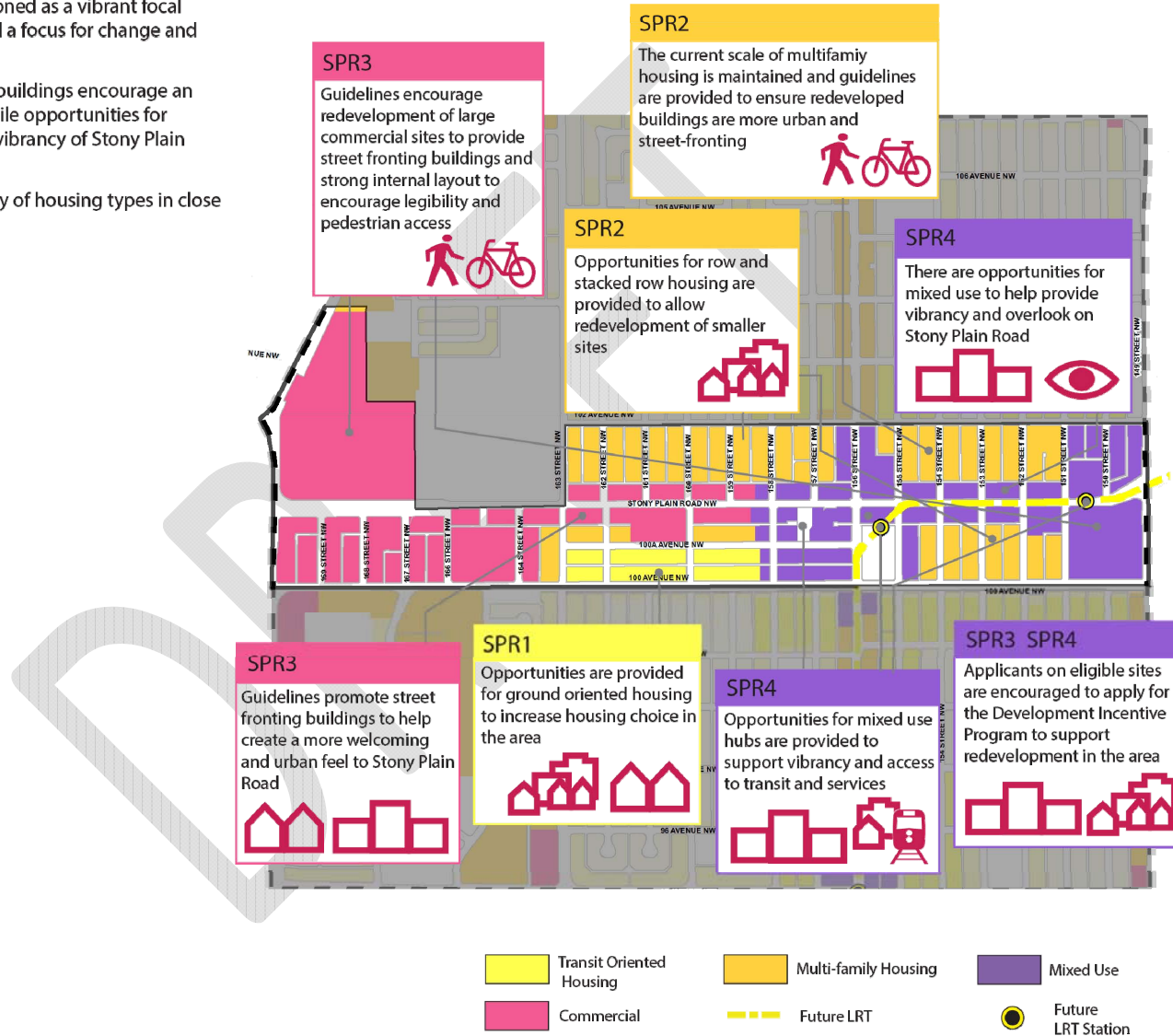


Figure 23: Stony Plain Road proposed land use

Transit oriented housing

SPR1

| Purpose | Opportunities | Policies |
|--|---|---|
| To encourage a range of ground-oriented housing options in proximity to services and transit | <ul style="list-style-type: none"> • Row houses and urban character row houses • Duplexes/semi-detached houses • Garage or garden suites • Small lot single detached houses • Single detached houses and single detached houses and houses with secondary suites | <ol style="list-style-type: none"> 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 development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency 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. 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 | Opportunities | Policies |
|--|--|--|
| To provide opportunities for a range of housing options in proximity to services and transit, and to support a vibrant and safe shopping street. | <ul style="list-style-type: none"> • Row and stacked row housing up to 4 storeys • Low rise apartment housing up to 4 storeys • Small scale convenience commercial located on the ground floor of residential buildings | <ol style="list-style-type: none"> 1. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from Section F3(4) of the Residential Infill Guidelines. 2. Ground-oriented building forms including stacked row housing and row housing are preferred. 3. 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. 4. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, no blank facades facing public right of ways, 50% linear transparency at ground level for residential uses and 70% for commercial uses, and window, patio and balcony placement that maximizes privacy for adjacent properties. 5. Reduced front setbacks are encouraged in order to create a more street-fronting building. 6. Mature trees should be retained when possible and replaced when not. 7. Development should incorporate Low Impact Development (LID) features. 8. 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. 9. Applicants on eligible sites should be encouraged to apply for the Stony Plain Road Development Incentive. |

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 parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings. On street car or laneway car parking is encouraged where possible.
2. Mixed use buildings, including residential and office may be permitted.
3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level.
4. Buildings should be street oriented and provide active frontage on all adjacent streets.
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 provide street oriented edges, establish internal street grid aligned with existing street pattern and ensure direct pedestrian connections across the site.
8. Applicants on eligible sites should be encouraged to apply for the Stony Plain Road Development Incentive.

DRAFT

Mixed use hubs

SPR4

| Purpose | Opportunities | Policies |
|---|--|---|
| <p>To provide an active, mixed use, pedestrian oriented street that is well overlooked and welcoming that is a destination shopping area.</p> | <ul style="list-style-type: none"> • Mixed use buildings up to 8 storeys • Row housing and stacked row housing adjacent to parks and open spaces • Parking structures | <ol style="list-style-type: none"> 1. Parking requirement reductions should be supported. Underground parking is strongly encouraged and any surface car parking or underground parking entrances should be located at the back of buildings and comply with the parking design guidelines from the Section F3(4) of the Residential Infill Guidelines. 2. Buildings should include a mix of commercial, office, retail and residential uses. 3. When considering whether to grant a development permit for a discretionary use or with a variance to the Zoning Bylaw regulations, the development officer should ensure buildings display high quality design, including building articulation, the appearance of small (10m) regularly spaced frontages along the street, and 70% linear transparency at ground level. 4. Front building setbacks should be 3m to accommodate a 4.5m sidewalk and amenities such as patio seating. 5. Secondary entrances, windows and balconies at the rear of the building are encouraged to provide animation and overlook to the laneways. 6. 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 to assess the impact of shadowing on Stony Plain Road, and setbacks incorporated as necessary to ensure sunlight penetration to the street. 7. Any parking structures should incorporate active uses at grade along all sides fronting on streets, particularly Stony Plain Road. 8. 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. 9. Development should incorporate Low Impact Development (LID) features. 10. Applicants on eligible sites should be encouraged to apply for the Stony Plain Road Development Incentive Program. 11. In addition to other policies outlined, large site redevelopments, including Jasper Gates, should: <ol style="list-style-type: none"> a. Provide street oriented edges and active ground floor uses throughout the development b. Establish internal street grid aligned with existing street pattern 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 surface parking is minimized and/or provided underground. f. Provide transition in scale to adjacent development |

Stony Plain Road Subarea – Existing Civic Infrastructure

Parks and open spaces

Parks and open spaces in the Stony Plain Road subarea 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 redeveloped as a community hub.

Mobility

The street network in the Stony Plain Road subarea 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. Both Mayfield Common and Jasper Gates do not have an internal grid structure. Mayfield Common does not have pedestrian or vehicular access from the west into the site.

The Stony Plain Road subarea generally has excellent access to transit with a vast majority of properties within 200m of a bus stop. The subarea 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 the Stony Plain Road subarea generally manage the existing traffic volumes at peak morning periods, with some higher intersection capacity measures in the evening peak hours.

Infrastructure

Existing infrastructure in the West Jasper Place subarea 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.

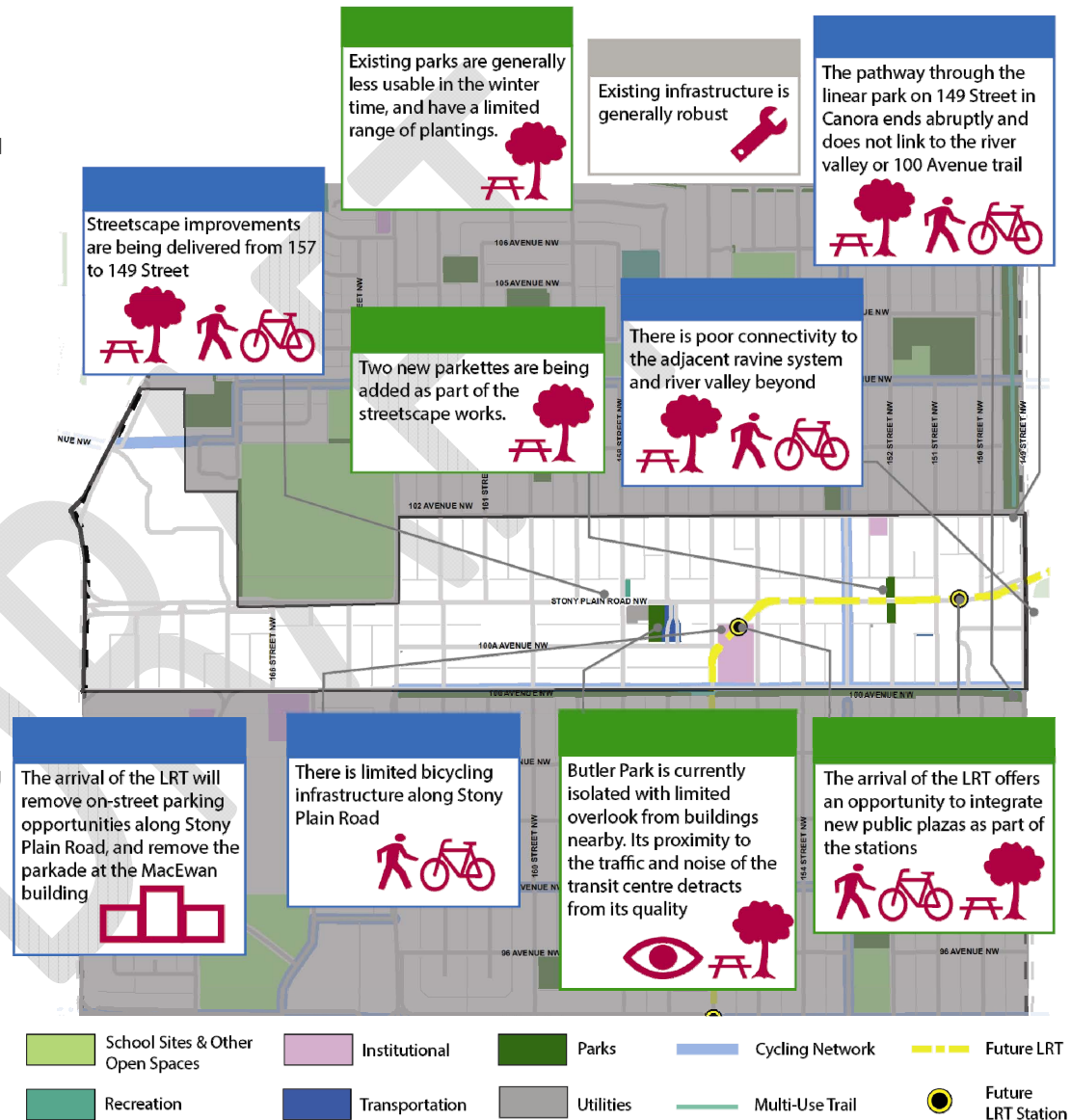


Figure 24: Stony Plain Road proposed civic infrastructure

Stony Plain Road Subarea – 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 upgrading in the future are highlighted.

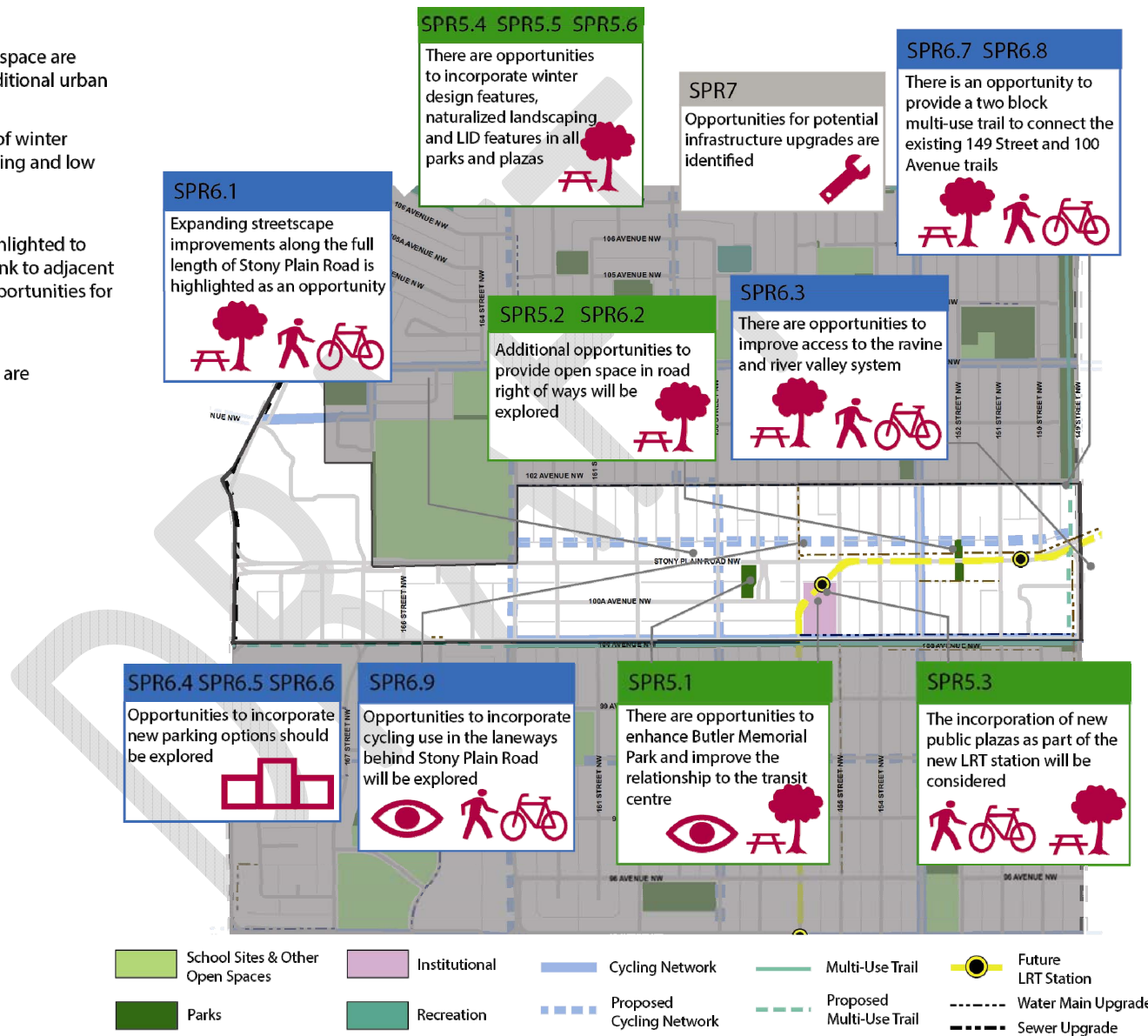


Figure 25: Stony Plain Road proposed civic infrastructure

CIVIC INFRASTRUCTURE POLICIES

Stony Plain Road Corridor subarea

This table highlights the key actions that were identified as part of the ARP process, and policies to help guide future City investment.

All Civic Infrastructure recommendations made in the ARP are subject to Council prioritization and funding availability.

| Parks and open space | | SPR5 |
|---|---|------|
| Objective | | |
| To enhance existing open spaces and provide new, urban-style parks and open spaces including plazas and patios. | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 1. Enhancements to Butler Memorial Park should be considered. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Opportunities to provide additional open spaces and plazas in road right of ways, particularly off Stony Plain Road, should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Urban plazas should be provided adjacent to 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. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. Parks and plazas should include winter weather adaptations, including consideration of wind protection and solar access where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 5. Parks and plazas should consider the use of naturalized landscaping features to promote biodiversity and reduced watering requirements where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 6. Parks and plazas should explore opportunities to include LID features in parks and open spaces where appropriate. | <i>City staff to review feasibility and refine over summer 2014</i> | |

| Mobility network | | SPR6 |
|---|---|------|
| Objective | | |
| To support the transformation of Stony Plain Road into a walkable, welcoming and vibrant mixed use street. | | |
| Key policies | Implementation resources & links to other City initiatives | |
| 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. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Opportunities to provide new open spaces in road right of way should be considered. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 3. Opportunities to improve connections to the river valley network, particularly crossings of 149 Street at Stony Plain Road and 100 Avenue, should be explored, including direct pedestrian and bicycle connections with minimal crossing wait times. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 4. The provision of parking structures necessary to support Stony Plain Road should be considered. Any parking structures should provide active frontage along Stony Plain Road and be constructed of high quality materials. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 5. All service and parking access should be provided from the laneway for areas east of 159 Street to ensure continuity of the sidewalks. Mid-block vehicle crossing points should be minimized west of 159 Street. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 6. Opportunities to expand parking options in laneways immediately parallel to Stony Plain Road should be considered. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 7. The opportunity to provide a multi-use trail along 149 Street from 102 Avenue to 100 Avenue to connect to existing multi-use trails should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 8. The opportunity to provide a cycling and pedestrian connection from 100 Ave to 102 Avenue on 163 Street should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 9. The opportunity to introduce bike routes in the laneways immediately north of Stony Plain Road should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 10. Any larger site redevelopments should incorporate street and laneway patterns that align with existing grid. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 11. <i>Policies related to the 156 Street and Stony Plain LRT and bus centre to be incorporated at the completion of the Central Jasper Place Land Use and Transit Study.</i> | <i>City staff to review feasibility and refine over summer 2014</i> | |

| Utilities | | SPR7 |
|--|---|------|
| Objective To encourage adequate utilities infrastructure now and in the future. | | |
| 1. The feasibility of undertaking the storm water and water supply upgrades as identified in the technical studies should be explored. | <i>City staff to review feasibility and refine over summer 2014</i> | |
| 2. Low Impact Development features should be considered as part of City investments in the area. | <i>City staff to review feasibility and refine over summer 2014</i> | |

DRAFT

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 with dynamic contexts 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

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 subareas. An open house must also be held.

If any amendments result in a significant increase in expected population compared to what was identified in the original plan, a revised infrastructure and parks needs assessment should be completed.

4.2 Monitoring

It will be important to review and monitor the outcomes of the Jasper Place ARP in the coming years. It is recommended that the ARP be revisited every 5 years to review:

- 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

Both the land use and civic infrastructure policies are recommendations made on existing and anticipated conditions, however not all elements can be predicted. The Plan should be monitored 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.

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

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

Discretionary development are those types of development that are either discretionary or include a variance.

Flanking is the direction that the side of a property, is facing.

Fronting is the direction where the front of the property is facing. The front of a property is defined as the shortest edge abutting a public roadway.

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, duplexes, semi-detached, row houses, stacked row houses and low and high rise apartment buildings.

Land use means how land is used, for example if a property is used for a building or a park. Land use considers broad categories of use, for example residential uses or commercial uses.

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 visibility through windows and doors along a building façade. In residential buildings, linear transparency is measured at 1.5m above the building's first finished-floor height to account for raised stoops or terraces which provide privacy and a transition from the public walkway. In commercial buildings, linear transparency is measured 1.5m above the finished grade of the adjacent public boulevard to promote optimum visibility for passers-by. In both instances, linear transparency measures encompass the entire building frontage.

Multi-use trail 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.

Open spaces refers to recreation or leisure areas that are publically accessible but are not like typical parks. Examples would include plazas, walkways and parkettes.

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 are those types developments which are as-of-right uses under the allowances of the Zoning Bylaw. If a permitted use complies with all of the regulations of a zone, the Development Officer must issue a Development Permit for that use.

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

Variance is when one 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.