

# District Planning

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May 28, 2024



GROW TOGETHER  
— E D M O N T O N —



## About Us

Grow Together Edmonton is a volunteer organization run by ordinary Edmontonians. We are passionate about housing, climate and urban vibrancy. We are wholly independent and do not receive any funding from the development industry or the City of Edmonton.



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# Our recommendations

1. Provide outright, unambiguous support for mid-rise housing within an 800m radius of LRT stations.
2. Expand nodes centred around post-secondary institutions like the University of Alberta so that areas within an 800m walking distance are within the node.
3. **Expand the definition of Primary Corridors on Map 3: Nodes and Corridors of each District Plan from mostly 3 blocks wide to mostly 5 blocks wide, as defined in the City Plan.**
4. **Expand the definition of Secondary Corridors on Map 3: Nodes and Corridors of each District Plan from mostly 1 block wide to 3 blocks wide, as in the City Plan.**
5. *Strike the last sentence (“This map shows the full extent of the Nodes and Corridors for the city’s growth to two million residents.”) from the description of Map 3: Nodes and Corridors of each District Plan.*
6. **+ 1 more bonus recommendation: “Trail-Oriented” Development**

# “Behind the 8-ball”

Map 3: Nodes and Corridors in every District Plan reads:

“This map shows the **full extent of the Nodes and Corridors** for the **city’s growth to two million residents.**”

**That’s a lot of locked-in potential for “Tall and Sprawl” to reach 2 Million (50%-50% infill/new)**

**Give Infill a fair shot at organically getting to the 50/50 goal so newcomers can join our mature neighbourhoods!**



# Fictional Experiment

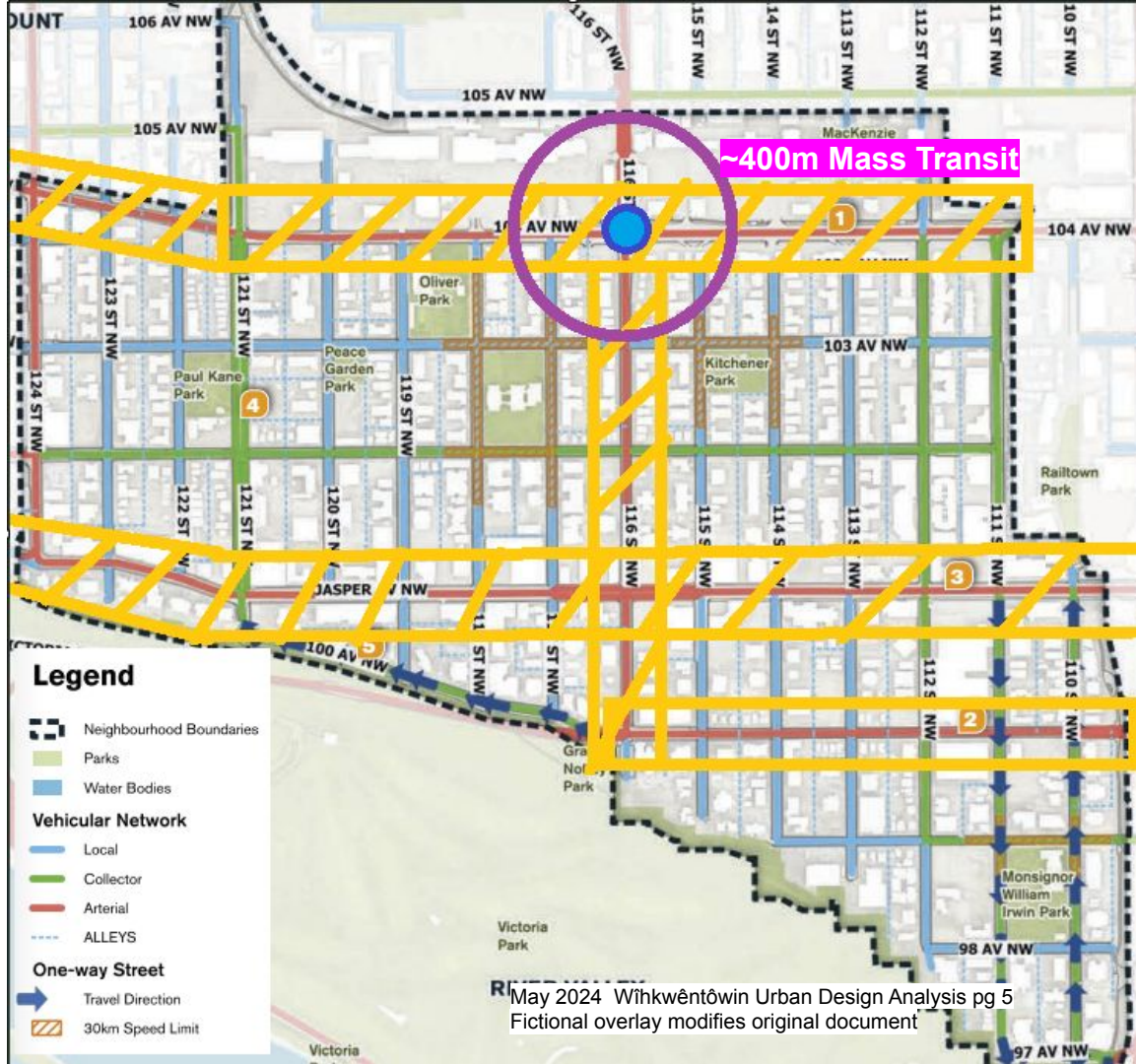
Let's remake Wihkwêntôwin in the image of:

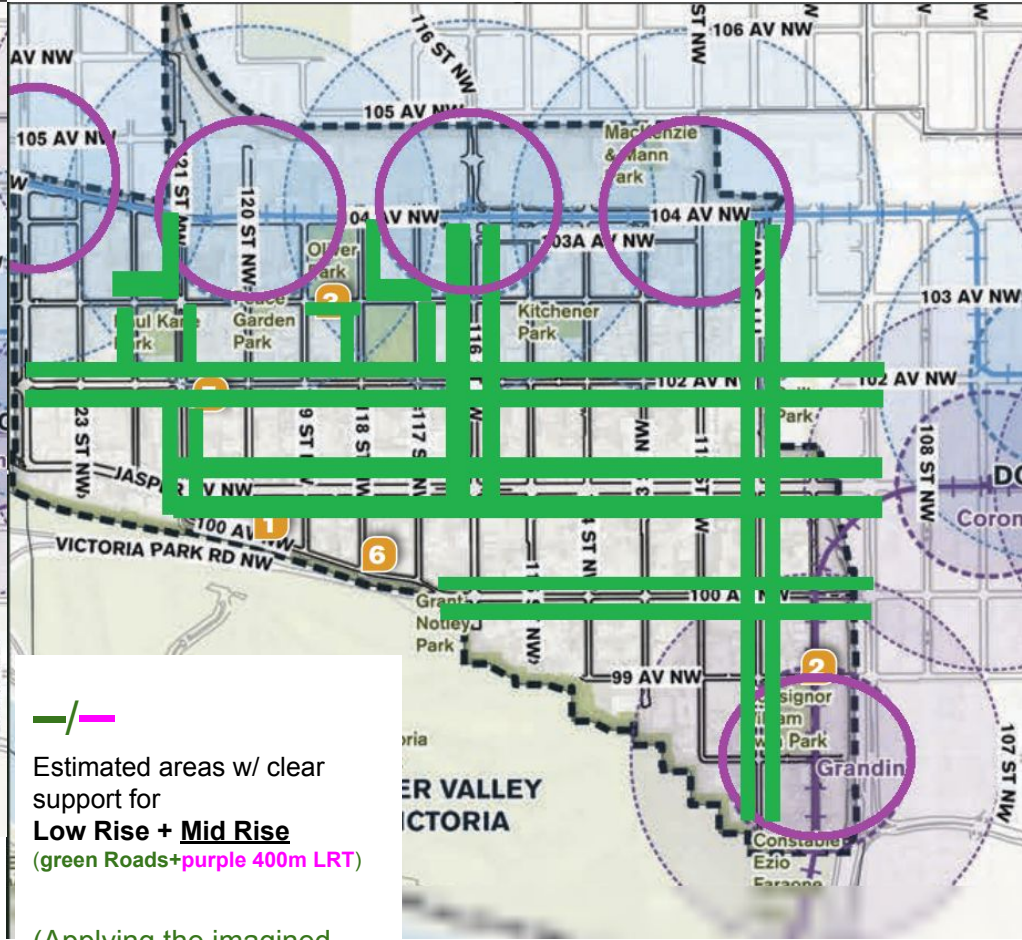
- Scona Plan (off Whyte)
- Jasper Place Plan
- Southeast District Plan


Apply **Secondary Corridor**  
(SUPPORT Low Rise within + Mid Rise on Arterials/Collectors)  
+ **Urban Mix §2.5.2** policy  
(CONSIDER additional height)

**Locked in place to 2 Million  
Edmontonians!**

Wihkwêntôwin is practically a District Node on its own. What if we treated it like other in-demand districts?






  
 Estimated areas w/ clear support for  
**Low Rise + Mid Rise**  
 (green Roads+purple 400m LRT)  
  
 (Applying the imagined  
 "best case scenario")

No need to imagine

Best-case-Wîhkwêntôwin would have a long journey absent **Centre City** or **District Node** (or higher) status

For Your (Additional) Consideration

“Trail-Oriented” Development + Re-alignment of  
Urban Mix

# Urban Mix and “The Imbalance of Housing Options”

Policies §2.5.2.5 and §2.5.2.6 are a great start, but they’re limited by restrictions to Low Rise and outmoded TOD definitions.

District Policy **Supports** and **Considers** (ie §2.5.2.6): City Council and Edmontonians still have a lot of levers to pull

- Continued use of the 400m TOD radius
- Does not consider investments in The Bike Plan/Active Transportation
  - Urban Planning Committee was recently reviewing pathway/park interfaces (timely!)
  - Policy §3.3.1.2 encourages not expanding roads where possible
- Inadvertently puts Low/Mid Rise (small apartments) in as “Noise Walls” for Arterial/Collector roadways



# Unintended Consequences of Automotive-Centered Design

## Hardened outer shell

Arterials are often noisy, polluted, and auto-centric (and >4 lanes wide!)

## Squishy, protected nougat

Fresh air, low noise. Would we support community-building forms like Mixed Use (eg. Live+Work units) here?

**Bonus:** Does this really put its weight into supporting organic, neighbourhood-driven change off the main roads?



# “Trail-Oriented” Development: Supporting Sustainable Growth

You’ve heard of Transit-Oriented Development? Now introducing (new and improved!):

- Bike Lanes!
- Shared Pathways!
- Pedestrian Priority Areas!

The City has **actively invested** in several Active Transport modes (incl. The Bike Plan). Let’s allow that type of interface. (local/alleys will still ensure access to critical services/safety)

Try “Trail-Oriented” Development today. **Amend relevant sections of §2.4 and §2.5.2 to include Bike Connectors (et al.) as a valid Support condition**

**Supports** Active Transport investments

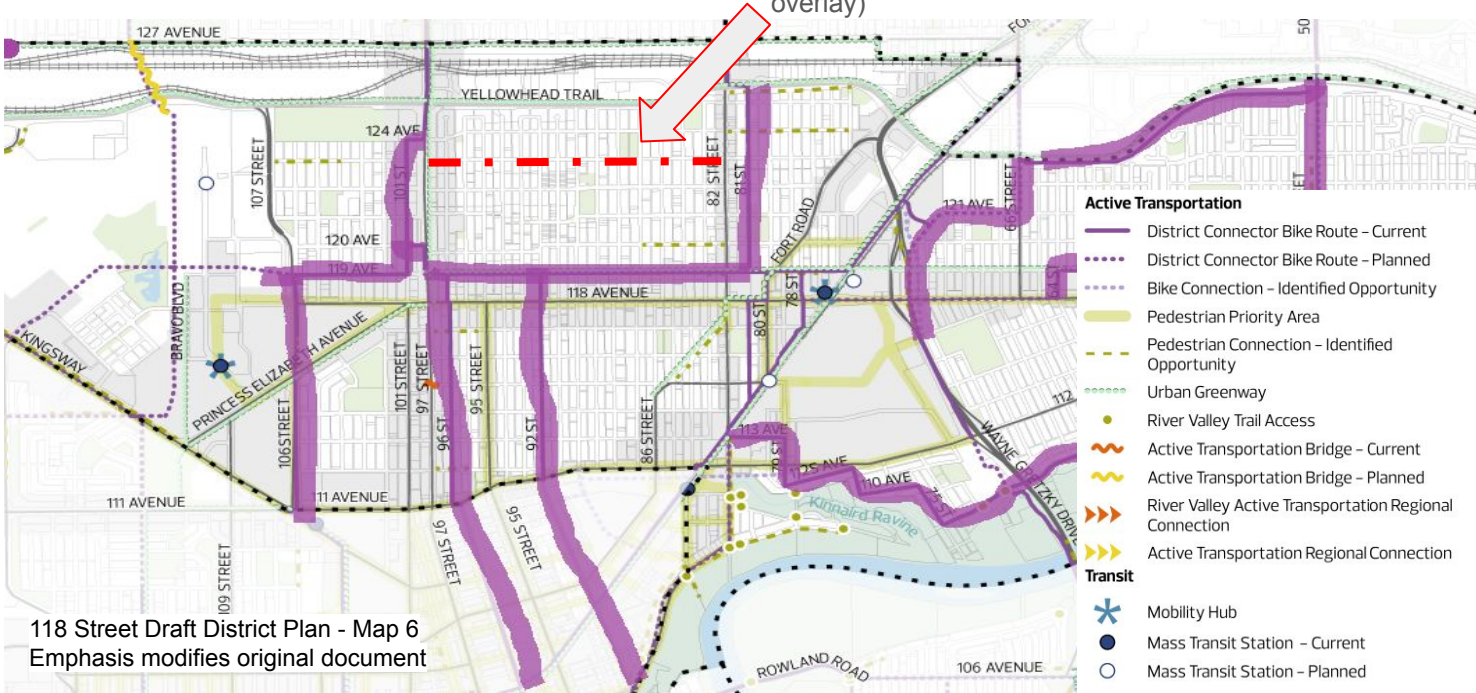
**Supports** Thoughtful, Community-building Choice outside Arterial/Collector Roads

**Becomes one of several** “pick 2” transport-infrastructure conditions

As it is one of many conditions, this is not a painful inclusion!

Imagine (§3.3.1.2): Self-supporting housing and active transport growth! Tax dollars well spent. (fictional overlay)










**An Urban Example in the 118 St Draft District Plan - Map 6**



# ..and in the “Near the Henday” areas

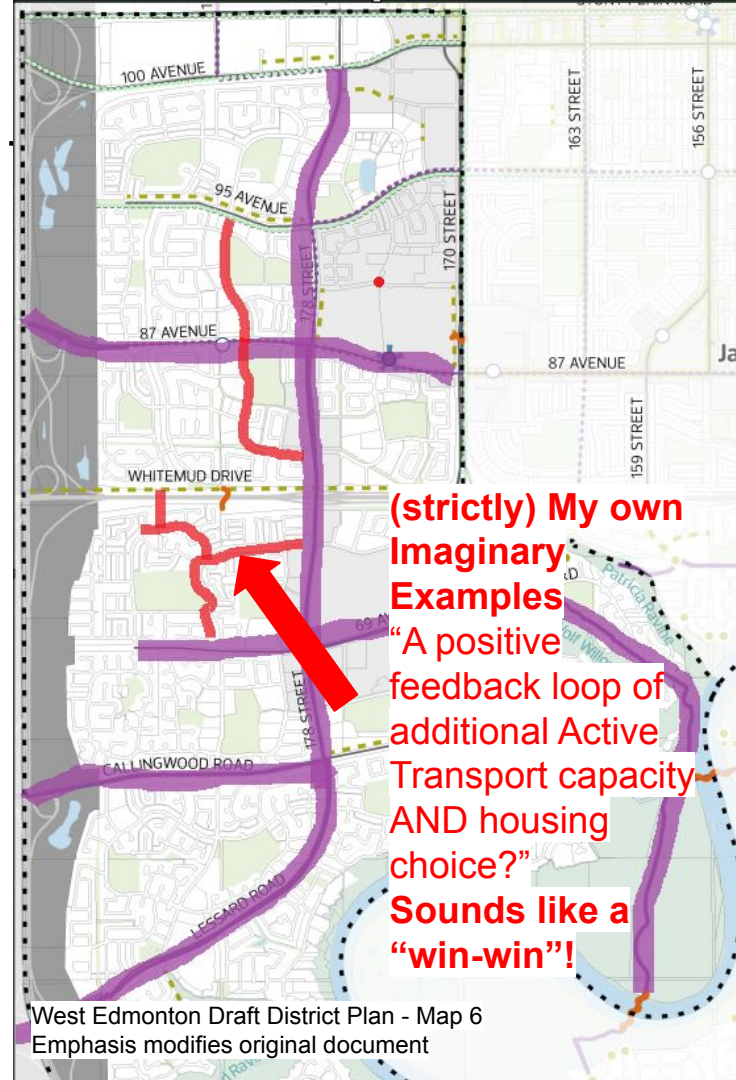
## Map 6 in the West Edmonton Draft District Plan

### Active Transportation

-  District Connector Bike Route - Current
-  District Connector Bike Route - Planned
-  Bike Connection - Identified Opportunity
-  Pedestrian Priority Area
-  Pedestrian Connection - Identified Opportunity
-  Urban Greenway
-  River Valley Trail Access
-  Active Transportation Bridge - Current
-  Active Transportation Bridge - Planned
-  River Valley Active Transportation Regional Connection
-  Active Transportation Regional Connection

### Transit

-  Mobility Hub
-  Mass Transit Station - Current
-  Mass Transit Station - Planned



West Edmonton Draft District Plan - Map 6  
Emphasis modifies original document

# (Draft) District Policy Already Leans Into Supporting This!

- Pretty well all of Section 3
  - §3.3.1.2 “Minimize roadway network expansion for vehicles by accommodating increased transportation demand through Active Transportation and transit”
  - §3.1.3 The bike network is part of the Active Transportation network, and supports a critical mode of transportation in Edmonton.
- Section 4, too
  - §4.1.1.1 Create, apply and maintain city strategy, policy, plans, guidelines and regulations that support sustainable growth.
  - §4.1.1.2 Implement the substantial completion standard for Districts containing Developing Area neighbourhoods and use the standard to recommend to City Council when the preparation of statutory plans of the Future Growth Area should begin.
  - §4.1.1.3 Amend District Policy and District Plans as needed to provide direction in support of The City Plan.

We’re quickly becoming a model City that our peers look to for guidance.  
Let’s lead the way!

# Thank You!

