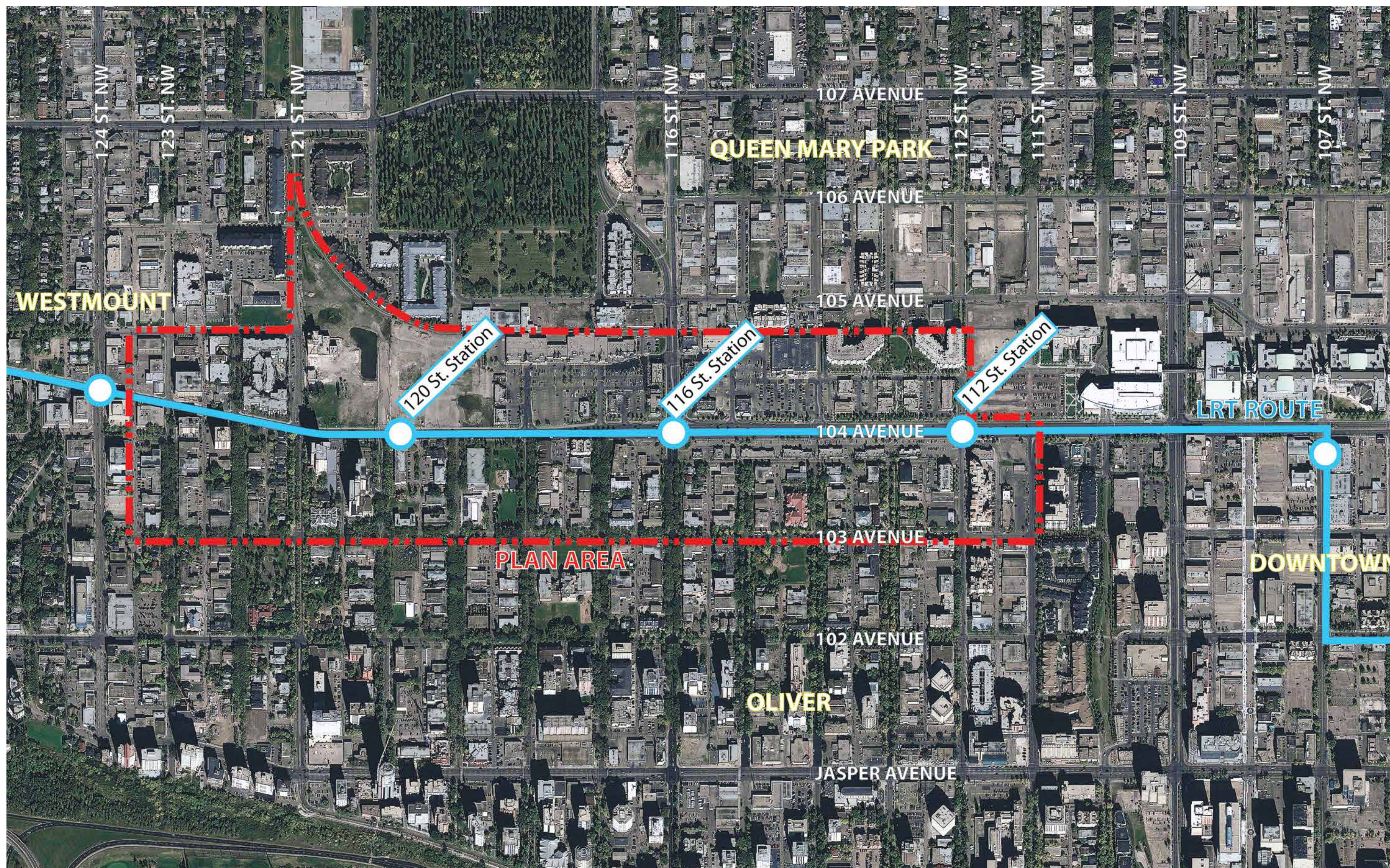


# 104 AVENUE CORRIDOR PLAN

## Welcome to the 104 Avenue Corridor Plan Public Workshop #2

The City has initiated a planning process to guide future growth and change along 104 Avenue between 111 and 123 Streets. Tonight's workshop has been designed to inform you about the corridor planning process, present analysis conducted to date, and collect feedback on three alternative scenarios for how the corridor may evolve.



### About the plan

The City of Edmonton is planning for a more sustainable future by encouraging transit-oriented development (TOD) around existing and future Light Rail Transit (LRT) stations. Plans for a city-wide LRT network have been prepared based on LRT's potential to influence development patterns, and now planning for areas around some of the stations in that network is beginning. In May 2014, the City initiated planning for the Oliver portion of the 104 Avenue corridor due to its proximity to the downtown and growth potential along the future west leg of the Valley LRT Line (Phase 2 – Downtown to Lewis Estates). The 104 Avenue Corridor Plan process will examine City policy, land use, built form, community facilities, transportation, heritage, and urban design in order to develop a vision for the evolution of the corridor.

The plan will provide a framework for future transit-oriented development including recommendations for:

- Where and how redevelopment should occur along the corridor;
- The location and design of land uses such as housing, employment, and commercial retail;
- Investments in public realm such as improved streetscapes or new open spaces; and
- Opportunities to enhance mobility by supporting pedestrians and cyclists and accommodating parking.

An implementation plan to guide the corridor towards this vision will also be prepared.

### Who is preparing the plan?

The City has retained a multi-disciplinary consulting team led by Urban Strategies Inc. to assist with development of the 104 Avenue Corridor Plan in consultation with stakeholders and the community. Other consulting team members include ISL Engineering & Land Services and Cushman & Wakefield.

### What is the plan area?

With 104 Avenue as its spine, the plan area is bounded by 105 Avenue to the north, 111 Street to the east, 103 Avenue to the south and 123 Street to the west. It includes the northern portion of the Oliver neighbourhood and the eastern portion of the Westmount neighbourhood. Within the area of influence are the neighbourhoods of Queen Mary Park, Central McDougall, Downtown, and Groat Estates.

### What opportunities for public and stakeholder input will be provided?

The work plan for the 104 Avenue Corridor Plan is organized into four phases to be undertaken over the next year. Each phase contains opportunities for community input:

### Tonight's Agenda

6:00 – 6:30	Registration, meet the project team, and informal tour of display panels
6:30 – 7:00	Presentation
7:00 – 8:20	Table breakout group discussions
8:20 – 8:30	Groups report back
8:30	Wrap up and next steps



● – We are here

# 104 AVENUE

## CORRIDOR PLAN

### The Corridor Today

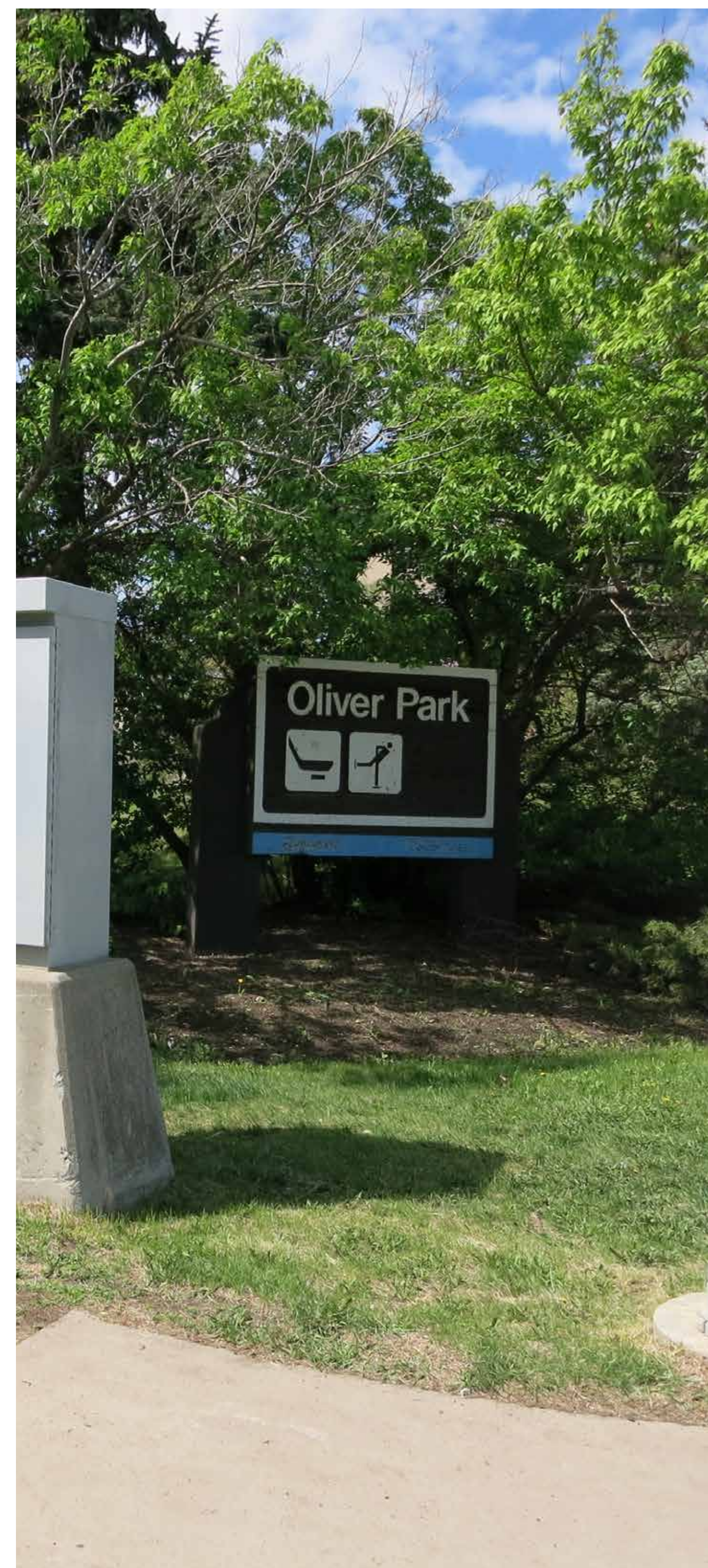
Today, the plan area is a desirable and densely populated area comprised of residential uses ranging from high-rise apartments to single family homes and a wide variety of commercial uses, from small-scale law offices to large-scale retail box stores.



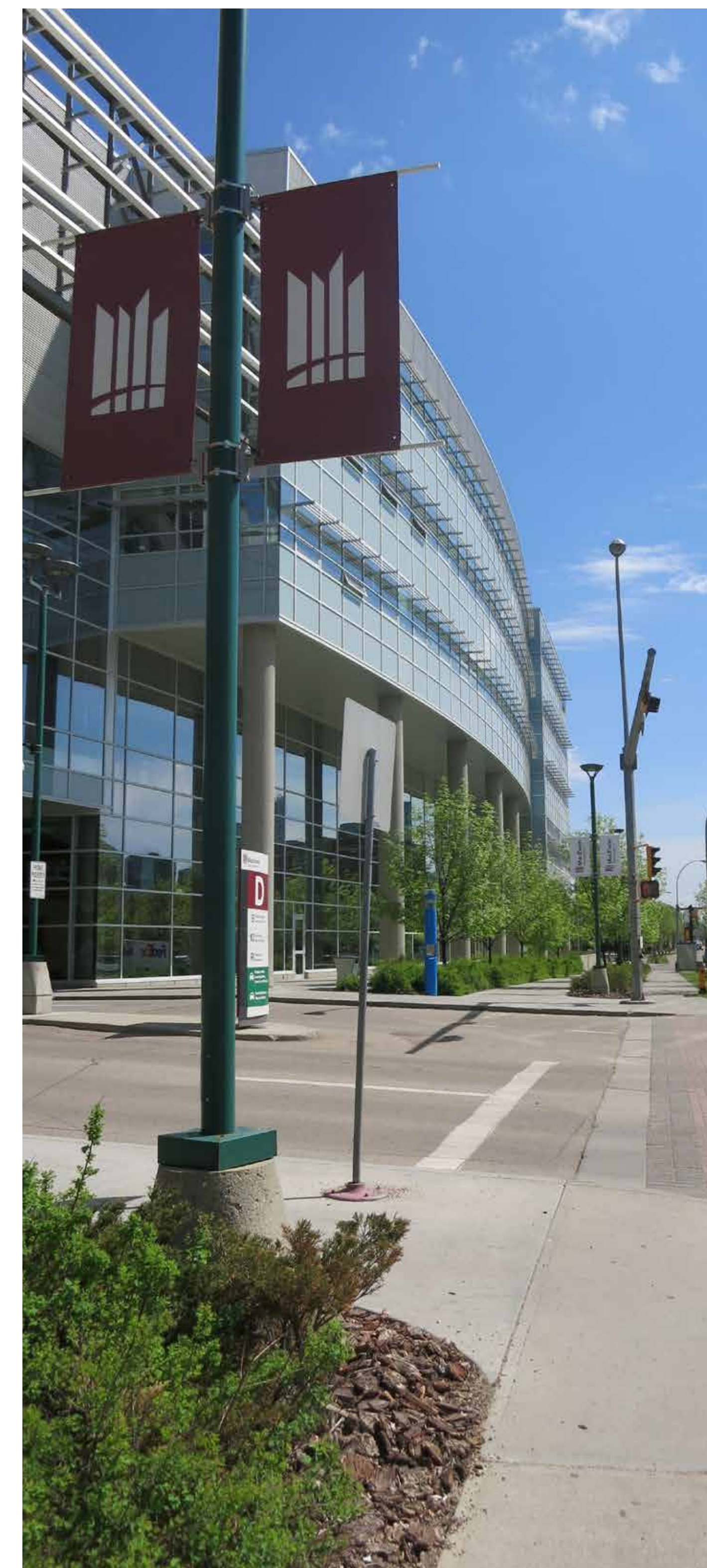
Big Box Retail along 104 Avenue



The Molson Building



Oliver Park



MacEwan University

The plan area is defined by suburban style commercial developments along 104 Avenue, a variety of architectural periods and styles throughout the neighbourhoods, a mature tree canopy along neighbourhood streets, and a variety of green spaces to the south of 104 Avenue including Oliver Park and Peace Garden Park. Given its location and proximity to destinations such as Downtown, the North Saskatchewan River valley, MacEwan University and transit, the area is attractive to young professionals, families, students and seniors. Recent rezonings and multi-family development within and surrounding the plan area indicate a continued market for multi-unit mid- and high-rise developments with a mix of uses. With the future introduction of three LRT stations along 104 Avenue within the plan area, further population and employment growth is anticipated.



Mature tree canopy of the Oliver neighbourhood

# 104 AVENUE CORRIDOR PLAN

## Draft Guiding Principles

The following draft guiding principles will provide a foundation for directing new development and investment in the plan area. They respond to the strengths, issues and opportunities of the plan area as identified through past public consultation events. The draft principles have guided the formation of the alternative scenarios for the plan area (presented in the following panels) and can be used to evaluate how well each scenario meets the goals and objectives as established through the principles.

### 1. Create an improved pedestrian experience along the 104 Avenue corridor, recognizing transit users are pedestrians

- Create a safe and visually interesting environment with clear buffers or transitions between pedestrian and vehicle zones through sidewalk widening, new or enhanced boulevards, and plantings;
- Ensure new development is oriented and situated in close proximity to the street edge, with active uses at grade in appropriate locations;
- Enhance the quality of linear open space along 104 Avenue to make it a more attractive landscape feature within the community;
- Improve experience and safety through additional street crossings, pedestrian scaled lighting, better signage and wayfinding, and street furniture.

### 2. Improve connectivity to and within the corridor

- Establish a fine-grained pedestrian and cycling network within the plan area through the introduction of new streets, mews, and pathways;
- Reconnect interrupted street segments when opportunities arise through redevelopment of adjacent properties;
- Establish a connected cycle network building on existing routes located on local streets and Shared Use Paths;
- Enhance connectivity to the plan area through new linkages and improved pedestrian and cyclist connections.

### 3. Improve the public realm and focus on enhanced place-making

- Provide a diversity of open spaces, such as neighbourhood parks, squares, urban plazas, and pocket parks;
- Visually integrate the plan area with surrounding communities by extending the surrounding neighbourhoods' tree canopy into the plan area;
- Encourage mixed-used development with retail at grade to animate streets and open spaces at all times of day;
- Improve green connections and linkages, in addition to adding more green space, to ensure an even distribution of amenity space within the plan area;
- Celebrate the corridor's history through the preservation, enhancement, or adaptive reuse of built heritage;
- Honour community history through public art;
- Foster community building through the inclusion of community gathering spaces and facilities such as community gardens, community centres, and spaces for events.

### 4. Leverage transit investment through transit-oriented development

- Direct the greatest development intensification to station areas in order to support transit and walking to major institutions, employment centres, retail areas and destinations;
- Provide appropriate connections and amenities for pedestrians and cyclists near LRT stations;
- Animate the public realm in station areas through the introduction of open spaces, seating, services, and amenities to make pedestrians and cyclists comfortable and welcome.

### 5. Encourage mixed use development utilizing a range of building form typologies to create an attractive and interesting built environment

- Utilize a range of built form typologies, such as mid-rise, base, and podiums to create a human-scaled environment while best accommodating desired intensification;
- Ensure development is sensitive to its context, transitioning in height to nearby low-rise areas;
- Provide a mixture of residential unit sizes to accommodate a diversity of people with differing needs including students, seniors, and families.

### 6. Recognize that the corridor will evolve over time

- Ensure near-term or interim development doesn't preclude future intensification;
- Development concepts are to be flexible, recognizing the market and future LRT construction will have the greatest impact on the timing of redevelopment within the corridor.

### 7. Pursue environmentally sustainable design excellence

- Ensure all new developments adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community over time;
- Focus on sustainable development forms and patterns including the introduction of a mixture of uses, housing types, and higher densities throughout the corridor;
- Introduce a high quality system of connected public spaces which features a variety of stormwater management solutions including collection, filtering and reuse;
- Explore new green infrastructure and building technologies, and encourage LEED certified building, the incorporation of green roofs, the use of renewable energy sources and innovative wastewater technologies.

## Alternative Conceptual Scenarios

Three alternative scenarios have been created for the 104 Avenue Corridor, which have been informed by the guiding principles, feedback heard through public consultation, and technical studies. Each scenario strives to achieve the guiding principles, but differs in the extent of intervention, density, location and type of redevelopment. Each scenario illustrates the overall magnitude of change envisioned for the plan area, but the specific locations for redevelopment are conceptual and will vary based on individual landowner's intentions. The final concept for the corridor plan may draw elements from any of these scenarios, incorporating feedback heard today.

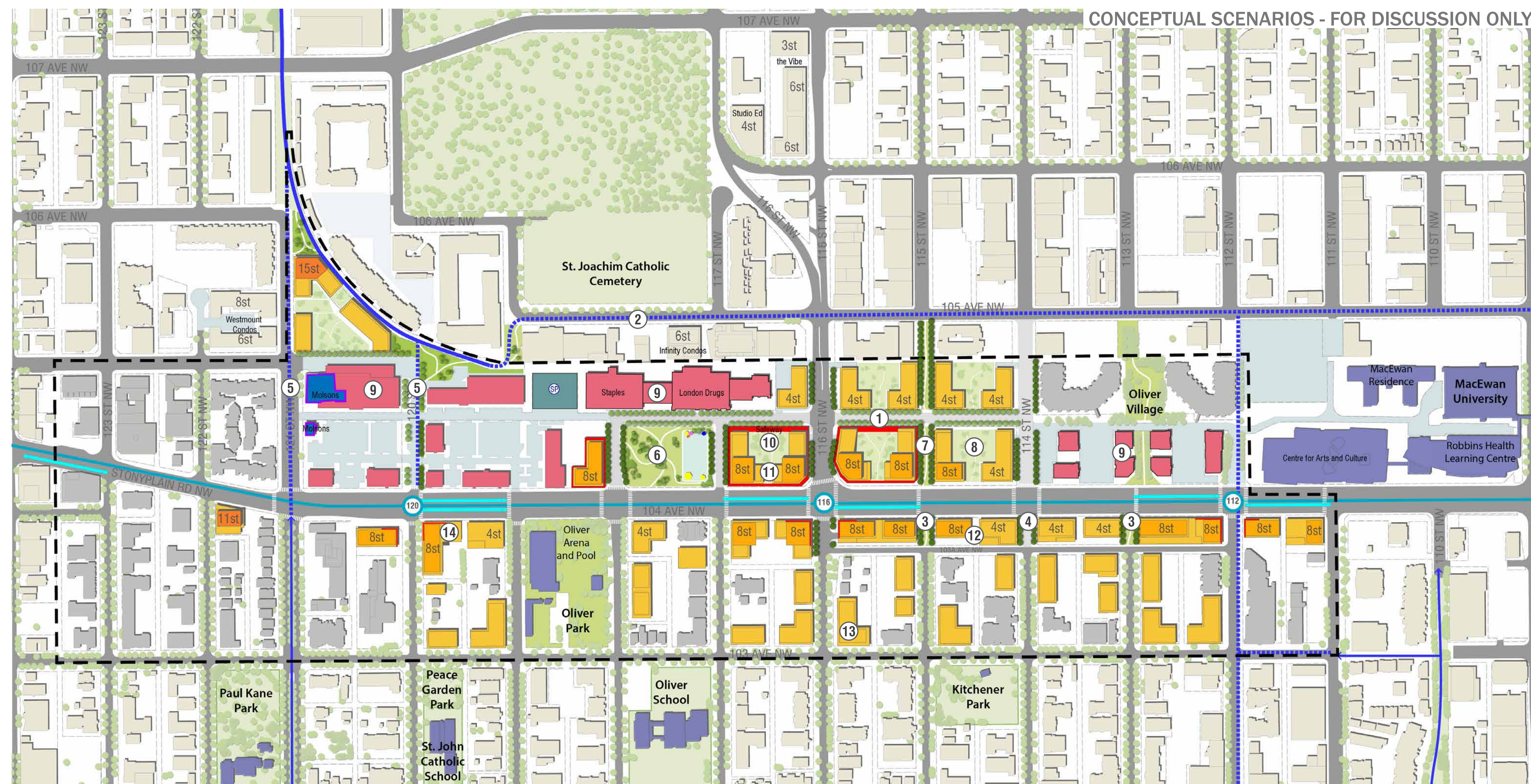


# 104 AVENUE CORRIDOR PLAN

## Conceptual Scenario 1

### Mid-Rise Neighbourhood Reinvestment and Creation of a Central Gathering Place

Scenario 1 consists of significant mid-rise redevelopment on the lands south of 104 Avenue and modest enhancements to the centre of the 104 Avenue corridor, focused around a single large open space. This scenario consists of the greatest total surface redevelopment of any scenario, but at the lowest heights and densities. This scenario recognizes that the current Molson-Crosstown redevelopment will be relatively new at the time of LRT construction, and therefore may not change within the plan time frame (20 - 25 years).



#### Movement

- 1 An east-west connection is introduced north and running parallel to 104 Avenue.
- 2 The Shared Use Path is extended eastward along 105 Avenue connecting to the Ribbon of Steel trail located at 110 Street.
- 3 North-south connections at 113 and 115 Streets between 103A and 104 Avenues are established.
- 4 114 Street is extended from Oliver and Queen Mary Park to 104 Avenue to re-knit the street grid.
- 5 North-south bike routes are introduced to connect the rail corridor Shared Use Path to the 120 Street LRT station (via 120 Street) and the 121 Street bike path (via 121 Street).

#### Parks and Open Space

- 6 A new large open space is introduced in the middle of the plan area. It is a new focal point for the area, capable of containing both active and passive uses.
  - 7 A pedestrian mews extending from 115 Street between 104 and 105 Avenues will improve connectivity and provide additional open space amenity.
- Built Form and Land Use**
- 8 Redevelopment ranges from 4 – 8 storeys throughout the plan area with tallest heights located along the 104 Avenue corridor and transitioning down in height to meet adjacent neighbourhoods.
  - 9 The Molson redevelopment, Oliver Village, and Staples/London Drugs building are retained.
  - 10 The majority of Oliver Square East and West is redeveloped into multi-unit residential buildings ranging from 4-8 storeys with a pedestrian-scaled podium and base.



#### LEGEND

##### PROPOSED LAND USE

- Mid Rise 4 Storeys
  - 8 Storeys
  - >8 Storeys
  - Existing/Approved Retail
  - Historical Buildings
  - Cultural - Institutional
  - Office/Employment
  - New Retail
  - Structured Parking
  - Incremental Infill Over Time
  - Existing Buildings
  - Driveways/Surface Parking
- PLAN AREA**
- Existing Cycling Route
  - Proposed Cycling Route
- Scale:** 0m, 50m, 100m, 200m

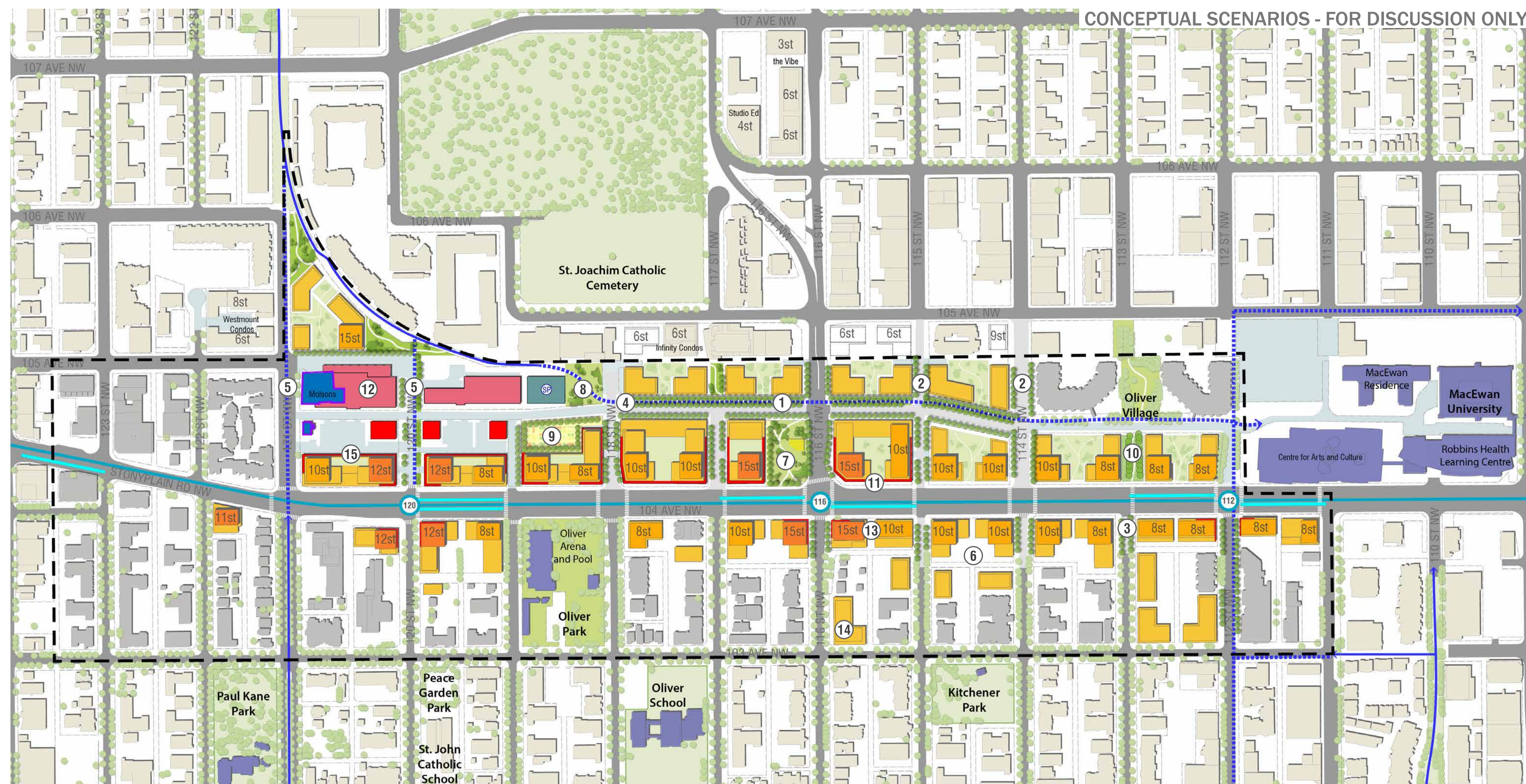
- 11 Safeway is brought forward to 104 Avenue, relocated to the base of a mixed-use residential building located east of the new central open space.
- 12 The Long Street site is redeveloped into 4 – 8 storey mid-rise residential buildings with taller buildings located at street intersections along 104 Avenue.
- 13 Intensification over time will be encouraged in the neighbourhoods south of 104 Avenue in 4 storey mid-rise buildings with reduced setbacks..
- 14 Grade-related retail is permitted along 104 Avenue and is focused around key intersections.

# 104 AVENUE CORRIDOR PLAN

## Conceptual Scenario 2

### Re-Urbanizing 104 Avenue as a High Density Corridor

Scenario 2 urbanizes the 104 Avenue Corridor into a high density avenue consisting of 10 – 15 storey buildings with pedestrian-scaled podiums. Unlike Scenario 1, the majority of the retail land north of 104 Avenue is redeveloped into street-related mixed-use buildings that can contain “big box” or smaller-scaled retail in an urban format at ground level. While less total surface area is redeveloped, this scenario contains the greatest height and density of the three scenarios.



#### Movement

- 1 A new east-west “Greenway” is introduced, consisting of two travel lanes, parking on both sides of the street, a multi-use path, and enhanced landscaping.
- 2 Connections at 114 and 115 Streets are extended from Queen Mary Park and Oliver to 104 Avenue.
- 3 113 Street is extended from Oliver to 104 Avenue.
- 4 The Shared Use Path is extended through the new “Greenway”, connecting to the Ribbon of Steel trail located at 110 Street.
- 5 North-south bike routes are introduced to connect the rail corridor Shared Use Path to the 120 Street LRT station (via 120 Street) and the 121 Street bike path (via 121 Street).
- 6 103A Avenue is removed to allow for the assembly of larger developable parcels fronting 104 Avenue. New development will be accessed through new private lanes to the rear of each building.

#### Parks and Open Space

- 7 Defining the centre of the corridor, a new open space with passive and active recreation features is located on 104 Avenue at 116 Street.
- 8 A smaller open space featuring passive uses is located at the intersection of 118 Street and the new “Greenway”.
- 9 An urban plaza is located at the intersection of 119 Street and the new “Greenway”.
- 10 A pedestrian connection extending from 113 Street between 104 and 105 Avenues will improve connections and provide additional open space amenity.



#### LEGEND

##### PROPOSED LAND USE

- |                    |                          |                    |                              |
|--------------------|--------------------------|--------------------|------------------------------|
| Mid Rise 4 Storeys | Existing/Approved Retail | Office/Employment  | Incremental Infill Over Time |
| 8-10 Storeys       | Historical Buildings     | New Retail         | Existing Buildings           |
| 12-15 Storeys      | Cultural - Institutional | Structured Parking | Driveways/Surface Parking    |
- Plan Area      — Existing Cycling Route      - - - - - Proposed Cycling Route
- 0m    50m    100m    200m

#### Built Form and Land Use

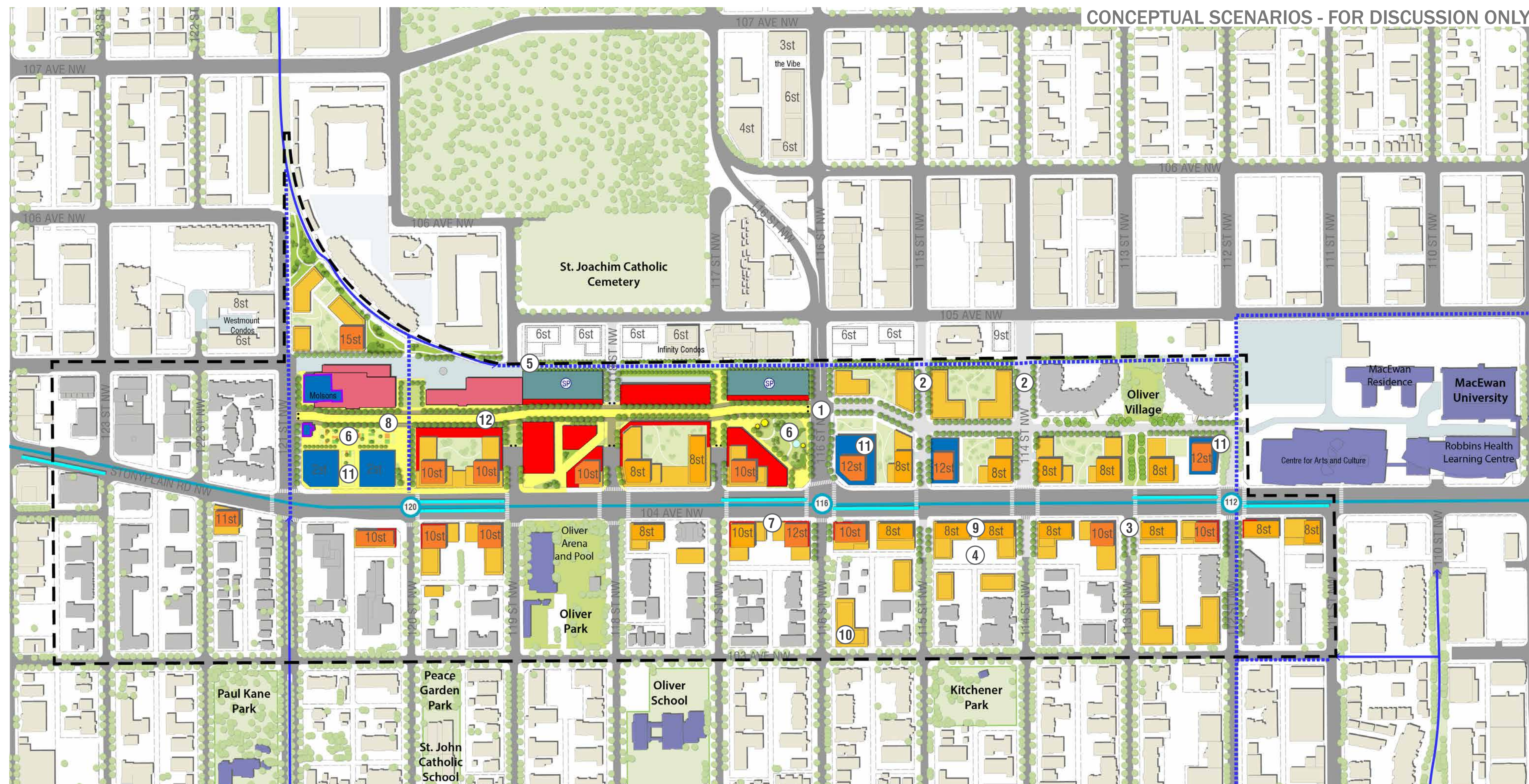
- 11 Redevelopment is between 4 - 15 storeys with 8 - 15 storey buildings at corner locations atop 4 storey podiums. The tallest heights are located along the 104 Avenue corridor, transitioning down towards adjacent neighbourhoods.
- 12 The northernmost Molson site buildings and the residential buildings to the rear of Oliver Village are retained.
- 13 The entire Long Street site is redeveloped into mixed use buildings ranging from 4 - 15 storeys along 104 Avenue with pedestrian-scaled bases and podiums.
- 14 Intensification over time will be encouraged in the neighbourhoods south of 104 Avenue in mid-rise buildings with reduced setbacks.
- 15 Grade-related retail is located at select locations along 104 Avenue and at the Molson Redevelopment surface parking areas, recognizing it will be difficult to attract grade-related retail across the entire corridor.

# 104 AVENUE CORRIDOR PLAN

## Conceptual Scenario 3

### A Pedestrian-Focused Mixed-Use District

Scenario 3 redevelops the plan area north of 104 Avenue into a pedestrian-focused mixed use district consisting of retail, residential, and office buildings. This option can accommodate big box retail in an urban format and creates a shopping district on an urban street north and parallel to 104 Avenue. Additions to open space in the form of squares, plazas, and landscaping are focused around this internal pedestrian shopping district, recognizing the creation of a street-related shopping environment may be better achieved within a more intimate setting. Redevelopment is greater in height and density than Scenario 1 but not as great as Scenario 2.

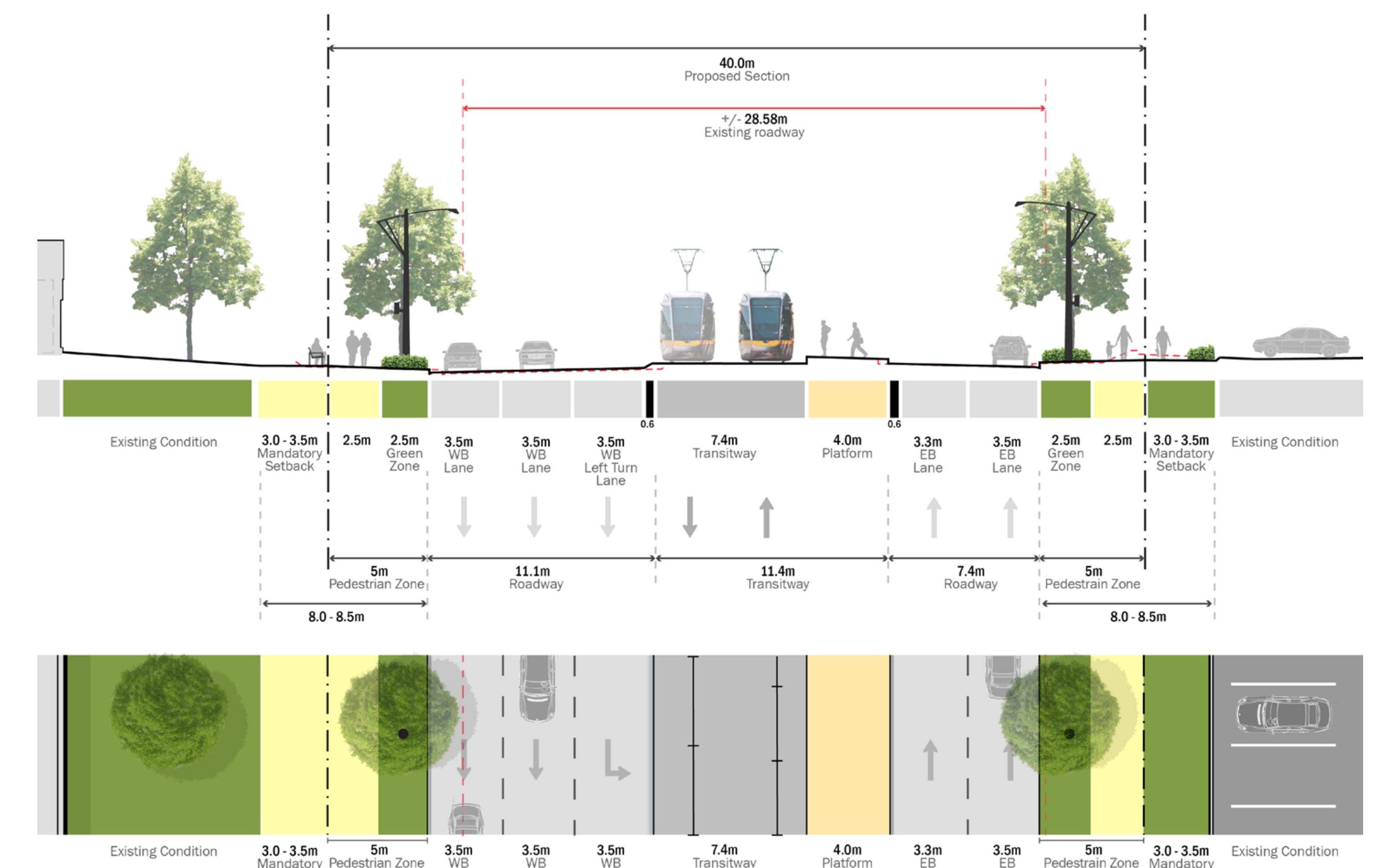


# 104 AVENUE CORRIDOR PLAN

## 104 Avenue Streetscape

### Streetscape and Public Realm

The following street cross sections illustrate potential improvements for 104 Avenue that will accommodate the future LRT along with private vehicles, pedestrians, and cyclists. The first cross section illustrates the current approved alignment and contains the least space allocation for pedestrian, cyclists, and landscaping. The second two cross sections illustrate how the roadway can be modified to allow for a more balanced right-of-way.



#### Currently Approved Right-Of-Way

The current approved cross section for 104 Avenue accommodates LRT, private vehicles, pedestrians and cyclists within a 36 metre right-of-way. This will require the acquisition of land along the avenue. However, land acquisition is kept to a minimum, resulting in a 2.15 metre pedestrian zone consisting of a sidewalk but no public realm improvements within the right of way such as a boulevard or landscaping. This cross section, along with Alternative Section A and B, contains a transitway down the centre of the corridor that accommodates tracks and loading platforms at LRT stops. Two existing travel lanes will be removed, resulting in two lanes in each direction, with left turn lanes where possible at key intersections.

#### Alternative Section A: Reallocation of Space Within Proposed Right of Way

This cross section illustrates a way to improve the pedestrian zone within the existing Council approved right-of-way of 36 metres. The transitway and roadway dimensions are reduced to provide an increased pedestrian zone of 3.5 metres, consisting of a sidewalk and landscaped boulevard which will provide a buffer to pedestrians from moving traffic. To accommodate the boulevard within the right-of-way, sidewalk widths are narrower than in the approved cross section.

#### Alternative Section B: Reallocation of Space and Additional Land Acquisition

This cross section proposes a right-of-way width of 40 metres, wider than the first two cross sections. This will require the commitment of Council to acquire more land for the right-of-way than currently approved. The additional width provides for a 5 metre pedestrian zone, consisting of a larger sidewalk than the Approved Cross Section and Alternative Section A and a generous boulevard that can accommodate street trees and more significant plantings. Mandatory setbacks for new development of 3 - 3.5 metres will increase the overall pedestrian environment to 8 - 8.5 metres. These setbacks will provide additional space for amenities such as public seating or cafe patios.



# 104 AVENUE

## CORRIDOR PLAN

Are there any guiding principles which you would like to see revised or augmented?

Are there any additional principles which you would like to see incorporated or additional ideas which may support the existing principles?

# 104 AVENUE

CORRIDOR PLAN

What do you like about Scenario 1?

What do you dislike about Scenario 1?

What height range do you consider appropriate for the areas south of 104 Avenue?

4 to 6 Storeys	6 to 10 Storeys	10 to 15 Storeys

# 104 AVENUE

## CORRIDOR PLAN

What do you like about Scenario 2 ?

What do you dislike about Scenario 2 ?

What do you like about Scenario 3 ?

What do you dislike about Scenario 3 ?

# 104 AVENUE

## CORRIDOR PLAN

Of all three scenarios, which design elements do you like best and why?

# 104 AVENUE

## CORRIDOR PLAN

Which element(s) of the three cross sections do you like best, and why?

Which element(s) of the three cross sections do you like least, and why?