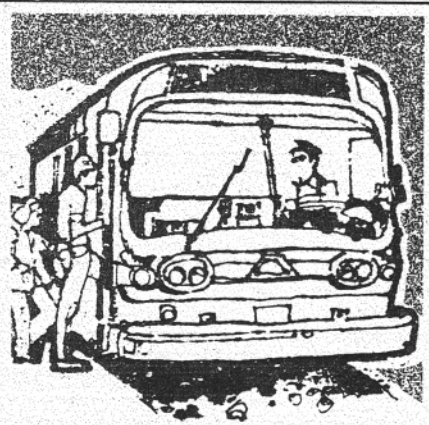
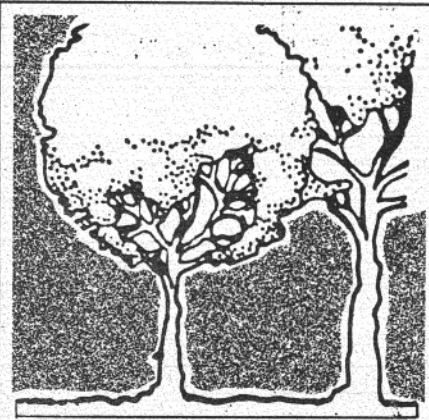
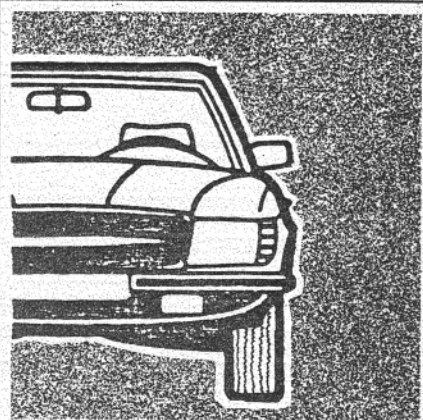




# 100 Avenue Planning Study



# 100 Avenue Planning Study

---

*Office Consolidation, June 2006*

---

*Prepared by:*

*Planning and Policy Services Branch  
Planning and Development Department  
City of Edmonton*

The 100 Avenue Planning Study, as amended, was approved by resolution by Council in August 1986. In June 2006, this document was consolidated by virtue of the incorporation of the following bylaws which were amendments to the original 100 Avenue Planning Study.

August 13, 1986	Approved by Resolution (to adopt the 100 Avenue Planning Study)
June 20, 1994	Approved by Resolution (to update the recommendations regarding Richard Butler Memorial Park and the Jasper Place Transit Terminal, and to provide new development guidelines for the area between 156 and 158 Street/100 and 100A Avenue, as well as the area south of 100 Avenue between 155 and 156 Street)
April 9, 2003	Approved by Resolution (to allow for multiple family housing in areas 18 and 19)

**Editor's Note:**

This is an office consolidation edition of the 100 Avenue Planning Study, as approved by City Council on August 13, 1986. This edition contains all subsequent amendments and additions to the 100 Avenue Planning Study. For the sake of clarity, new maps and a standardized format were utilized in this Plan. All names of City departments have been standardized to reflect their present titles. Furthermore, all reasonable attempts were made to accurately reflect the original document and amendments. In case of uncertainty, the reader is advised to consult the original document, available at the office of the City Clerk.

City of Edmonton  
Planning and Development Department

# 100 AVENUE PLANNING STUDY

## TABLE OF CONTENTS

(Amended by Editor)

	Page
PREFACE	
INTRODUCTION	1
Study Area Boundary	1
Authority for the Study	1
Study Purpose	1
Report Structure	1
SECTION 1 - Description of Area	4
History of Development	4
Existing Land Uses	4
SECTION 2 - Issues	8
SECTION 3 - Development Concept and Study Recommendations	12
SECTION 4 - Implementation	31

## List of Maps and Figures

(Amended by Editor)

		Page
Map 1	Study Area Boundary	2
Map 2	Remaining Area of 1975 Zoning Freeze	3
Map 3	Existing Land Use	5
Map 4	Existing Land Use Districts	7
Map 5	Land Ownership	9
Map 6	Planning Issues	11
Map 7	Area Development Concept/Proposed Land Uses	13
Map 8	Boundaries of Areas Identified in Study Recommendations	15
Figure 1	Landscape Example	16
Figure 2	DELETED (Resolution, June 20, 1994)	
Map 9	DELETED (Resolution, June 20, 1994)	
Map 10	Westlawn Replot	24
Map 11	Development Concept - Area #18	25
Map 12	Development Concept - Area #19	27

## **PREFACE**

*On August 13, 1986, Council approved the 100 Avenue Planning Study, as amended. This Office Consolidation includes all amendments made at that time.*

On February 18, 1986, the Public Affairs Committee directed that the Planning and Building Department bring forward a plan for the area in order to lift the zoning freeze placed on the remaining portion of the 1975 study area, pending Council's decision on the future of the 100 Avenue roadway.

On May 12 and May 14, 1986, public meetings were held regarding the 100 Avenue Planning Study proposals. Amendments were made in response to issues and questions raised at these meetings, and were incorporated in a report to the Public Affairs Committee.

On June 17, 1986, the Public Affairs Committee held a public hearing on this report, and recommended that Council lift the zoning freeze on the remaining area, and approve this study.

Area Planning Branch  
Planning and Building Department  
September, 1986

## **INTRODUCTION**

### **Study Area Boundary**

The 100 Avenue Planning Study area is bounded by Stony Plain Road, 99 Avenue, 149 Street, and 170 Street. There is a small area to the east of 149 Street and north of 100 Avenue which is also included. The exact boundary is shown on Map 1 - Study Area Boundary.

### **Authority for the Study**

City Council imposed a "zoning freeze" in 1975, on the area between 100 and 102 Avenues, from 142 to 170 Streets. The freeze was imposed to protect the City's options, until such time as transportation plans for the west end were finalized. City Council lifted the zoning freeze for the area north of Stony Plain Road in June, 1978, when they approved the Stony Plain Strip Study. The freeze was retained for the southern portion of the area, pending Council's decision on the future of the 100 Avenue transportation facility (Map 2 - Remaining Area of 1975 Zoning Freeze).

City Council has since approved the West End Strategic Transportation Management Study (WESTRAM) and the 100 Avenue Corridor Facility Planning Study (January 8, 1985).

At its meeting on February 18, 1986, the Public Affairs Committee directed the *Planning and Development Department* to bring forward a plan for the area on which a zoning freeze had been imposed.

Amended by Editor

### **Study Purpose**

The purpose of the 100 Avenue Planning Study Report is to provide a guide for future development and redevelopment in the 100 Avenue Corridor, recognizing the roadway changes.

### **Report Structure**

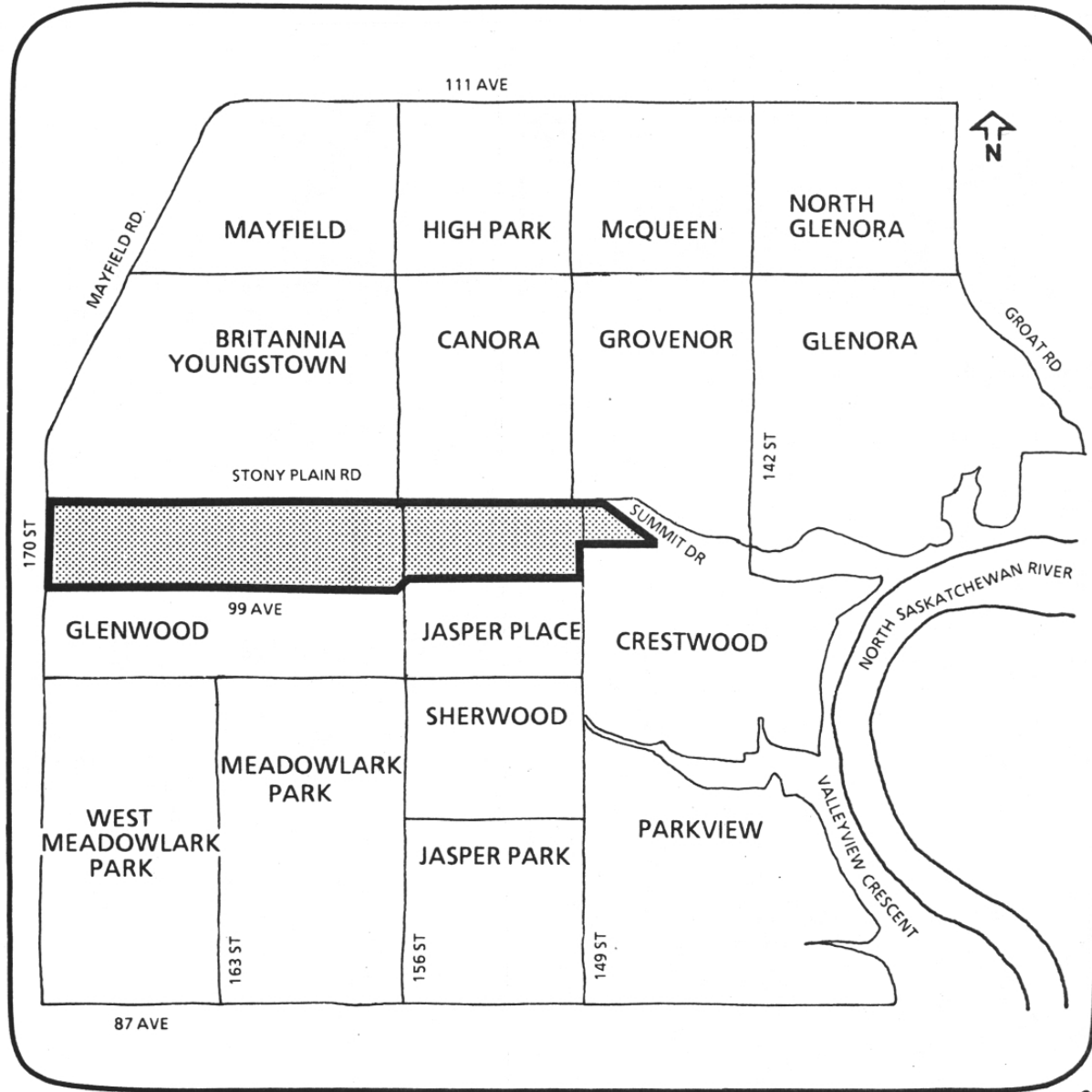
The Report consists of four sections. Section 1, describes the history of development and existing land uses in the study area. Section 2, identifies the planning issues in the area. Section 3, sets out an overall development concept and recommendations for future land uses and improvements in the area. Section 4, identifies the actions which various City Departments must take to implement the study recommendations.

MAP 1: STUDY AREA BOUNDARY (Resolution, August 13, 1986)

# 100 Avenue Planning Study

MAP 1

— STUDY AREA BOUNDARY

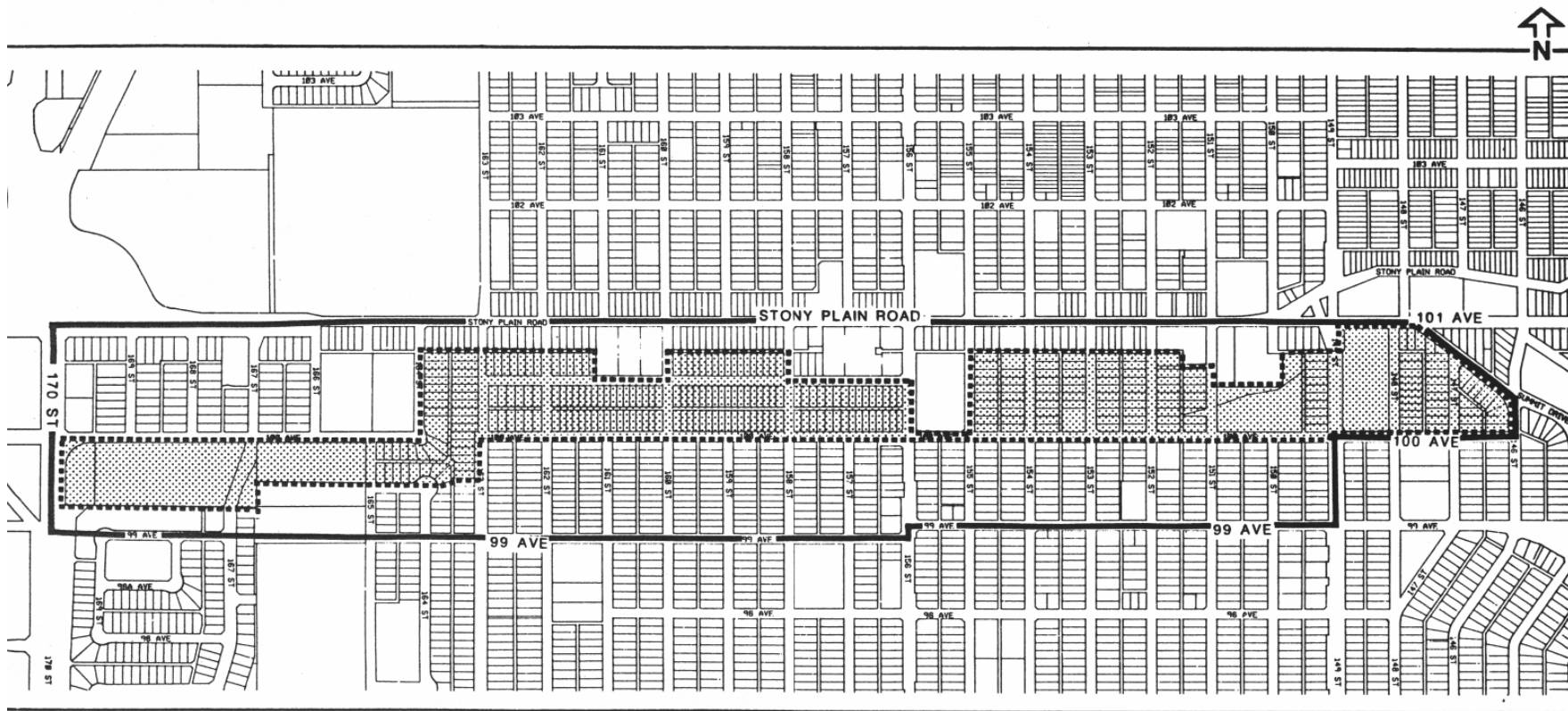


**MAP 2: REMAINING AREA OF 1975 ZONING FREEZE (Resolution, August 13, 1986)**

**MAP 2**

- REMAINING AREA OF 1975 ZONING FREEZE
- STUDY AREA BOUNDARY

# 100 Avenue Planning Study





## **SECTION 1 - Description of Area**

### **History of Development**

Development in the 82 ha (202 acre) study area began in the early 1900's with the subdivision of properties around the 149 Street and the Stony Plain Road intersection. The hamlet, which grew outward from the intersection, became known as Jasper Place. The first subdivisions created large single family lots, north and south of Stony Plain Road. Businesses attracted to Jasper Place located along Stony Plain Road, and concentrated in a few blocks west of 149 Street. The Town of Jasper Place was annexed to the City in 1963.

Post World War II prosperity and the oil exploration boom spurred growth in Jasper Place during the late 1940's and the 1950's. By the early 1960's, most single family lots had been developed, and some apartment construction was occurring west of 149 Street. Commercial land uses had expanded westward along Stony Plain Road to 170 Street.

Redevelopment pressure during the 1970's introduced such incompatible land uses as multi-unit housing and commercial development to the Jasper Place and Glenwood neighbourhoods. City Council responded by adopting a zoning freeze in April 1975, for an area between 100 and 102 Avenues, and from 142 to 170 Streets. In June, 1978, City Council approval of the Stony Plain Strip Study lifted the zoning freeze north of Stony Plain Road, and allowed infill and multiple family redevelopment to occur. The Study maintained the freeze for an area south of Stony Plain Road, however, due to the uncertainty related to the 100 Avenue/MacKinnon Ravine roadway proposal. This area is shown on Map 2 -Remaining Area of 1975 Zoning Freeze.

In September of 1980, Council approved a motion by Alderman Ken Newman to maintain single family housing for the area south of 100 Avenue, between the lane west of 149 Street and the lane east of 156 Street. Although rezonings have not been approved in Jasper Place since 1975, there have been spot redistrictings in Glenwood, between 156 and 163 Streets.

### **Existing Land Uses**










#### Residential

Please refer to Map 3 - Existing Land Use.

Housing stock in the area consists mainly of single family homes and low-rise apartment buildings. Single family housing is generally situated south of 100 Avenue, and along 100A Avenue. Many of these homes were built in the 1940's and 1950's, and need repair. Apartment buildings are concentrated north of 100 Avenue, between 149 and 155 Streets. They are also found along 149 and 156 Streets, south of 100 Avenue. Built in the last thirty years, most of these buildings are in good condition.

**MAP 3: EXISTING LAND USE** (Resolution, August 13, 1986)

**MAP 3  
EXISTING LAND USE  
GENERALIZED, 1986**

- |   |                                   |   |                     |
|---|-----------------------------------|---|---------------------|
|  | SINGLE AND TWO FAMILY RESIDENTIAL |  | INDUSTRIAL          |
|  | MULTI-UNIT HOUSING                |  | VACANT              |
|  | COMMERCIAL                        |  | STUDY AREA BOUNDARY |
|  | INSTITUTIONAL                     |   |                     |
|  | PUBLIC UTILITIES                  |   |                     |
|  | PARKS                             |   |                     |

# 100 Avenue Planning Study



### Commercial

Commercial development is concentrated along Stony Plain Road, from 149 to 170 Streets. The portion from 149 to 156 Streets served as the retail focus for the former Town of Jasper Place, and remains as a pedestrian-oriented shopping strip. Auto-oriented businesses characterize the section from 156 to 163 Streets, while the newest portion of the strip, west of 163 Street, consists of residential, commercial and industrial land uses. Commercial development has occurred to a limited extent along 100A Avenue, and on the west side of 156 Street, across from the Grant MacEwan College campus.

### Industrial

An industrial business area is located south of Stony Plain Road, between 164 and 170 Streets. Typical uses in the area include offices, auto body repair shops, industrial repair shops, metal fabricators, open storage, and building supplies. Two large land parcels are vacant, and districted for Medium Industrial (IM) uses.

### Institutional Uses and Public Facilities

There are two major institutions in the 100 Avenue area. The first, Grant MacEwan Community College, is located at 100 Avenue and 156 Street, and opened in 1980. The second major institution, Westlawn Court senior citizens housing complex, is located on the west side of 165 Street at 99 Avenue.

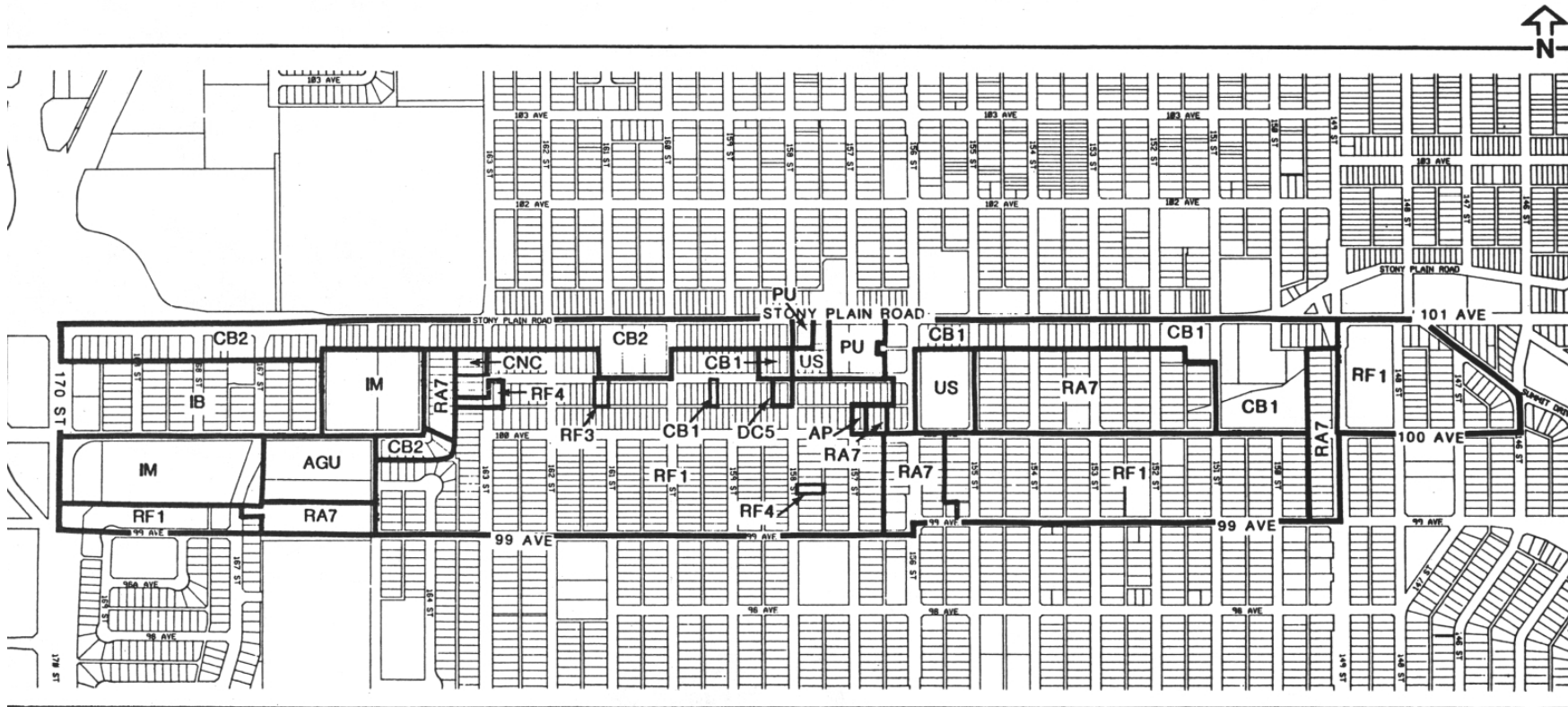
The south side of Stony Plain Road, between 156 and 157 Streets, contains a number of public utility installations, including the Jasper Place Transit Terminal, the Butler Memorial Park, an Edmonton Telephones exchange, and an Edmonton Power substation.

Existing land use districts (zoning) in the area are shown on Map 4 - Existing Land Use Districts.

MAP 4: EXISTING LAND USE DISTRICTS (Resolution, August 13, 1986)

MAP 4  
EXISTING LAND USE DISTRICTS  
MAY, 1986

# 100 Avenue Planning Study



## **SECTION 2 - Issues**

### **1. Removal of the 1975 Zoning Freeze**

A strip of land south of Stony Plain Road remains under the zoning freeze imposed by City Council in 1975. This is shown on Map 2 - Remaining Area of 1975 Zoning Freeze. The freeze, which originally included an area north of Stony Plain Road, was instituted to protect the City's options, until a decision was made about the McKinnon Ravine roadway and associated improvements to the west end transportation system. Those decisions have been made, and it is now appropriate to remove the freeze, so that development may proceed in the area.

### **2. Changes in Land Use**

The 100 Avenue Corridor was an area in transition when the zoning freeze was imposed. Single family housing was being replaced with low-rise apartments, and commercial development along Stony Plain Road was spreading south into adjacent residential areas. The freeze suspended this process, and left a mix of incompatible land uses in some parts of the corridor.

There is a need to establish a clear direction for future land use changes in the area, once the zoning freeze is lifted. The upgrading of 100 Avenue to an arterial roadway, and its connection from 163 Street to 170 Street and Highway 16, will increase commercial development pressures in the area.

### **3. Disposal of City-owned Properties**

The City owns 136 properties in the 100 Avenue Corridor, including single family lots and large vacant parcels west of 163 Street. These properties comprise 19.5% of the study area, and are identified on Map 5 - Land Ownership. Much of this property is now considered surplus, and will be sold at market value. This Study will provide guidance with respect to the disposal, future use, and development of City-owned property.

### **4. Community Impacts of 100 Avenue Improvements**

A number of concerns have been identified with respect to the impact of the 100 Avenue roadway improvements on the neighbourhoods of Jasper Place and Glenwood. These include traffic noise, speeding, pedestrian safety, and the possibility of traffic shortcutting, north-south between 95 Avenue and 100 Avenue.

The Stony Plain Road/100 Avenue Facility Planning Study, approved by Council on January 8, 1985, recommended that these problems be dealt with by the installation of pedestrian crossings, the closure of some local streets south of 100 Avenue, and the development of a landscaped buffer strip along the south side of 100 Avenue.




### **5. Revitalization of Residential Areas**

The study area includes areas of older housing, in need of rehabilitation. Many property owners have been reluctant to undertake home improvements, because of the uncertain future of the area. The Jasper Place neighbourhood is undergoing renewal, since Council reaffirmed its future in 1980, as a single family area. East Glenwood, however, has not experienced revitalization, despite its designation as a Residential Rehabilitation Assistance Program area in 1983.

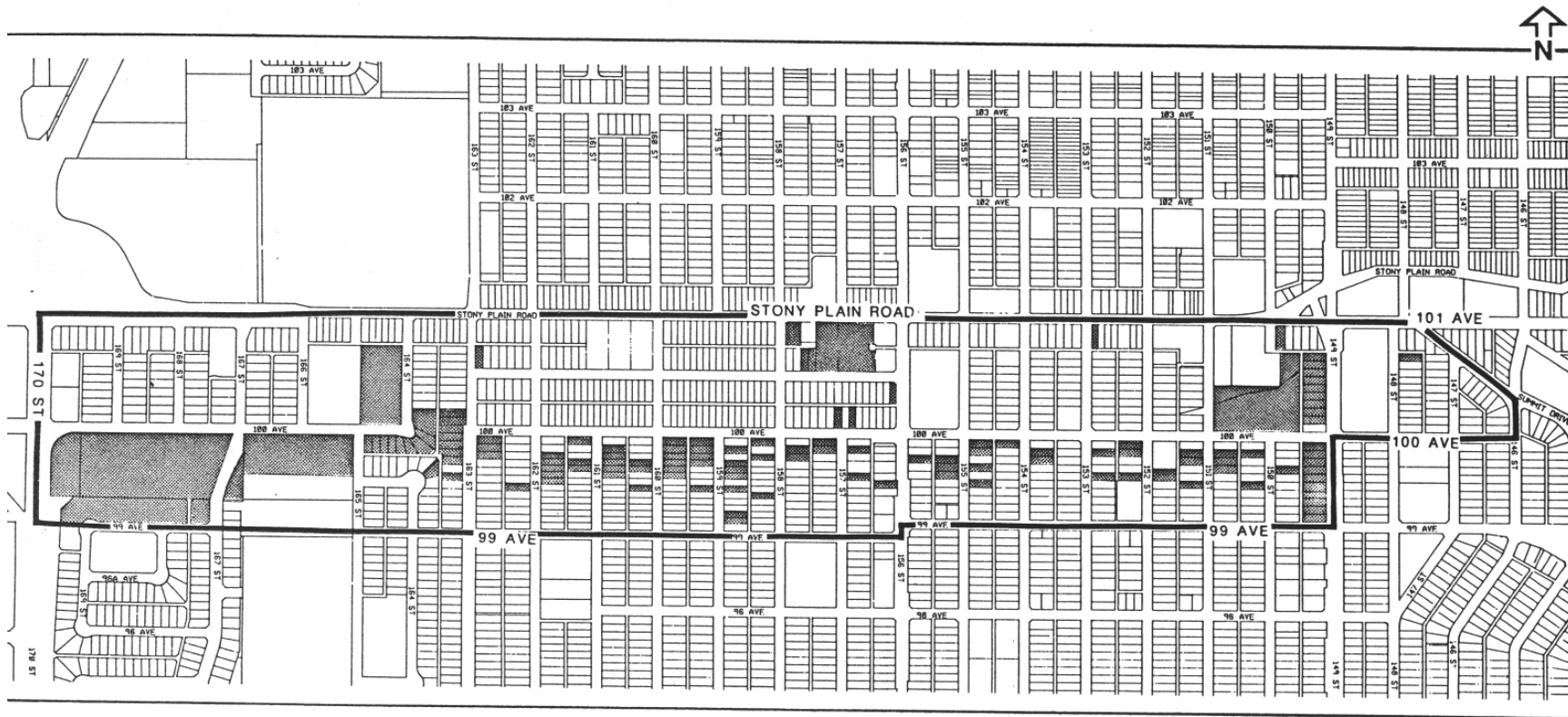
### **6. *DELETED (Resolution, June 20, 1994)***

**MAP 5: LAND OWNERSHIP** (Resolution, August 13, 1986)

**MAP 5  
LAND OWNERSHIP  
MAY, 1986**

-  CITY - OWNED
-  PRIVATELY - OWNED
-  STUDY AREA BOUNDARY

# 100 Avenue Planning Study



## **7. Future of Richard Butler Memorial Park**

The Richard Butler Memorial Park, located on Stony Plain Road west of the Transit Centre, was dedicated by the Town of Jasper Place in 1963; in memory of an alderman who was killed while assisting local police. The 0.4 hectare park features a memorial plaque to Mr. Butler, some flowerbeds and a few evergreens.

*Richard Memorial Park serves the function of providing a passive, decorative green space to users of the Stony Plain Road commercial area and the Jasper Place Transit Terminal. While the utility of this park has been questioned at times, it would not be cost effective to relocate and redevelop the park. If the physical condition of the park were improved, it would function better at its current location.*

## **8. Grant MacEwan College Parking Problem**

The Jasper Place Campus of the Grant MacEwan Community College is the source of a major on-street parking problem in the surrounding residential area, even though the college has a two-storey parking garage. The college's parking problem will be aggravated, when parking is removed from one side of 100 Avenue, as part of the improvements to the roadway.

## **9. Lack of Protection from arterial traffic for Residents North of 100 Avenue**

The area between 163 and 156 Streets, will eventually be redeveloped as commercial. However, in the interim, these residents are not afforded any protection from the effects of 100 Avenue arterial traffic, and will be subject to transitional commercial uses. Likewise, there is no buffer on the north side of 100 Avenue, between 151 and 155 Streets, for apartment dwellers, as there is insufficient setback between the roadway edge and the apartment buildings.

## **10. Westlawn Replot**

The extension of 100 Avenue from 163 Street through to 164 Street, and the widening of 100 Avenue along the south side, will result in a number of shallow lots in the Westlawn subdivision. Although these lots are districted for commercial use, it may not be feasible to adequately buffer the adjacent single family area from commercial development once the roadway allocation is used.

## **11. Appearance of Development Along 100 Avenue**

100 Avenue will be a major entrance into the City Centre from the west end; especially once it is connected to Highway 16. It is important to ensure that new development along 100 Avenue is attractive in appearance, to create a favourable impression for tourists and a pleasant journey-to-work for Edmontonians.

## **12. Stormwater Management Facility**

The stormwater system west of 170 Street and in the Place LaRue Industrial area, is inadequate to handle existing stormwater runoff. The *Drainage Services Branch, Asset Management and Public Works Department*, proposes to construct a stormwater management facility on City-owned land north of 99 Avenue, east of 170 Street, to accommodate this runoff. The site and operational nature of the proposed facility, however, is of prime concern to the *Land and Buildings Branch, Asset Management and Public Works*, who own the land. A consultant has been hired by the *Drainage Services Branch* to determine the size and nature of the facility, for design purposes.

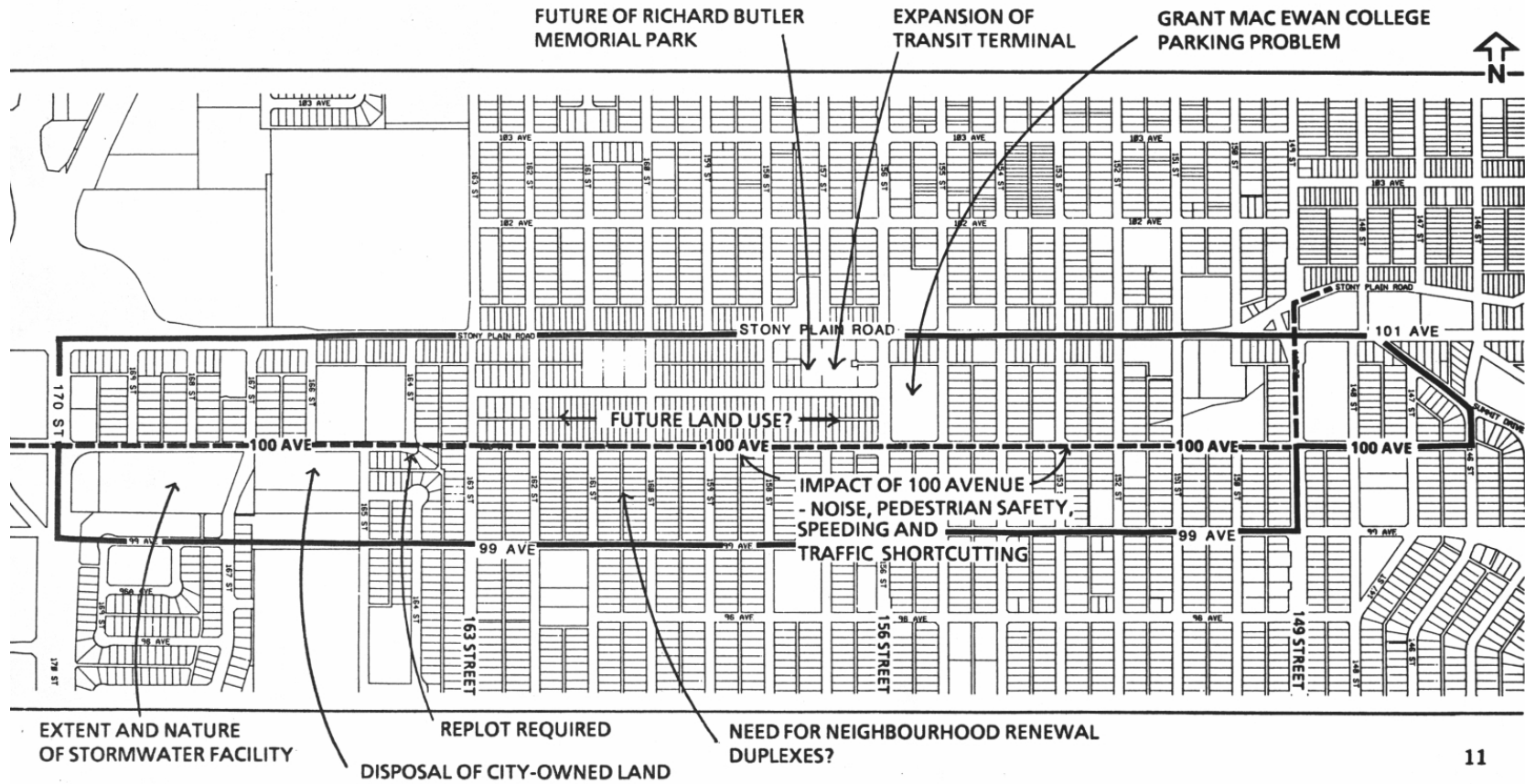
Amended by Editor

**MAP 6: PLANNING ISSUES** (Resolution, August 13, 1986)

**MAP 6  
PLANNING ISSUES**

— STUDY AREA BOUNDARY

**100 Avenue  
Planning  
Study**





## SECTION 3 - Development Concept and Study Recommendations

### Overall Development Concept

The recommendations in this section outline the desired future direction of land use and development in the 100 Avenue corridor. Together, they comprise the development concept.

The development concept recognizes and rationalizes existing development patterns and trends in the area, and responds to the new status of 100 Avenue as a 4-lane arterial and major route into the City, from the west end. The 100 Avenue corridor, and the proposed development concept, are somewhat comparable to Calgary Trail and the couplets of 103 and 104 Streets.

Key features of the development concept for the corridor, illustrated by Map 7 - Area Development Concept/Proposed Land Uses, are as follows:

1. maintenance of the Stony Plain Road commercial strip;
2. redevelopment of the residential area north of 100 Avenue, between 156 Street and 163 Street, for commercial development;
3. commercial or industrial business development of most vacant parcels west of 163 Street;
4. consolidation of the low-rise apartment area north of 100 Avenue, between 151 and 155 Street;
5. *DELETED (Resolution, June 20, 1994)*
6. maintenance of existing areas of single - detached housing in the neighbourhoods of Crestwood, Jasper Place and West Glenwood;
7. introduction of duplexes (semi-detached housing) in East Glenwood, north of 99 Avenue;
8. *redevelopment of Richard Butler Memorial Park in order to increase its visibility, attractiveness and utility as an area for passive recreation;*
9. development of a landscaped buffer strip and culs-de-sac along the south side of 100 Avenue; and
10. construction of a stormwater facility in the Westlawn subdivision; integrated with Jack Horan Park.

Resolution  
June 20, 1994

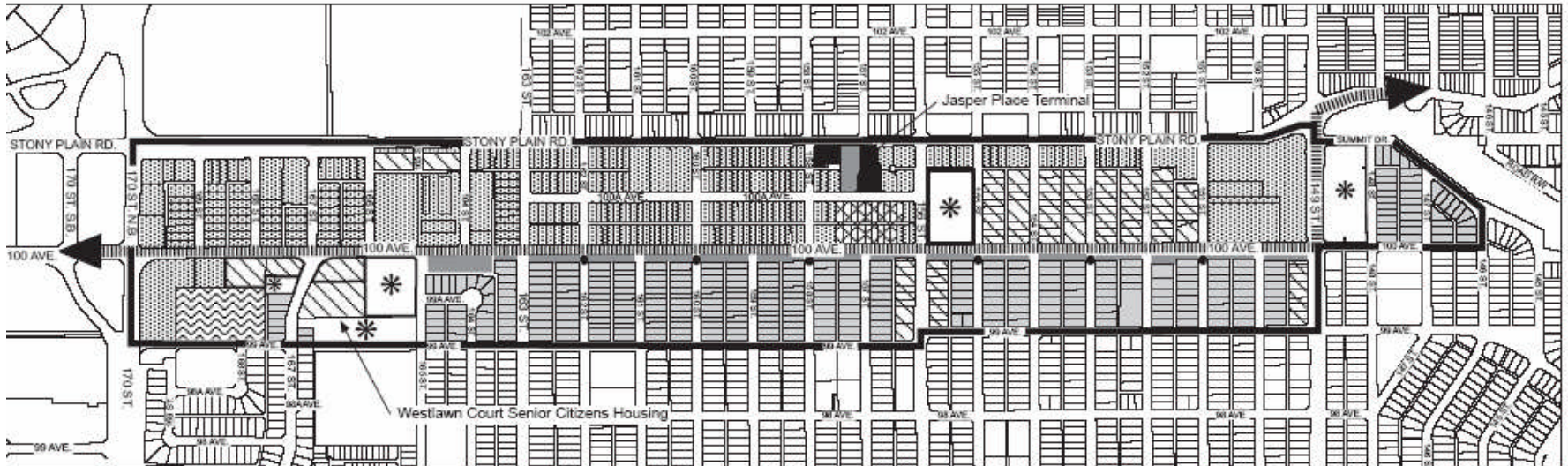
MAP 7: AREA DEVELOPMENT CONCEPT PROPOSED LAND USES (Resolution, April 8, 2003)

**MAP 7  
AREA DEVELOPMENT CONCEPT  
PROPOSED LAND USES**

# 100 Avenue Planning Study



- |   |                                   |   |                     |
|---|-----------------------------------|---|---------------------|
|  | SINGLE AND TWO FAMILY RESIDENTIAL |  | PARKS AND BUFFER    |
|  | MULTI-UNIT HOUSING                |  | ROADWAY IMPROVEMENT |
|  | COMMERCIAL                        |  | STORMWATER FACILITY |
|  | COMMERCIAL AND APARTMENT USES     |  | CULS DE SAC         |
|  | INSTITUTIONAL                     |  | STUDY AREA BOUNDARY |
|  | PUBLIC UTILITIES                  |   |                     |



The recommendations below, provide details. The areas referred to in the recommendations are identified on Map 8 - Boundaries of Areas Identified in Study Recommendations.

## **RECOMMENDATIONS**

### **Recommendation #1 - Crestwood**

That part of the Crestwood neighbourhood bounded by 148 Street, 146 Street, 100 Avenue and Summit Drive, (Area #1), will be maintained as an area of single-detached RF1 housing.

#### **Discussion**

The City purchased numerous single family properties in this area, for transportation improvements associated with the proposed MacKinnon Ravine Roadway. The properties have been declared surplus, and put on the market by *the Land and Buildings Branch, Asset Management and Public Works Department*.

Amended by Editor

- Crestwood is a stable neighbourhood of single family homes. This area should be permitted to renew itself.

### **Recommendation #2 - Blocks 79 & 80**

The site bounded by 149 Street, 148 Street, 100 Avenue and 101 Avenue, (Area #2), may be developed for institutional uses, such as a church and daycare centre, or low-rise senior citizen housing. If senior citizen housing is located here, there should be a transition in height, with the portion facing 148 Street being no more than three stories.

#### **Discussion**

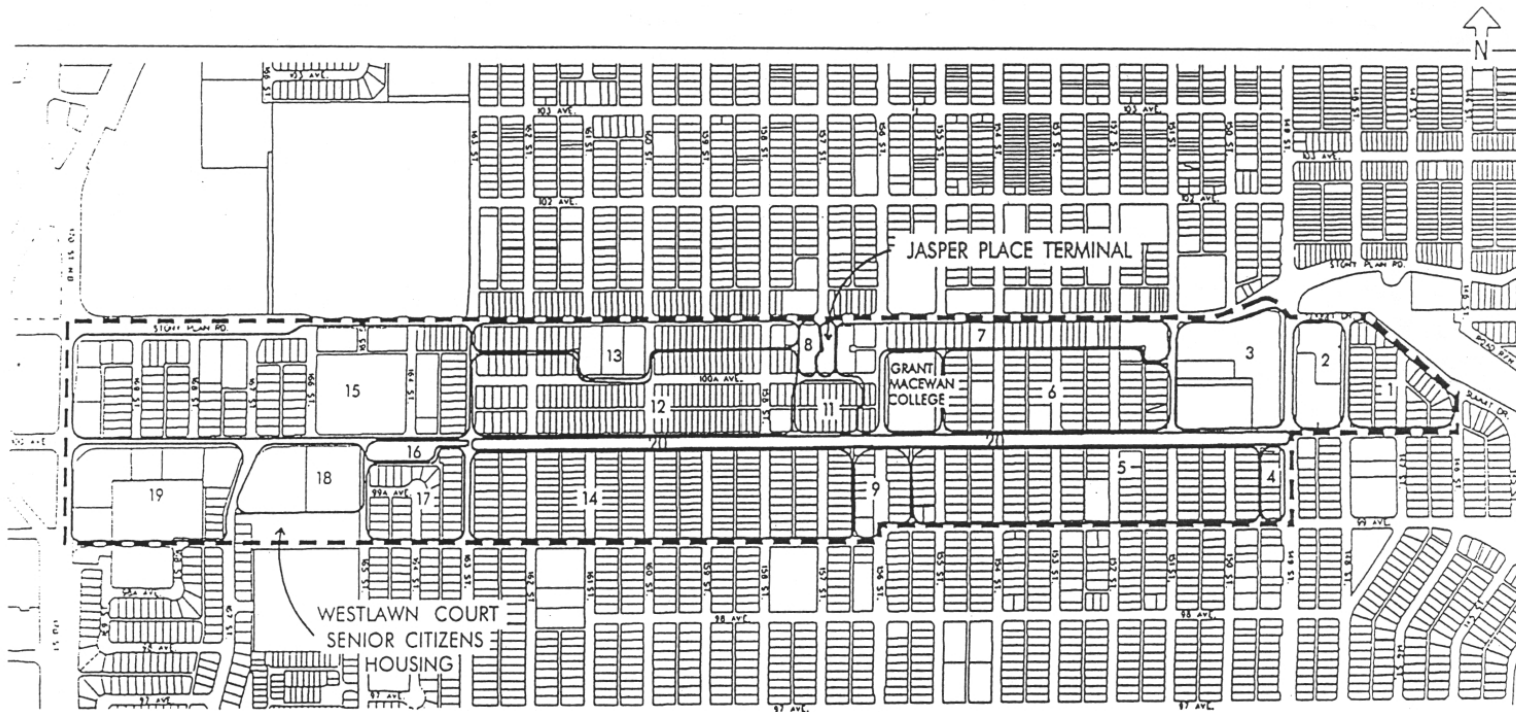
- The City also purchased this property for transportation improvements. It was declared surplus some time ago, and sold to the church located to the south.
- The property is currently zoned RF1 and is vacant. The size of the parcel, and its location on the periphery of the Crestwood neighbourhood, make it suitable for institutional uses. Commercial uses would not be compatible with the single family homes to the east.

**MAP 8 – BOUNDARIES OF AREAS IDENTIFIED IN STUDY RECOMMENDATION (Resolution, June 20, 1994)**

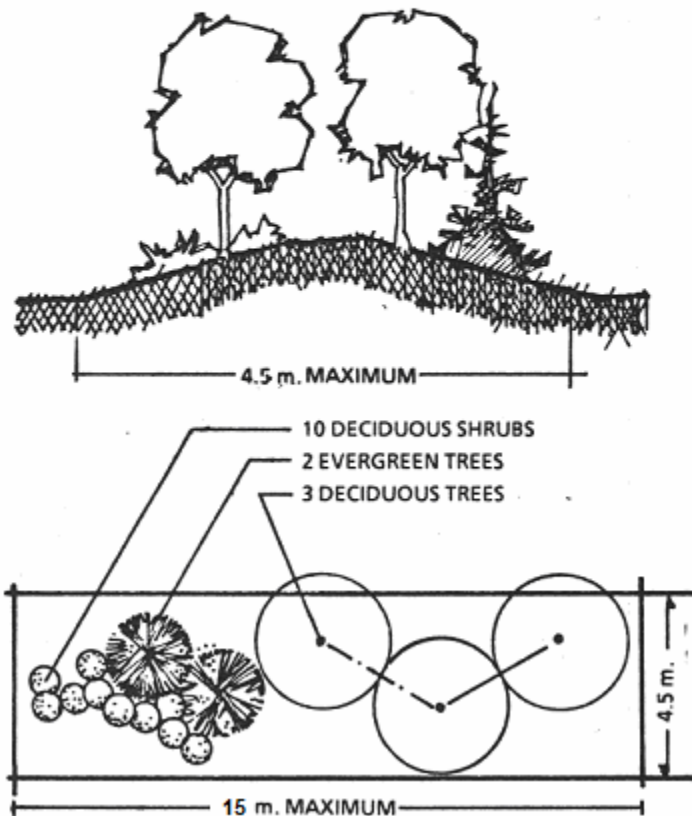
MAP 8  
BOUNDARIES OF AREAS IDENTIFIED  
IN STUDY RECOMMENDATIONS

-- STUDY AREA BOUNDARY

# 100 Avenue Planning Study



**FIGURE 1  
LANDSCAPE EXAMPLE**



# 100 Avenue Planning Study

The landscape module shall be comprised of the following materials:

3 deciduous trees; preferably green ash or basswood, with minimum 85 mm caliper

2 evergreen trees; preferably white or green spruce, a minimum of 2.5 m in height

10 shrubs; preferably all deciduous, with minimum 600 mm height/spread

Amended by Editor

### **Recommendation #3 - 149 Street/Stony Plain Road**

The land bounded by 149 Street, 151 Street, 100 Avenue, and Stony Plain Road, (Area #3), will be developed for commercial use under the CB1 District, with the following additional guidelines:

- a) The developer will be encouraged to provide a minimum yard of 4.5 metres (14.76 ft.) on 100 Avenue and 149 Street. Landscape clusters, to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, should be provided on 100 Avenue and 149 Street, at 6 metre (19.68 ft.) intervals.
- b) Discretionary uses that have the following characteristics should be discouraged:
  - Outdoor storage or large outdoor display areas of merchandise (i.e. - car lot).
  - Establishments that cater to a large clientele in a given time period or have a high customer turnover, which in turn could generate parking problems, high traffic volumes, and turning movements to and from the site.
- c) Access from 100 Avenue or 149 Street should not have a significant impact on the consistent appearance of the landscaping.

### **Discussion**

- This commercial area fronts two major arterials. It is, therefore, important that it be developed attractively, and that the landscaping and setbacks be uniform with the rest of 100 Avenue. Due to their proximity to commercial uses and location on a major arterial, the RA7 properties on 149 Street would be more suitable for commercial development. However, as some residential development may occur on the east side of 149 Street (i.e. - senior citizens apartments), there must be some sensitivity in the type of commercial uses that are allowed to develop here. The intersection of 100 Avenue and 149 Street will be a heavy traffic route. Therefore, certain uses that generate a great deal of traffic and arterial turning movements would also be inappropriate.

### **Recommendation #4 - Low-Rise Apartments on 149 Street**

Properties along the west side of 149 Street between 99 Avenue and 100 Avenue (Area #4) may be developed for low-rise apartments, in accordance with the existing RA7 zoning.

### **Discussion**

- Many of the older single family houses along the west side of 149 Street have already been redeveloped into low-rise apartments.

### **Recommendation #5 - Jasper Place Neighbourhood**

That part of the Jasper Place neighbourhood bounded by 99 Avenue, 100 Avenue (excluding the buffer strip), the lane west of 149 Street, and the lane east of 156 Street (Area #5), will be maintained as an area of single-detached housing, with RF1 zoning.

#### **Discussion**

- The future of the Jasper Place neighbourhood as an area of single-detached housing, was reaffirmed by City Council on August 12, 1980. Since then, the neighbourhood has experienced renewal. There is a high incidence of renovations, and several new single family homes have been built in the area. There are many opportunities nearby, to introduce other low density residential forms (i.e. - duplexes). This area should remain strictly single family, as single family redevelopment has proven to be a viable alternative here.

### **Recommendation #6 - Low-Rise Apartment Area**

Lands bounded by 100 Avenue, the lane south of Stony Plain Road, 151 Street and 155 Street, (Area #6), will be maintained for low-rise apartments, with RA7 zoning.

#### **Discussion**

- The majority of the properties in this area have been redeveloped for low-rise apartments. There are still some older single family homes and a few vacant parcels. Some medium density residential development is desirable to help support additional commercial development that may occur on 100 Avenue.

### **Recommendation #7 - Commercial Strip 155 to 156 Streets**

Resolution  
June 20, 1994

*Properties along the south side of Stony Plain Road, between 151 Street and the east boundary of the Jasper Place terminal, and along the west side of 156 Street north of 100 Avenue (Area #7) will be maintained for commercial development with CB1 zoning. New development will be encouraged to provide a minimum yard of 4.5 metres (14.67 feet) on 100 Avenue and on 156 Street. Landscaping to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, should be provided on 100 Avenue and 156 Street.*

#### **Discussion**

*This is the longest established part of the Stony Plain Road commercial strip which served the former Town of Jasper Place. In order to retain the small business nature of this portion of the strip and the integrity of the apartment area behind it there should be no expansion of commercial uses beyond the land south of Stony Plain Road other than along the west side of 156 Street. For the area along 156 Street, uses that are complementary to the Grant MacEwan College, such as personal service and convenience retail, should be encouraged. Uses that have the following characteristics should be discouraged.*

- *Outdoor storage or large display areas of merchandise; or*
- *A high turnover of customers, or a large clientele at a given time, which could generate traffic, parking and access problems.*

### **Recommendation #8 - Richard Butler Memorial Park**

*Richard Butler Memorial Park will be rehabilitated at its present location and redistricted to an appropriate parks designation (AP Public Parks District). The redesign of this park will meet with the following objectives:*

- a) *It will be done in consultation with the Butler family and the surrounding neighbourhoods, and*
- b) *It will be designed to improve its visibility, attractiveness, and utility with respect to its relationship with the surrounding land uses; primarily the Jasper Place Transit Terminal and the Stony Plain Road commercial area.*

### **Discussion**

*In its current state, Richard Butler Memorial Park is “weathered” in appearance and its design does not relate well with the adjacent Transit Terminal and Stony Plain Road commercial strip. In essence, the properties surrounding this park have changed substantially over the last 30 years while Butler Park has not. A facelift and minor redesign of this park are necessary in order for these land uses to complement each other, rather than detract from each other.*

### **Recommendation #9 - Low-Rise Apartments**

Properties along the east and west sides of 156 Street between 99 Avenue and 100 Avenue, (Area #9), may be developed for low-rise apartments, with RA7 zoning. 156 Street

### **Discussion**

- This area has already largely been redeveloped with low-rise apartments. There are a few single family houses still left. The extension of commercial development along 156 Street, south of 100 Avenue, is considered an undesirable precedent.

### **Recommendation #10 – DELETED (Resolution, June 20, 1994)**

*Figure 2 - Alternative Richard Butler Memorial Park Site – DELETED June 20, 1994*

*MAP 9 – Expansion of Jasper Place Transit Terminal – DELETED June 20, 1994*



**Recommendation #11 – Mixed Use Area between 100 & 100A Avenue / 156 & 158 Street**

Resolution  
June 20, 1994  
Amended by Editor

*The majority of the block bounded by 100 and 100 A Avenue / 156 and 158 Street (Area #11) is an acceptable area for the development of a mixture of apartment residential and low intensity business uses. All development regulations described in Recommendation #12, excepting item (f), will also apply o this area. In addition to these regulations, development in this area should posses design elements that add architectural interest, especially on sites which front onto 100 Avenue. Building roofs should be sloped and of a residential character.*

**Discussion**

*This district is very small to area #12, which extends west of this site, and is therefore suitable for commercial development. However, the additional characteristics of this area; namely its proximity to Grant MacEwan College, the Jasper Place Transit Terminal, and pedestrian scale commercial (CBI) areas, also make it desirable for apartment style housing as well. Unlike area #12 however, the development of light industrial uses should not be allowed in this district due to the potential conflict with residential uses. Direct Control (DC2) Provisions should be used wherever necessary to ensure that the recommended development guidelines and objectives are implemented.*

**Recommendation #12 - Redevelopment of Residential Area to Commercial**

Redistricting to commercial or light industrial use, under direct control districting, would be supported between 100 Avenue, the lane south of Stony Plain Road, 163 Street, and the west boundary of *Richard Butler Memorial Park*, (Area #12).

Resolution  
June 20, 1994

The district is intended to provide for uses that are required at a major entry point to the City, but which will not adversely affect adjacent residents, and do not generate such large volumes of traffic so as to interfere with traffic movement on 100 Avenue. The following regulations will be met:

- a) There will be a minimum site width of 30 metres (98.42 feet).
- b) There will be no outdoor storage uses.
- c) Use of existing residential structures for commercial or industrial use will not be permitted, unless the development is of good quality, suitable for the use proposed, and meets all the site development standards outlined here.
- d) Parking areas and side yards abutting a residential area will be fenced with a solid screen fence of a durable design.
- e) Ample landscaping and yard separation will be maintained by those developments abutting a residential area.
- f) The Performance Standards specified in Section 73.2 of the Land Use Bylaw shall apply to all industrial developments, and will be used as a guideline in approving all other developments.
- g) A minimum yard of 4.5 metres (14.76 feet) and a one metre high berm will be provided on 100 Avenue. Landscaping treatment for property fronting onto 100 Avenue, will consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide, such that no more than 6 metres (19.68 feet) of open space exists between landscape clusters. Landscaping for all other areas will meet the standards of Section 69.3 of the Land Use Bylaw.

Proportionately, larger yards and setbacks will be required for larger property consolidations.

- h) Land uses with the following characteristics will not be accommodated:
  - There is outdoor storage or large outdoor display areas of merchandise.
  - There is a large clientele at a given time period, or high customer turnover, which may generate parking problems, high traffic volumes, or turning movements to and from the site.
  - There is associated noise or waste emission that is offensive to adjacent users.
- i) Access for developments on 100 Avenue will be from the street. Any access onto 100 Avenue must maintain the general landscaping objective, and be approved by the City Engineer in consultation with the *Planning and Development Department*.
- j) The maximum building height will be three stories, or 12 metres.

Amended by Editor

### **Discussion**

These commercial areas will abut established residential areas to the south. Also, they will be fronting onto a major gateway to the city centre (100 Avenue). The Direct Control District is necessary to ensure a high standard of development, with consistent setbacks and landscaping along 100 Avenue, and to minimize potential for conflicts with the residential area to the south. North of 100 Avenue, between 163 and 156 Streets, will be a transition area between single family and commercial uses. These guidelines attempt to ease this land use transition, for those residents remaining in the area. The exact nature and timing of commercial redevelopment in this area is uncertain. The use of the Direct Control District will allow a balance of flexibility and quality control.

### **Recommendation #13 - Stony Plain Road between 163 Street and the Transit Terminal**

The area south of Stony Plain Road, between 163 Street and the west boundary of *Richard Butler Memorial Park*, (Area #13), will be maintained for commercial development, under B2 zoning

Resolution  
June 20, 1994

### **Discussion**

This is an established commercial strip, and continues to be suitable for commercial use.

### **Recommendation #14 - East Glenwood Neighbourhood**

That part of the Glenwood neighbourhood bounded by 100 Avenue (excluding the buffer strip), 99 Avenue, 163 Street, and the lane west of 156 Street, (Area #14), can be developed for semi-detached housing, with RF4 zoning.

## Discussion

- Many of the older houses in this area are small and in need of repair. Renovation, in some cases, is no longer economical. This recommendation provides another option for renewing this part of the Glenwood neighbourhood. Property-owners may take advantage of grants available through the existing Residential Rehabilitation Assistance Program, or they may redevelop their properties to duplexes.

## Recommendation #15 - Stony Plain Strip

Properties bounded by Stony Plain Road, 100 Avenue, 163 Street and 170 Street, (Area #15), can be developed or redeveloped for commercial uses, under a CNC, CB2, and Blocks 33-39 IB or related DC5 districting. The property districted IM (Medium Industrial), between 164 and 165 Streets and north of 100 Avenue, must be redistricted to one of the more appropriate districts before it is redeveloped. Properties facing on to 100 Avenue will provide a 4.5 metre yard (14.76 feet) with landscaping, to consist of mature trees and shrub beds, using the example shown in Figure 1 as a guide. Landscape clusters should be spaced, such that there is no more than 6 metres (19.68 feet) between the clusters. Access for those properties fronting on 100 Avenue should be from the street. Access provided from 100 Avenue will maintain the landscaping objectives of this study, and be approved by the City Engineer in consultation with the *Planning and Development Department*. Larger yards and building setbacks should be provided for larger property consolidations.

Amended by Editor

## Discussion

- This area currently includes part of the Stony Plain Road commercial strip zoned CB2, a significant amount of vacant land zoned IM or IB, and some residential properties between 164 and 163 Streets zoned RA7 and RF1. There is a strong demand for commercial property in the area because of its high accessibility, visibility, and location near West Edmonton Mall and major attractors, such as Food For Less and Superstore, which are coming on stream in Place LaRue and Terra Losa.
- The area has few amenities, and is not a desirable location for residential development.
- As this part of 100 Avenue will form a main gateway into the city, quality landscaping and uniform set backs should be required.
- This area already has a variety of commercial or quasi-commercial zonings which are appropriate for the location.
- Medium industrial is not considered an appropriate use in the area, due to its proximity to residential and commercial uses.

## Recommendation #16 - Westlawn Replot

The City will consolidate the lots north of the lane in Area #16, for inclusion in a landscaped buffer strip, as part of the replot required for the 100 Avenue right-of-way (Map 10). The berm will be extended along the south boundary.

## Discussion

- Although currently districted as CB2, this narrow strip of land will no longer be suitable for commercial development, because of its reduced depth, once part of the site is taken for the road right-of-way. Between 26 and 32 metres will remain. This is insufficient to design a commercial development that would adequately buffer the residential properties to the south.

## Recommendation #17 West Glenwood

That part of the Glenwood neighbourhood bounded by 163 Street, 165 Street, 99 Avenue and the lane north of 99A Avenue, (Area #17), will be maintained as an area of single-detached housing, with RF1 zoning.

## Discussion

- This area consists of well-maintained single family homes.

## Recommendation #18

*Property bounded by 165 Street, 167 Street, the Westlawn Senior Citizens Court site, and 100 Avenue (Area #18) will be developed in accordance with the following guidelines as illustrated on Map 11:*

Resolution  
April 9, 2003

- *The north west corner of the area will be developed for multi-unit housing to a maximum of 4 storeys adjacent to 100 Avenue and 3 storeys to the south.*
- *The south portion will be developed for institutional housing.*
- *The north east quadrant will be developed for institutional uses.*
- *All development will be properly designed, sited and screened to minimize impacts on residential development to the south.*
- *A sidewalk will be provided on the east side of 165 Street to 100 Avenue.*
- *100 Avenue will be landscaped with mature trees and shrub beds. Using the example shown in Figure 1, as a guide, landscaping will be spaced such that there is not more than 15 metres (49.2 feet) between landscape clusters. If an access must be provided from 100 Avenue it will maintain the landscaping objectives of this study and will be approved by the Transportation Department in consultation with the Planning and Development Department.*

Amended by Editor

## Discussion

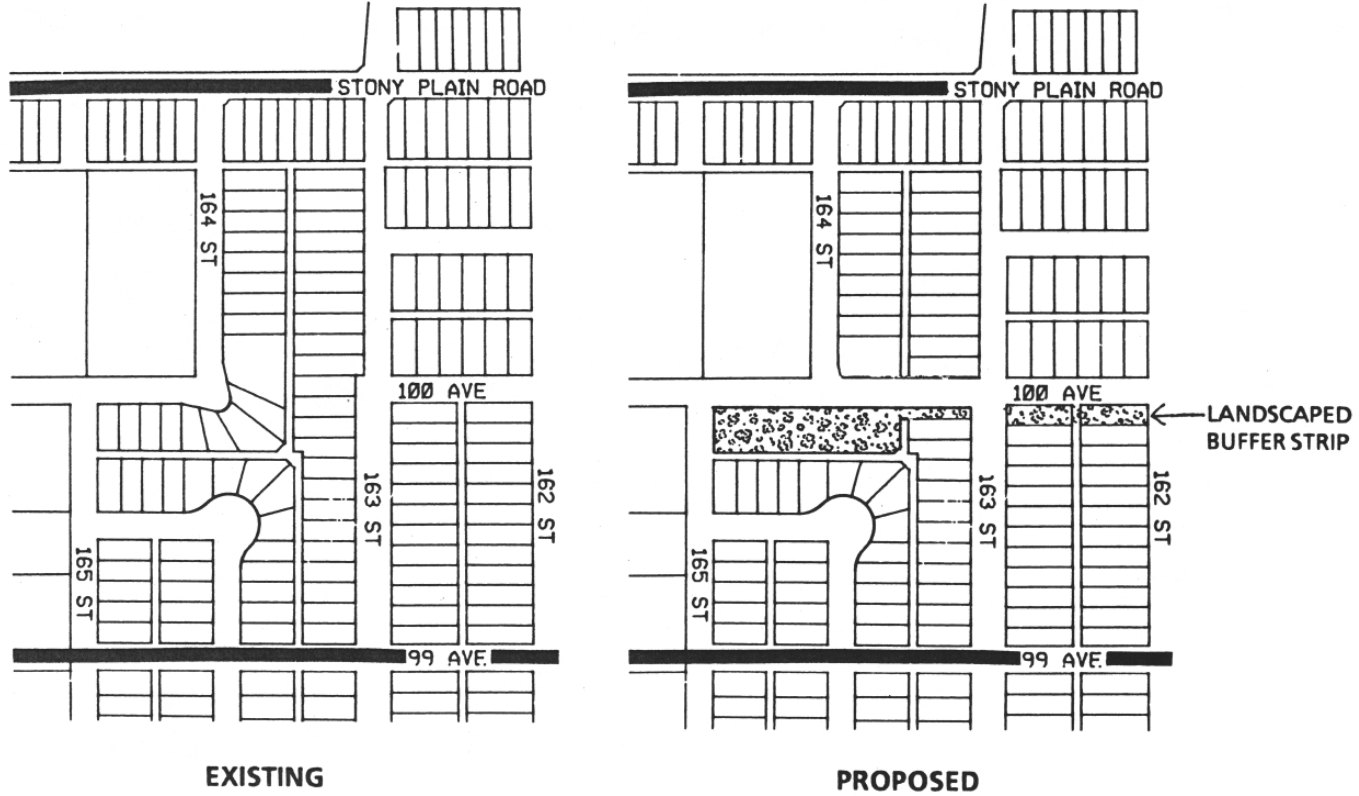
- *The use of multiple unit housing or institutional uses can act as a buffer from 100 Avenue to the neighbourhood to the south. Application of the Major Commercial Corridors Overlay in the Zoning Bylaw, will ensure that a specified setback and attractive landscaping is provided on 100 Avenue to maintain a uniform appearance on the full length of the arterial road..*

MAP 10: WESTLAWN REPLOT (Resolution, August 13, 1986)

MAP 10  
WESTLAWN REPLOT

STUDY AREA BOUNDARY

# 100 Avenue Planning Study

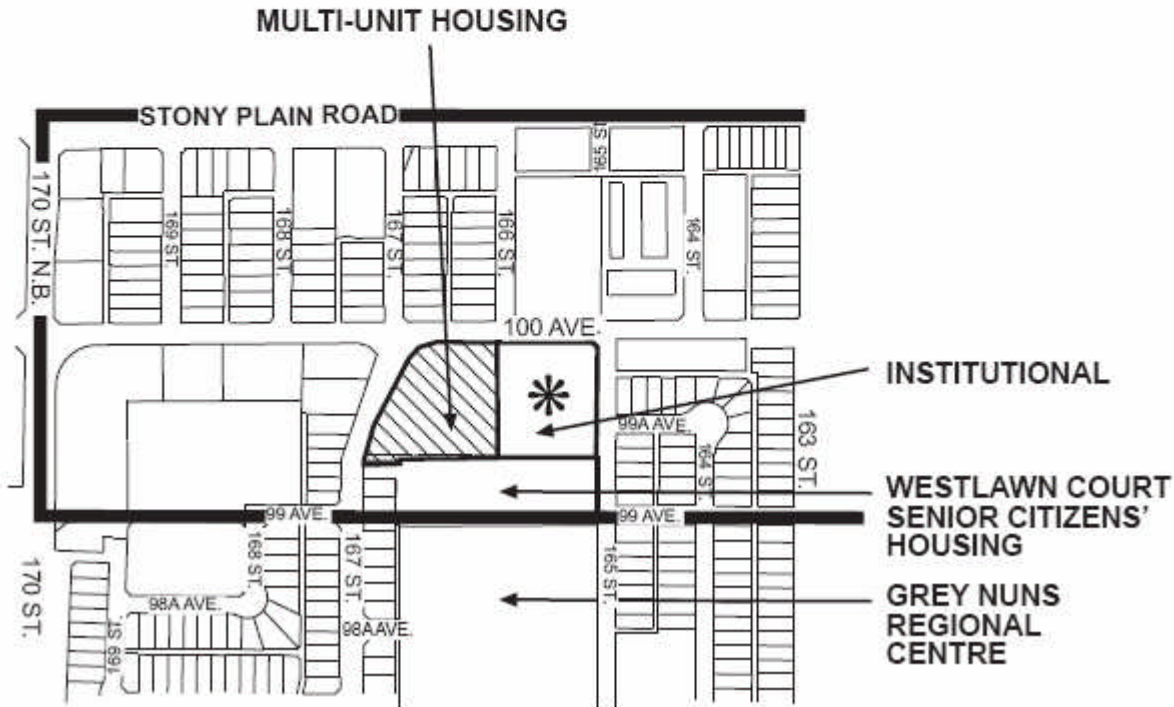


MAP 11: DEVELOPMENT CONCEPT – AREA #18 (Resolution, April 9, 2003)

MAP 11  
DEVELOPMENT CONCEPT - AREA #18

100 Avenue  
Planning  
Study

STUDY AREA BOUNDARY



### **Recommendation #19**

*Property bounded by 100 Avenue, 99 Avenue, 167 Street, and 170 Street (Area #19) will be developed under a direct control zone, in accordance with the following guidelines as illustrated on Map 12:*

- *Commercial development will be permitted along 170 Street and 100 Avenue from the lane west of 168 Street to 170 Street. Uses, which generate heavy traffic, require a substantial amount of parking, or require outdoor storage or large display areas, will not be permitted. Uses which take advantage of the amenity of the stormwater facility will be encouraged.*
- *Multi-unit housing to a maximum of 4 storeys will be permitted along the south side of 100 Avenue from the lane west of 168 Street to 167 Street.*
- *Institutional development will be permitted between the multi-unit housing on 100 Avenue and the single family housing which faces 167 Street.*
- *Single family housing will be developed along 167 Street north of 99 Avenue.*
- *A stormwater management facility will remain integrated with Jack Horan Park.*
- *A 4.5 m (14.75 feet) Yard will be provided on 100 Avenue and 170 Street and is to be landscaped with mature trees and shrub beds. Using the example shown in Figure 1 as a guideline, landscaping will be spaced such that there is not more than 15 meters (49.2 feet) between landscape clusters. Access to the site will not interfere with this landscape objective.*

### **Discussion**

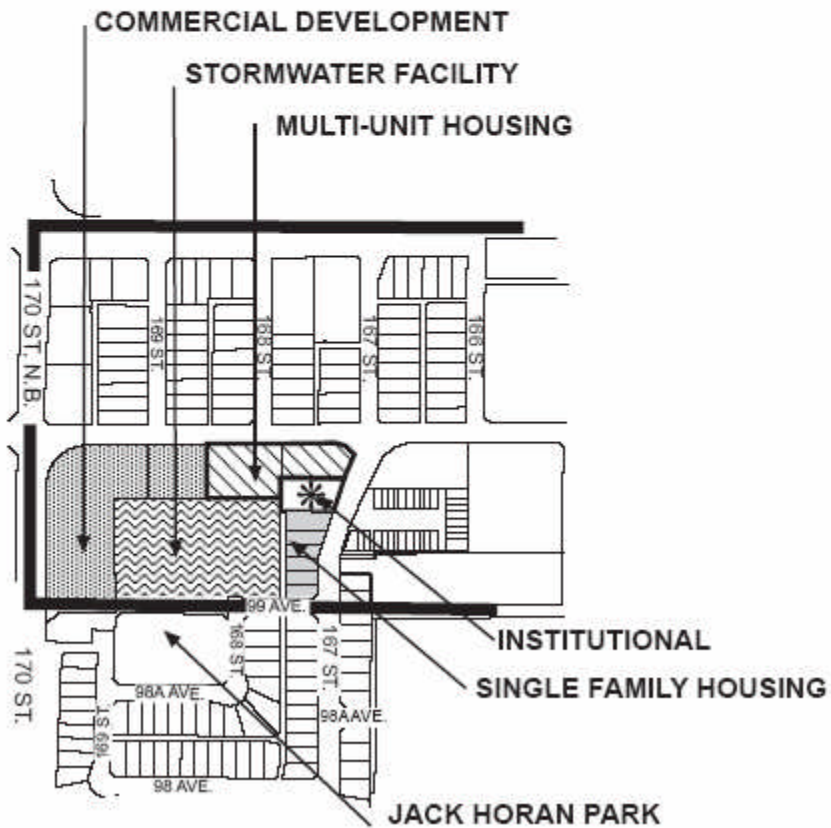
- *These properties mark the key entry point to the 100 Avenue corridor. As such, direct control is needed to ensure the high quality of development for multi-unit housing, as well as commercial uses, and fulfill the need to reduce the impact of these developments on the residential area to the south.*
- *Multi-unit housing to a maximum of 4 storeys can benefit from proximity to existing commercial facilities, transit, the adjacent park site and other facilities in the area that serve smaller households, particularly seniors.*
- *The intersection at 170 Street and 100 Avenue is a prime location for commercial development. The stormwater facility is integrated with Jack Horan Park and provides an excellent buffer between the commercial and multi-unit housing along 100 Avenue and the single family residential area to the south.*
- *The stormwater facility will provide a collective solution to the runoff problem in the Place LaRue area to the west. As the stormwater facility may not accommodate runoff from areas east of 170 Street, any redevelopment in the study area must incorporate on site stormwater management techniques, as specified by the Asset Management and Public Works Department.*

**MAP 12: DEVELOPMENT CONCEPT – AREA #19** (Resolution, April 9, 2003)

**MAP 12  
DEVELOPMENT CONCEPT - AREA #19**

**100 Avenue  
Planning  
Study**

— STUDY AREA BOUNDARY





### **Recommendation #20 - Buffer Strip**

The City will acquire land for the development of a minimum 15 metre-wide landscaped buffer along the south side of 100 Avenue, between 149 Street and 163 Street. Existing mature trees will be retained and protected, as much as possible. Shade trees to be planted 6 metres (19.68 feet) apart will be of a hardy variety, and will be supplemented with fairly dense planting of shrubs and some coniferous trees to be planted away from the roadway.

#### **Discussion**

- City Council has already endorsed the buffer proposal, in their approval of the 100 Avenue Facility Planning Study. The buffer, like the one along 107 Avenue in the west end, will help protect the residential areas of Jasper Place and Glenwood from the visual aspect, and dust and fumes from the arterial, offer some reassurance to these neighbourhoods about their future, and encourage their improvement. The planting on the buffer will provide a uniform attractive appearance on 100 Avenue.

### **Recommendation #21 - Parking Lane on North Side of 100 Avenue**

The parking lane on the north side of 100 Avenue will be retained, as long as it is required by adjacent residents between 163 and 156 Streets.

#### **Discussion**

- In most instances, properties north of 100 Avenue, between 163 and 156 Streets, will not be redeveloped as commercial, for some time. As 100 Avenue will be a major arterial, driveway access fronting onto it will be difficult. In some cases, no rear parking exists. Residents will continue to require on-street parking.

### **Recommendation #22 - Landscaping on 100 Avenue**

Landscaping will be provided by the Transportation Department as part of upgrading 100 Avenue, on the north and south sides of 100 Avenue, from 170 to 149 Streets, in those areas not protected by the buffer strip. The sidewalk will be separated from the roadway by a landscaped boulevard, planted with trees at 6 metre intervals. The sidewalk will abut the property line. Trees will be of a hardy variety with a high canopy, to ensure visibility of future commercial development. Residents on the north side of 100 Avenue, between 156 and 163 Street, will be polled to ensure this arrangement will not adversely affect existing landscaping in their front yard. If necessary, the landscaping and sidewalk location could be modified in these locations.

#### **Discussion**

- 100 Avenue will be a major gateway route to the city centre. It should, therefore, be visually attractive. It is particularly important to provide landscaping on the north side of 100 Avenue. These residential properties are unlikely to develop for some time, and attractive landscaping would reduce the visual impacts of the expanded roadway, and could encourage

better property maintenance. It would not be desirable for sidewalks to abut the curb, as this does not allow any separation between pedestrians and the major arterial. The intent of recommendations #20 and #22, is to provide some consistency in the landscaping of 100 Avenue.

### **Recommendation #23 - Improved Watermains Crossing 100 Avenue**

A program to upgrade watermains crossing 100 Avenue will be implemented as required.

#### **Discussion**

- The *Drainage Services Branch* advises that existing watermains between Stony Plain Road, 100 Avenue, 149 Street and 170 Street, are inadequate to handle long term commercial redevelopment in the area.

Amended by Editor

### **Recommendation #24 - Traffic Management Measures**

The City will introduce traffic management measures, such as culs-de-sac on local streets, immediately south of 100 Avenue between 149 Street and 163 Street, upon receipt of petitions from the local residents of the street. (See Map 7).

#### **Discussion**

- Cul-de-sacs will reduce shortcutting traffic on streets south of 100 Avenue. However, the Transportation Department does not want to unilaterally impose cul-de-sacs, without adequate consultation with local residents.

### **Recommendation #25 - Appearance of Commercial Development**

To ensure that new commercial development along 100 Avenue is attractive in appearance, the City will:

- a) rigorously enforce the regulations of the Land Use Bylaw, regarding landscaping, screening, and parking in commercial districts;
- b) promote land assembly and comprehensive development, under appropriate direct control districts (e.g., DC2's);
- c) ensure all future development on 100 Avenue will provide a minimum front yard of 4.5 metres (14.76 feet), and that mature trees and some shrubbery will be planted at intervals of six metres (19.68 feet), using the example in Figure 1 as a guide;
- d) adhere to all design guidelines in this study, in approving area redistricting and development applications in the study area;
- e) ensure that powerlines continue to be located underground; and

Amended by Editor

- f) access to commercial developments should be primarily from the street. Any access onto 100 Avenue must maintain the general landscaping objective, and be approved by the City Engineer in consultation with the *Planning and Development Department*.

Amended by Editor

#### **Discussion**

- This recommendation seeks to ensure that 100 Avenue is an attractive "gateway" route for visitors and residents approaching the City Centre, from the west. It, also, seeks to minimize intrusion of 100 Avenue on the residential area to the south.

## SECTION 4 - Implementation

### Introduction

A variety of action measures will have to be undertaken, in order to implement the recommendations of this study. The required actions are listed below, under the title of the responsible civic department. An indication of the approximate timing of these actions is also indicated.

### Department

### **Timing**

Resolution  
June 20, 1994

#### 1 Planning Services Branch, Planning and Development Department

- a) Coordinate the implementation of proposals in the West District Plan. with the recommendations in this study.
- b) Support redistricting applications by private owners which meet the study recommendations and development concept.
- c) Implement subdivision/design guidelines for Areas #18 and #19, south of 100 Avenue, west of 165 Street.
- d) Work out the details of direct control districts, to ensure their compliance with objectives of the study.

**1986**

#### 2. Transportation Department

- a) Coordinate with *Land and Buildings Branch, Asset Management and Public Works Department*, the acquisition of property required for the landscaped berm along 100 Avenue; and construct and landscape the buffer
- b) Institute traffic management measures, as required, in cooperation with the local residents. Monitor traffic, and resolve shortcutting or other problems, if necessary.
- c) Provide mature landscaping, to consist of trees spaced every 6 metres along the north and south side of 100 Avenue, between 149 and 170 Street.
- d) Minimize the effect of the Transit Centre on adjacent residents, through design measures, including the provision of landscaping and fencing; and monitor and solve problems after the centre is expanded.

**1986/1987**

Amended by Editor

**1987**

**1987**

**1987**

3. Land and Buildings Branch, Asset Management and Public Works Department

- a) Continue to acquire properties required for the landscaped buffer along 100 Avenue.
- b) In consultation with the *Planning Services Branch, Planning and Development Department*, continue to dispose of developable City-owned properties in the Study Area, which are surplus to current and projected City needs.

**1986**

It is anticipated that existing uses will remain until they are redeveloped, after the appropriate owner/developer-initiated redistricting occurs

4. Parkland Services Branch, Asset Management and Public Works Department

- a) *Redistrict Richard Butler Memorial Park to an appropriate parks designation, and in addition, redesign and redevelop the park at its current location, in consultation with the Butler family and the affected communities.*
- b) Maintain the landscaping on the 100 Avenue road right-of-way, and the landscaping of the proposed stormwater facility, north of 99 Avenue and east of 170 Street.

**1987/1988**

Amended by Editor  
Resolution  
June 20, 1994

5. Drainage Services Branch, Asset Management and Public Works Department

Amended by Editor

- a) Design a stormwater management facility
- b) Consult with residents adjacent to the proposed site, to ensure an attractive facility is built which poses no safety problem for local residents.
- c) Construct the facility.
- d) Upgrade watermains crossing 100 Avenue, between 149 and 170 Streets.

**1987**