

Concerns Regarding Specific Policy Statements

Below, concerns, solutions and support from City policies are highlighted for specific objectives and policy statements in the NSP.

Page in PDF	Policy Statement	Concern	Policy Support/Precedents	Proposed Solution
Objective 16 – Locate and orient commercial sites along arterial and or collector roadways to ensure high visibility and accessibility of multiple modes of transport, such as vehicular, transit and walking				
44	5.3.1 – Requirement for commercial sites to be along arterial and collector roadways. CB1 zone requires parking to be behind or next to the principal dwelling, but no discussion on entrances oriented towards the street or regarding residential street orientation.	The wording in this statement is too broad and does not ensure interaction between commercial buildings and arterial/collector roadways that support direct access for pedestrians/cyclists to commercial buildings	City Plan 4.1.1.4 Enhance street design through building and renewal to improve connectivity, amenity space and beauty. 4.1.2.1 Prioritize safe streets and convenient pedestrian crossings that appropriately serve the context of the area. Designing New Neighbourhoods Guidelines Coordinate the location of commercial and employment areas, parks, natural areas and civic facilities to provide convenient access for residents by multiple modes of transportation.	Include policy statements that explicitly state how both commercial and residential development should be oriented with the arterial street. The NSP should encourage active streets with active commercial and residential frontages onto all roads in the NSP area.
Objective 46 – Provide opportunities for a variety of modes of transportation within the NSP area				
55	8.2.1 - Depiction of secondary bike network facilities as shared roadways in the neighbourhood.	Shared roadways do not align with the goals of this RFP, as they do not include all weather design, safe separation	City Plan 1.3.2.2 Increase opportunities for Edmontonians to be physically active throughout all seasons.	Remove the secondary bike network facility classification and require all bike network facilities to be

		of modes, and are not of all ages and abilities. This depiction contradicts policy statement 8.2.1, which states that the active modes network should be designed to accommodate all types of users of varying ages, abilities and destinations.	<p>2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.</p> <p>4.2.3.2 Provide opportunities for universal accessibility within the active transportation network.</p> <p>4.2.3.3 Develop and maintain safe, high quality cycling infrastructure and facilities (see map 6 - Active Transportation Network).</p> <p>Designing New Neighbourhoods Guidelines</p> <p>3.4 Design neighbourhood infrastructure, parks and civic facilities to accommodate people of all ages and abilities.</p>	separated from vehicular traffic, or provide more detail regarding how secondary bike facilities will be designed for all seasons and abilities.
Objective 50 – Mitigate the effects of noise and vibration caused by vehicle traffic along Meridian Street				
59	Policy 8.6.1 – Requirement for appropriate noise attenuation measures where low density residential users abut Meridian street	Potential promotion of noise attenuation fences that do not support an active street and public realm, creating more new streets that promote high vehicular speeds. This policy may also limit the potential for the neighbourhood to change and adapt over time, as development will likely face away	<p>City Plan</p> <p>2.2.1.1 Design and retrofit street layouts to facilitate intensification and ongoing adaptability.</p> <p>Designing New Neighbourhoods Guidelines</p> <p>11.1 Provide opportunities to address changes in land use, infrastructure, demographics, market conditions, emerging technologies and the climate over time.</p> <p>2.1 Provide for and/or build attractive and inviting streets, buildings, parks and open spaces.</p>	Where policy determines the need for sound attenuation adjacent to Arterial streets, sound walls are not the preferred solution. Architecture, road orientation and building siting can offer design solutions. If a sound wall is determined to be the best solution, then the wall should include

		from the street in its initial buildout, limiting the potential for future pedestrian oriented streets.		decorative features (Source: Calgary Cornerstone ASP)
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Figure Concept Concerns

Below, concerns, solutions and support from City policies as well as direct comments on figures are highlighted.

Figure 13.0 Active Mode Transportation Network			
Topic	Concern	Policy Support/Precedents	Proposed Solution
Distance of pedestrian crossings along meridian road (Arterial)	There is almost a 1 KM distance between pedestrian crossings on Meridian road. In addition, there is no mid block crossing along 153 avenue, where the secondary bike facility intersects the road. This will not lead to convenient pedestrian and cyclist movement between neighbourhoods, forcing pedestrians to walk long distances to cross the road	City Plan 4.1.2.1 Prioritize safe streets and convenient pedestrian crossings that appropriately serve the context of the area.	That the active mode network be amended to include at least 1 additional pedestrian crossing along meridian road and an additional crossing along 153 avenue.
Secondary Bike Network Facilities	These facilities provide a vital connection point for active users, but as proposed, would be shared road facilities. Shared road bike facilities do not accommodate all users of all ages, abilities and comfort levels, and are not in consideration of all season design	1.3.2.2 Increase opportunities for Edmontonians to be physically active throughout all seasons. 2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools. 4.2.3.2 Provide opportunities for universal accessibility within the active transportation network.	That the secondary bike network facilities identified in the NSP be amended to be primary bike network facilities, to support the intent behind a multi-modal community

4.2.3.3 Develop and maintain safe, high quality cycling infrastructure and facilities (see map 6 - Active Transportation Network).

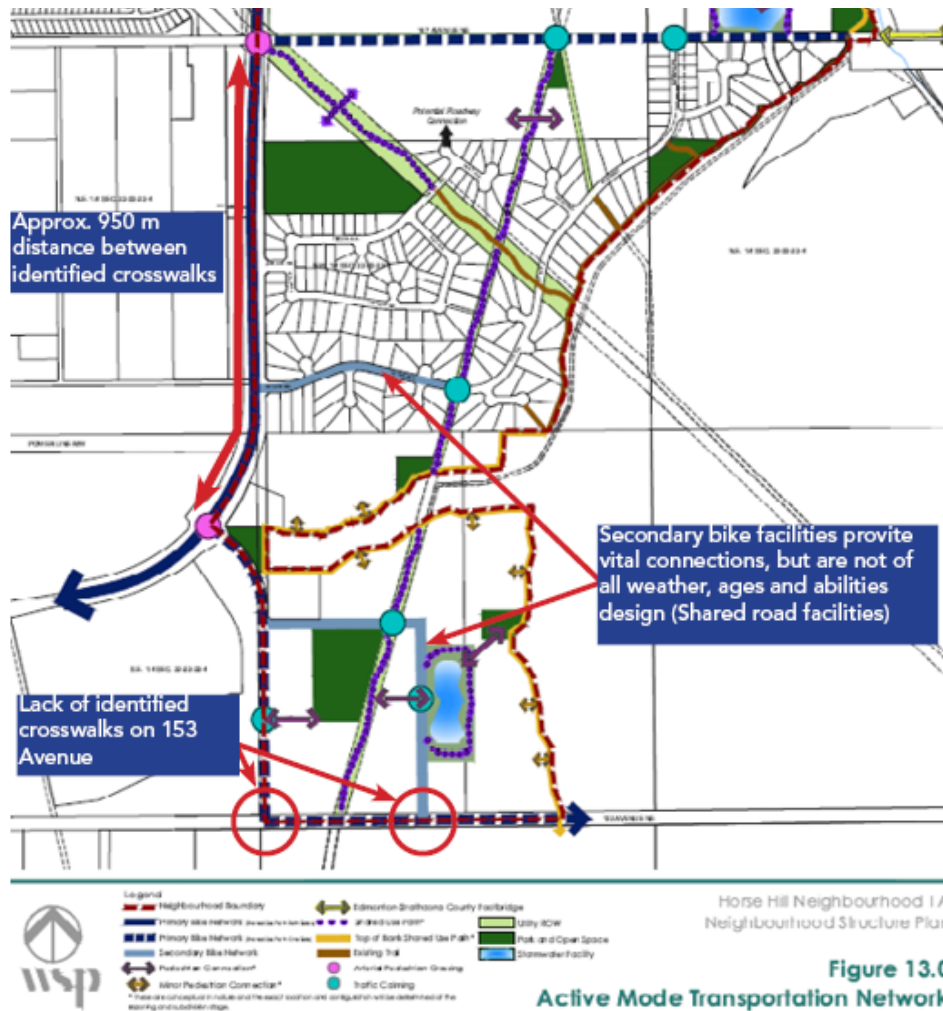


FIGURE - Specific concerns regarding the active transportation network in this NSP.