



# An RA8 zoning is not appropriate for 10504 – 128 Street:

Working within the Mature Neighbourhood Overlay framework to  
meet the City Plan outcomes.

# Unacceptable RA8 zoning next to adjacent RF1 zoning

- Transit-Oriented Development – increase density close to stations and over time grow to meet community needs where appropriate.
- Good zoning works to avoid incompatible spot development.
- Corridors have different needs and characters in unique areas that should be respected.
- Creating safety, parking, traffic, and congestion issues.



# City Plan timelines to final outcome at 2,000,000 residents

- A person born today will be eligible for retirement or at least be middle aged; equating to 10 - 15 Council terms into the future.

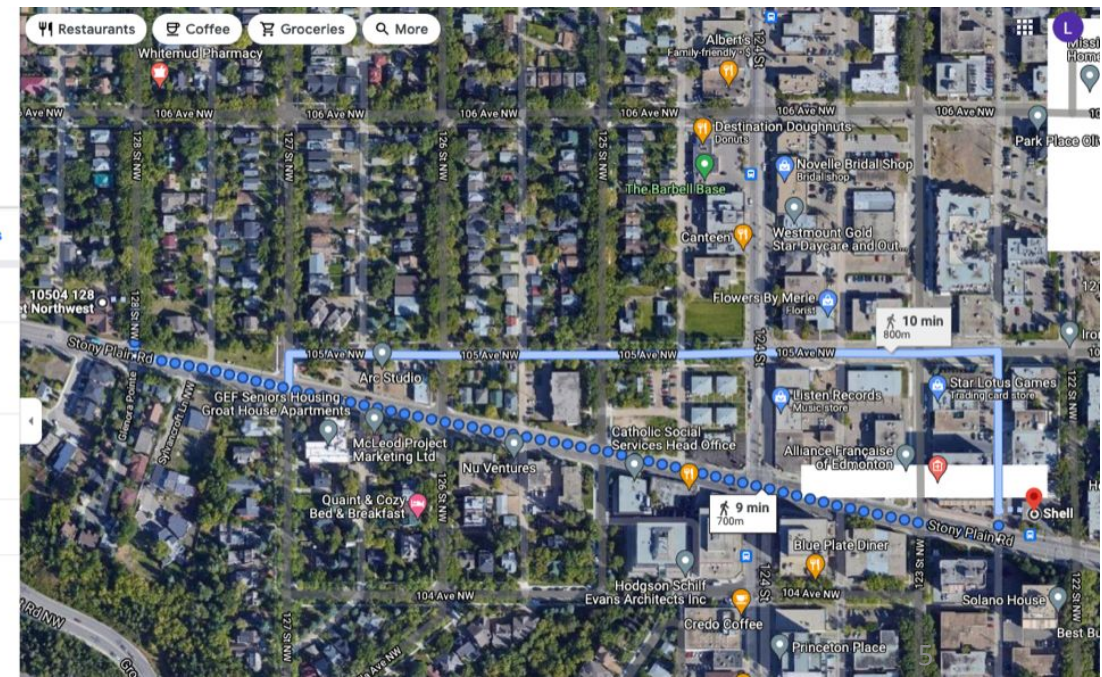
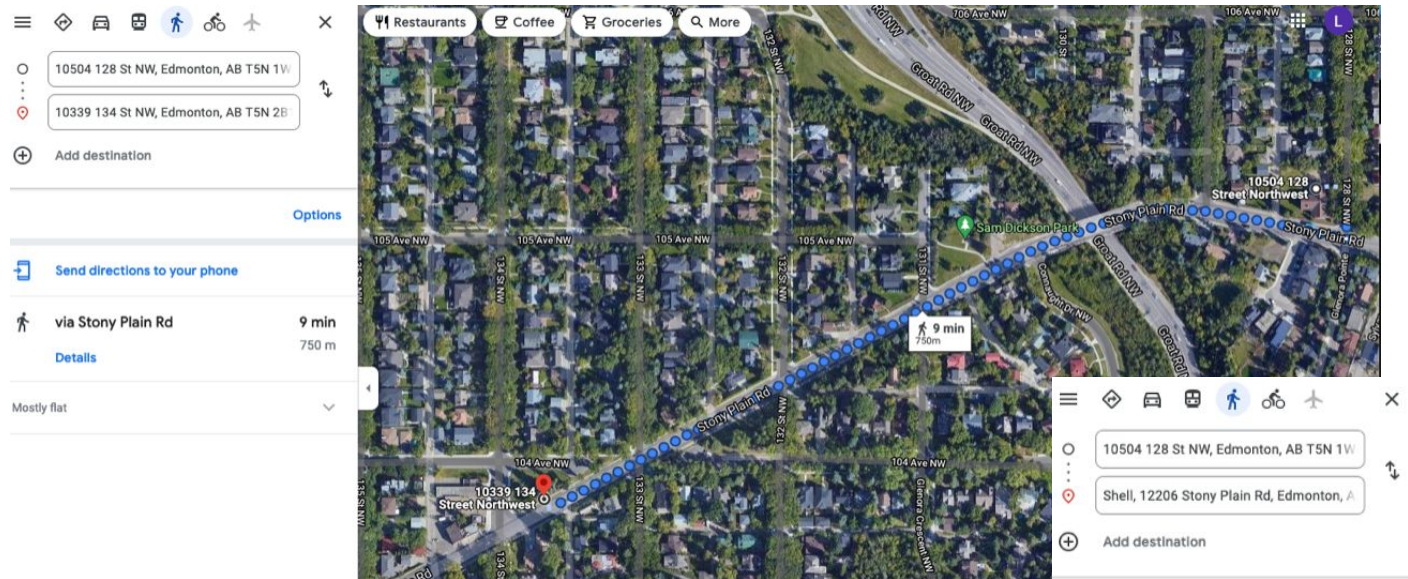


# Transit Oriented Development

Meeting the needs of the community



# Realistic times and distances to stations in summer time



# Outward expansion from LRT station



Transit Oriented Development (TOD) is an exciting approach to building a city. It concentrates housing, shopping and employment along a network of walkable and bikeable streets within a five minute walk of transit stations – or 400 metres in any direction. TOD will support the City's vision of a vibrant, sustainable city with attractive, liveable and more compact communities.

To encourage and guide TOD in neighbourhoods near transit stations over the next 30 years, the City has developed TOD Guidelines in consultation with community and business organizations, transit users, City departments and others. The guidelines set out the City's expectations for transit-oriented development near current or future transit stations.

## **TOD Policy and Guidelines**

The TOD Policy and the TOD Guidelines were approved by City Council on Wednesday, February 15, 2012.

The TOD Guidelines will help:



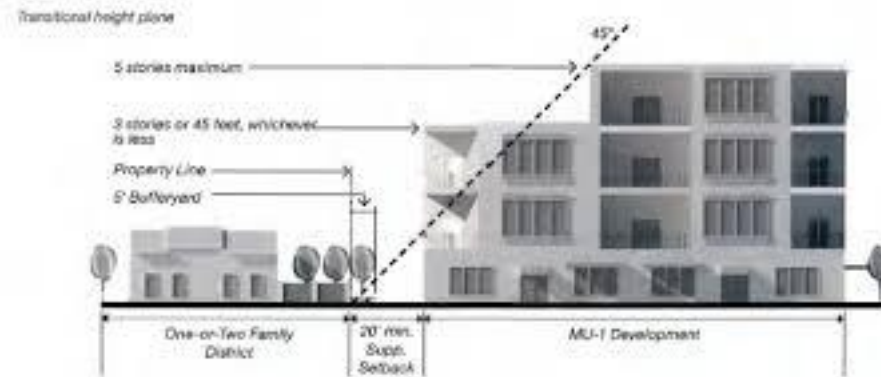
- Residents and community groups understand the nature of development that could occur close to LRT stations and transit centres
- Property owners assess their development options
- The City in reviewing rezoning or development applications for lands within 400 metres of a transit station, to ensure they are appropriate for the station and the surrounding areas
- The City in preparing or updating plans for lands near specific transit stations
- The City in upgrading infrastructure, including sidewalks, roads, bike facilities, parks, near transit stations

## **What's Changed**

The approved TOD Guidelines include some additional information and changes from earlier



# Transit Oriented Development. TOD





# Good Zoning Works When:

- It suits the site and the mature neighbourhood
  - Higher density structures stay within 400 meters of LRT stations
  - Graduated transition from tall to small
- It integrates into the neighbourhood through:
  - Mature neighbourhood overlay
  - No/Low impact shading
  - Traffic mitigation solutions (129 Street has 1000 cars daily NOW)
  - Back alleys remain back alleys

# Good Zoning Works When....

- City plans and policies guide decisions:
  - “....The Neighbourhood Station Area Guidelines allow for intensification with the provision that development is sympathetic to surrounding existing uses.” (Page 15. TOD)
  - Appropriate TOD characteristics include: “two storey townhomes and duplex housing except on arterials, collector roads and large sites where four storey apartment housing is appropriate.”
  - Under Medium Scale Infill Guidelines: “Row Housing, Stacked Row Housing, Low Rise Apartment of up to four storeys.”

# Good Zoning Works When....

- City staff and developers have meaningful engagement with citizens from Day 1.
- City staff and developers USE input from citizens to guide decisions.





# Context



Bryan Q.



# Typical winter driving conditions on 129 St.





# Context comparison: two 6-storey buildings

Close to downtown and high-rises

Note: Maximizing sun exposure to new structure



10303 98 Avenue NW | ?m | 6s | Dualita Architecture

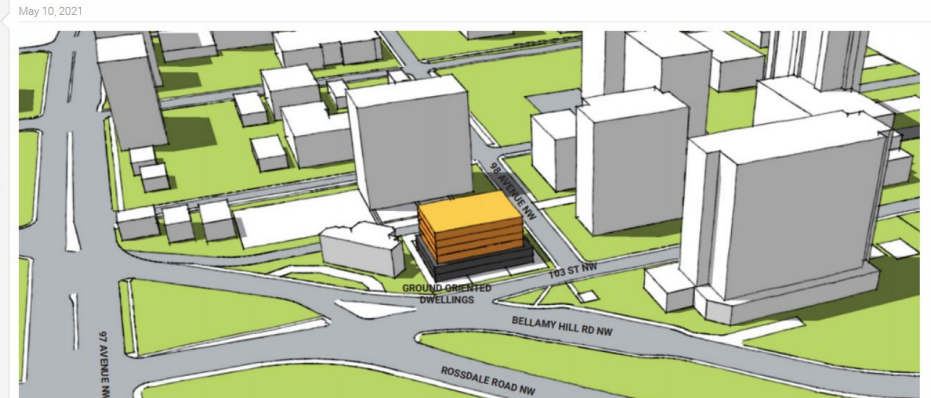
Avenuer · May 10, 2021

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Avenuer  
Senior Member

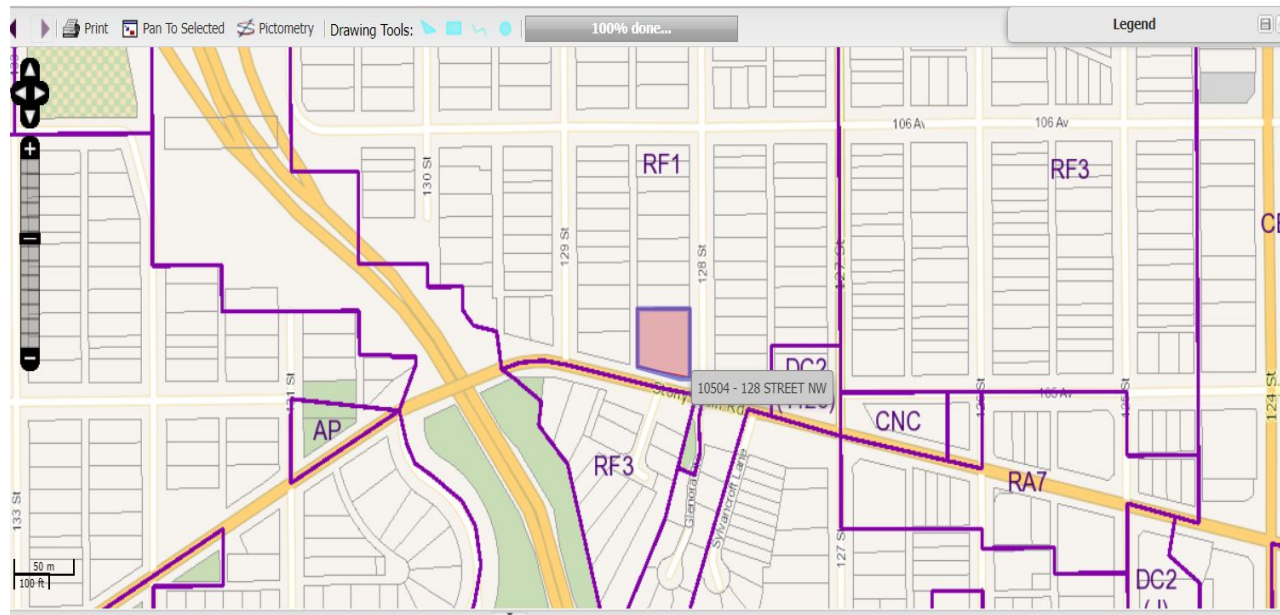
Member Bio  
Joined: Mar 8, 2019  
Messages: 1,138  
Reaction score: 7,133  
Location: Central Edmonton





# Context comparison: two 6-storey buildings

Next to RF1 single family home



# 6<sup>th</sup> storey perspective



Carla C.



# Fostering a sense of community

- “Game off! Why the decline of street hockey is a crisis for Canadian kids” (Newspaper article heading)





Offering a safe space for play.

- Can't play in the front or the back.





# Alley north and south entrances where all traffic must use twice per trip

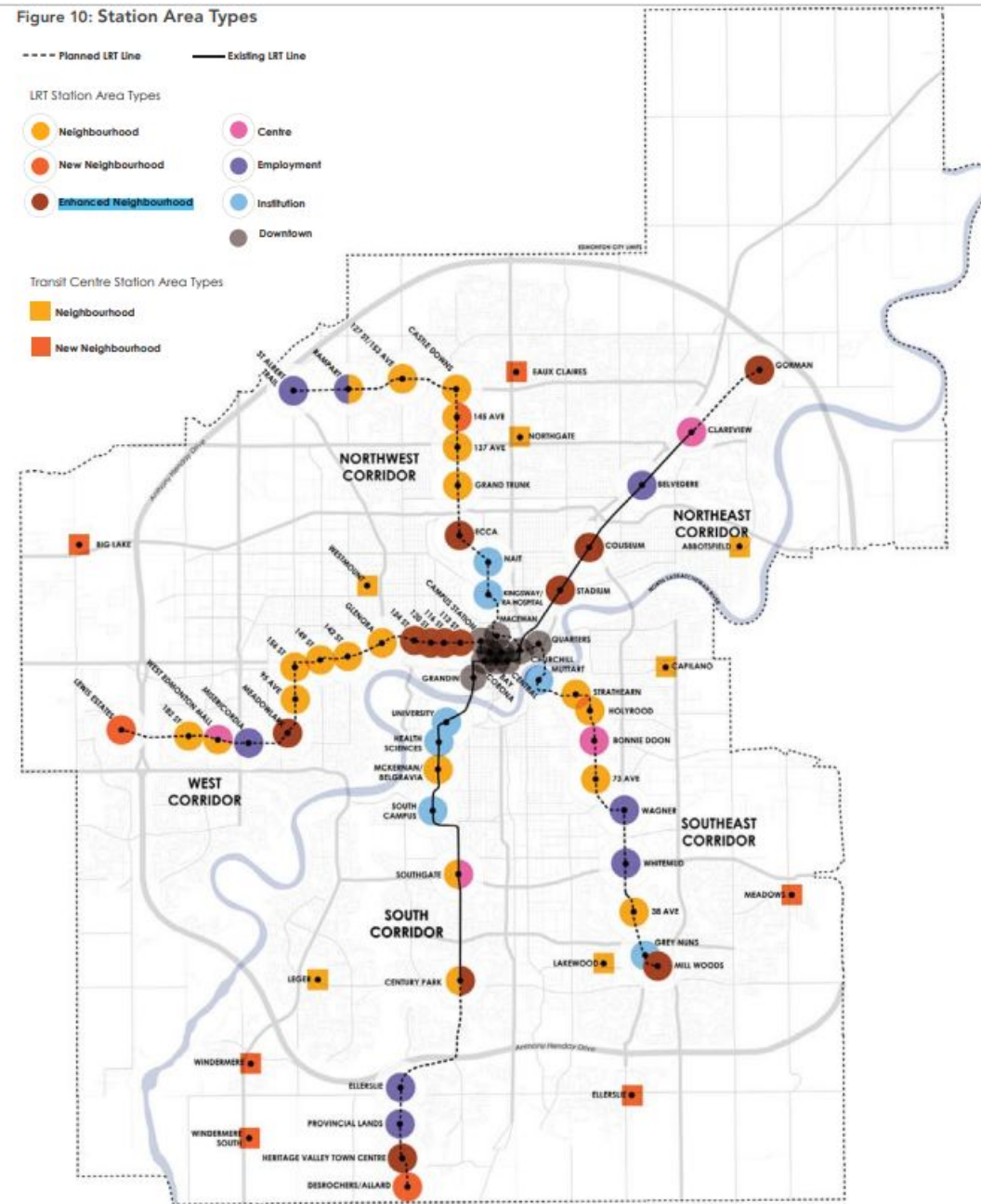


# Corridors have Different Needs in Each Section

A single zoning approach does not meet the corridor's needs nor deliver the best outcome for its residents and visitors



# Different types of transit station for different sections



# Primary Corridor along St. Pl. Rd.- What these sections have in common is that they are different

- Downtown to 124 St.
- 124 St. to 140 St.
- Intersections at 142 St. and 149 St.
- West from 149 St.
- Major employer, residential, student component
- Major crossroads
- More commercial adjacent to Stony Plain Road (with residential to the north and south)



- Node at 142 St. in the future
- More densification planned close to station
- It took 50 years for this corner to evolve and now the new buildings are easier to integrate with the accompanying infrastructure



# Safety, Parking, Traffic, and Congestion issues

Traditional “grid-style” historic communities in Edmonton require additional assessment

# Access and safety

- Assumptions that people in this location will have fewer personal vehicles is false.
- ~500m to transit is a barrier if you have mobility issues, small children, are alone at night, etc.
- People relying on transit will look to the many options available closer to the stations and amenities.
- Alley only access for potentially 100+ vehicles seems unsafe.
- Survey says:
  - 41% of households have 2 vehicles (p. 18)
  - 79 to 87% of people surveyed are drivers as their primary mode (p. 19)
  - The most important parking outcomes (p. 12):
    - The availability of parking at home.
    - Being able to park on the street in front of their house.
  - Best situation to decide parking for the households (p. 24):
    - The business or developer 14%
    - The owners or occupants 43%

Data from “Review of Parking Rules on Private Property Quantitative Report” By Advanis for the City of Edmonton, January 2019.

[https://www.edmonton.ca/sites/default/files/public-files/assets/PDF/Parking\\_Requirements\\_ValuesandPrioritiesSurvey\\_Results.pdf](https://www.edmonton.ca/sites/default/files/public-files/assets/PDF/Parking_Requirements_ValuesandPrioritiesSurvey_Results.pdf)

# Sun-shadow

- December 21, 2022
- Sunrise 8:48am
- Sunset 4:16pm
- Blocking the small bit of afternoon sun in the winter months for a significant portion of the area.
- Trees lose their leaves and let light through, the building blocks it completely.



12PM



3PM



# Our densification contribution

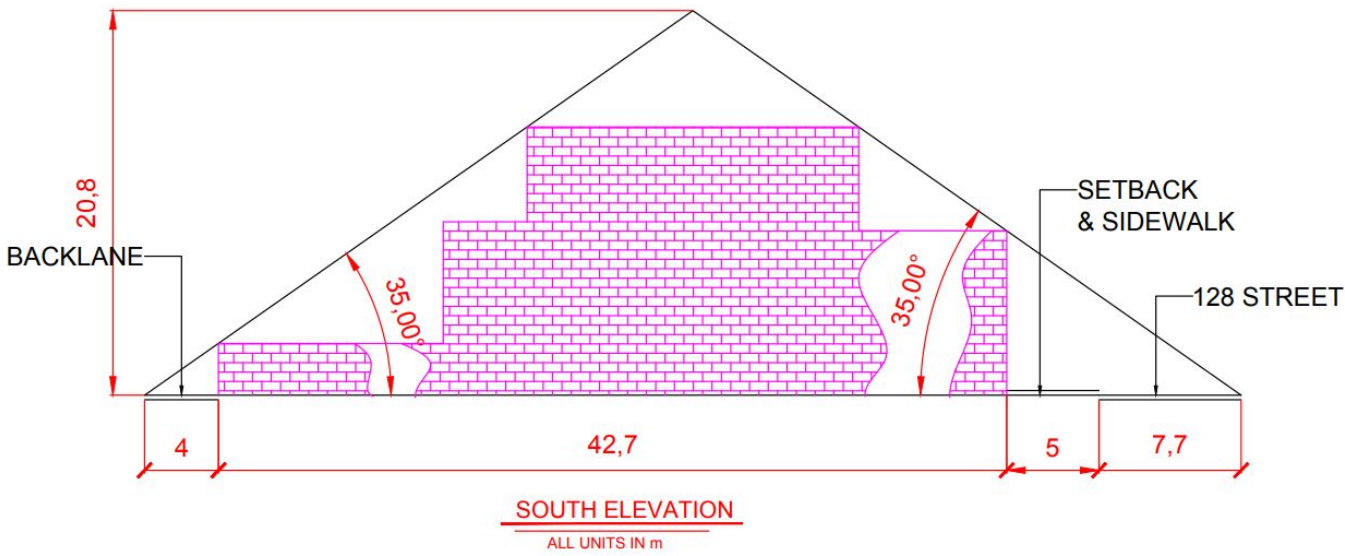
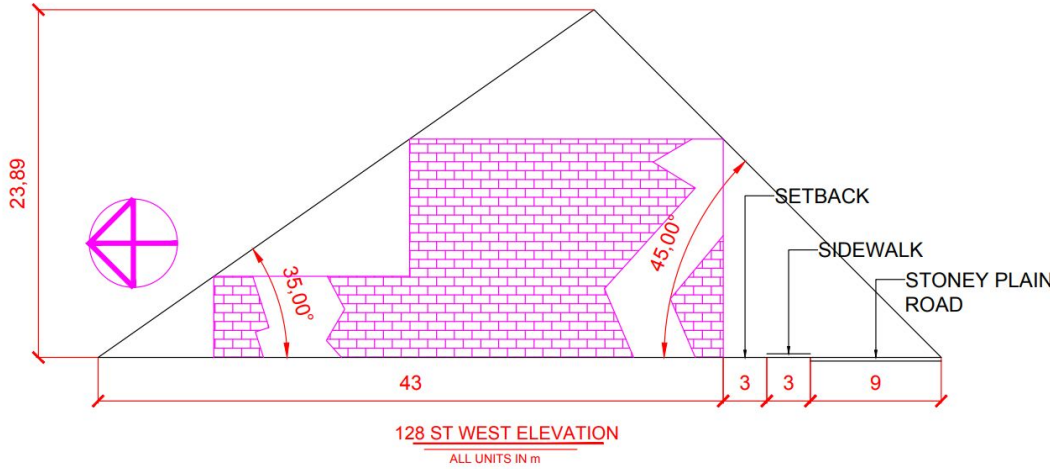
- Recent re-development activities including adding garage suites
- All done while working within the Mature Neighbourhood Overlay.
- Increases the number of dwellings by 40%.
- Increases the number of residents by 30%.
- If this continues for the vacant lots, it would increase our density over 70 residents/ha.
- RA8 – density would be 275 to 375 residents/ha (higher than guidelines)

# 6-storeys up

Meaningful and equitable solutions as not sought before, therefore communities can only react to a proposal after it has gained Administration's support.



# Applying the concept guidelines helps gain acceptance as stated in City's documents







Thank you for your time and  
respecting our mature  
neighbourhood.