

**July 6 2021 (Previously heard June 23) City Council Public Hearing  
RE Item 3.22 Charter Bylaw 19735 Glenora**

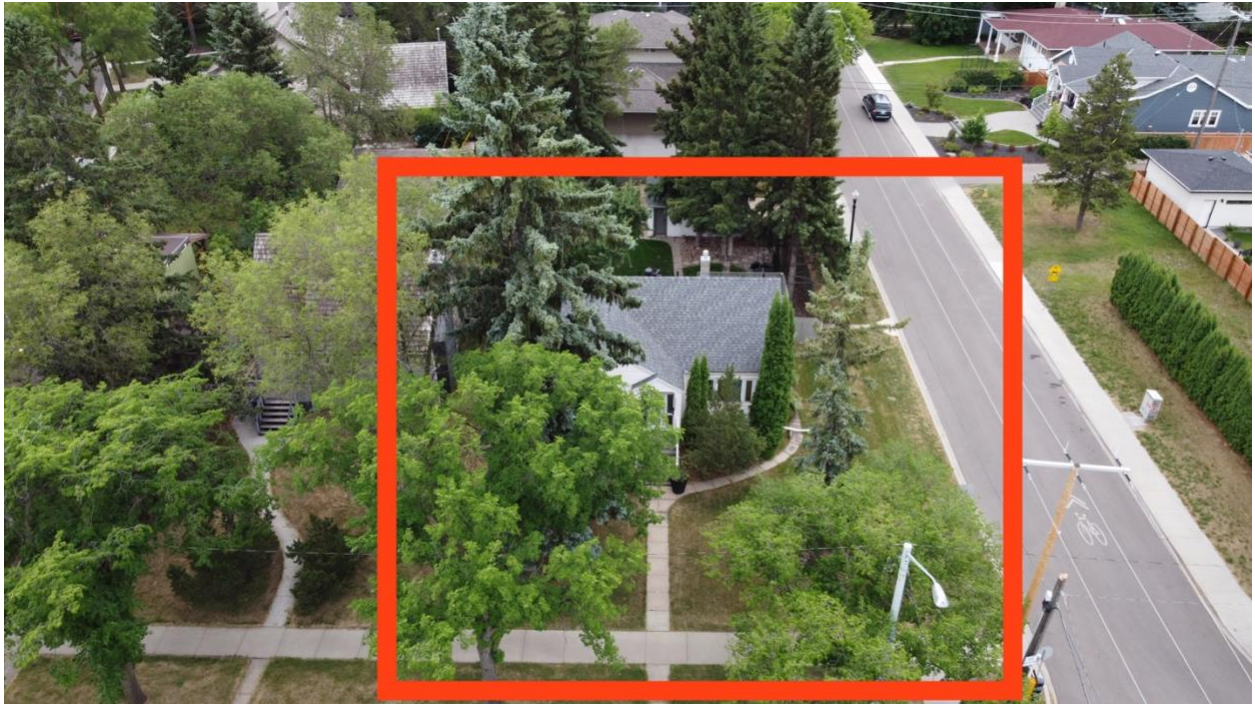
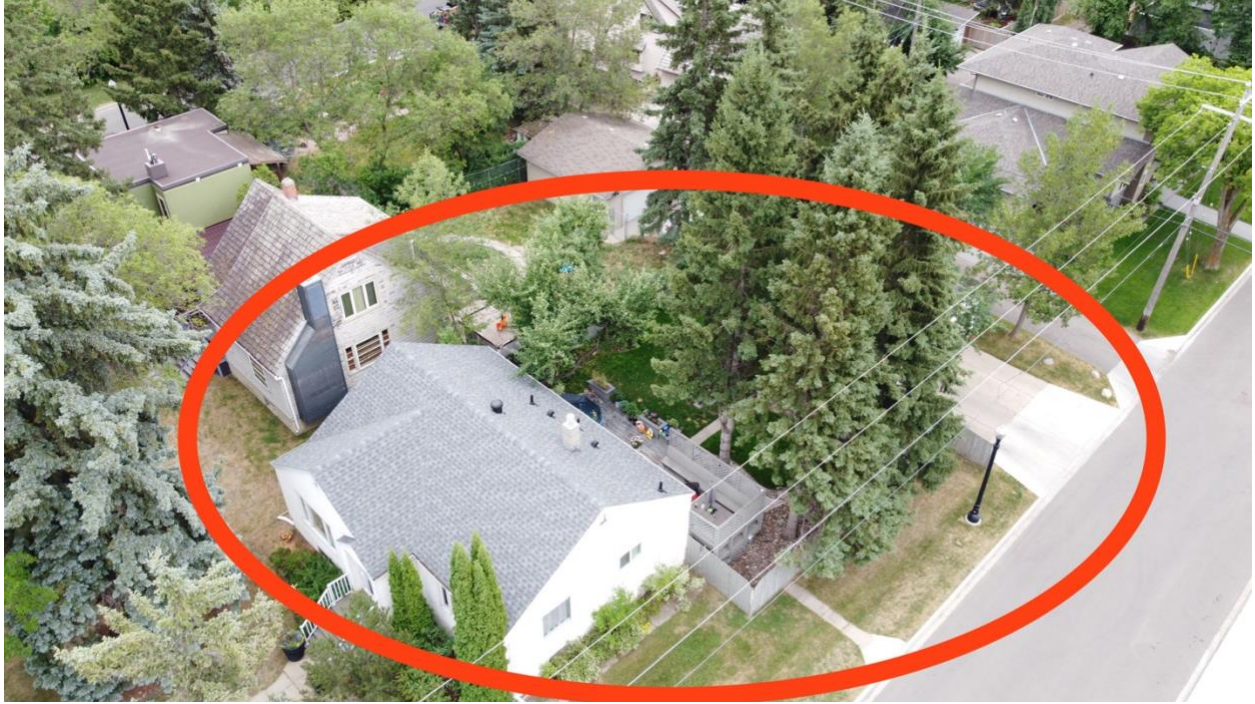
**Submitted by:** Allen Xiao & Yuliya Xiao – owners and residents of 10124 – 136 St NW

**Issue:** Should 13511 – 102 Avenue NW be rezoned from an RF1 to RF3?


**Position:** We are opposed to this rezoning application.

**Proposed Rezoning Area**





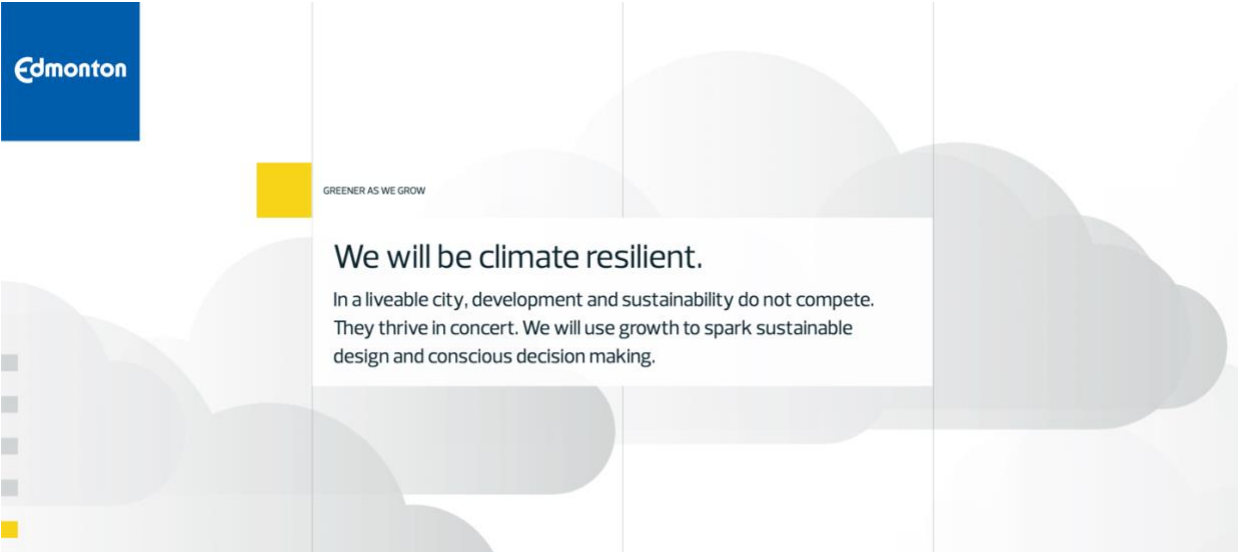
## “The City Plan”



GREENER AS WE GROW

### We will be climate resilient.

In a liveable city, development and sustainability do not compete. They thrive in concert. We will use growth to spark sustainable design and conscious decision making.



**Our plan to cut down emissions includes adding millions of trees to Edmonton's already stunning urban tree canopy.**



Work and life should be nearby. Your daily tasks will all be within 15 minutes of travel time.

00:13:15

**LESS TIME TRAVELING. MORE TIME FOR EVERYTHING ELSE.**

## 1. Active Transportation Network

Active mobility contributes to a high quality of life in cities. Communities that are bike, walk and roll-friendly result in greater joy, fitness and a wider range of transportation options for people and businesses. The Active Transportation Network (see map 6) will create opportunities for active mobility through the provision of high quality infrastructure, integrated with public spaces with an aim to reduce traffic congestion, create better environmental outcomes and improve public health.

The routes in the network provide city-wide and district connectivity to destinations by cycling, with many routes offering shared use with people walking or rolling.

### Cycling

Edmonton is a place where people are invited to bike for all reasons in all seasons. Cycling is an essential way for people to get around our city. It is a way for people to meet both their transportation and recreation needs. The planning, design and provision of the bike network will create a cycling experience that reflects these values:

- Fun and Functional – Biking enriches the lives of Edmontonians and sparks joy by being a safe, enjoyable and practical way to get around.
- Equitable – Biking is a real choice for people of all ages, abilities, backgrounds and walks of life.
- Urban Vibrancy – Weaving biking into our city—building and design makes Edmonton a vibrant, attractive city that we're proud of and that others are drawn to.
- Culture Shifting – Biking is a highly valued part of Edmonton's mobility system and is welcomed as an everyday way to move around and enjoy our city.

Edmonton's bike infrastructure must be safe, comfortable and easily navigable, creating connections between neighbourhoods, nodes and corridors and diverse community destinations.

Edmonton's bike route hierarchy will include district connectors, neighbourhood routes and river valley pathways, each of which will have infrastructure that reflects the context and space they serve. The hierarchy represents the scale of connectivity achieved by the route type with each playing an equally important role in creating a holistic bicycle network.

District connector routes serve as the cycling arteries extending across multiple neighbourhoods and connecting districts and using bike facilities that separate cyclists from vehicle traffic (i.e., separated bike lanes or shared paths). Neighbourhood routes provide local access and opportunities for recreational cycling while river valley pathways provide connections as part of the urban bike network and serve commuting needs. Regional connections provide access within both Edmonton and the region, allowing users to access regional destinations and expanding the reach of both recreational and functional bike trips. Edmonton's holistic bike network will create a system of cycling mobility that embodies:

- Health, Safety & Comfort: prioritize separation from vehicular traffic, minimizing stress and grounded in safety.
- Connectivity: access to places people want to go, removing gaps or missing links.
- Directness: prioritizes direct and straight routes.
- Network Density: spacing of routes reflects demand.
- Attractiveness: pleasing to travel on, interesting and passing through sociable places.
- Integration: routes provide value from economic, social and safety perspective and are integrated with other mobility options.