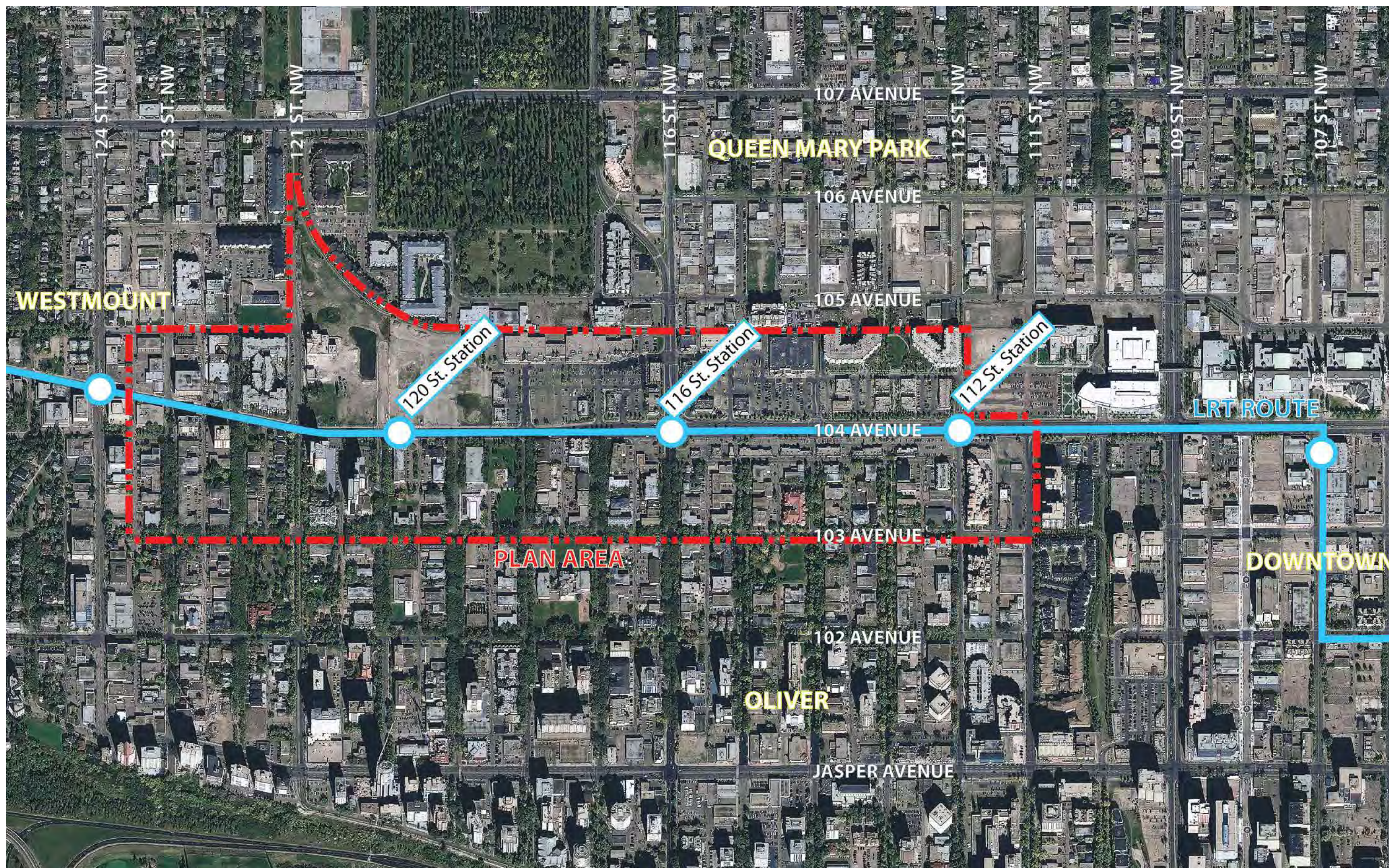


104 AVENUE CORRIDOR PLAN

Welcome to the 104 Avenue Corridor Plan Public Workshop #1

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, briefly introduce the concept of Transit Oriented Development (TOD), provide an overview of the plan area and collect community input at this early stage of the process.



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; and
- 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 104 Avenue Corridor Plan

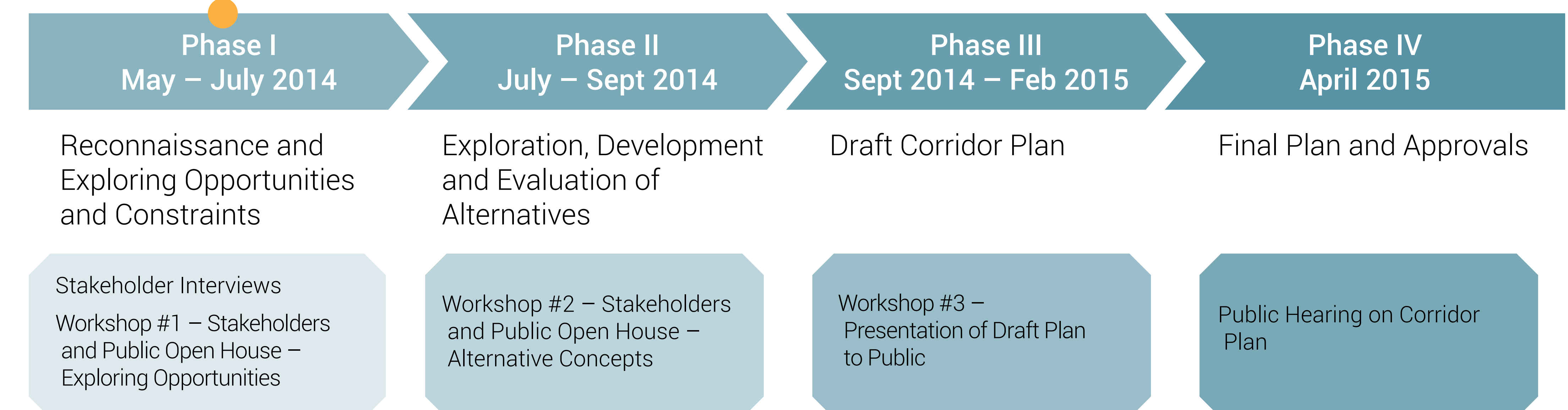
in consultation with stakeholders and the community. Other consulting team members include ISL Engineering & Land Services and Cushman & Wakefield.

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 an 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 – 8:00	Table breakout group discussions
8:00 – 8:30	Groups report back
8:30	Wrap up and next steps

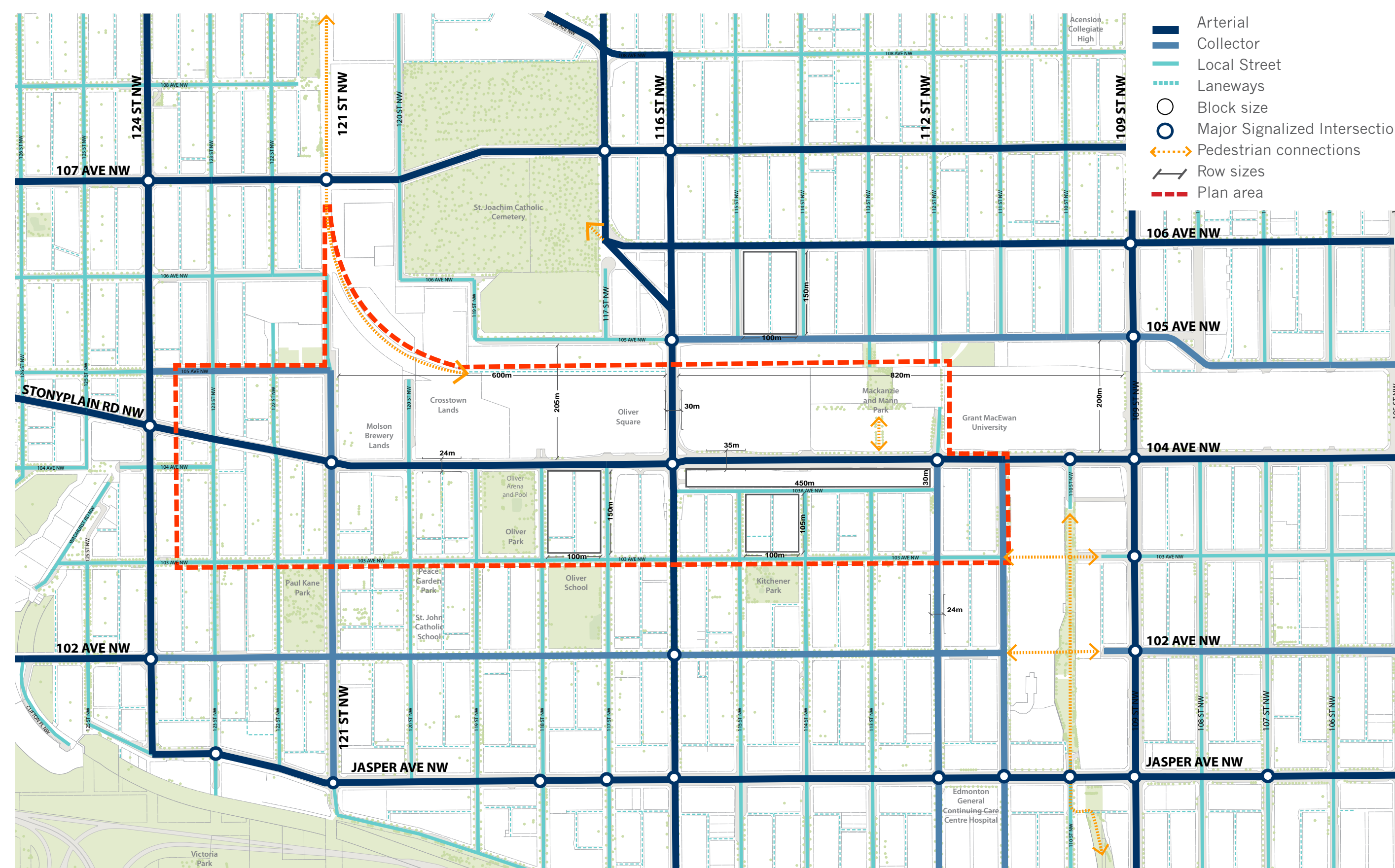


● – We are here

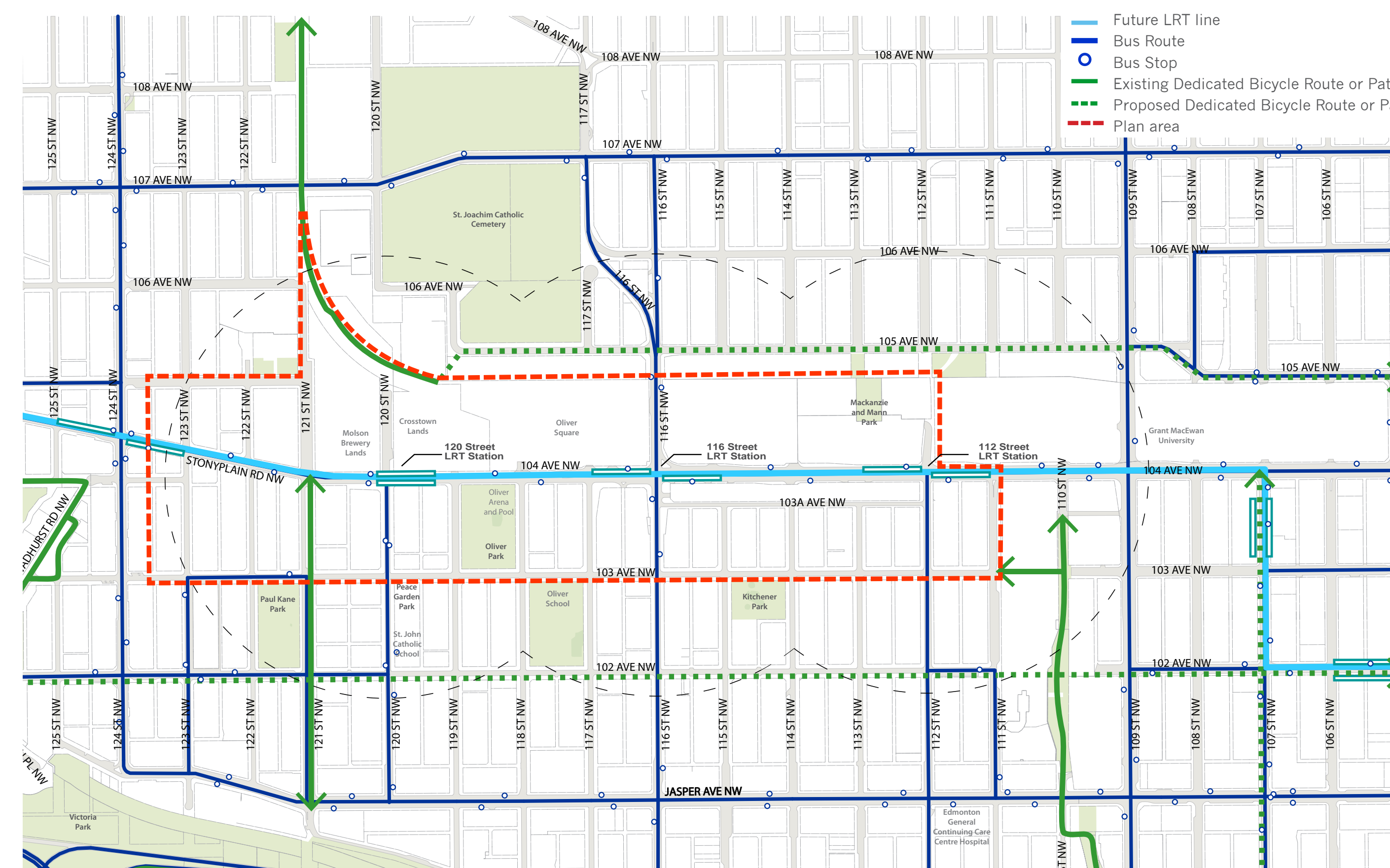
104 AVENUE CORRIDOR PLAN

The Plan Area Structure

The first step in determining the future of the 104 Avenue corridor is to understand how it works today. The following panels provide an overview of the corridor's urban structure, comprised of physical and use characteristics as well as movement networks. The urban structure influences how people move around and use the area and helps inform an understanding of the plan area's strengths, weaknesses, and future opportunities.



Street Network and Block Structure



Transit and Active Transportation Networks



Parks, Open Space and Community Amenities

Street Network

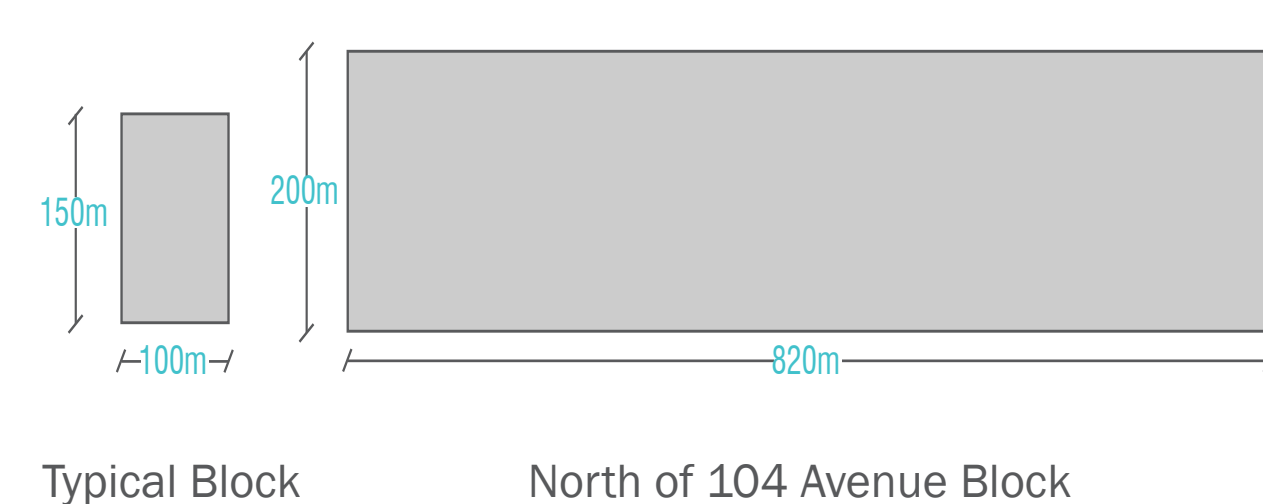
The street network surrounding the plan area is defined by its consistent, rectilinear grid network of streets and small 100x150m block sizes. The network is broken north of 104 Avenue by a series of large linear blocks which are the remnants of the area's former rail yards. These blocks, some of which are over 800m in length, restrict north-south connectivity for both pedestrian and vehicles. Only two roadways, 116 Street and 121 Street, fully cross the plan area in a north-south orientation. The combination of long block lengths along its northern edge and the continuity of the street which turns into Stony Plain Road in the west reinforce 104 Avenue as busy east-west arterial corridor. The street carries over 37,600 vehicles per day and is an important connection into and out of the downtown from the west. While sidewalks are provided along streets and pathways throughout the plan area, their continuity is broken by the large blocks to the north of 104 Avenue. Sidewalks along the busy 104 Avenue are generally curbside with no planted separation with the exception of the northern side of the street from 112 Street to just west of 116th street.

Transportation Network

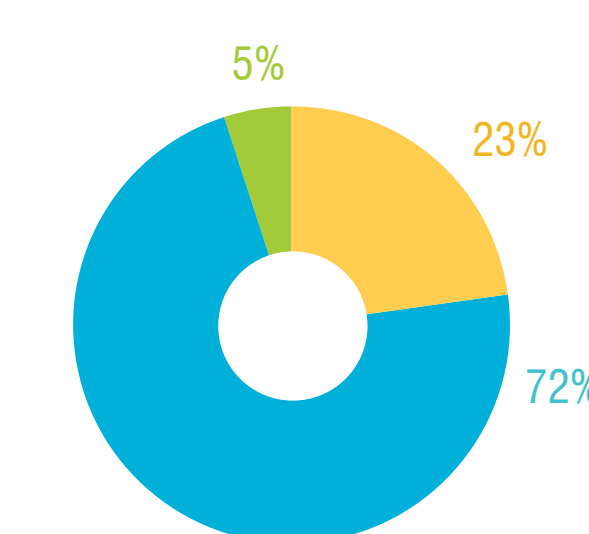
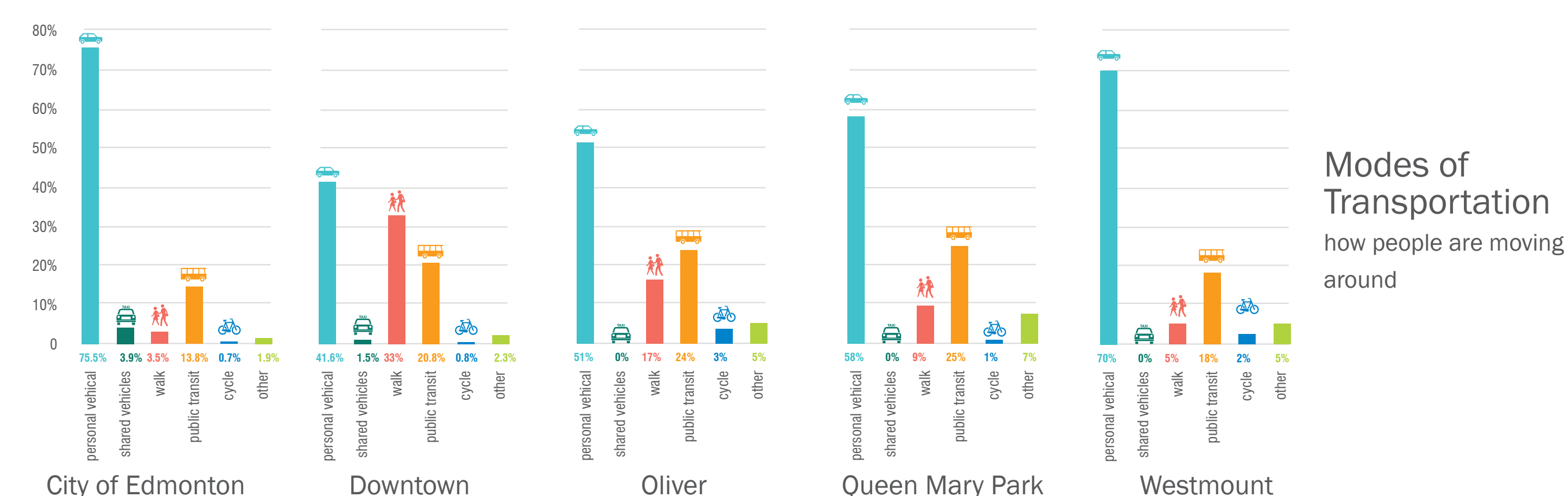
104 Avenue serves as a major east-west transit route with four bus routes travelling through the corridor. These routes carry some 6,200 passengers per day. On a daily basis, the 104 Avenue corridor has a transit mode share of 14% (see charts below). This is significantly higher than the city-wide average of 9%. In the future, the Valley LRT line will occupy the central portion of the 104 Avenue corridor, with stations located at 112 Street, 116 Street and 120 Street. The Valley LRT is being designed as an urban system with close stop spacing and low-floor LRT vehicles that are easy to integrate within the street. The communities immediately surrounding the 104 Avenue corridor tend to have much higher rates of walking and transit use. Transit use to work ranges from a low of 18% in Westmount to a high of 25% in Queen Mary Park. Bicycle use in the area comprises between 1 and 6% of daily commutes which is much higher than the City average of 0.5%. While there are strong cycling connections to the northwest along the former rail alignment to 118 Avenue and to the southeast along the Ribbon of Steel to the Alberta legislature, there are currently limited connections between these two routes through the plan area. Planned routes along 105 and 102 or 103 Avenues will provide greater cycling connections in the future and could help to connect these two cycling corridors.

Parks and Open Spaces

The corridor and surrounding areas contain a number of community amenities, including schools, parks, community centres, and trails. Two City parks exist within the plan area today: Oliver Park and Mackenzie and Mann Park. The Oliver community to the south benefits from a number of other community facilities and parks in the neighbourhood, though many of these are in need of investment. Some improvements are already in the planning stages, with funds currently dedicated to regenerate Kitchener Park. Queen Mary Park does not currently benefit from the same offering of parks and open space as Oliver, but a new pocket park which will be located at the northern edge of the Molson Lands and a new plaza to be located on 105 Avenue between 112 and 113 Streets (to be completed along with broader streetscape improvements) will provide some additional new community amenity. Despite these future improvements, there remains a need for larger parks with active and passive recreation opportunities for residents and families, particularly in the northern portion of the plan area.



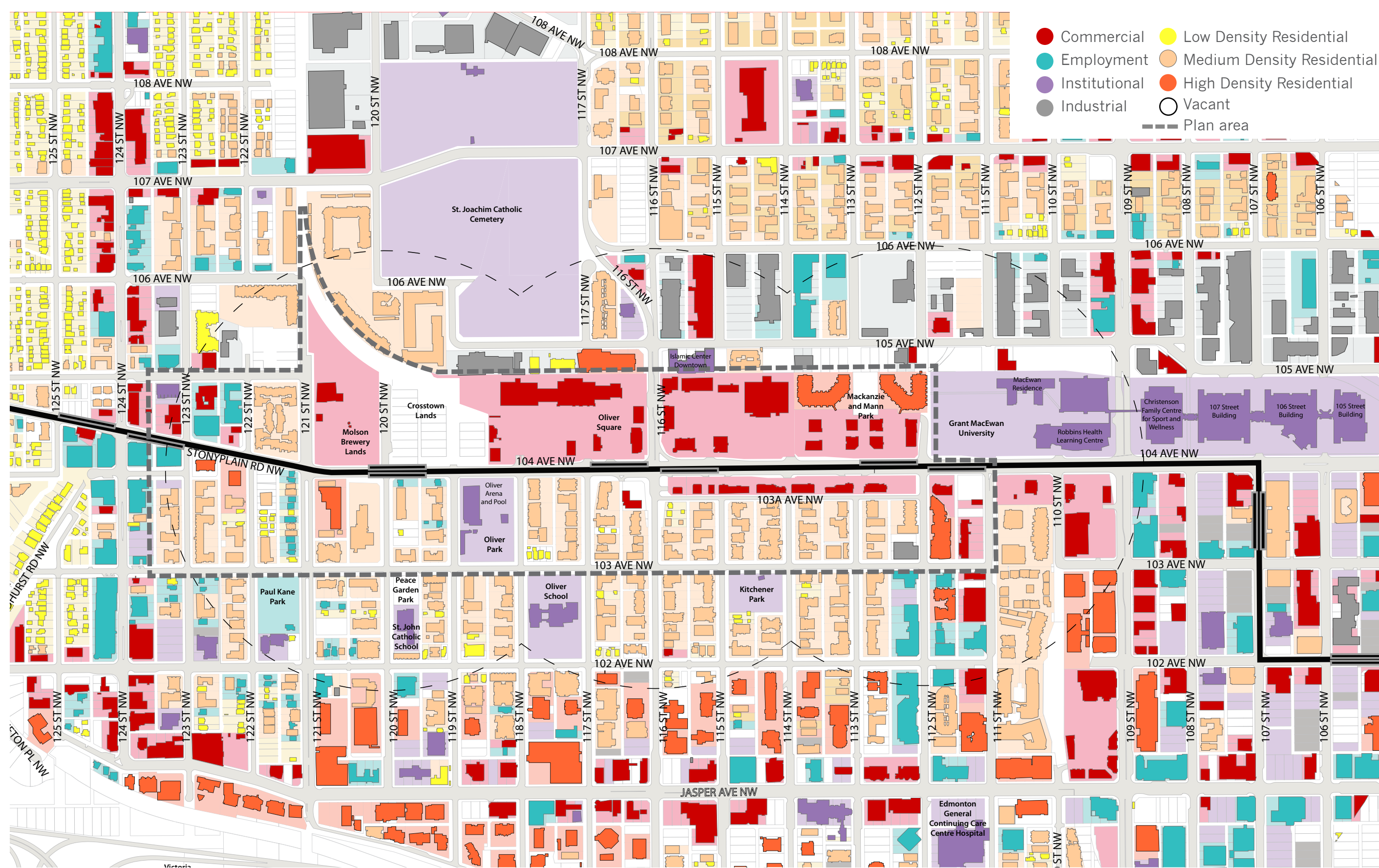
Grid Structure
retail block north of 104 Avenue in
relation to surrounding typical block



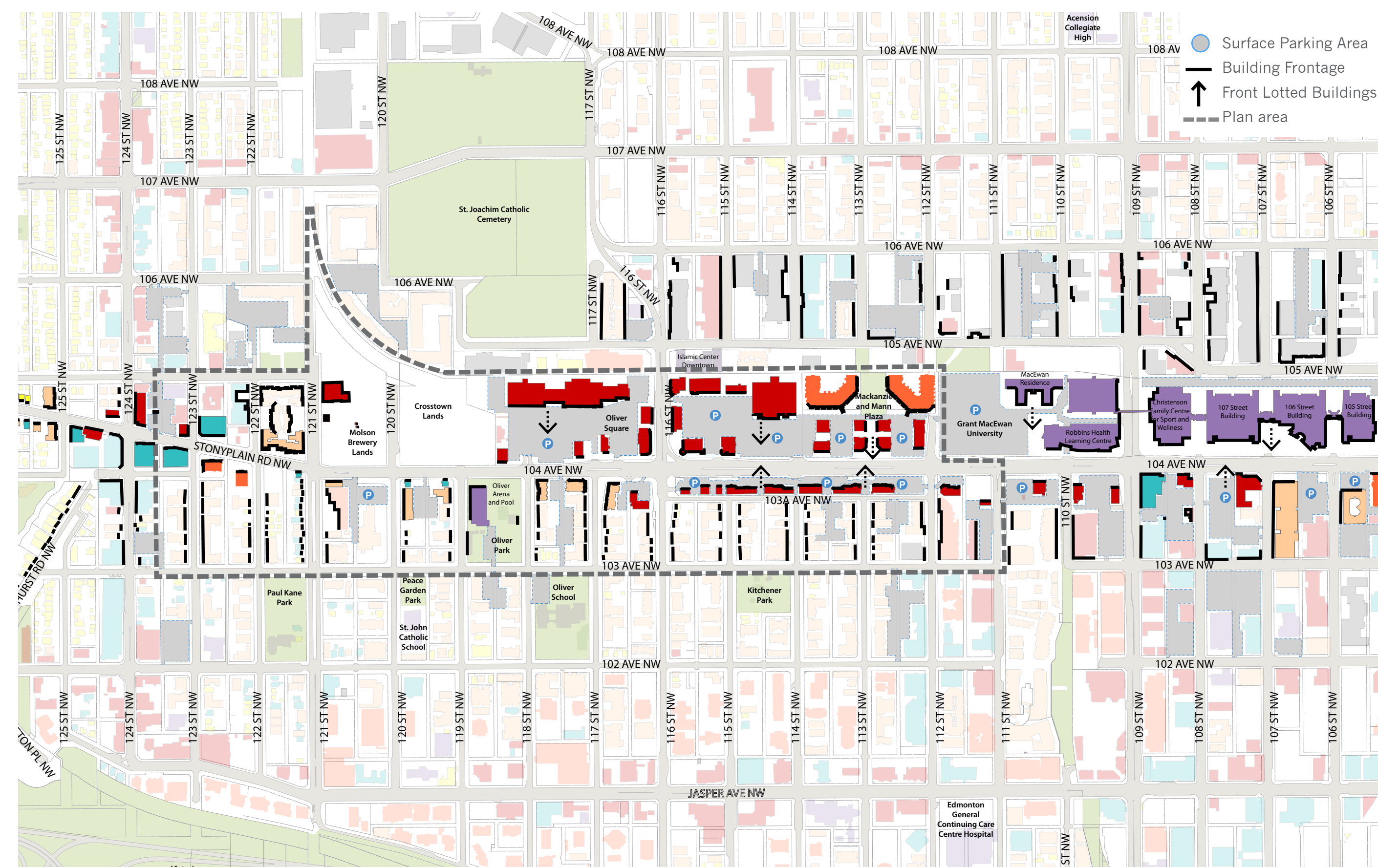
Land Composition
What does the 400m consist of?

- Roads
- Parks
- Development Parcels

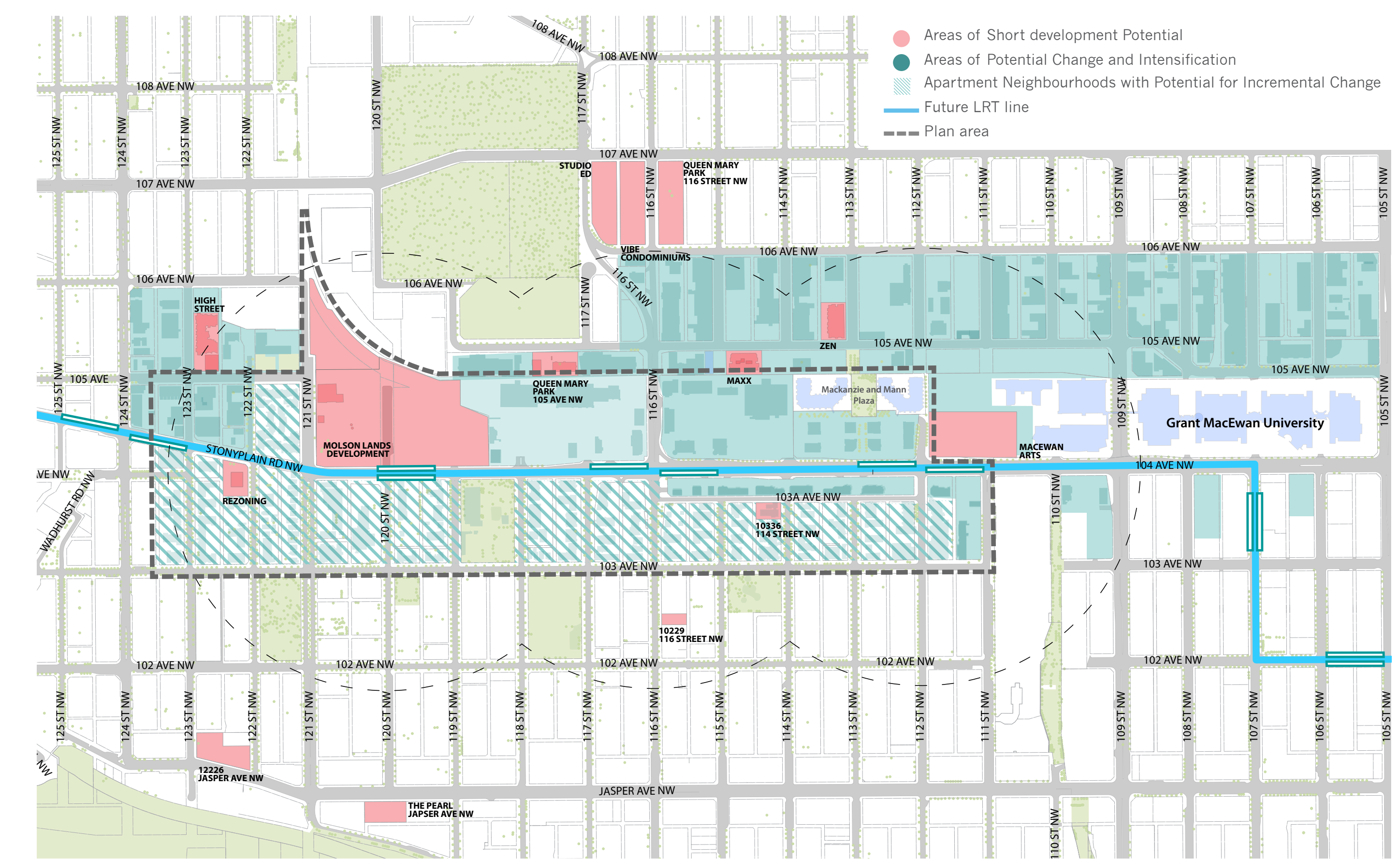
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Land Use Concentrations and Patterns



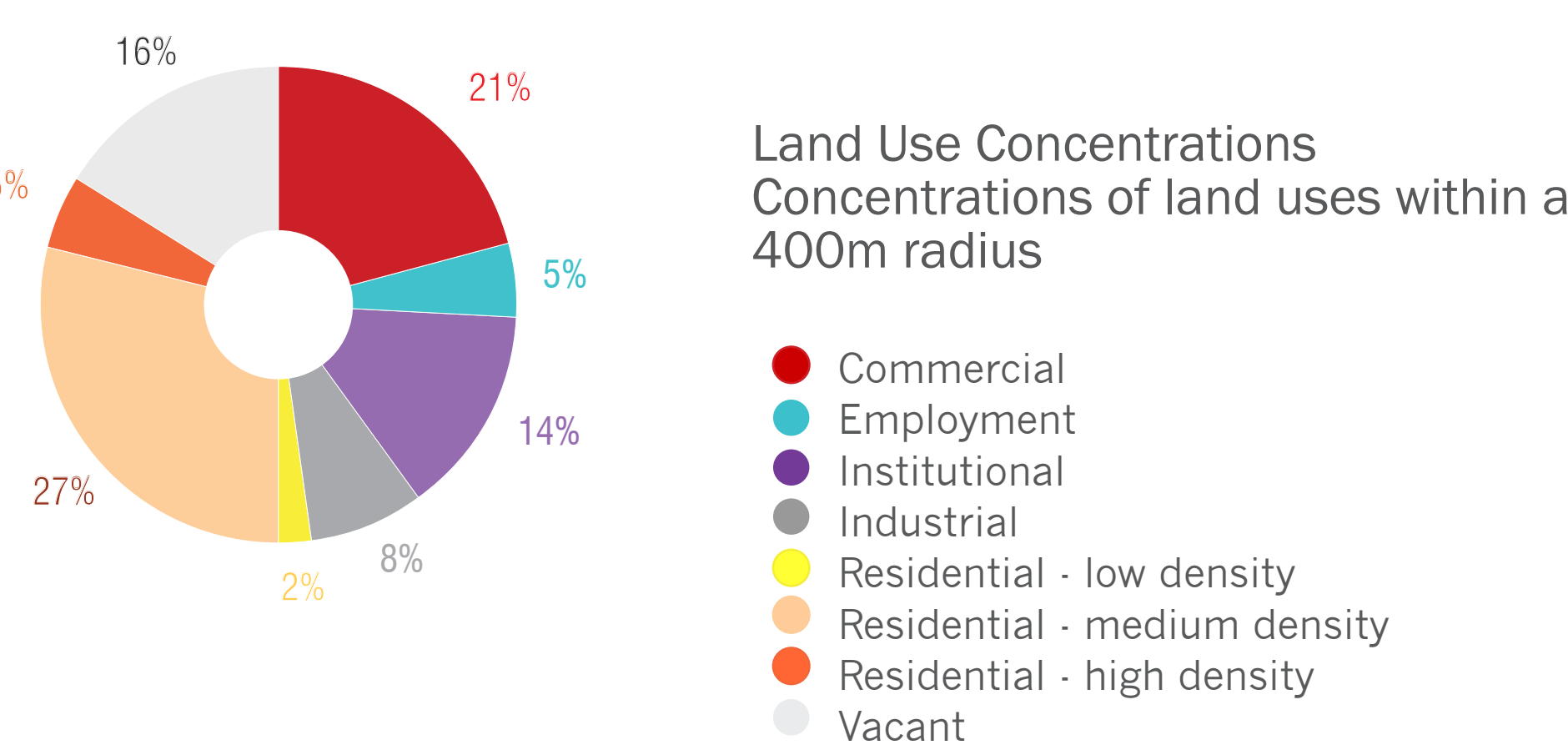
Built Form and Building orientation



Areas of Change

Land Use

The plan area consists of a variety of land uses including commercial; institutional; light industrial/manufacturing; and low, medium and high density residential. The chart below illustrates that no one use dominates the plan area. Each use is concentrated in certain areas, with larger format commercial use predominantly along the north side of 104 Avenue, residential to the south, north and west; and light industrial/offices to the west and north. Residential use is comprised predominantly of medium-rise walkup apartments with higher density apartments to the south along Jasper Avenue. Although the area contains a variety of uses, there is very limited mixed-use development with the exception being some mixed commercial/retail buildings along 124 street, just west of the plan area.



Land Use Concentrations
Concentrations of land uses within a 400m radius

Building Form and Orientation

The plan area contains a variety of building forms and orientation. While much of the surrounding area is defined by low-mid-rise buildings fronting onto the street the redevelopment of the former railway lands has resulted in a different pattern of built form. Retail along the north side of 104 Avenue is predominantly large-format and setback from the street behind large areas of surface parking. Smaller-scaled strip plazas with smaller areas of surface parking are located on the south side of 104 Avenue, east of 116 Street. This pattern results in an undefined street edge and unfriendly pedestrian environment. Residential buildings on adjacent blocks are more urban in form, located closer to the sidewalk and characterized predominantly by multi-unit 3 -5 storey buildings. Single family homes are located further north and south. The North Edge in the Queen Mary Park neighbourhood is in transition. There, existing low-rise light industrial buildings are being occupied by new businesses while underutilized parcels are being developed into mid-rise residential buildings.

Areas of Stability and Change

The degree and location of change in the plan area will vary based on each site's location and current use. Within and around the study area there are a number of areas with the potential to change over time indicated on the map above. These include:

- Areas of Short Term Redevelopment Potential – These are recent or currently approved developments in and around the study area.
- Areas of Potential Change and Intensification – These are areas of largely underutilized land where change or intensification is expected over time. In some cases this could include the redevelopment of existing surface parking lots while in others it may involve the re-use or redevelopment of existing structures. Timing of change in these areas is undetermined and will be impacted by factors such as land ownership, existing lease requirements and market demand.
- Apartment Neighbourhoods with Potential for Incremental Change - These are existing apartment neighbourhoods close to the planned LRT comprised primarily of older walk-up apartments and some heritage housing. Given the age of many of the walkup-apartments it can be expected that reinvestment or redevelopment of these uses might occur over time. Change in these areas should be sensitive in scale and help to reinforce the characteristics that make these areas desirable places to live.