

# PUBLIC WORKSHOP#2

## TONIGHT'S AGENDA

6:00 – 6:30 Registration & View the Panels

6:30 – 7:00 Presentation

7:00 – 8:20 Workbook Activity

8:20 – 8:30 Groups report back

8:30                Wrap up and next steps

# 104 AVENUE CORRIDOR PLAN

# TONIGHT'S PRESENTATION

1. Project Overview
2. Summary of Open House #1
3. Outcomes of Technical Analysis
4. Draft Guiding Principles
5. Presentation of Three Scenarios
6. 104 Avenue Cross Sections
7. Workbook Questionnaire

104 AVENUE  
CORRIDOR PLAN



PROJECT UPDATES

[edmonton.ca/104AvenueCorridorPlan](http://edmonton.ca/104AvenueCorridorPlan)

104 AVENUE  
CORRIDOR PLAN

# PROJECT OVERVIEW

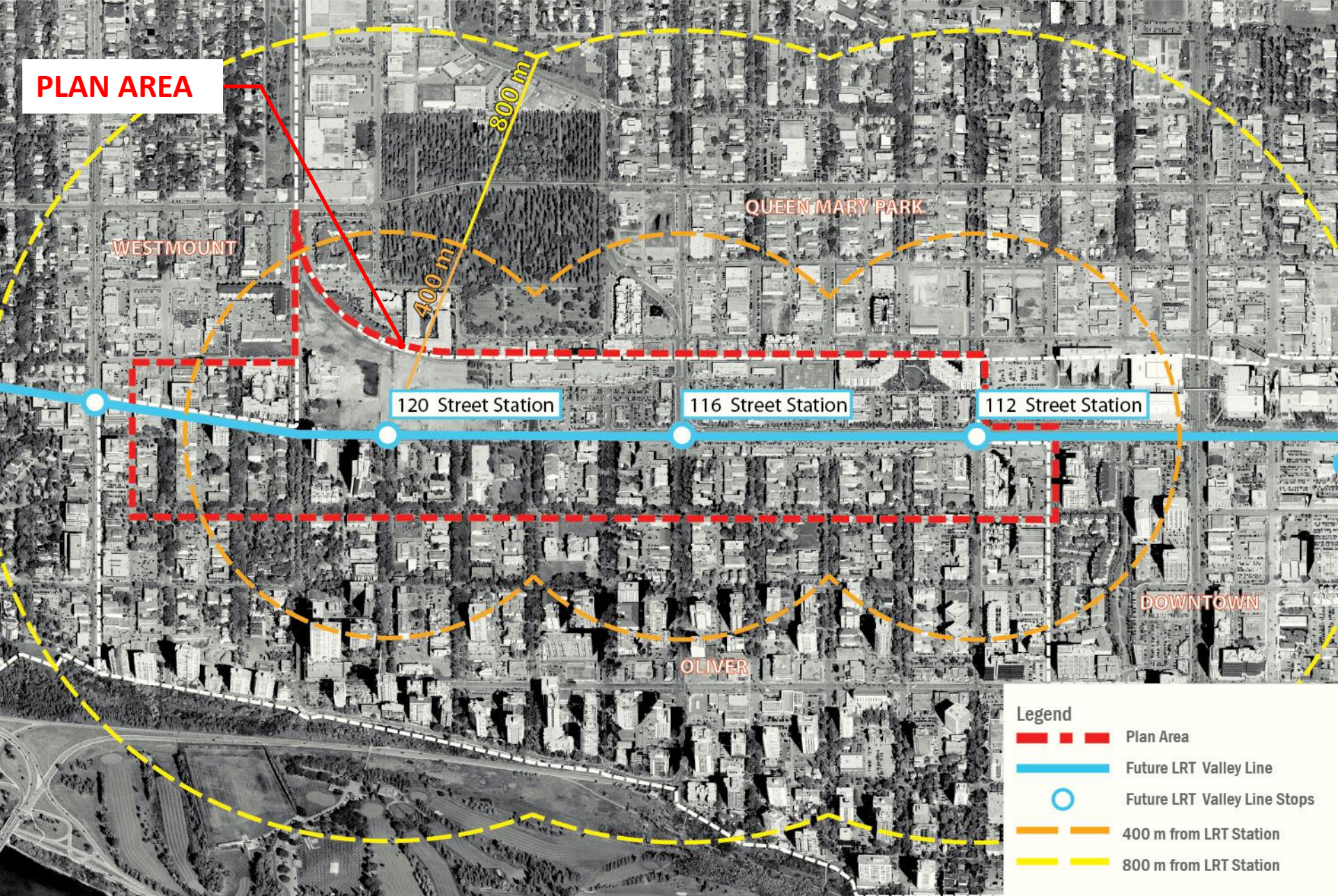
104 AVENUE  
CORRIDOR PLAN

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# What is the Purpose of The Plan?

To develop a vision and series of directions for 104 Avenue between 111 and 123 Streets that support transit oriented development around the three future LRT stations and along the corridor.





# Our Study Area

# What do we plan on accomplishing?

- A framework and implementation strategies for future transit oriented development.
- Recommendations for the following:
  - Where and how redevelopment should occur along the corridor
  - The location and design of land uses
  - Investments in public realm such as improved streetscapes or new open spaces
  - Opportunities to enhance mobility



# What we are not doing?

- Deciding LRT alignment
- Deciding LRT technology
- Deciding LRT station location

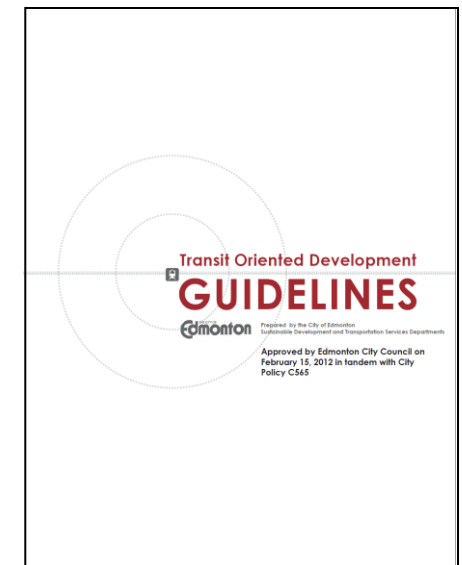
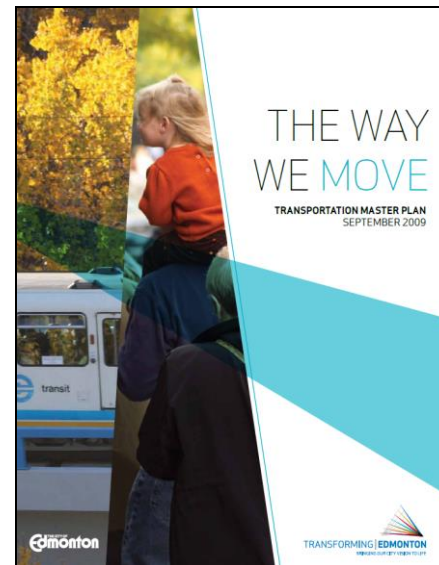
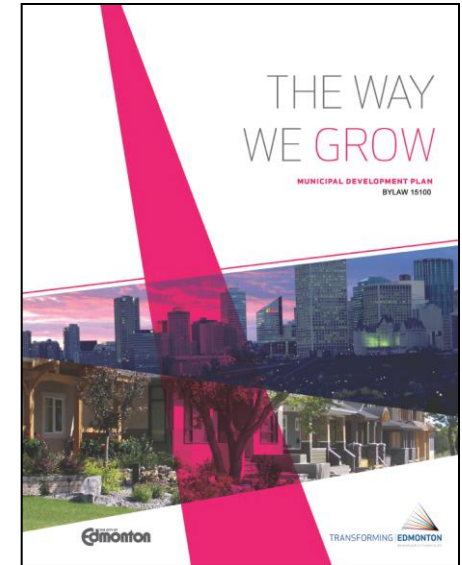
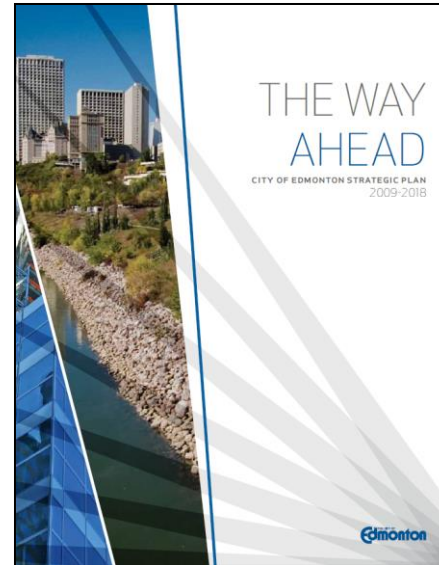
*These items have all have been passed by Council*





# Why now?

- Council Motion in 2013
- Current Policy Framework
  - Transform urban form
  - Shift transportation modes
  - Improve liveability
  - Preserve & sustain the environment
  - Ensure financial stability

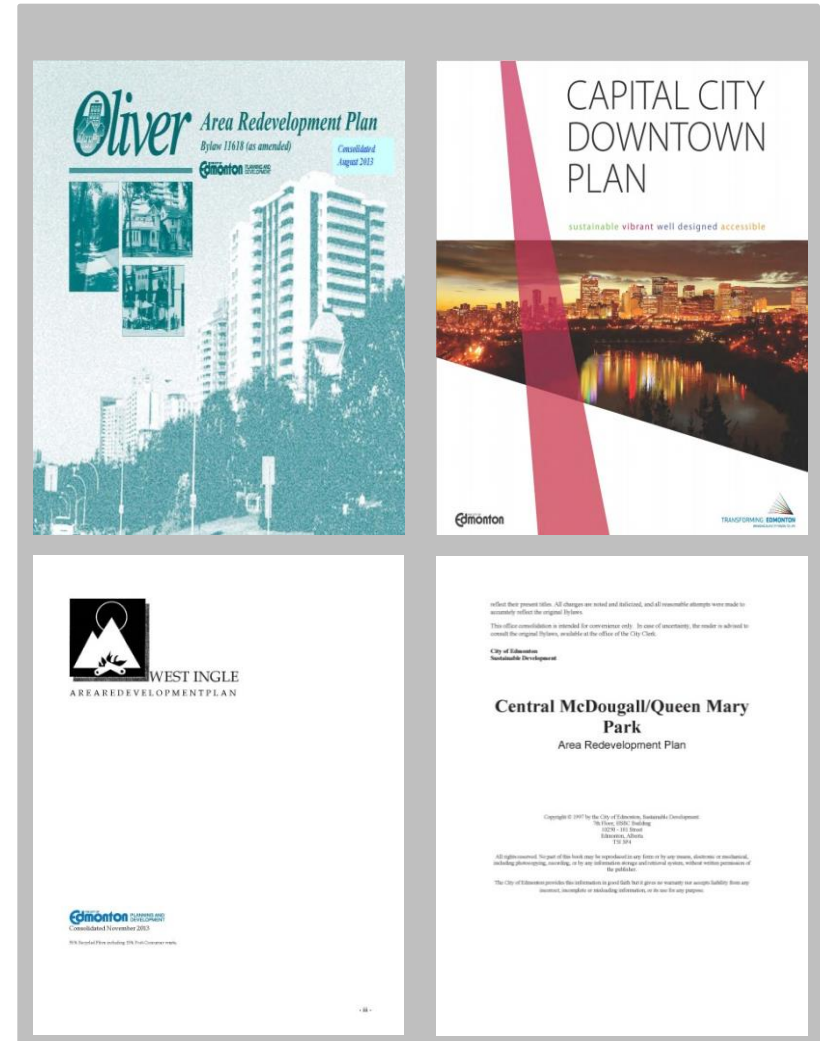


# Where will the Corridor Plan fit in?

Amendment to Oliver Area Redevelopment Plan

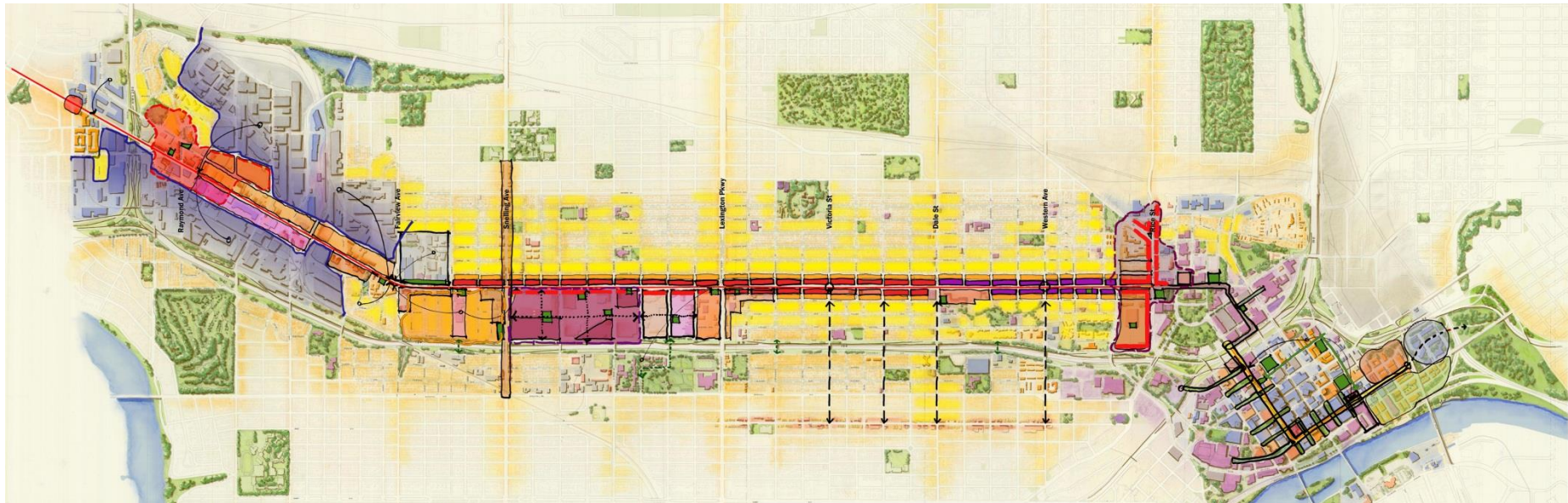
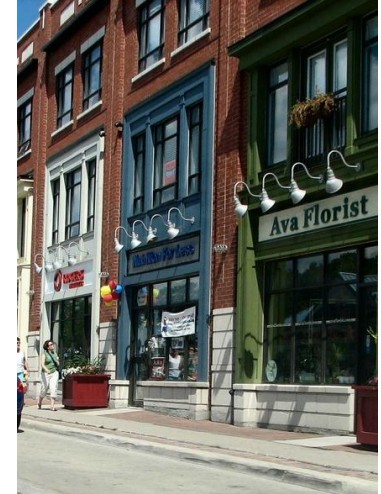
or

A separate ARP for the Corridor



# What will it do?

- Determines the location and design of new transit-oriented land uses
- Establishes a clear vision for future development within Corridor
- Council approved Plan





## **City of Edmonton**

Travis Pawlyk, Michael Strong, Kelly Bennett



## **Urban Strategies Inc.**

Mark Reid, Melanie Hare, Craig Lametti, Anna Iannucci, Eva Pianezzola



## **ISL Engineering and Land Services**

Hassan Shaheen, Connie Gourley



## **Cushman & Wakefield**

Julian Colman, Andrew Browning

# Where are we in the Process?



We are here

# Overview of Open House #1

104 AVENUE  
CORRIDOR PLAN

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# We presented information on:

- Development history
- Community Context
- Street and Block Patterns
- Patterns of Mobility
- Parks and Open Space
- Distribution of Uses
- New Development



# We asked you questions about:

1. Existing Conditions
2. Areas of Change and Stability
3. Creating Livable Communities



Open House 1



# What we heard: Existing Conditions

What do you do in the area?

Day-to-day shopping (grocery, drug store) • Shop at Oliver Square • Use services like hair salons, banking, and exercise facilities • Go to restaurants & bars • Visit parks • Live here!

What do you like about the area?

Neighbourhood trees • It's walkable • There's a variety of amenities and services • Quiet neighbourhood streets • Mobility options (transit, walking, driving)

What do you dislike in the area?

104 Avenue is a barrier – there's a lack of connections across • Commercial areas turn their backs to the neighbourhoods • The 104 Avenue streetscape makes it an undesirable street to walk along • Expansive parking lots and suburban character of the Avenue • Parking on local streets by non-residents

# What we heard: Areas of change and stability

What areas/uses do you think should change?

Form of commercial development on both sides of 104 Avenue • Molson & Crosstown Site • Surface parking lots • Entire 104 Avenue streetscape should improve • Vacant Land

What is the magnitude and type of change you would like to see?

Parcels along 104 Avenue should see major change • Mid-rise and taller development along 104 Avenue (4- 12 storeys) • Very tall buildings along 104 Avenue (12+) • Buildings *not* as tall as The Pearl • Taller buildings as long as they're spaced out & consider wind and shadow • Mixed-use development • High quality design • Underground parking instead of surface parking • A variety of housing (including housing for families)

What would you like to see preserved or enhanced?

Parks and recreation facilities • Preserve retail uses in an improved form • Neighbourhood tree canopy • Molson building • Older buildings (Oliver School, historic homes) • Character, scale and walkability of surrounding neighbourhoods

Open House 1

# What we heard: Creating Livable Communities

What new uses and amenities would you would like to see?

More parks (especially north of 104 Avenue) • Mixed-use, pedestrian-oriented development along 104 Avenue • Outdoor cafes and patios • Boutique shops • Community recreation centres • Health & Wellness services/facilities

What kind of public spaces you would like to see?

Public squares and plazas • Outdoor patios • Community gardens • Outdoor spaces for all seasons • A band shell • Indoor or outdoor markets • Spaces designed for people • Comfortable transit waiting areas • Public art

What improvements are needed for pedestrians, cyclists, and transit users?

Wider sidewalks along 104 Avenue • More cycling lanes • Better cycling lanes • More bicycle parking (especially at LRT stations) • Wide boulevards along 104 Avenue • Safe, dedicated pedestrian and cycling crossings • More connections to 105 Avenue • Better connections to Oliver • Street lighting

# OUTCOMES OF THE TECHNICAL ANALYSIS

104 AVENUE  
CORRIDOR PLAN

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# The 104 Avenue Corridor is a Busy Arterial

- East of 116 St - 6 lanes; 37,600 veh./day
- West of 116 St - 4 lanes; 22,100 veh./day

Transit currently accommodates approximately 15% of all trips along the Avenue



Mobility – Existing Usage

The 104 Avenue corridor is lined with low density, suburban style auto-oriented development which afford opportunity for intensification consistent with Transit Oriented Development

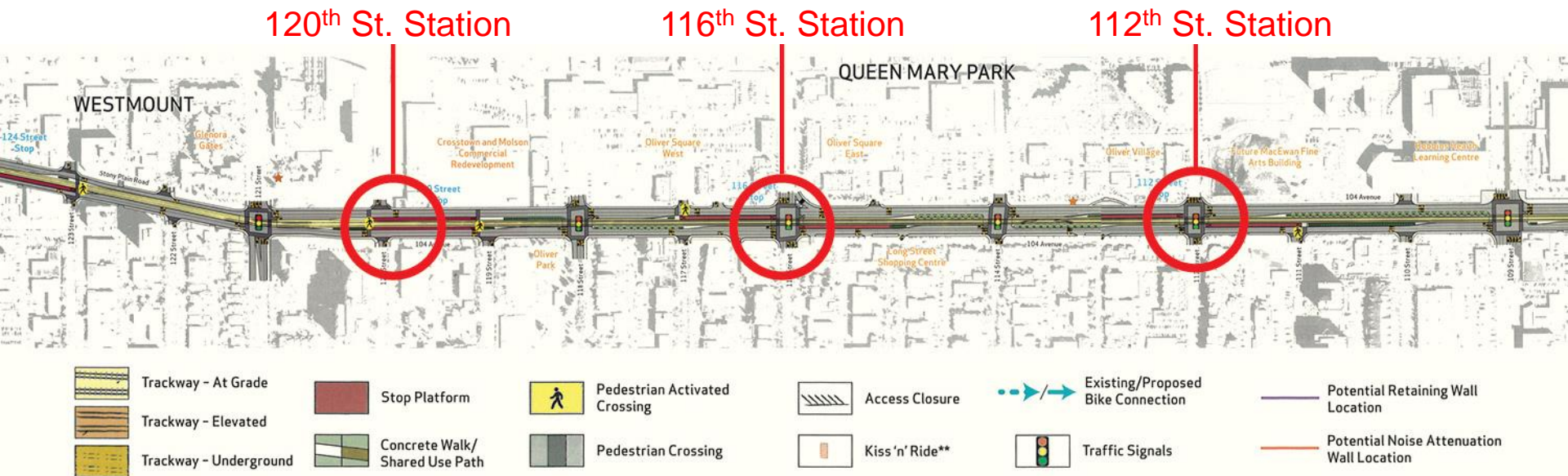


Mobility – Transit Supportiveness

# The LRT will utilize low floor technology in the centre median

## It will add 3 new stops

- Staggered Side-loading LRT platforms at 116 St and 112 St.
- Side by Side, Side-loading platform at 120 St.
- Pedestrian access to the future LRT stops is at intersections or via pedestrian activated crossings



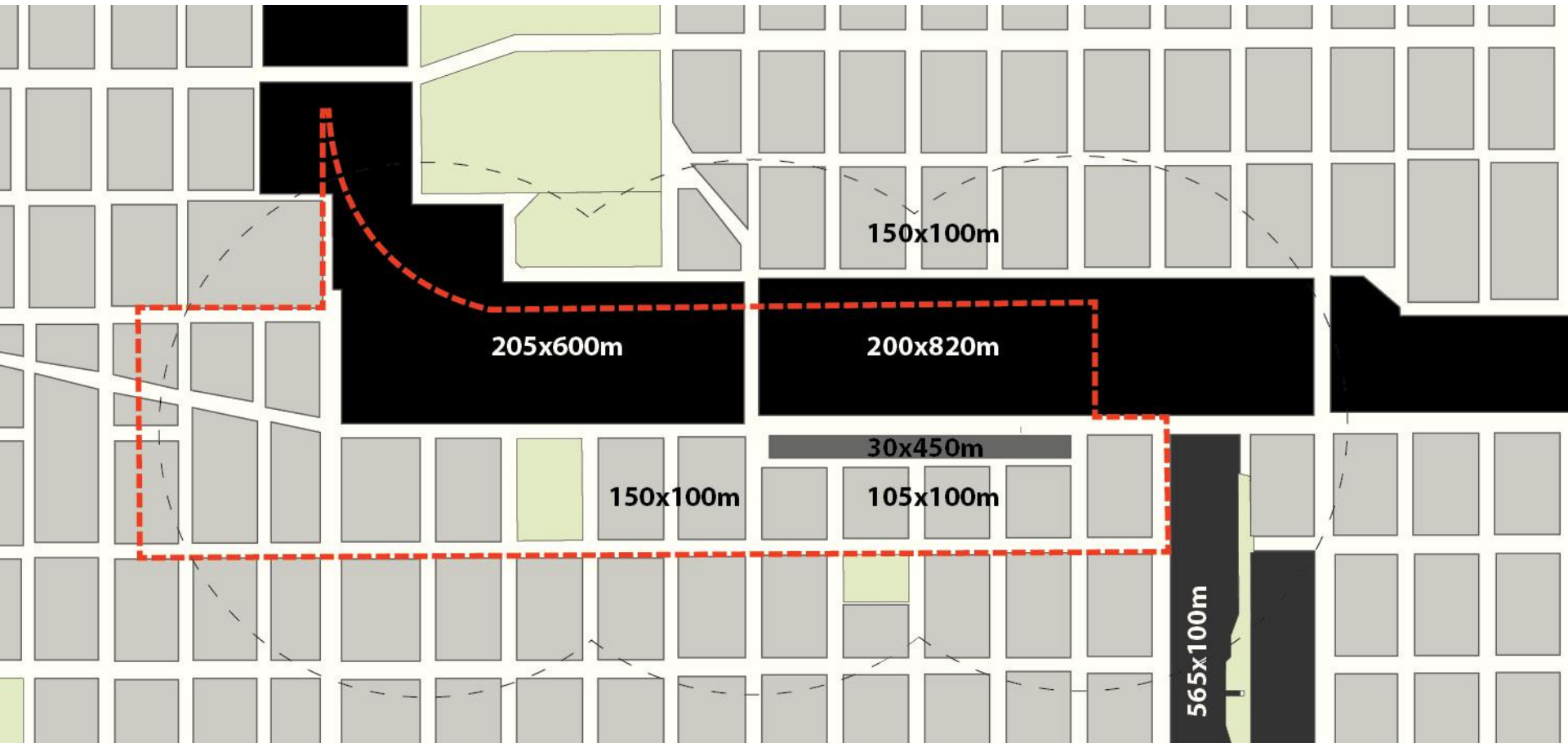
Space allocated for pedestrians and public realm improvements along 104 Avenue (2m) is limited and there is no room for streetscaping and other pedestrian amenities



Mobility – The Planned LRT

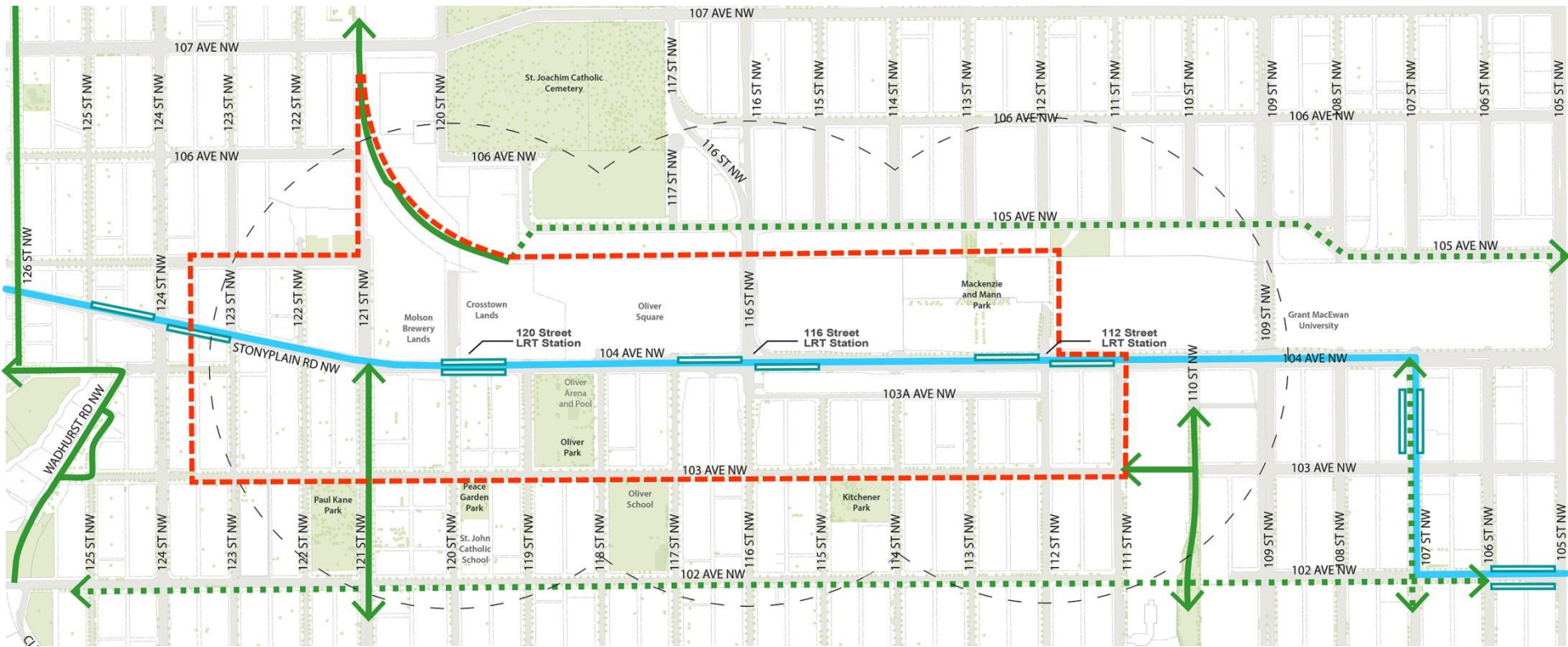


There are few N/S street connections and poor connectivity between the Oliver and Queen Mary Park neighbourhoods



Mobility – Connectivity

The site is located at an important connecting point between numerous existing and proposed bike routes



Mobility – Connectivity

- **Improve connections to 104 Avenue and through the large commercial sites**
- **Improve pedestrian/public realm by:**
  - ✓ Tightening up the dimensions of elements within the planned roadway / LRT
  - ✓ Allocating more space outside the right-of-way to accommodate more generous allowances for sidewalks, street furniture, lighting and landscaping.
- **Provide additional pedestrian access points to the LRT platforms** and across the 104 Avenue Corridor
- **Improve north-south bicycle routes** across the 104 Avenue corridor **and east-west routes**
- Consistent with supporting transit ridership, **consider alternative parking requirements** to reduce the amount of land dedicated to parking

The Market Analysis looked at existing market trends for the city and study area and contrasted them against current population and employment forecasts

The results help to provide guidance as to the level of change that can be expected over approximately 25 to 30 years



# Key Findings: Office

- **Office tenants have been historically attracted to either the downtown** with its centralized location and high transit access **or the Suburbs** with their suburban labour pool and cheaper rents
- While the Introduction of LRT will provide some benefits, the Downtown (and competing Suburban markets, such as the Southside) **will likely continue to attract the lion's share of market demand**
- **Office development will likely be in the form of smaller spaces (15,000 to 25,000 sf) aimed at professionals** (doctors, lawyers, accountants, etc.) serving the surrounding communities and small businesses.
- These could be **integrated into mixed-use developments or developed as clusters of two to three storey loft style office development** built in phases of 20,000 to 25,000 sf.

# Key Findings: Residential

- **There has been a shift in the market towards higher density forms of housing.** During the past eight years, over 80% of all new apartment units were condominium tenure.
- **There have been an average of 4 new projects a year, totaling roughly 335 units (500 persons) a year** in the four neighbourhoods surrounding Study Area (Oliver, Queen Mary Park, Westmount and Downtown)
- **Apartments are a well-established form of development** in the area and the rental apartment market is tight with less than 2% vacancy.
- **There is a projected population increase of over 16,500 people over the next 25 years in the four neighbourhoods. The study area can be expected to attract between 20-25% of this increase or approximately 4,000 new people in ~2,600 new units**
- **New residential intensification is likely to occur in 4-6 storey buildings** of approximately 60-80 apartment units **or 10-15 storey towers** of approximately 60-100 apartment units

# Key Findings: Retail

- **There are over 300,000sqft of existing retail and an additional 267,000 sqft of planned retail** (within the Molson Site) for the study area. This equals a total of over 570,000sqft
- Even with population growth of 16,500 persons over the next 25 years in the surrounding area **there will only be the need for between 45,000 and 60,000 of additional retail** over and above what is planned
- Given the current built-up form of the Study Area (+ Crosstown), **there is likely no physical capacity to further increase the retail inventory** (in the form of single-storey retail buildings with on-grade parking).
- **Future retail development in the Study Area will likely occur as existing retail sites are redeveloped with higher density, mixed-use development**, with retail space accommodated at the base of residential blocks and apartment towers and parking in structures or below grade.

# Summary Projections Over the Next 25 Years

## Office:

- 150,000 – 250,000 sqft
- Built in increments of 20,000 -25,000 sqft
- Integrated in mixed use buildings or smaller stand-alone loft-style developments



## Residential:

- 4,000 new people / 2,600 new units
- Located in 4-6 storey apartments or 10-15 storey towers



## Retail:

- 570,000sqft of existing and proposed retail
- 45,000 – 65,000 sq ft of new retail
- Located in mixed use buildings





# DRAFT GUIDING PRINCIPLES

104 AVENUE  
CORRIDOR PLAN

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



Vancouver

The Draft Guiding Principles

## 2. Improve connectivity to and within the corridor



Toronto

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



Vancouver

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



Portland

The Draft Guiding Principles

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



Vancouver

The Draft Guiding Principles

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



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





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



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



## 7. Pursue environmentally sustainable design excellence

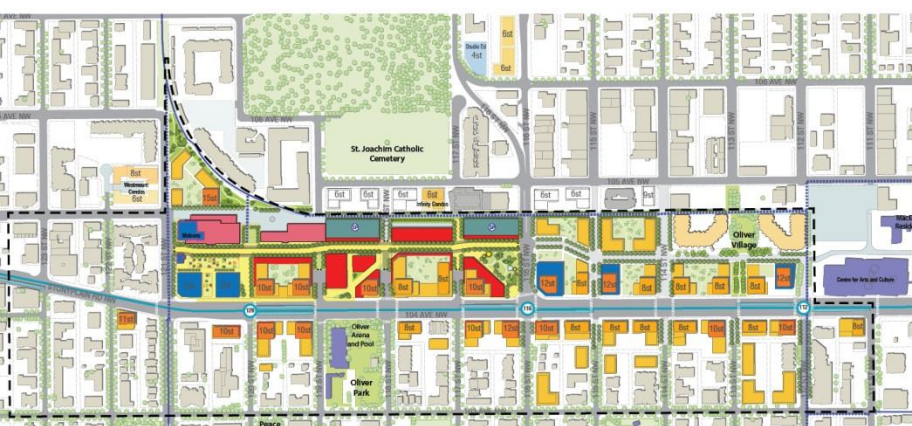


Hammarby Sjöstad, Sweden

# Three Conceptual Scenarios

104 AVENUE  
CORRIDOR PLAN

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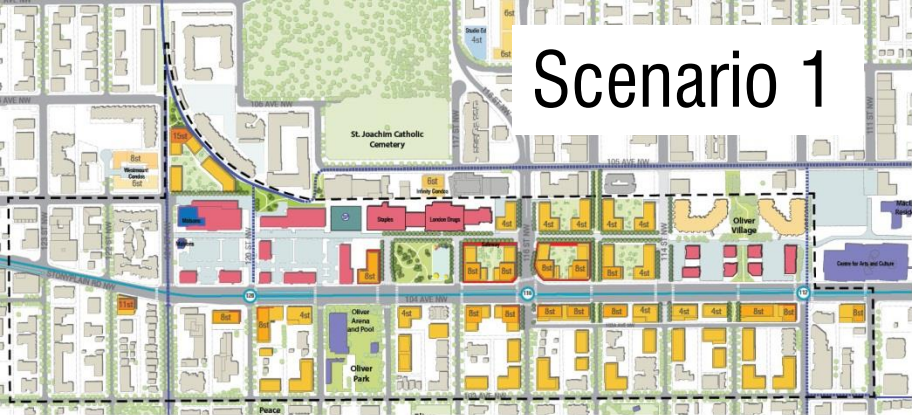


Three conceptual scenarios have been created that respond to the principles and test different ideas for the corridor.

The scenarios vary in terms of:

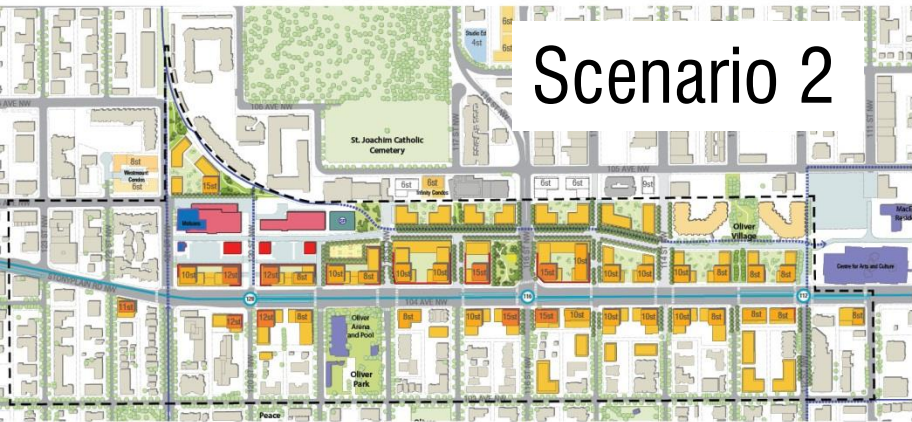
- Built Form and Land Use
- Height and Density
- Movement and Connectivity
- Parks and Open Space





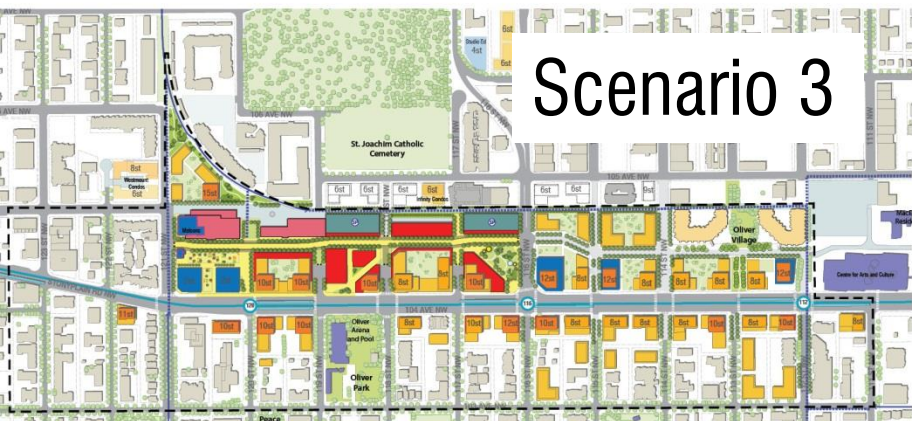
## Scenario 1

Mid-rise Intensification and a New Central Gathering Place



## Scenario 2

Highest Density Urbanization of the 104 Avenue Corridor



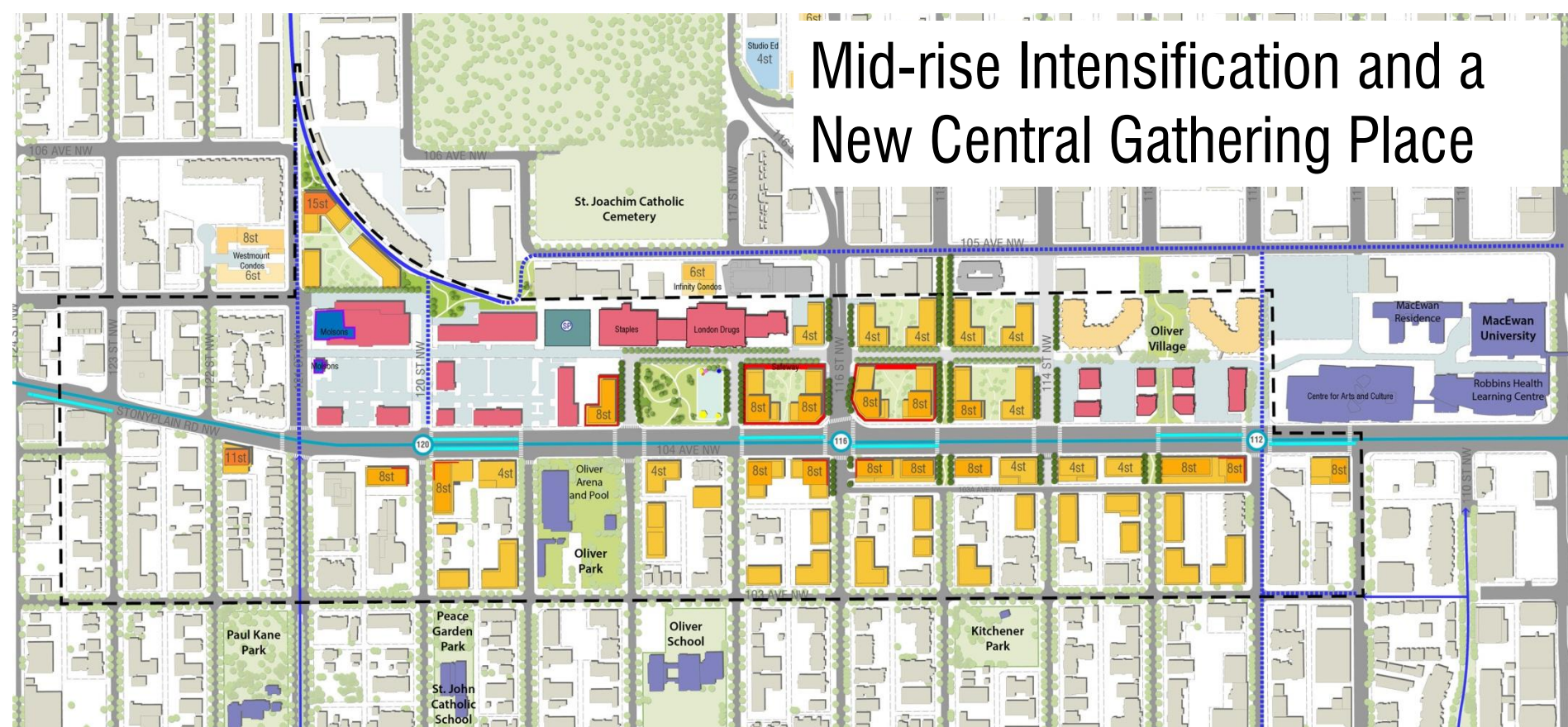
## Scenario 3

Mid-Range Intensification and a Pedestrian Focused Shopping District

# Three Scenarios

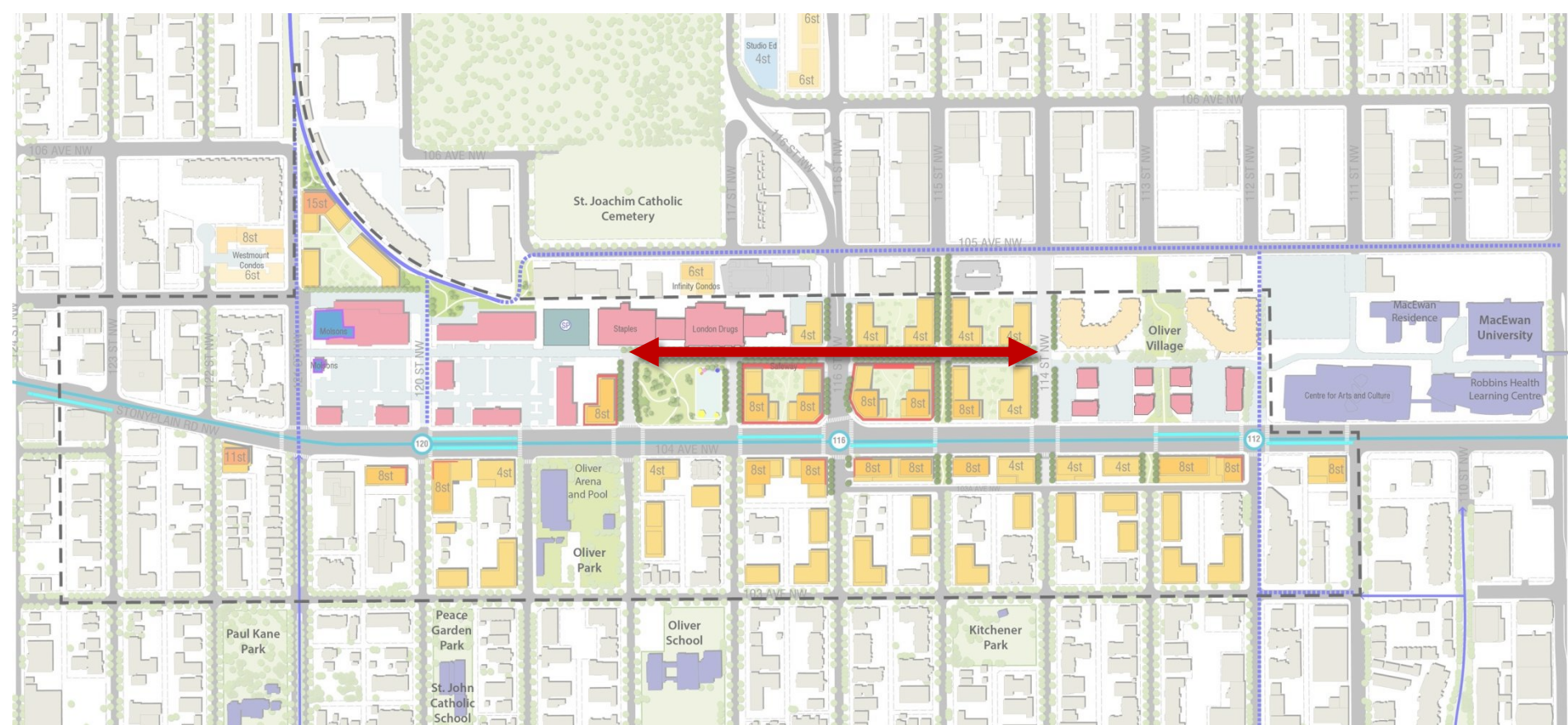


# Mid-rise Intensification and a New Central Gathering Place



## Scenario 1

- |  |                    |  |                    |  |                             |  |                           |  |                    |
|--|--------------------|--|--------------------|--|-----------------------------|--|---------------------------|--|--------------------|
|  | Plan Area          |  | Mid Rise 4 Storeys |  | Existing Commercial/ Retail |  | Cultural - Institutional  |  | Structured Parking |
|  | Existing Bike Lane |  | 8-10 Storeys       |  | New Commercial/ Retail      |  | Office/Employment         |  | Existing Buildings |
|  | Proposed Bike Lane |  | 12-15 Storeys      |  | Heritage Buildings          |  | Driveways/Surface Parking |  |                    |



## Movement:

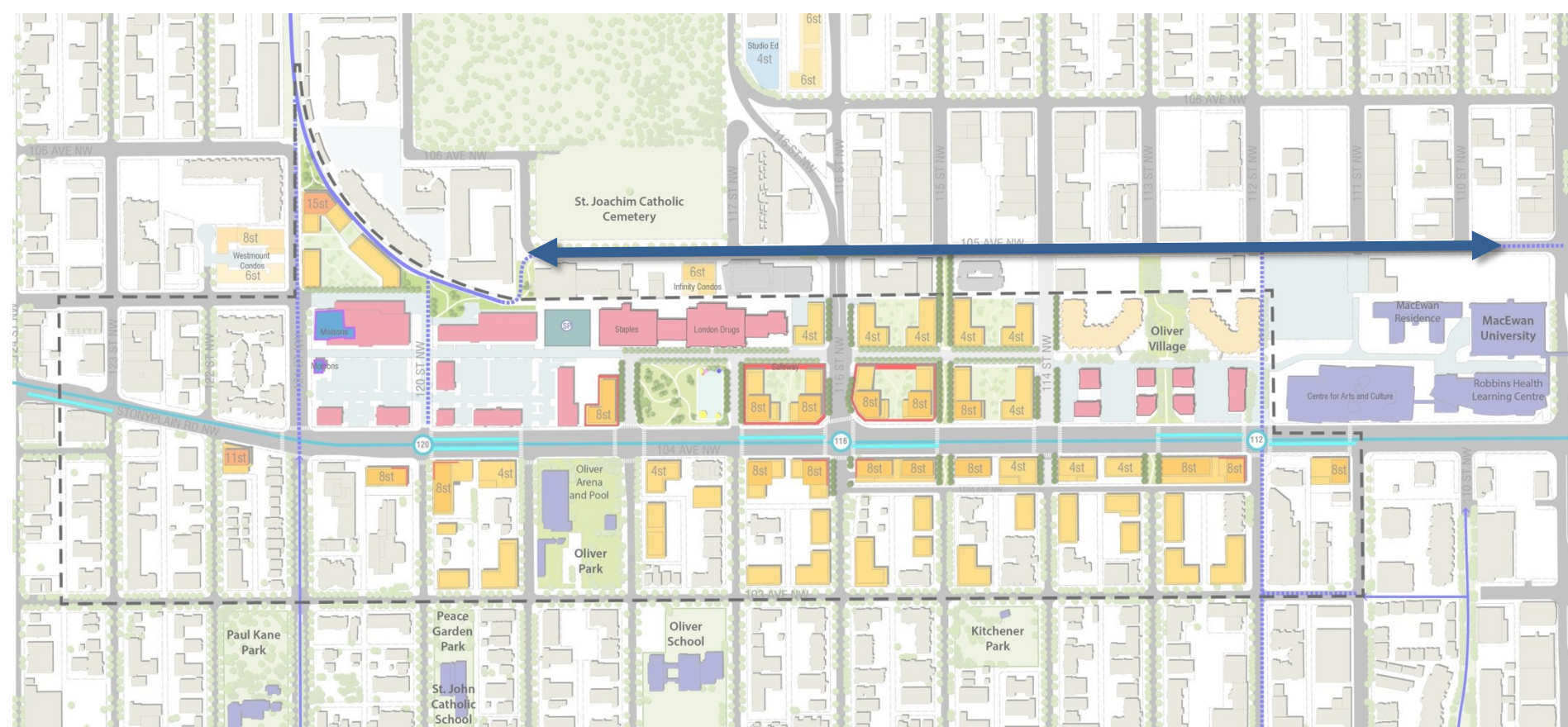
- A new east-west street between 114 and 118 St



# Scenario 1

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking





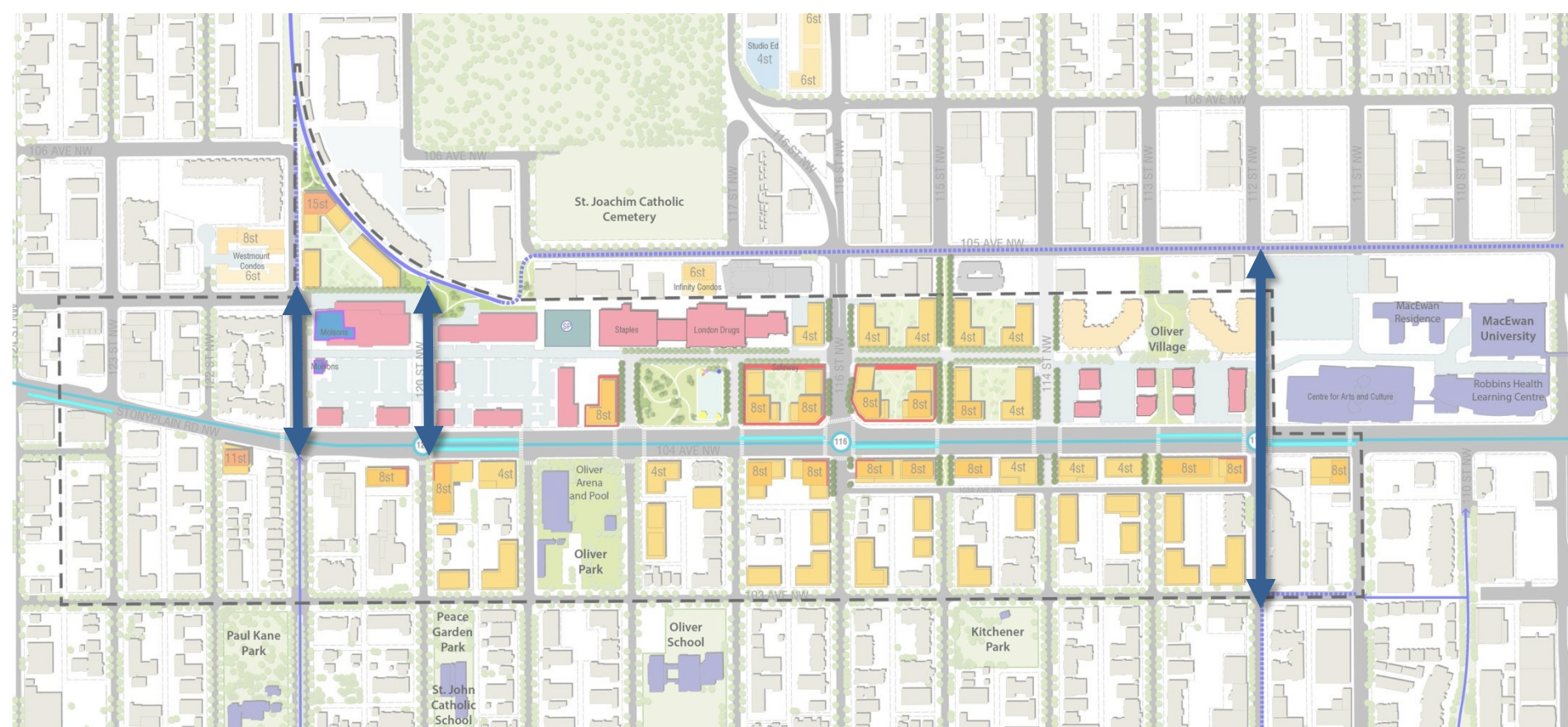
## Movement:

- A new east-west street between 114 and 118 St
- Shared use path or bike lanes along 105 Ave



# Scenario 1

	Plan Area		Mid Rise 4 Storeys		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Storeys		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Storeys		Heritage Buildings		Driveways/Surface Parking		



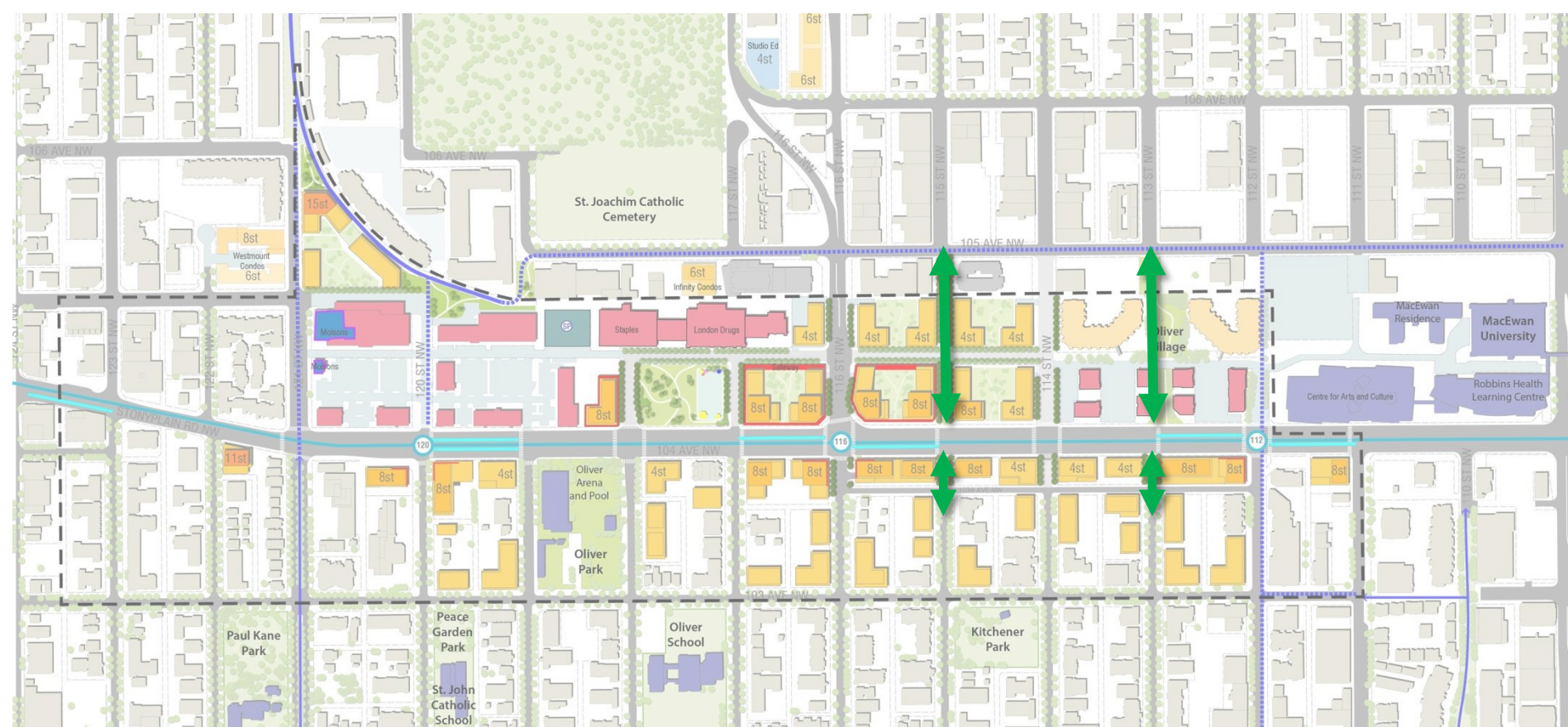
## Movement:

- A new east-west street between 114 and 118 St
- Shared use path along 105 Ave
- Additional north-south bike paths



# Scenario 1

	Plan Area		Mid Rise 4 Stores		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Stores		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Stores				Heritage Buildings		Driveways/Surface Parking



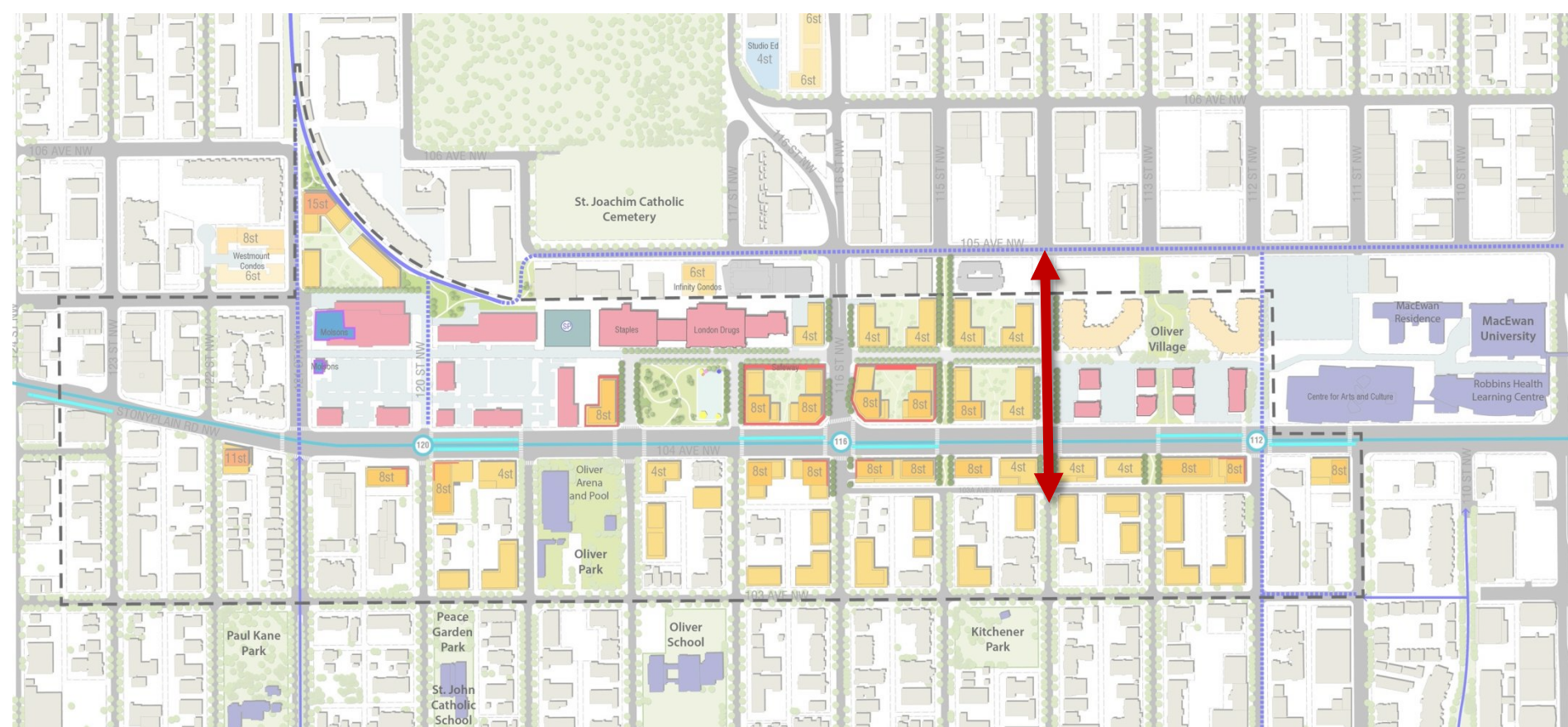
## Movement:

- A new east-west street between 114 and 118 St
- Shared use path along 105 Ave
- Additional north-south bike paths
- New north-south connections at 113 and 115 St



# Scenario 1

	Plan Area		Mid Rise 4 Storeys		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Storeys		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Storeys		Heritage Buildings		Driveways/Surface Parking		



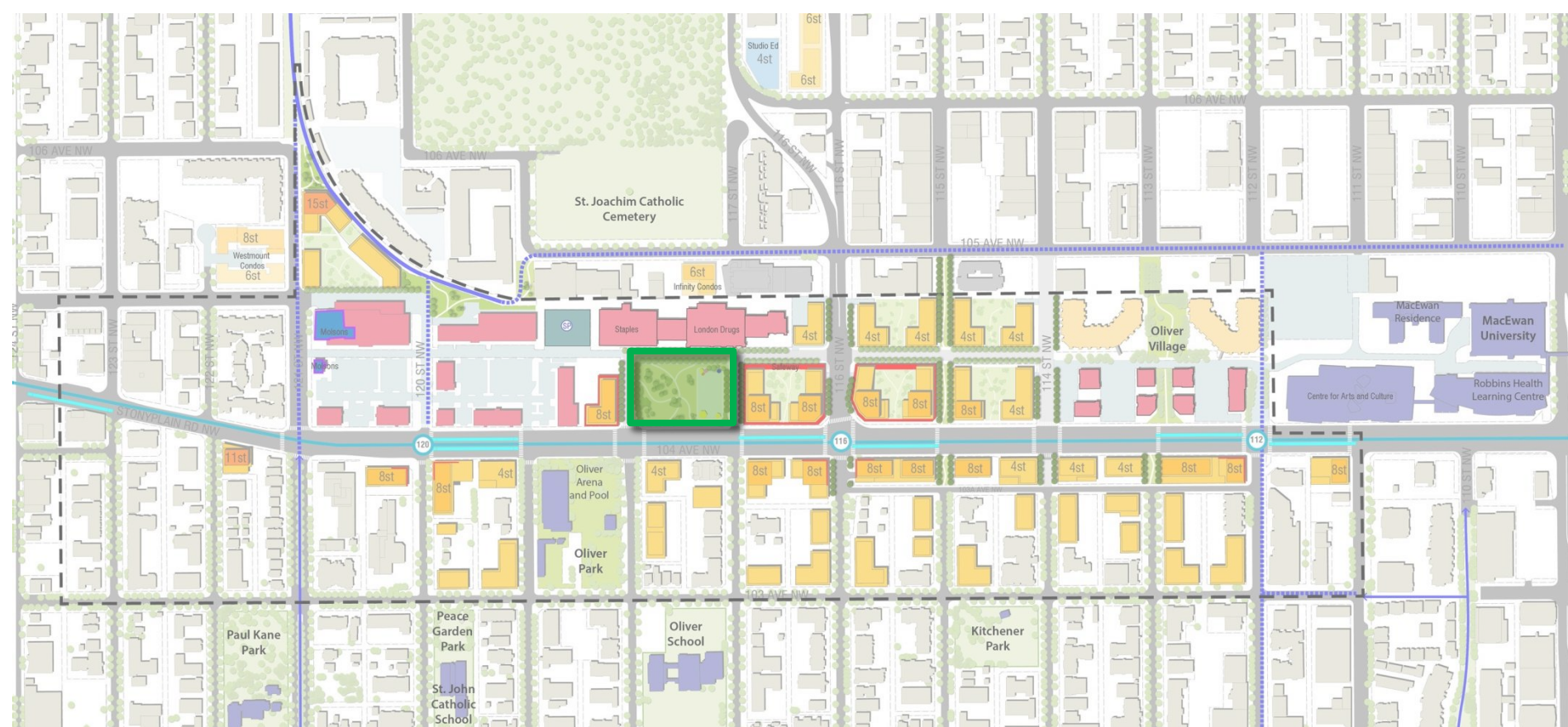
## Movement:

- A new east-west street between 114 and 118 St
- Shared use path along 105 Ave
- Additional north-south bike paths
- New north-south connections at 113 and 115 St
- Extension of 114



# Scenario 1

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



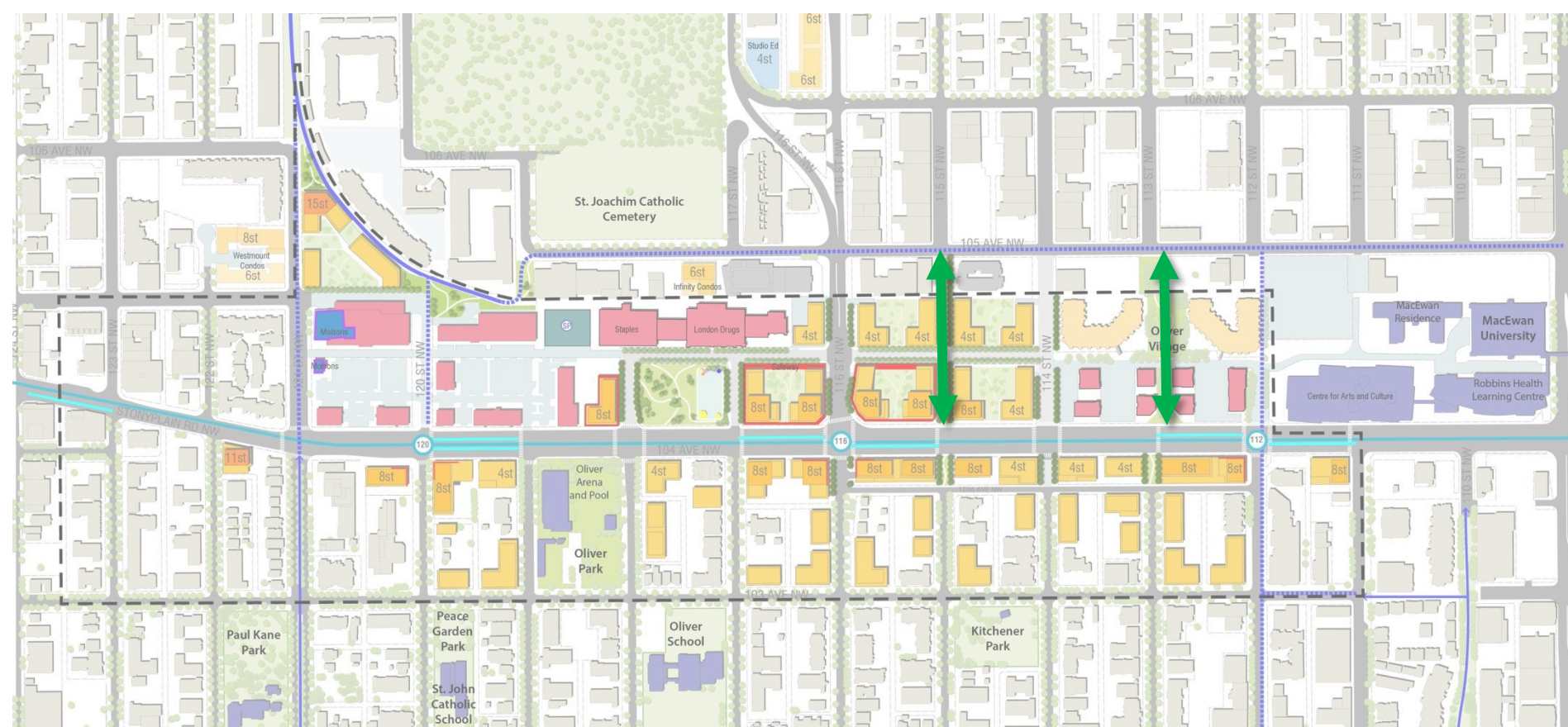
## Parks and Open Space:

- A new large open space to act as a focal point for the Avenue with active and passive uses



# Scenario 1

 Plan Area	 Mid Rise 4 Storeys	 Existing Commercial/ Retail	 Cultural - Institutional	 Structured Parking
 Existing Bike Lane	 8-10 Storeys	 New Commercial/ Retail	 Office/Employment	 Existing Buildings
 Proposed Bike Lane	 12-15 Storeys		 Heritage Buildings	 Driveways/Surface Parking



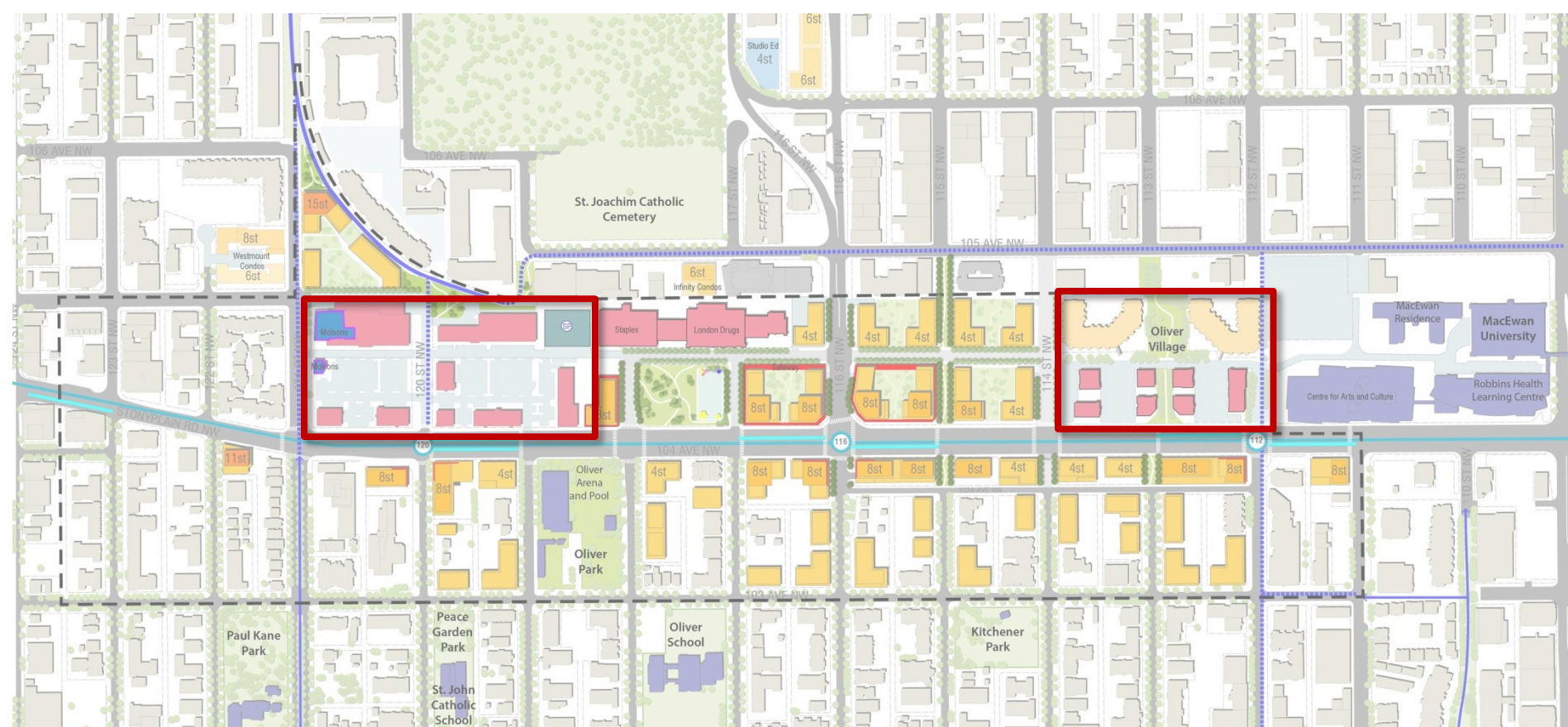
## Parks and Open Space:

- A new large open space to act as a focal point for the Avenue with active and passive uses
- Two pedestrian mews extending 113 and 115 street



# Scenario 1

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



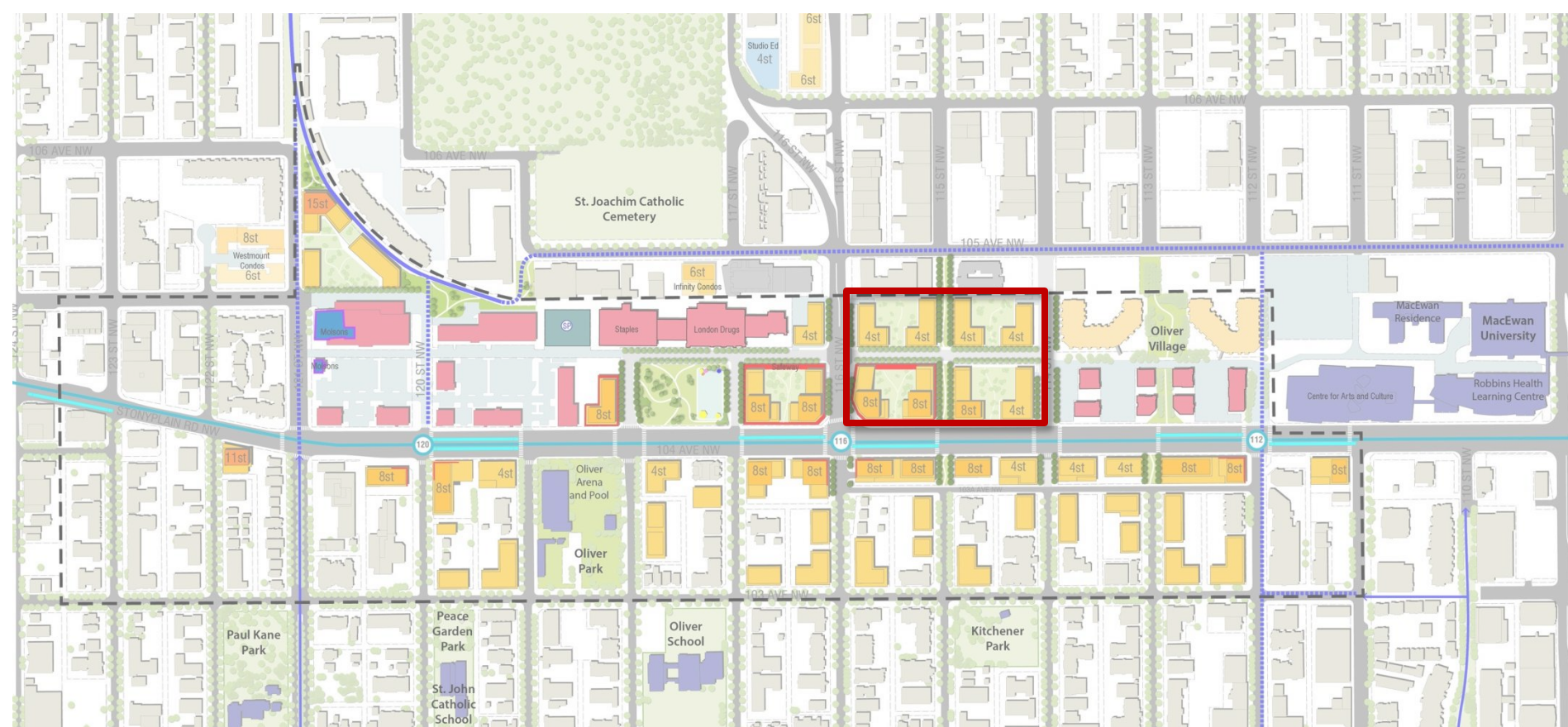
## Built Form and Land Use:

- Oliver Village is retained and Molson site built as planned



# Scenario 1

	Plan Area		Mid Rise 4 Storeys		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Storeys		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Storeys		Heritage Buildings		Driveways/Surface Parking		



### Built Form and Land Use:

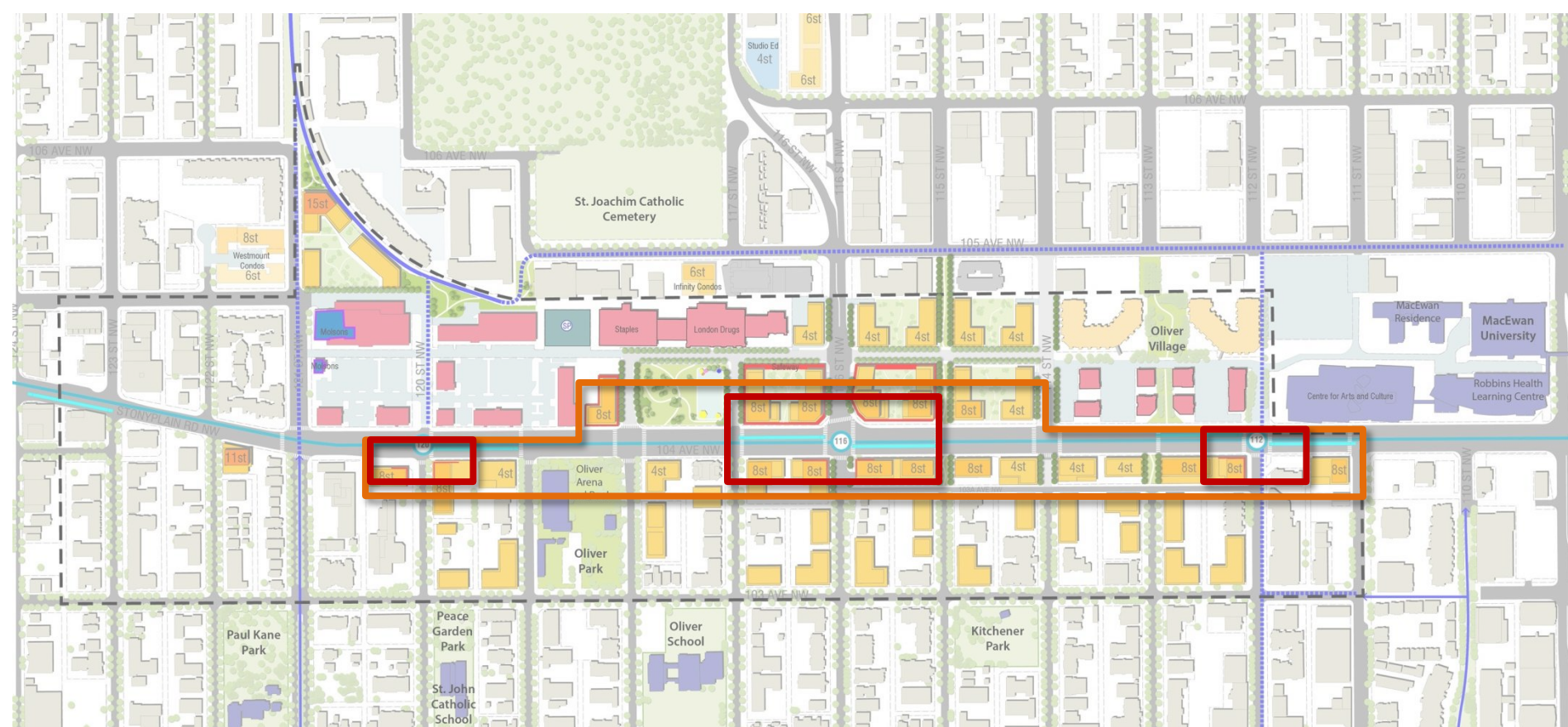
- Oliver Village is retained and Molson site built as planned
- Oliver Square East is redeveloped with 4-8 storey buildings with retail at street level using structured parking



# Scenario 1

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
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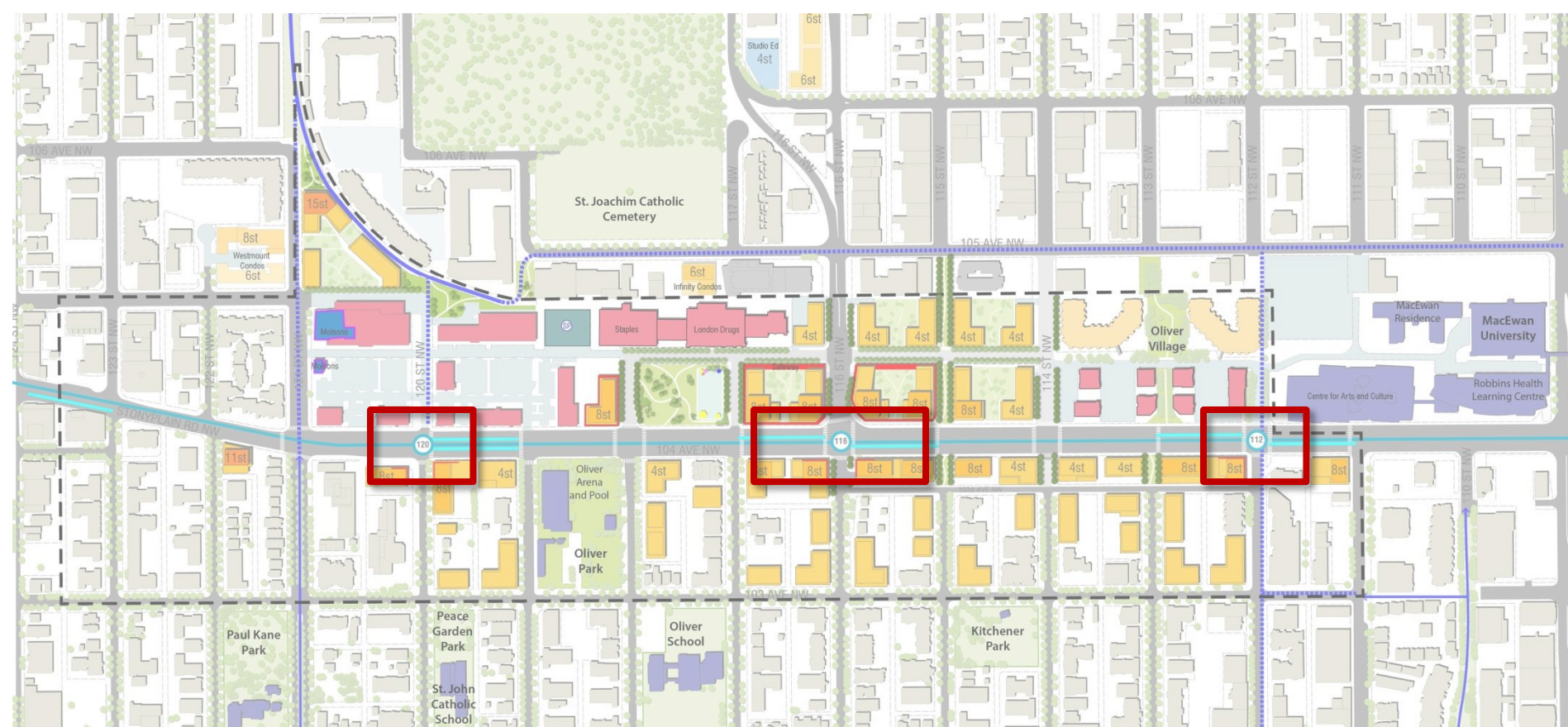
## Built Form and Land Use:

- Oliver Village is retained and Molson site built as planned
- Oliver Square East is redeveloped with 4-8 storey buildings with retail at street level using structured parking
- 104 Avenue is developed with 4 storey buildings and taller 8 storey buildings at station areas



# Scenario 1

 Plan Area	 Mid Rise 4 Storeys	 Existing Commercial/ Retail	 Cultural - Institutional	 Structured Parking
 Existing Bike Lane	 8-10 Storeys	 New Commercial/ Retail	 Office/Employment	 Existing Buildings
 Proposed Bike Lane	 12-15 Storeys		 Heritage Buildings	 Driveways/Surface Parking



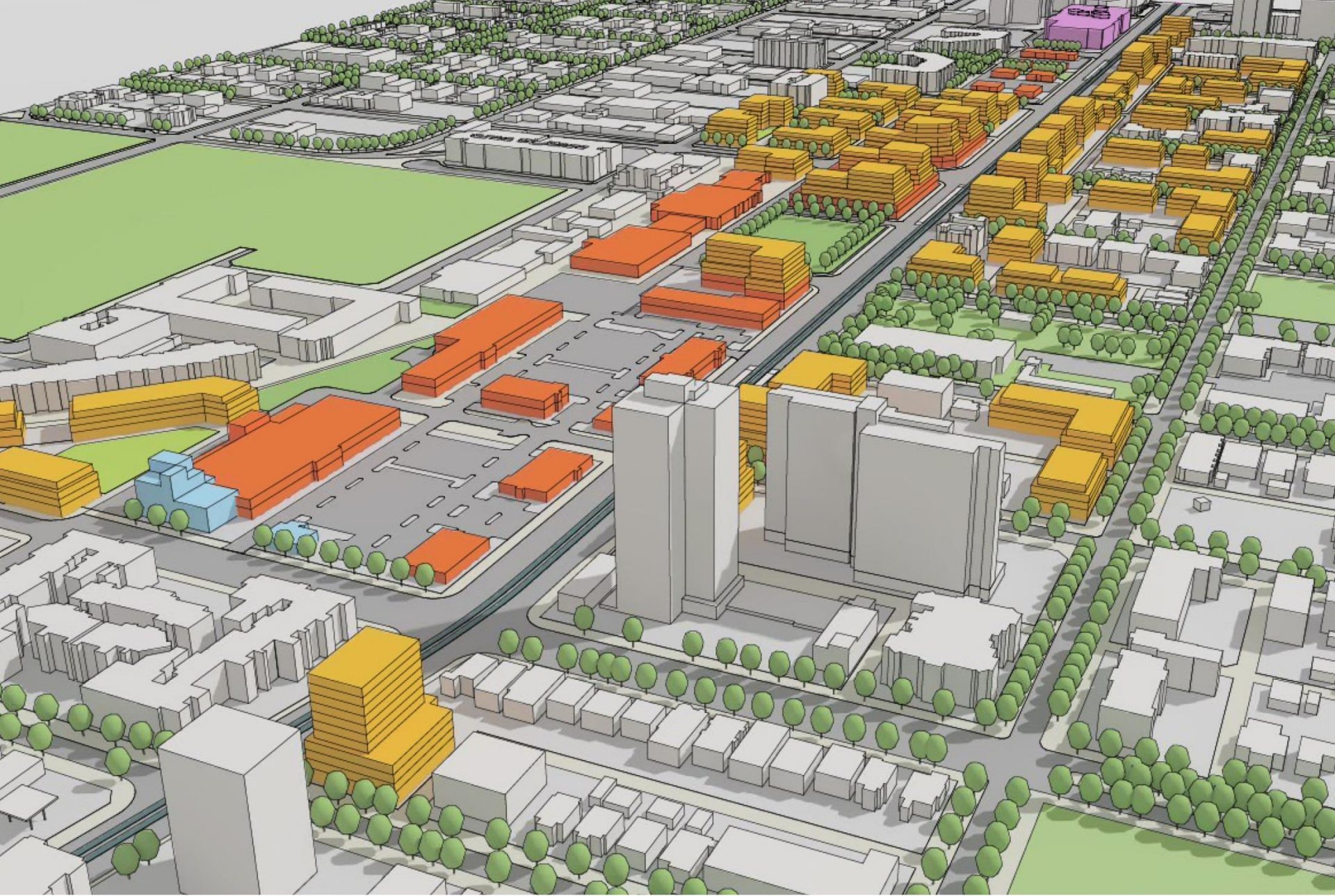
## Built Form and Land Use:

- Oliver Village is retained and Molson site built as planned
- Oliver Square East is redeveloped with 4-8 storey buildings with retail at street level with structured parking
- 104 Avenue is developed with 4 storey buildings and taller 8 storey buildings at station areas
- Street retail is focused at key intersections



# Scenario 1





# Scenario 1

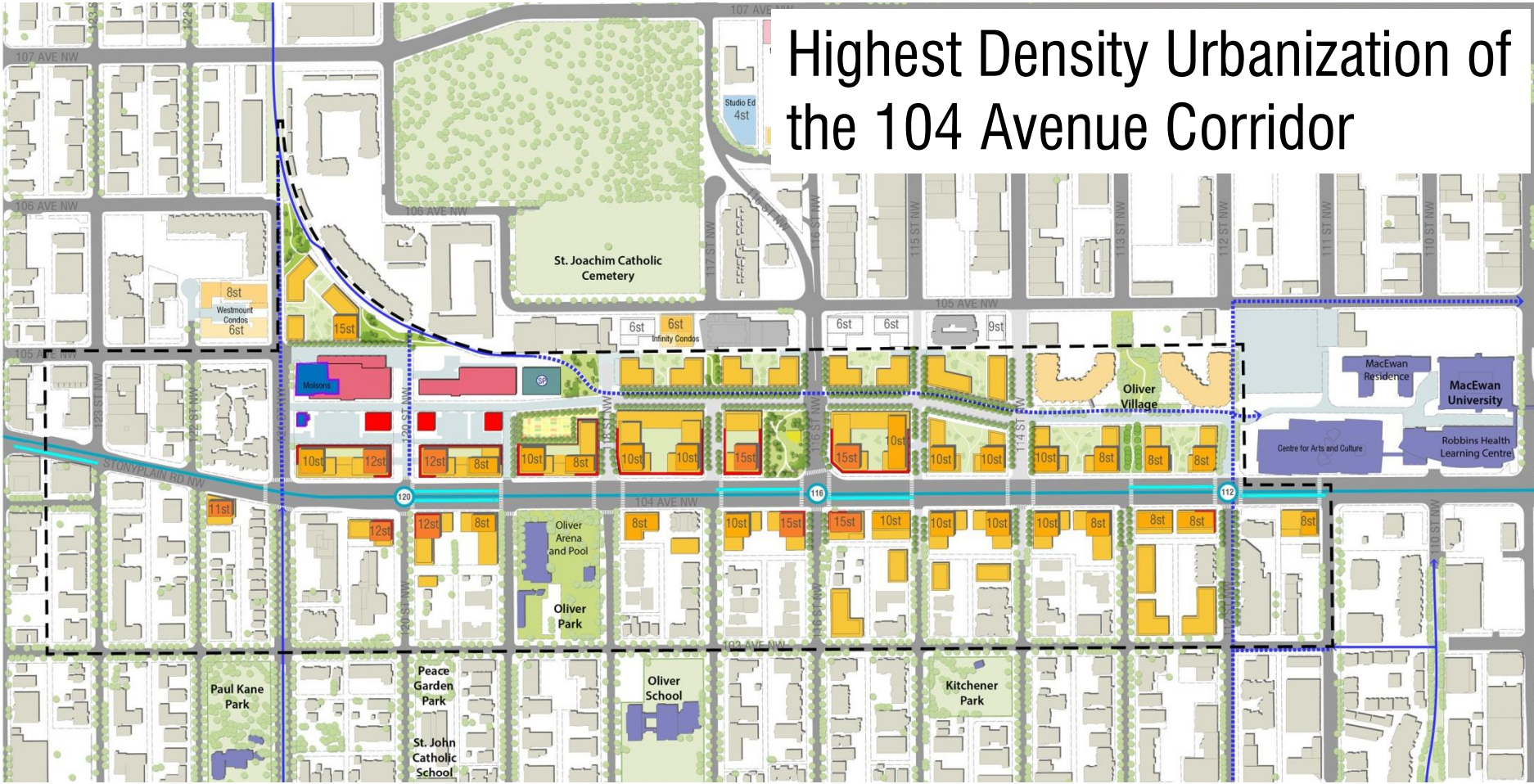
- Mid Rise 4 Storeys  
● 8-10 Storeys  
● 12-15 Storeys
- Existing Commercial/ Retail  
● New Commercial/ Retail
- Cultural - Institutional  
● Office/Employment  
■ Heritage Buildings
- Structured Parking  
● Existing Buildings  
● Driveways/Surface Parking



# Scenario 1

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
- Heritage Buildings
- Structured Parking
- Existing Buildings
- Driveways/Surface Parking

# Highest Density Urbanization of the 104 Avenue Corridor



## Scenario 2

- |                                                                                                                             |                                                                                                                         |                                                                                                                   |                                                                                                                                         |                                                                                                                                           |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|
| <ul style="list-style-type: none"> <li>--- Plan Area</li> <li>— Existing Bike Lane</li> <li>⋯ Proposed Bike Lane</li> </ul> | <ul style="list-style-type: none"> <li>● Mid Rise 4 Storeys</li> <li>● 8-10 Storeys</li> <li>● 12-15 Storeys</li> </ul> | <ul style="list-style-type: none"> <li>● Existing Commercial/ Retail</li> <li>● New Commercial/ Retail</li> </ul> | <ul style="list-style-type: none"> <li>● Cultural - Institutional</li> <li>● Office/Employment</li> <li>■ Heritage Buildings</li> </ul> | <ul style="list-style-type: none"> <li>● Structured Parking</li> <li>● Existing Buildings</li> <li>● Driveways/Surface Parking</li> </ul> |
|-----------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------|



**Movement:**

- Establishment of an east-west greenway parallel to 104 Ave linking the shared use path east to the Ribbon of Steel trail



**Scenario 2**

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



**Movement:**

- Establishment of an east-west greenway parallel to 104 Ave linking the shared use path east to the Ribbon of Steel trail
- 103A Avenue becomes a lane, creating larger parcels on 104



**Scenario 2**

<ul style="list-style-type: none"> <li>--- Plan Area</li> <li>— Existing Bike Lane</li> <li>⋯ Proposed Bike Lane</li> </ul>	<ul style="list-style-type: none"> <li>● Mid Rise 4 Storeys</li> <li>● 8-10 Storeys</li> <li>● 12-15 Storeys</li> </ul>	<ul style="list-style-type: none"> <li>● Existing Commercial/ Retail</li> <li>● New Commercial/ Retail</li> </ul>	<ul style="list-style-type: none"> <li>● Cultural - Institutional</li> <li>● Office/Employment</li> <li>■ Heritage Buildings</li> </ul>	<ul style="list-style-type: none"> <li>● Structured Parking</li> <li>● Existing Buildings</li> <li>● Driveways/Surface Parking</li> </ul>
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**Movement:**

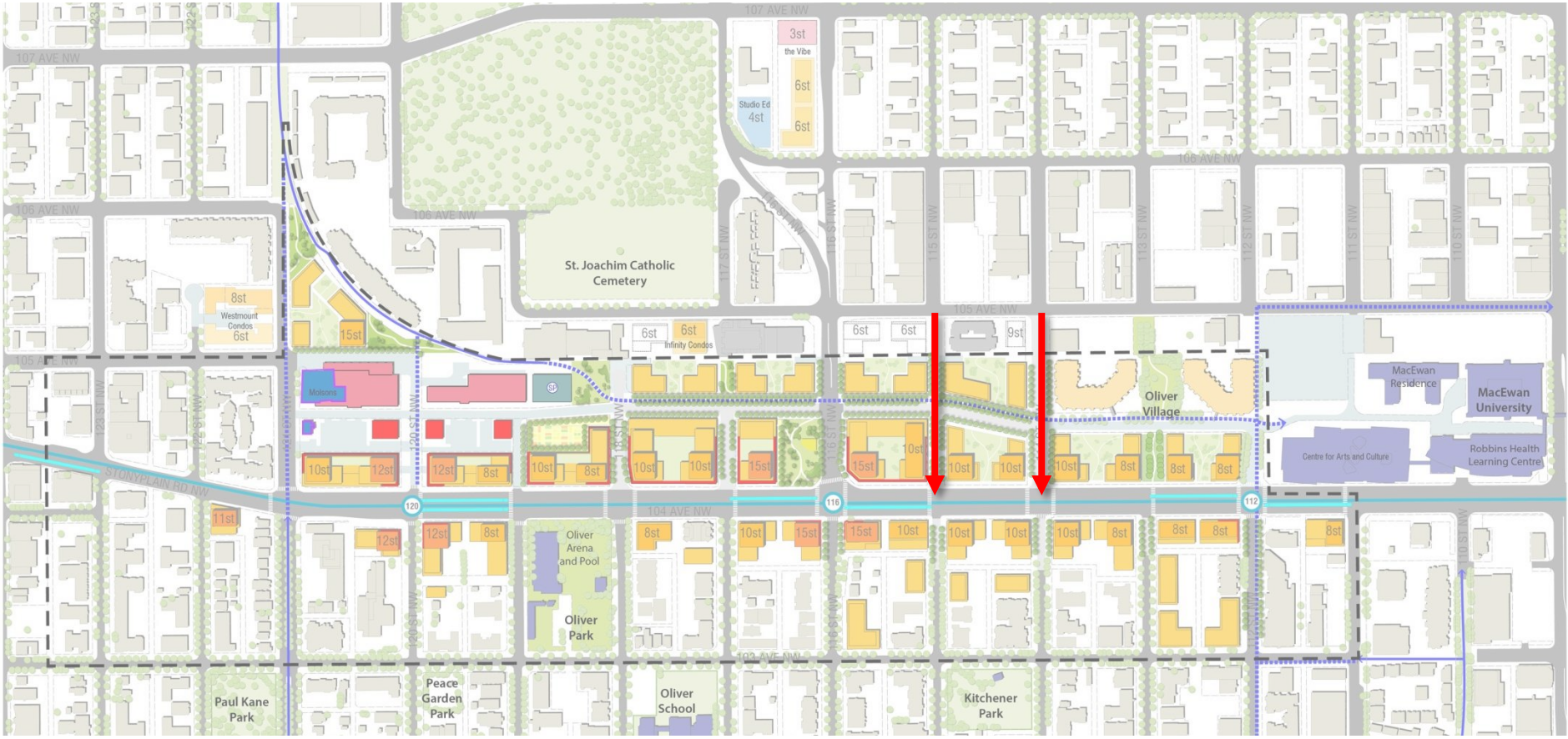
- Establishment of an east-west greenway parallel to 104 Ave linking the shared use path east to the Ribbon of Steel trail
- 103A Avenue becomes a lane, creating larger parcels on 104
- 113, 114, 115 are extended north to 104 Ave



**Scenario 2**

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking





**Movement:**

- Establishment of an east-west greenway parallel to 104 Ave linking the shared use path east to the Ribbon of Steel trail
- 103A Avenue becomes a lane, creating larger parcels on 104
- 113, 114, 115 are extended north to 104 Ave
- 114 and 115 are extended south from 105 Ave to 104 Ave



**Scenario 2**

<ul style="list-style-type: none"> <li>--- Plan Area</li> <li>— Existing Bike Lane</li> <li>..... Proposed Bike Lane</li> </ul>	<ul style="list-style-type: none"> <li>● Mid Rise 4 Storeys</li> <li>● 8-10 Storeys</li> <li>● 12-15 Storeys</li> </ul>	<ul style="list-style-type: none"> <li>● Existing Commercial/ Retail</li> <li>● New Commercial/ Retail</li> </ul>	<ul style="list-style-type: none"> <li>● Cultural - Institutional</li> <li>● Office/Employment</li> <li>■ Heritage Buildings</li> </ul>	<ul style="list-style-type: none"> <li>● Structured Parking</li> <li>● Existing Buildings</li> <li>● Driveways/Surface Parking</li> </ul>
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**Movement:**

- Establishment of an east-west greenway parallel to 104 Ave linking the shared use path east to the Ribbon of Steel trail
- 103A Avenue becomes a lane, creating larger parcels on 104
- 113, 114, 115 are extended north to 104 Ave
- 114 and 115 are extended south from 105 Ave to 104 Ave
- New north-south bike routes at 121, 120 and 112 streets



**Scenario 2**

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



### Parks and Open Space:

- A pedestrian and cycling greenway between 112 and 118



# Scenario 2

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



**Parks and Open Space:**

- A pedestrian and cycling greenway between 112 and 118
- A new open space with passive and active features at the 116 St station



**Scenario 2**

— — — — —	Plan Area	●	Mid Rise 4 Storeys	●	Existing Commercial/ Retail	●	Cultural - Institutional	●	Structured Parking
— — — — —	Existing Bike Lane	●	8-10 Storeys	●	New Commercial/ Retail	●	Office/Employment	●	Existing Buildings
— — — — —	Proposed Bike Lane	●	12-15 Storeys	●	Heritage Buildings	●	Driveways/Surface Parking		



### Parks and Open Space:

- A pedestrian and cycling greenway between 112 and 118 Sts
- A new open space with passive and active features at the 116 St station
- A smaller passive open space at the end of 118 St



# Scenario 2

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



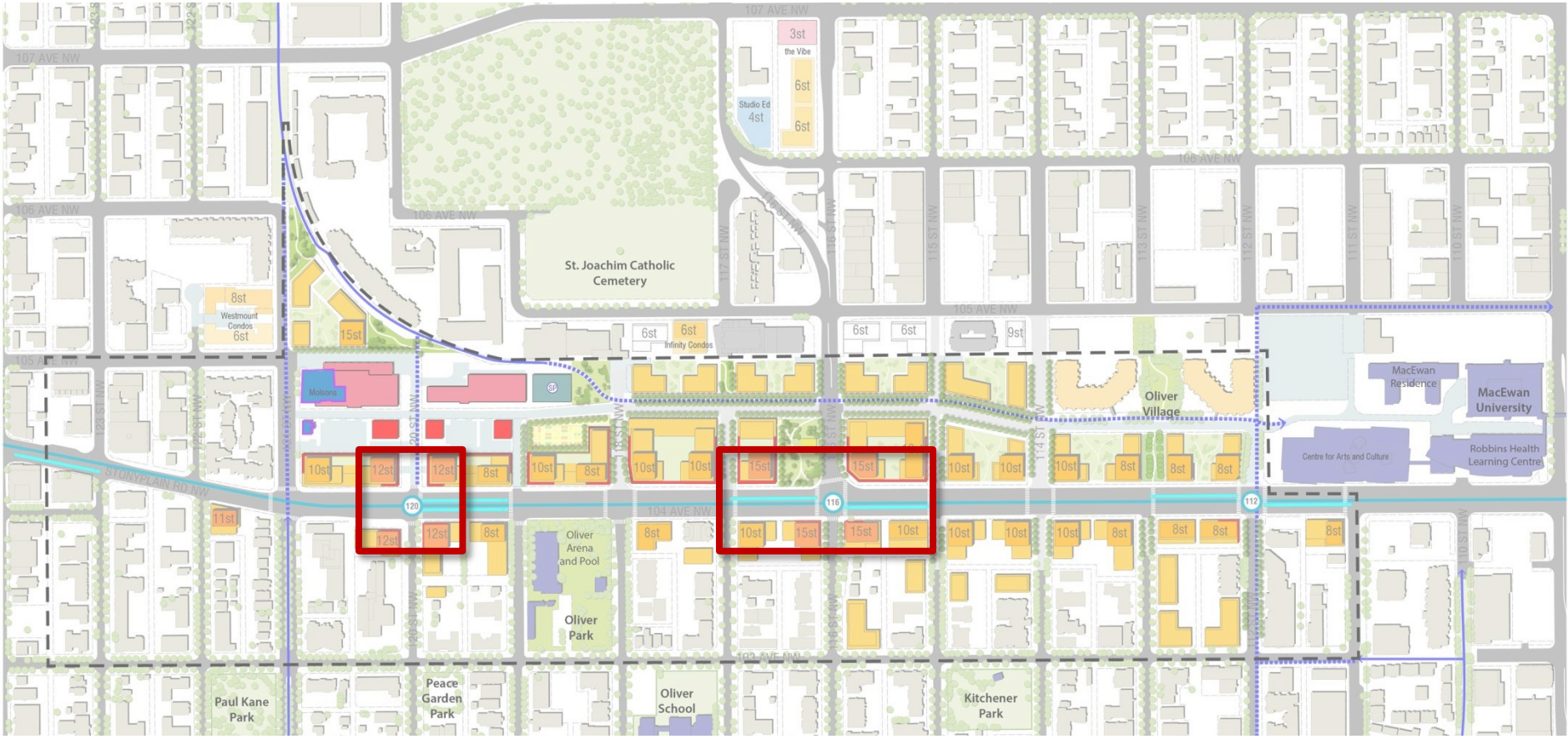
### Parks and Open Space:

- A pedestrian and cycling greenway between 112 and 118 Sts
- A new open space with passive and active features at the 116 St station
- A smaller passive open space at the end of 118 St
- An urban plaza connecting the greenway to retail areas



# Scenario 2

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



### Built Form and Land Use:

- 4 storey mid-rise base with 8-15 storey towers



# Scenario 2

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



**Built Form and Land Use:**

- 4 storey mid-rise base with 8-15 storey towers
- Northern half of the Molson site is developed as planned



**Scenario 2**

---	Plan Area	●	Mid Rise 4 Storeys	●	Existing Commercial/ Retail	●	Cultural - Institutional	●	Structured Parking
—	Existing Bike Lane	●	8-10 Storeys	●	New Commercial/ Retail	●	Office/Employment	●	Existing Buildings
⋯	Proposed Bike Lane	●	12-15 Storeys	●	Heritage Buildings	●	Driveways/Surface Parking		





**Built Form and Land Use:**

- 4 storey mid-rise base with 8-15 storey towers at stations
- Northern half of the Molson site is developed as planned
- Mixed-use multi-unit residential along 104 Ave with retail at station areas



**Scenario 2**

<ul style="list-style-type: none"> <li>--- Plan Area</li> <li>— Existing Bike Lane</li> <li>⋯ Proposed Bike Lane</li> </ul>	<ul style="list-style-type: none"> <li>● Mid Rise 4 Storeys</li> <li>● 8-10 Storeys</li> <li>● 12-15 Storeys</li> </ul>	<ul style="list-style-type: none"> <li>● Existing Commercial/ Retail</li> <li>● New Commercial/ Retail</li> </ul>	<ul style="list-style-type: none"> <li>● Cultural - Institutional</li> <li>● Office/Employment</li> <li>■ Heritage Buildings</li> </ul>	<ul style="list-style-type: none"> <li>● Structured Parking</li> <li>● Existing Buildings</li> <li>● Driveways/Surface Parking</li> </ul>
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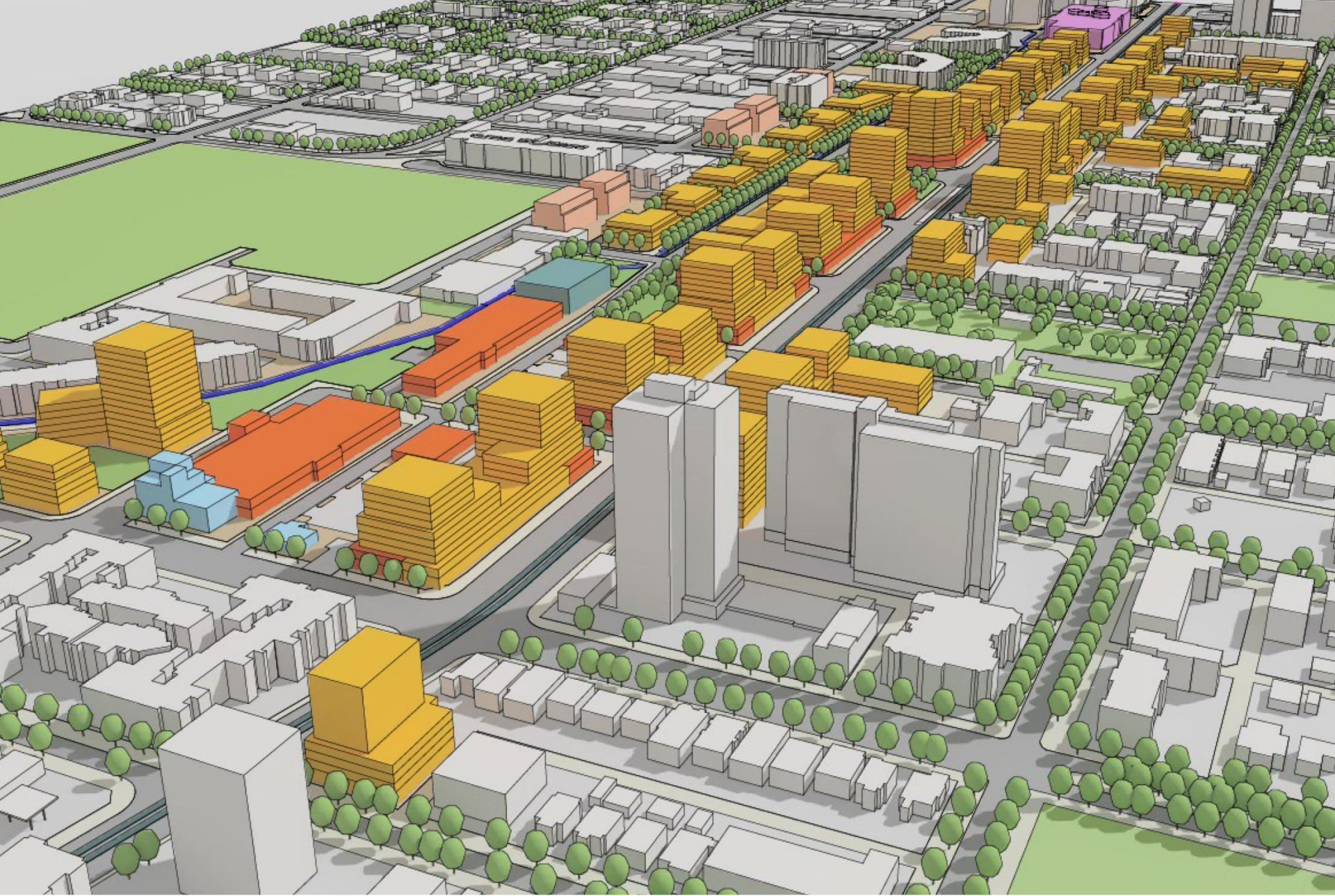
**Built Form and Land Use:**

- 4 storey mid-rise base with 8-15 storey towers at stations
- Northern half of the Molson site is developed as planned
- Mixed-use multi-unit residential along 104 ave with retail at station areas
- Redevelopment of smaller apartments south of 104 Ave over time with 4 storey mid-rise buildings



**Scenario 2**

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys	Heritage Buildings	Driveways/Surface Parking	



# Scenario 2

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
- Heritage Buildings
- Structured Parking
- Existing Buildings
- Driveways/Surface Parking



# Scenario 2

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
- Heritage Buildings
- Structured Parking
- Existing Buildings
- Driveways/Surface Parking

# Mid-Range Intensification and a Pedestrian Focused Shopping District



## Scenario 3

- Plan Area
- Existing Bike Lane
- Proposed Bike Lane
- Mid Rise 4 Stores
- 8-10 Stores
- 12-15 Stores
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
- Heritage Buildings
- Structured Parking
- Existing Buildings
- Driveways/Surface Parking



**Movement:**

- An east-west connection running parallel to 104 that can be pedestrian-only for pedestrian events between 116 and 121



**Scenario 3**

---	Plan Area	●	Mid Rise 4 Storeys	●	Existing Commercial/ Retail	●	Cultural - Institutional	●	Structured Parking
—	Existing Bike Lane	●	8-10 Storeys	●	New Commercial/ Retail	●	Office/Employment	●	Existing Buildings
⋯	Proposed Bike Lane	●	12-15 Storeys	■	Heritage Buildings	●	Driveways/Surface Parking		



### Movement:

- An east-west connection running parallel to 104 that can be pedestrian-only for pedestrian events between 116 and 121
- 114 and 115 street extended from 105 Ave south to 104 Ave



# Scenario 3

---	Plan Area	●	Mid Rise 4 Storeys	●	Existing Commercial/ Retail	●	Cultural - Institutional	●	Structured Parking
—	Existing Bike Lane	●	8-10 Storeys	●	New Commercial/ Retail	●	Office/Employment	●	Existing Buildings
⋯	Proposed Bike Lane	●	12-15 Storeys	■	Heritage Buildings	●	Driveways/Surface Parking		



## Movement:

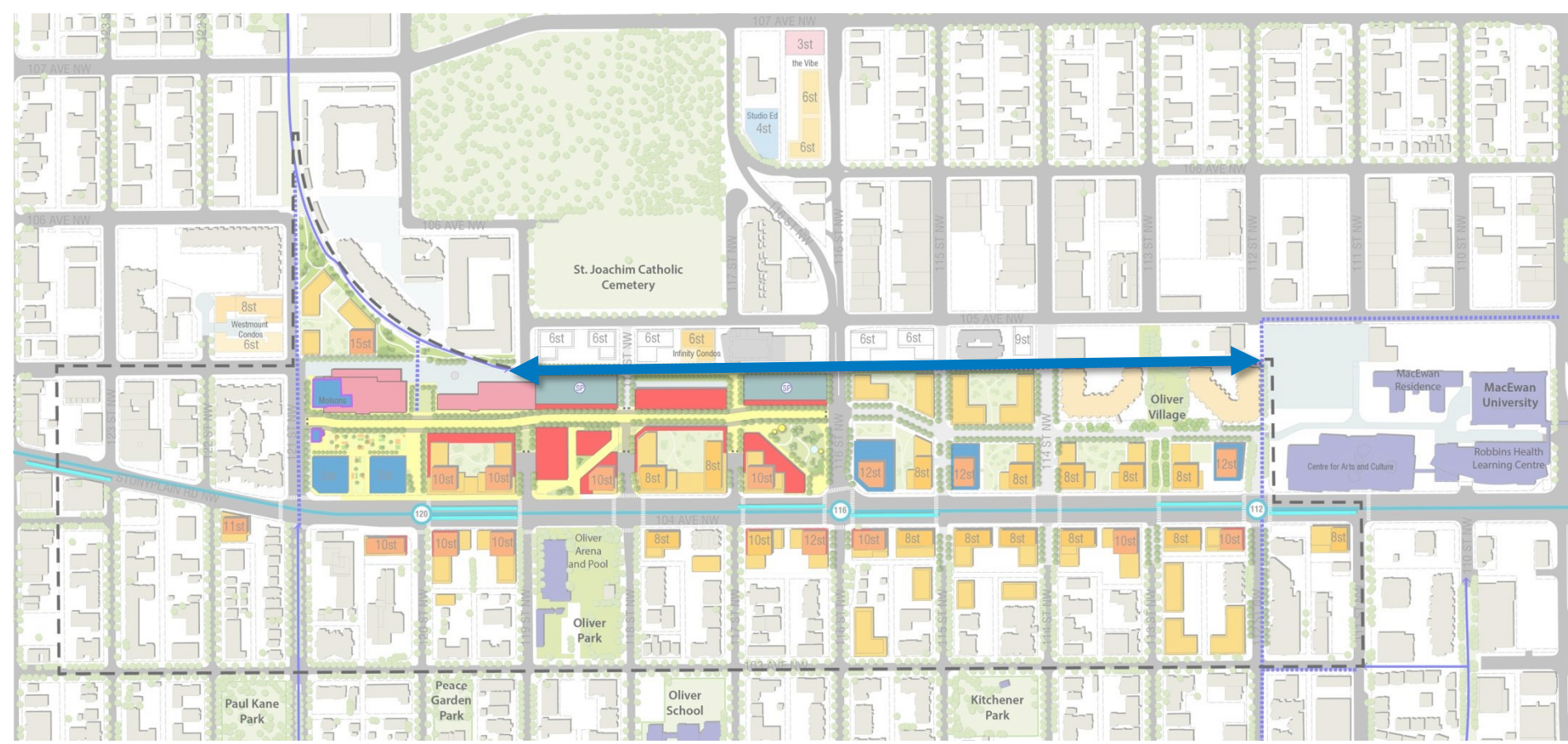
- An east-west connection running parallel to 104 that can be pedestrian-only for pedestrian events between 116 and 121
- 114 and 115 street extended from 105 Ave south to 104 Ave
- 103A Avenue becomes a lane, creating larger parcels on 104



# Scenario 3

	Plan Area		Mid Rise 4 Storeys		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Storeys		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Storeys		Heritage Buildings		Driveways/Surface Parking		





### Movement:

- An east-west connection running parallel to 104 that is designed to be closed to traffic between 116 and 121 streets
- 114 and 115 street extended from 105 Ave south to 104 Ave
- 103A Avenue becomes a lane, creating larger parcels on 104
- Shared Use Path is formalized and extended along the alley between 119 and 112 street



# Scenario 3

 Plan Area	 Mid Rise 4 Storeys	 Existing Commercial/ Retail	 Cultural - Institutional	 Structured Parking
 Existing Bike Lane	 8-10 Storeys	 New Commercial/ Retail	 Office/Employment	 Existing Buildings
 Proposed Bike Lane	 12-15 Storeys		 Heritage Buildings	 Driveways/Surface Parking
















## Parks and Open Space:

- A series of urban gathering spaces connected by the shared street including:
  - Plaza spaces



# Scenario 3

	Plan Area		Mid Rise 4 Storeys		Existing Commercial/ Retail		Cultural - Institutional		Structured Parking
	Existing Bike Lane		8-10 Storeys		New Commercial/ Retail		Office/Employment		Existing Buildings
	Proposed Bike Lane		12-15 Storeys				Heritage Buildings		Driveways/Surface Parking



## Parks and Open Space:

- A series of urban gathering spaces connected by the shared street including:
  - Plaza spaces
  - Pedestrian mews



# Scenario 3

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



## Parks and Open Space:

- A series of urban gathering spaces connected by the shared street including:
  - Plaza spaces
  - Pedestrian mews
  - Park Space



# Scenario 3





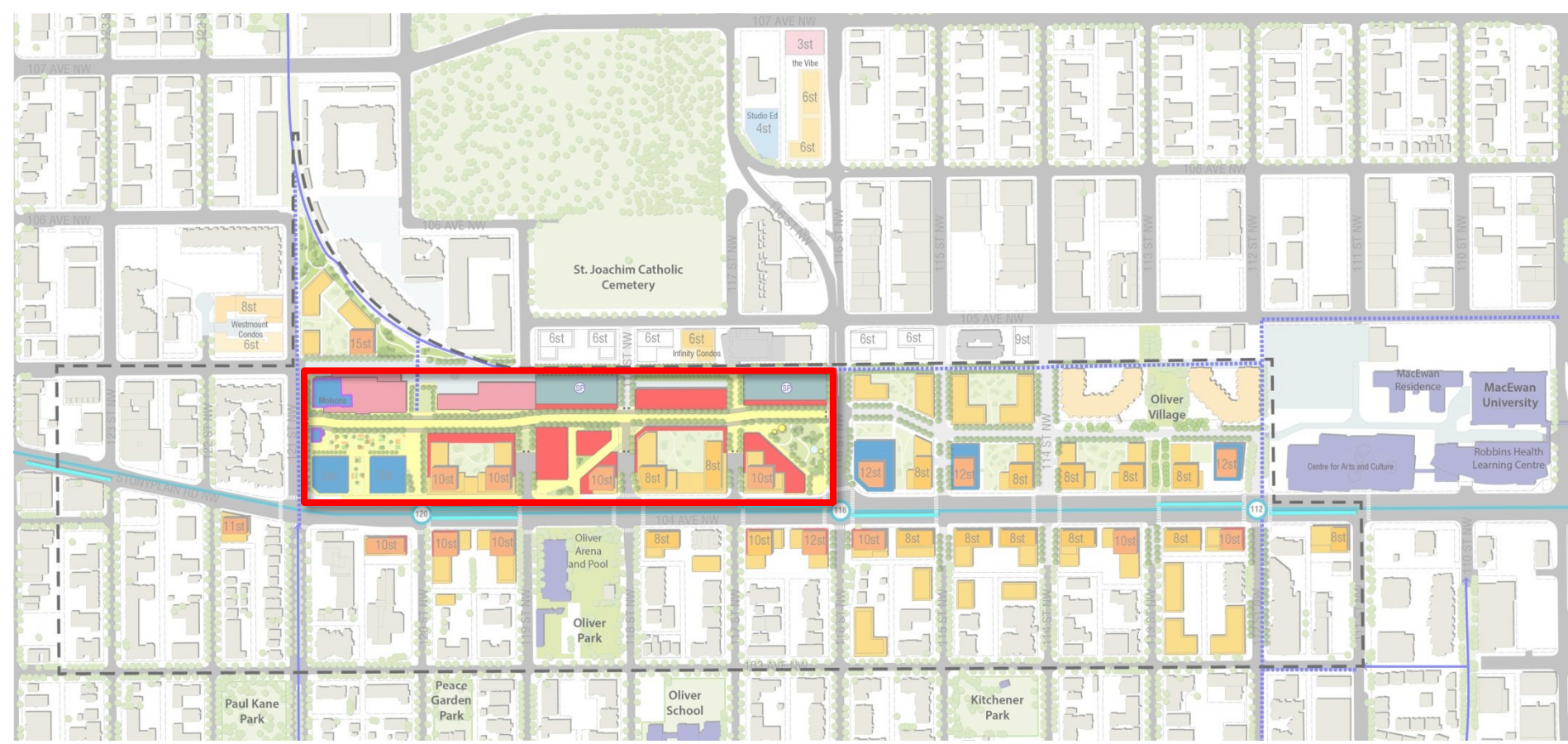
## Built Form and Land Use

- 4-12 storey buildings that transition in scale down to the neighbourhoods and street related retail at station areas



## Scenario 3





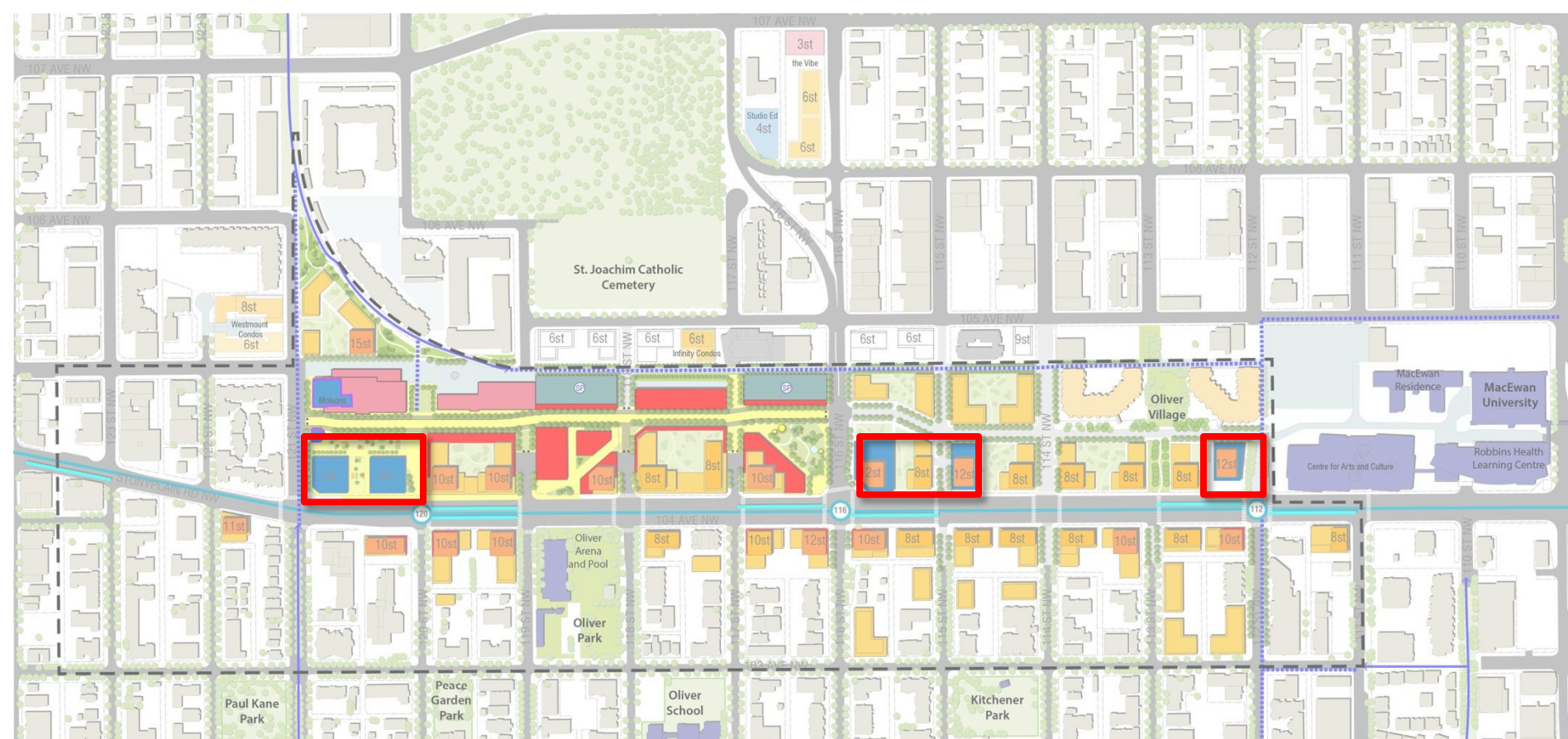
### Built Form and Land Use

- 4-12 storey buildings that transition in scale down to the neighbourhoods and street related retail at station areas
- Pedestrian focused retail area with residential above



# Scenario 3

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



### Built Form and Land Use

- 4-12 storey buildings that transition in scale down to the neighbourhoods and street related retail at station areas
- Pedestrian focused retail area with residential above
- Smaller office uses at stations



# Scenario 3

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking



### Built Form and Land Use

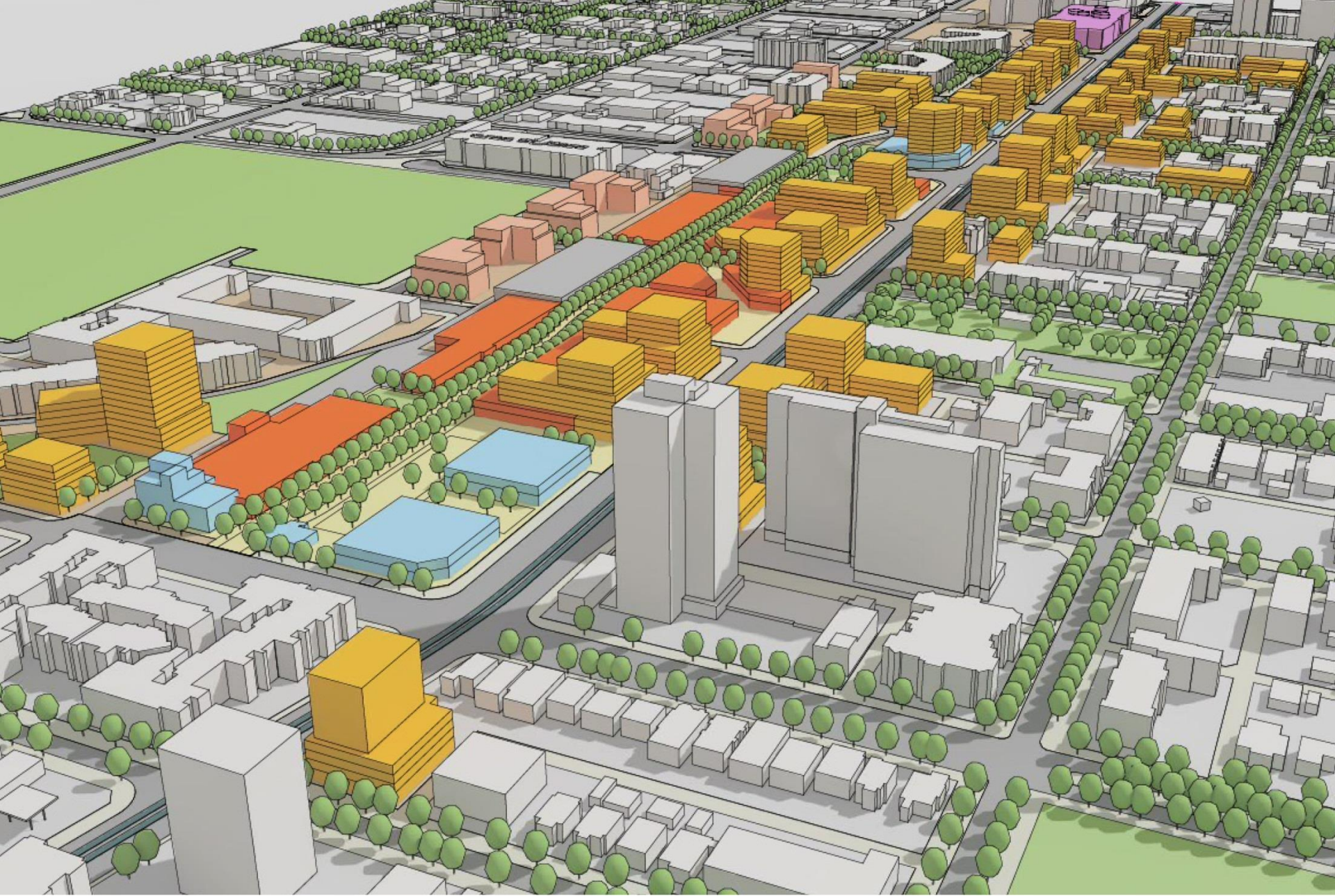
- 4-12 storey buildings that transition in scale down to the neighbourhoods and street related retail at station areas
- Pedestrian focused retail area with residential above
- Smaller office uses at stations
- Redevelopment of smaller apartments south of 104 Ave over time with 4 storey mid-rise buildings



## Scenario 3

Plan Area	Mid Rise 4 Storeys	Existing Commercial/ Retail	Cultural - Institutional	Structured Parking
Existing Bike Lane	8-10 Storeys	New Commercial/ Retail	Office/Employment	Existing Buildings
Proposed Bike Lane	12-15 Storeys		Heritage Buildings	Driveways/Surface Parking





# Scenario 3

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
- Heritage Buildings
- Structured Parking
- Existing Buildings
- Driveways/Surface Parking



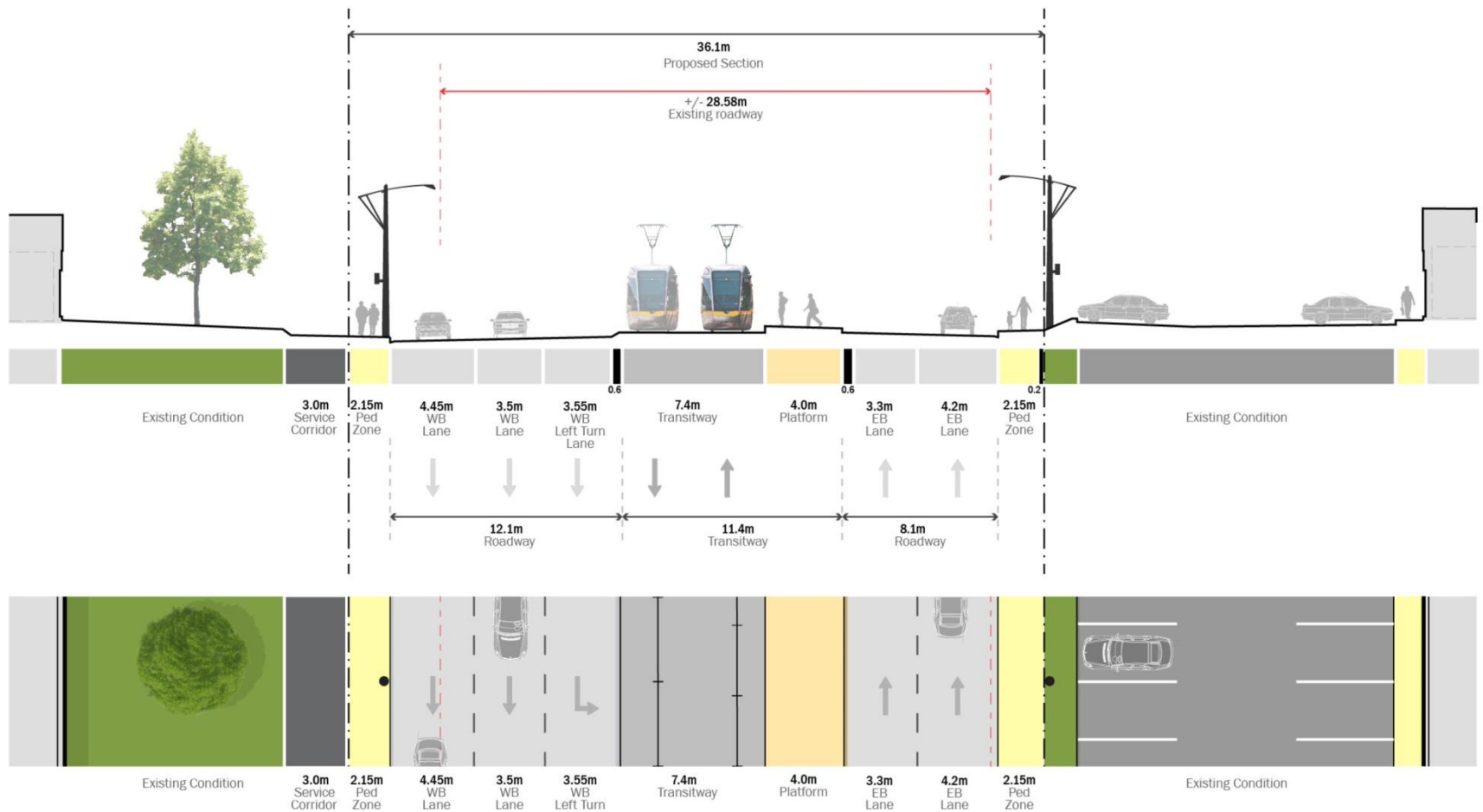
# Scenario 3

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys
- Existing Commercial/ Retail
- New Commercial/ Retail
- Cultural - Institutional
- Office/Employment
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- Structured Parking
- Existing Buildings
- Driveways/Surface Parking

# 104 Avenue Cross Sections

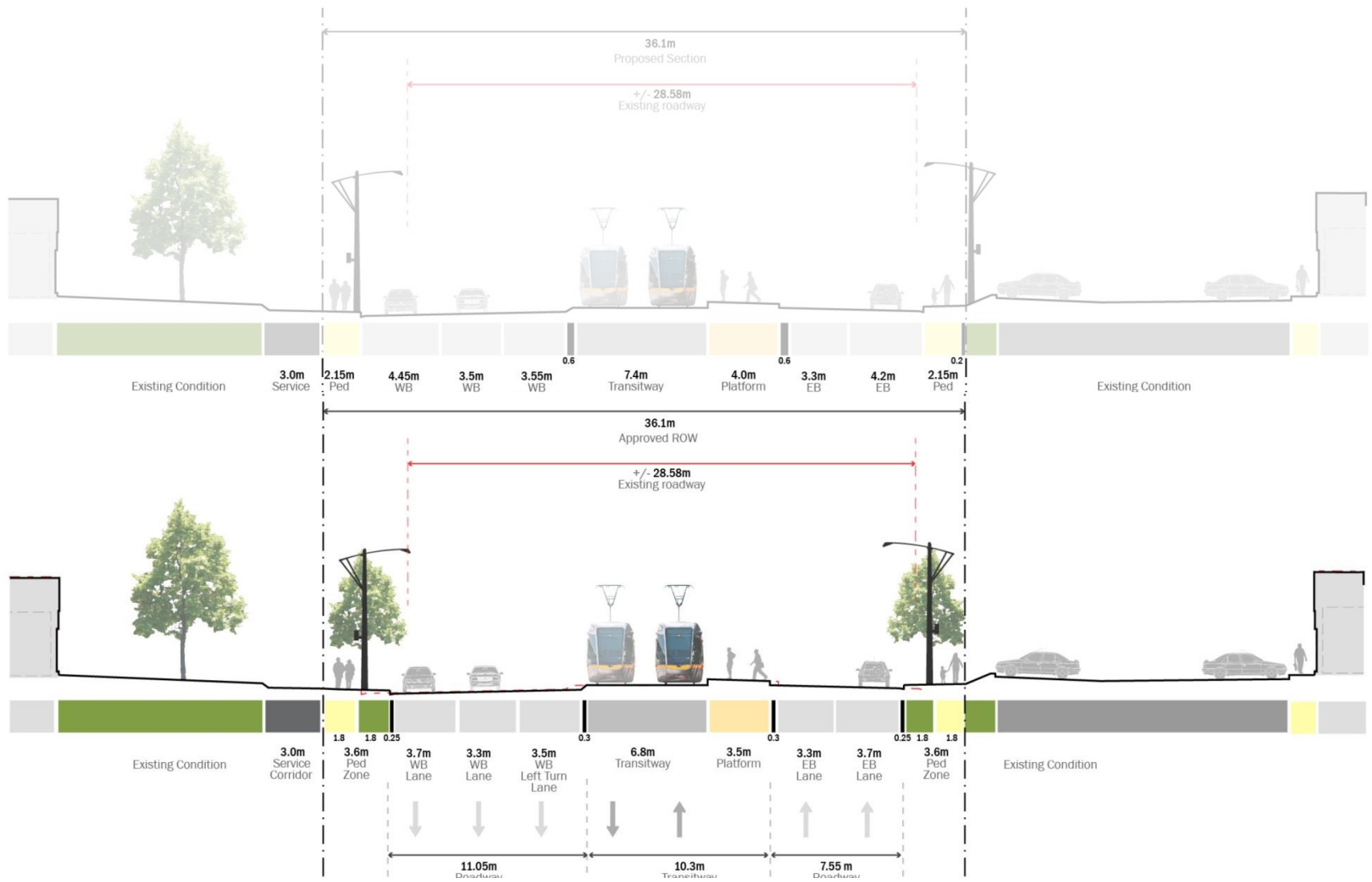
104 AVENUE  
CORRIDOR PLAN

A decorative horizontal orange line spans the width of the page, with three small white circles positioned on top of it, aligned with the letters 'A', 'V', and 'E' in the word 'AVENUE' above.



The proposed concept for LRT on 104 Avenue creates limited space for pedestrians and street planting

Opportunities to Expand the Public Realm



Shrinking the size of some elements will create additional space for trees between the street and sidewalk

## Opportunities to Expand the Public Realm



Additional space could be made by establishing a wider ROW and requiring mandatory development setbacks

Opportunities to Expand the Public Realm

**WE WANT TO HEAR FROM YOU**

**104 AVENUE**  
CORRIDOR PLAN



## **Brainstorming**

Work your way through the workbook questions

Record your thoughts in your workbooks

Please leave your Workbook at the tables or fill it out online at:

[edmonton.ca/104AvenueCorridorPlan](http://edmonton.ca/104AvenueCorridorPlan)

## **Next Steps**

The project team will wrap up the session and discuss next steps



**THANK YOU!**

104 AVENUE  
CORRIDOR PLAN

