



What We Heard Report: Boyle Street and McCauley Neighbourhood Renewal

**Exploring Opportunities
January to April 2021**

**SHARE YOUR VOICE
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Edmonton

What We Heard Report:

Boyle Street and McCauley Neighbourhood Renewal Exploring Opportunities

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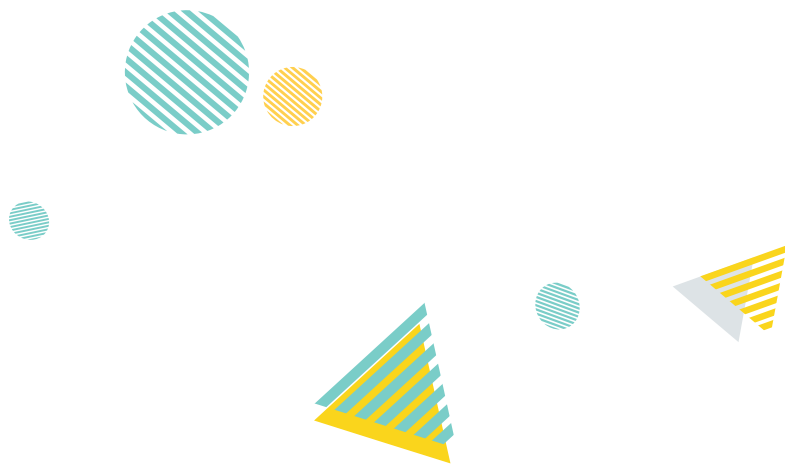
Project overview

Boyle Street and McCauley have been chosen for Neighbourhood Renewal to update aging streets and sidewalks. Construction is scheduled to begin in spring 2023.

Neighbourhood Renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs and gutters and adds missing sidewalk links where possible. Other opportunities to improve how people walk, roll, bike and drive in the neighbourhood, and how they enjoy City-owned parks and open spaces are also explored.

An interactive public engagement process was designed to gather local knowledge, views and opinions from residents and property owners to inform the development of the neighbourhood design and ensure it meets the needs of both current residents and visitors and those in the future.

The planning and engagement process began in September 2020 and the final design will be shared in spring 2022.



Public engagement spectrum

The City of Edmonton is committed to seeking diverse opinions, experiences and perspectives from Edmontonians, ensuring a wide range of input is available to support decision making.

The City's Public Engagement Spectrum defines the public's level of influence in the engagement process. Engagement activities during this phase were at the **REFINE** level on the City's Public Engagement Spectrum.

Increasing influence of the public



Visit edmonton.ca/PublicEngagement for more information on the City's public engagement process and click on Vision, Definition and Spectrum.



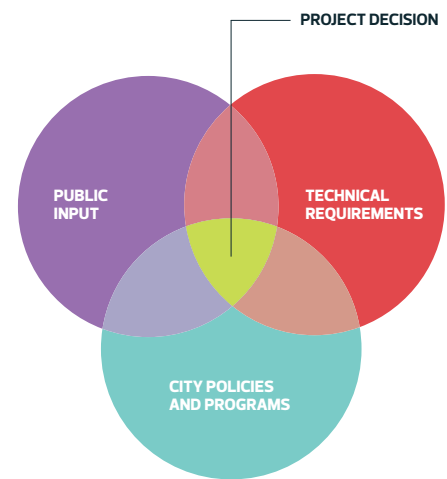
Roadmap to Building Great Neighbourhoods

The Neighbourhood Renewal program follows the roadmap below from Starting the Conversation to the unveiling of the new neighbourhood enhancements and celebration of the completion of construction. This report highlights the input received during the **Exploring Opportunities** phase between January to April 2021.



How decisions are made

City policies and standards such as the Complete Streets Design and Construction Standards, Safe Mobility Strategy, and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths and conflicts with utilities and trees to determine what will best fit in the neighbourhood.



Over 10,000 residents live in Boyle Street and McCauley, each with needs and opinions on how they envision its future. Over the past year, feedback has been collected in multiple ways—surveys, Community Conversations, emails/ phone calls, stakeholder discussions, and online engagement. Early public input was used to develop the [Project Vision and Guiding Principles](#) that, along with ongoing public engagement, continue to guide the Project Team when prioritizing design decisions.

Thank you to everyone who participated in the public engagement opportunities to date and contributed knowledge and experience to help shape the future of Boyle Street and McCauley.

The Exploring Opportunities phase

In this phase, the Neighbourhood Renewal Project Team identified City-owned land and looked for opportunities where new infrastructure designs could enhance and improve the neighbourhood. We looked for character areas, design aesthetics and enhanced walking and biking connections. We also explored opportunities such as improvements to commercial areas, parks, open spaces and traffic.



How we informed and engaged

Through a variety of public engagement techniques, we explored topics such as traffic, walking and biking connectivity, open/park spaces and placemaking (creating public spaces that promote health, happiness, and well being). The public was invited to explore with us and discuss opportunities for the future of Boyle Street and McCauley.

The input received during this stage is summarized in this report and will be used in developing the options for the next phase, Options and Tradeoffs.

Visit edmonton.ca/BuildingBoyleStreetandMcCauley for details from previous stages.

In the Exploring Opportunities phase, we researched streets, parks and open spaces that would benefit from infrastructure improvements within Boyle Street and McCauley.



Engagement activities

Below are the specific engagement activities for this phase:



Community Conversations – Internal and External stakeholders

Topics	Internal*	External	Participation
Little Italy / Giovanni Caboto Park	February 11, 2021	February 23, 2021	17
Church Street	February 23, 2021	February 24, 2021	17
Chinatown	March 11, 2021	March 11, 2021	19
Active Transportation	March 4, 2021	March 13, 2021	25



Stakeholder meeting

Seniors, Housing and Service Agencies – **6 Attendees**



Exploring Opportunities survey

A survey was available, both online and in paper copy, to submit ideas and feedback on areas for improvement. The paper copy was mailed to each resident, business and property owner and included a postage-paid return envelope.

218 Respondents



Mini-survey

A shortened version of the survey was provided to stakeholders who requested them to pass on to their clients and customers.

6 Responses



Emails and phone calls

Residents, and property and business owners shared information with the Project Team via email and telephone.

* *Internal stakeholder included:*

- + *McCauley Revitalization*
- + *Neighbourhood Resource Coordinators (NRC)*
- + *Boyle Renaissance*
- + *Traffic Operations*
- + *Safe Mobility*



What we heard

The following is a summary of the most common themes heard across all engagement activities and audience groups during the Exploring Opportunities phase. All input and comments will be considered by the Project Team as they work to create a draft design that will show how all elements will work together and that will be shared in early 2022.

It is important to note that unique priorities, issues and concerns were raised by individual stakeholders and public respondents and may not necessarily be reflected in the common themes.

What we heard – Highlights

Active transportation opportunities

Walking, biking and transit are very important modes of transportation for the Boyle Street and McCauley neighbourhoods.

Pedestrian crossings

Respondents report safety concerns with both speeding traffic and crossing arterials and residential roads such as Stadium Road, 107 Avenue, 101 Street and 97 Street and the intersections of 92 Street/107A Avenue and 108 Avenue/96 Street.

Visibility is reduced due to parked cars near intersections.

Transit

Stakeholders ask that the team to consider how and where people who walk and bike are connecting to transit stops, and also to consider the loading and unloading in the DATS hotspots within the community.

Bike connections

We heard that bike connections are important. Participants suggested new east-west and north-south routes that connect to the greater bike network.

Respondents support east-west bike routes that will take riders to destinations like Chinatown, Little Italy and downtown and other bike routes. Favoured locations for these routes are 105, 106, 102A and 108A Avenue.

Bike route types

Protected and designated painted lanes are preferred as they provide the most protection for people who bike. Protected lanes are favoured as they are separated from traffic and snow cleared for winter accessibility.

People are concerned about the impacts bike lanes have on parking, especially in front of churches, businesses and seniors facilities.

Bike parking

The most common locations suggested for safe bike parking and storage areas are around Little Italy / Giovanni Caboto Park, at the Stadium LRT station, along 96 Street such as by the skating rink, the Downtown Farmer's Market and in Chinatown along 97 Street and at the Lucky 97 market.

Other walking and biking connections to consider:

- + LRT line/Commonwealth – does not allow crossing movement; add connection at 105 Avenue
- + Jasper Avenue – opportunity for bike and walking paths
- + Church Street – consider for a shared street for all users – people walking, biking and driving
- + Jasper Avenue service road – consider for a separated bike connection
- + Commonwealth berm – a popular dog walking location
- + Access over Latta Bridge is desired
- + Connections to river valley / Dawson Park
- + McCauley has significant physical barriers to connectivity (Commonwealth Stadium, LRT, etc.)

Chinatown opportunities

Alleys

The Chinatown Business Improvement Area (BIA) would like Neighbourhood Renewal to consider including BIA alleys as part of the renewal construction.

Character areas

Most Chinatown businesses are south of 107/107A Avenue and it is here that improving the character of the area with long-term banners, baskets, lanterns and art could be considered. 97 Street is a key focus area for business and growth.

Connections – active transportation

There are many seniors living and moving around the neighbourhood and walkability should be a priority. Consider improving the crosswalk at 97 Street and 105 Avenue and the connection along 105 Avenue past 97 Street.

Biking is also a mobility priority and east-west connections along 106, 105 and 108A Avenue are important.

Gathering spaces

There is a lack of safe outdoor gathering spaces available for residents, visitors and customers. Mary Burlie Park feels unsafe and there are divided opinions on park usage – community or transient visitors. Suggestions include adding public spaces to the area by designing shared-street spaces on 98 and / or 99 Street.

Little Italy / Giovanni Caboto Park opportunities

Giovanni Caboto Park

Giovanni Caboto Park is a well-used and loved community park. Improvement suggestions include an east-west connection through the park and a shared pathway around the park, additional seating, bike racks, lighting and access to water fountains and washrooms.

Connections – active transportation

To improve safety, consider enhancing the connections between the area's attractions and the shopping district.

We heard suggestions to improve the pedestrian crossings at 96 Street / 109 Avenue and those surrounding the Giovanni Caboto Park on 95 Street at 108A, 109 and 109A Avenue.

Improved biking connections are suggested for 108A, 109, 109A Avenue, as well as along 92 and 96 Street. Bike racks and corrals are desired in safe, visible locations.

The berm to the west of Commonwealth Stadium is frequently used for dog walking and could be improved or formalized.

Driving and streets

There are collision concerns on 97 Street at 107A, 108A and 109A Avenue and navigation confusion at the 97 Street / 101 Avenue intersection.

Parking is a priority for area businesses and should be considered in all decisions. Parking is an asset around Giovanni Caboto Park, but can become a problem during large park events.

Construction

Area businesses are concerned about Local Improvement costs and how construction may impact accessibility to their locations.

Church Street (96 Street) opportunities

Connections – active transportation

Church Street is an active pedestrian corridor where wider sidewalks and safe crossing locations should be considered. It is an important bike route that should tie into the 102 Avenue separated bike lane. A protected bike lane is preferred.

Character

The churches are important to the character of the street; consider highlighting them with lighting, sidewalk treatments, historic plaques and gateway markers.

Consider how to make 106 Avenue north to Armature along 96 Street more friendly as the parking lots and large buildings make it feel bleak. Consider a consistent tree canopy.

The entrance to the new community league building will face 96 Street; consider this in the street design.

Gathering spaces

We hear that wider sidewalks and curb extensions are important for creating gathering spaces for businesses and organizations to use for programming.

Driving and streets

Parking is very important to the clients and visitors of the churches and nearby facilities. The design should consider accessible stalls at or near churches and more effective ways to distribute the parking. Speed is also a concern.

Social / economic considerations

People with a variety of backgrounds, needs and incomes use the area and all needs should be considered. Think about repurposing hydrants into water fountains and providing access to public washrooms, but also consider how infrastructure that reinforces public services impacts the community.

Construction

Area businesses are concerned about Local Improvements costs and how construction may impact accessibility to their locations.

Pedestrianized and character streets

When asked about opportunities for pedestrianized streets, respondents express both support and concern. Some suggest a pedestrianized 96 Street may add life to an underused area, but parking needs consideration.

The service road that runs next to Jasper Avenue was supported, but concerns arose as it is a busy and confusing area that requires business parking.

99 Street is the least supported for a pedestrianized street, although some thought it would be a nice street to close for festivals, they do not think it would change the character of the area where safety and crime are of high concern.

People generally support adding visual character elements to any of the streets and that all areas are in need of revitalization.

Tradeoffs

To build understanding, people were asked what they would be willing to tradeoff, or give up to gain space on the road in order to fit in another element such as wider sidewalks, trees, parking or bike routes.

Respondents prefer removing one lane of on-street public parking to make way for wider sidewalks or missing sidewalks and bike routes. They do not support removing two lanes of parking. There is some support for turning roads into one-ways to allow for sidewalks and bike routes.

There is not support for adding a sidewalk to only one side of the street or removing trees to make way for any of the tradeoff items.

Many suggest they would not make any tradeoffs to widen roads or to add parking.

Other Neighbourhood Renewal considerations

People want to ensure that when planning for Neighbourhood Renewal in Boyle Street and McCauley considerations are given to:

- + How infrastructure can affect the needs and concerns of the hard-to-house and transient populations in the area. Consider funding to address the needs of this population such as adding public washrooms, water fountains and laundry facilities. Residents would feel safer by adding lighting and increasing police presence.
- + Adding resident only parking
- + Addressing derelict properties
- + Increasing trash maintenance and adding garbage cans

Next Steps:

The Project Team will consider all comments received as it begins to create options for the neighbourhood design. The design options will be shared in summer and fall 2021.

Watch for information on the upcoming project phases:

- + **May to October 2021:**
Exploring Options and Tradeoffs
- + **November 2021 to February 2022:**
Community Feedback on Draft Design
- + **February 2023:**
Preparing for Construction and Local Improvement Process
- + **Spring 2023 to Fall 2025:**
Construction on Your Streets

Stay informed

Visit edmonton.ca/BuildingBoyleStreetandMcCauley for more information and to register to receive email updates throughout the project.

Working together to make the most out of your neighbourhood. This is your city and your neighbourhood. We want to understand how you experience your neighbourhood and ask for your input on what we might do to make it better. We will engage and work with you on the renewal of roads, sidewalks, street lights and park spaces and promote other community opportunities to enhance how people live and interact in your neighbourhood. We commit to being open and transparent about how your input is used. Let's make the most out of your neighbourhood.

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