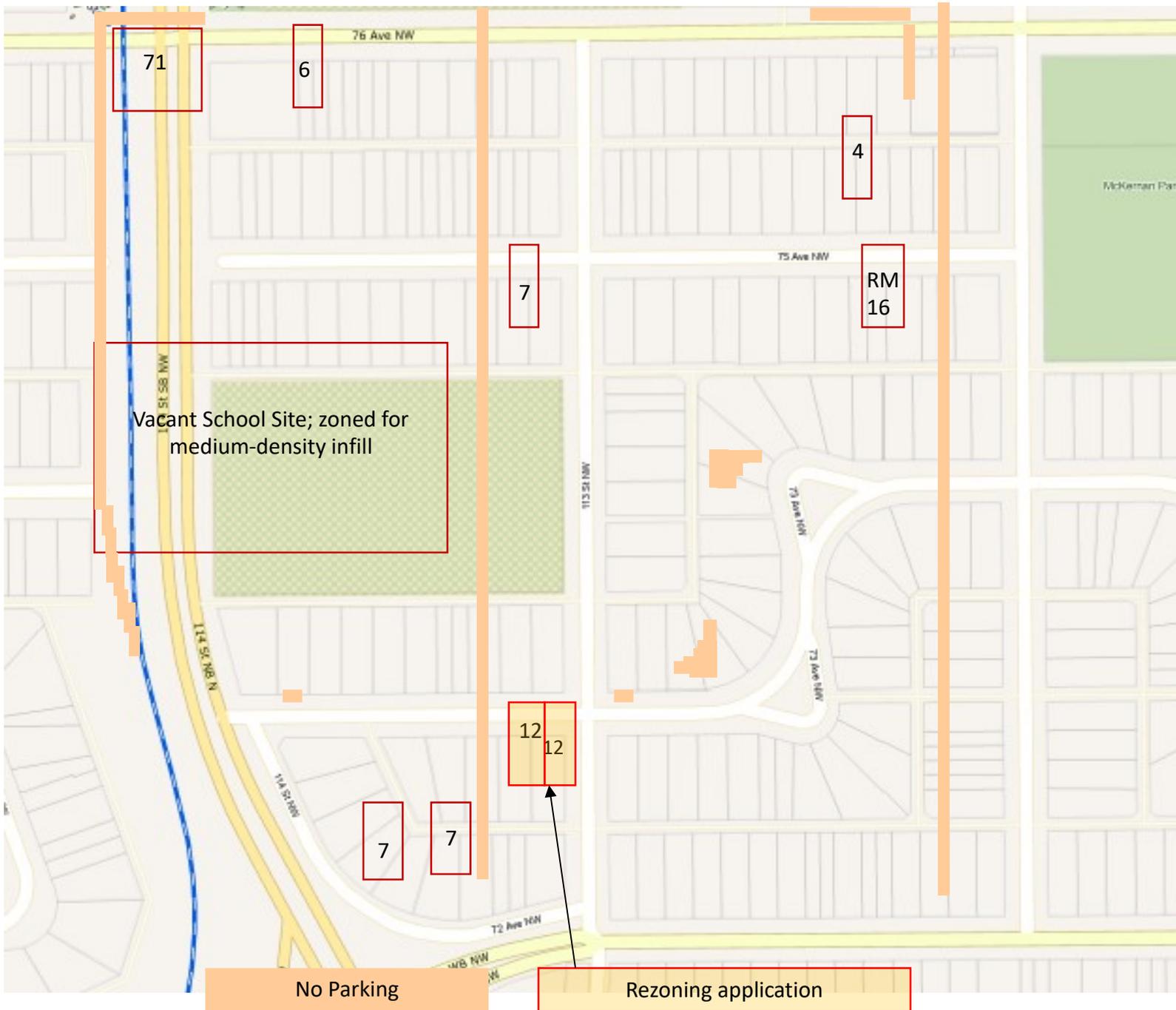


-  University-Garneau Major Node
-  114 Street Secondary Corridor

Properties included in rezoning application

This is the McKernan portion of the Scona district plan. Secondary corridors to the east, west, and along 76 Avenue, University-Garneau Major node immediately to the north. A few very large apartment buildings have been completed or are under construction, notably several hundred units along University Avenue, as well as 113 units and 71 units, respectively, near the LRT on both sides of 114 Street.

There is also the vacant St. Peter school site, zoned for some future higher density project, plus a property recently rezoned to RM16 over the objections of the community.



In addition to the large apartment buildings, there are a number of multi-unit construction projects underway under the new RS zoning, as shown here on the map. Almost all of them are of the sideways rowhouse type with basement suites, none of them have room for on-site parking. The numbers shown refer to the number of housing units per site.

Mr. Hill is applying to have his two lots upzoned to RSM h12. According to the Situate website, this would allow him to build up to about 12 units per site, or 24 in total, although his current plans call for fewer units than that.

We are very worried about the cumulative impact on parking.

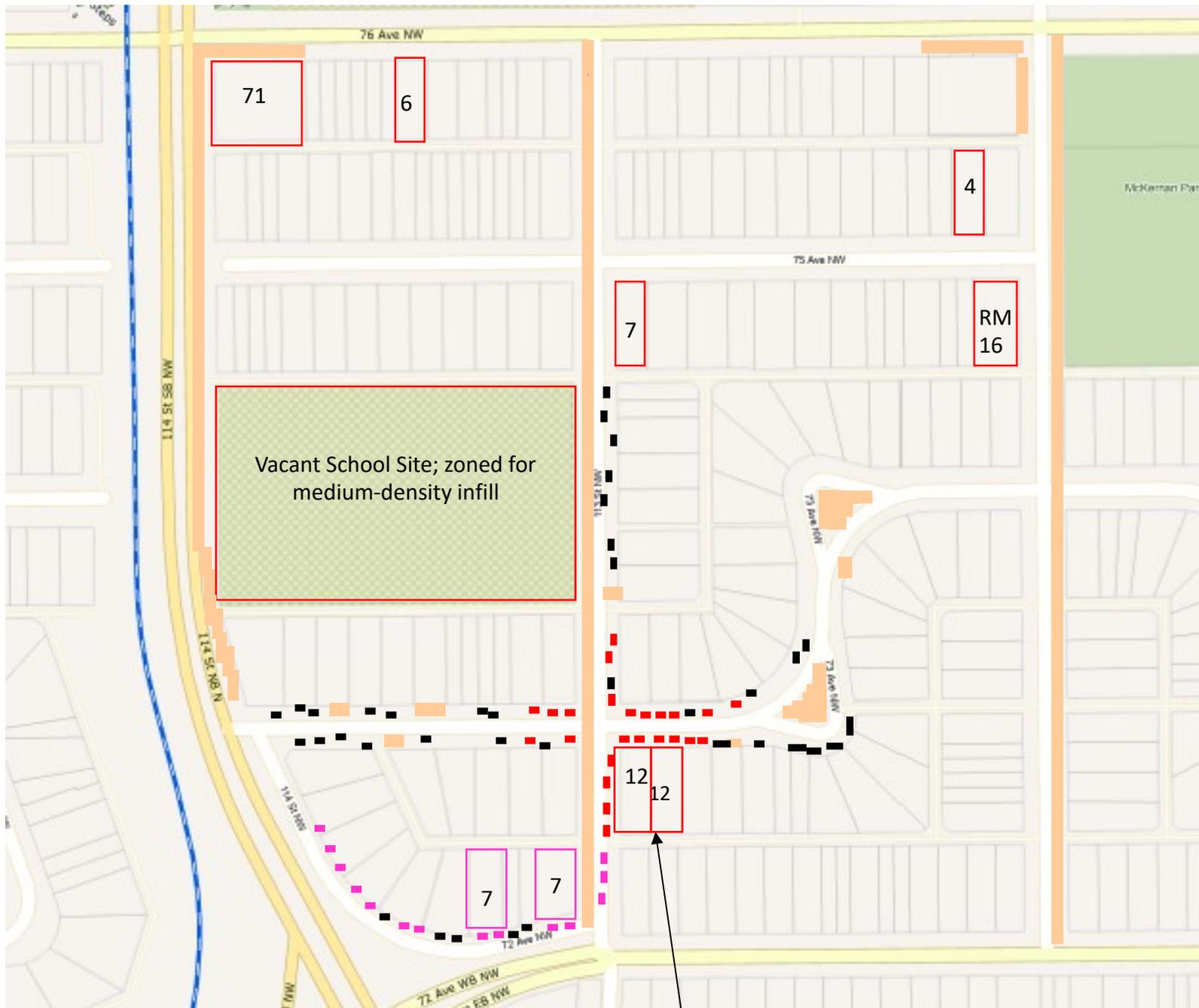
Thanks to Open Option Parking introduced in 2020, none of these multi-unit developments have any on-site parking and rely on 100% street parking.



This is what my street looks like with cars parked along both sides – effectively a one-way street.



And this is what 73 Avenue looks like during evening rush hour when people try to bypass the traffic jam on 114 Street.



No Parking

Rezoning application

- Existing cars (black)
- Cars for buildings under construction (pink)
- Cars for proposed development (red)

Any City of Edmonton parking research I have found dates back to 2019, before Open Option Parking was put into effect. I could not find a single study that examines the relationship between the number of housing units without on-site parking and the curbside parking utilization rate; data that are critical for the ongoing infill discussion. But just looking at this picture, you can see that we are already about to run out of parking space. And redevelopment has just begun; expect many more multi-unit infills in the very near future.

This is what the parking would look like around the intersection of 73 Avenue and 113 Street if the rezoning were approved. The black rectangles are existing vehicles regularly parked on the street, pink ones are for the houses already under construction, red for the properties covered by this application.

This is a best-case scenario – only one vehicle per unit. In reality, many of these townhouses will be densely populated with students in shared accommodation with one student per bedroom and more than one vehicle per unit.

Also, keep in mind that this is only a snapshot of infills *already under construction or at the planning stage*. Additional multi-unit developments are very likely to be added as this neighbourhood is undergoing rapid redevelopment.

We are at capacity! You have seen the photos; with this many parked cars, there is not enough room for traffic to safely flow in both directions. Nor is there room for visitors, tradespeople, deliveries or emergency vehicles.

If the city continues to pursue its aggressive infill policy it must implement sustainable parking management solutions *now, before we have total chaos on our streets. Provide municipal off-street parking. Simply charging for curbside parking will do nothing to solve the problem.* **Open Option Parking in its current form combined with the new RS and RSM zoning is not sustainable in our neighbourhood. Before approving any new developments, let alone any upzoning, the city must come up with a workable parking solution.**