

6.2.25

Developments shall incorporate high quality urban, landscape, and architectural design to ensure development builds upon and adds value to the neighbourhood's established character.

6.3.24

Design the 99 Avenue Corridor to incorporate pedestrian oriented elements including sidewalks, frequent street crossings, public seating, street lighting, public art, and landscaping.

8.3.6

Encourage situating street-oriented development on a case-by-case basis along collector and arterial roads to promote traffic calming and create an engaging street experience without impacting the operational functionality. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.³

6.2.6

Developments shall be street-oriented with transparent active interfaces and provide multiple pedestrian connections to promote pedestrian oriented development and "eyes on the street".



6.3.26

Encourage a diversity of uses, including mixed-use, office, small- to medium-format retail, institutional, civic, multi-residential and open spaces along the 99 Avenue Corridor.

6.3.25

Encourage medium-density and high-density developments along the 99 Avenue Corridor.

6.2.27

Developments shall address adjacent street and/or public space through incorporating quality architecture, appropriate setbacks, scale, and massing, building features such as balconies, windows, canopies, and terraces, and landscaping and fencing that contributes to the street appeal.

6.2.31

Residential or mixed-use developments should incorporate ground floor units with front door access to the street.

8.3.19

Establish an active transportation network that utilizes arterial and collector right-of-ways that improves the active transportation connectivity within the city and to the Downtown.

³ As amended by Bylaw C25-25.



Figure 12. These standards detail what a Complete Street may look like in a residential neighbourhood (top) and mixed use neighbourhood (bottom). These streets have defined space for the accommodation of vehicles, public transportation, cyclists and other wheeled transport, including strollers and wheelchairs, and pedestrians, making the street an inclusive and safe space for everyone.

Connecting People to Places

- 8.3.5 Utilize a variety of traffic calming methods, as identified in the 2018 *Transportation Master Plan*, and urban design tools to maintain a low vehicle speed and foster an enjoyable pedestrian environment on local streets.
- 8.3.6 Encourage situating street-oriented development on a case-by-case basis along collector and arterial roads to promote traffic calming and create an engaging street experience without impacting the operational functionality. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.²
- 8.3.7 Community gathering spaces and local or regional recreation amenities should be situated along collector and arterial roads to promote traffic calming and create an engaging street experience.
- 8.3.8 Implement a grid, modified grid, or other highly connected road network, in combination with smaller block sizes in new neighbourhoods, to enhance connectivity and direct access.
- 8.3.9 Enhance connectivity by creating new routes and bridging gaps in the existing mobility network in tandem with road rehabilitation and redevelopment projects.
- 8.3.10 As significant gateways to the community, undertake an Urban Design Corridor Study along Highway 15 and Highway 21 to identify opportunities to improve the overall design and multi-modal connectivity between adjacent neighbourhoods.
- 8.3.11 Design and develop 99th Avenue from Highway 15 to Downtown to accommodate a pedestrian realm and multi-modal transportation supporting a mix of uses, higher density and the Downtown Core.
- 8.3.12 Provide increased mobility options along key corridors to create direct and convenient connections to neighbourhood nodes and other destinations.
- 8.3.13 Develop a wayfinding strategy to increase awareness of new and existing accesses to the river valley, Downtown, public park spaces, and other community assets.
- 8.3.14 Partner with adjacent landowners and developers to increase access and linkages to the river valley and trail network.
- 8.3.15 Partner with the River Valley Alliance to explore the feasibility of trail linkages through the river valley within the broader context of the Edmonton Metropolitan Region.

Grid and Modified Grid Networks:

Throughout our community engagement, *My Fort, My City, My Say*, residents indicated a strong desire for new neighbourhoods to be built on a grid-style street system. The grid street plan is a development style where streets run at right angles to each other, and in doing so, create a grid pattern.

²As amended by Bylaw C25-25.

**8.3.6**

Encourage situating street-oriented development on a case-by-case basis along collector and arterial roads to promote traffic calming and create an engaging street experience without impacting the operational functionality. Housing types along collector and arterial streets should be reviewed for their suitability and potential impact on traffic flow and safety.⁴

8.3.34

Ensure new collector and arterial roads within new subdivisions and developments are designed to accommodate future public transit routes and stops.

6.4.3

Encourage increased density and missing middle development along transit routes and near commercial uses, significant open spaces, school sites or community services.

8.3.5

Utilize a variety of traffic calming methods, as identified in the 2018 Transportation Master Plan, and urban design tools to maintain a low vehicle speed and foster an enjoyable pedestrian environment on local streets.

8.3.3

Implement Complete Street standards through accommodating pedestrians, cyclists, public transit, and automotive users while minimizing land consumption in new and redevelopment projects.

⁴ As amended by Bylaw C25-25.