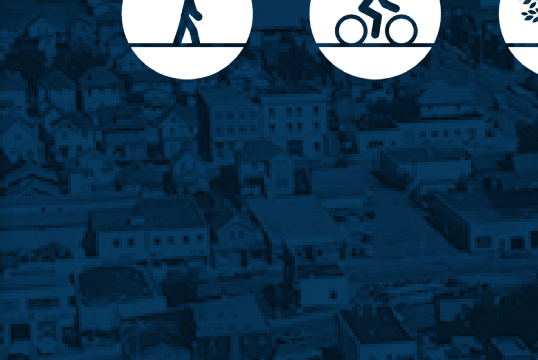


Boyle Street & McCauley

NEIGHBOURHOOD RENEWAL

URBAN DESIGN ANALYSIS

CHAPTER 2: DEVELOP VISION, IDENTIFY OPPORTUNITIES & GENERATE IDEAS



Edmonton

SHARE YOUR VOICE
SHAPE OUR CITY

PLAN
OF
EDMONTON
SETTLEMENT
N. W. T.

Table of Contents

| | |
|--|----------|
| Project Vision | 2 |
| Guiding Principles | 3 |
| Opportunities & Constraints Analysis | 4 |
| Walking & Rolling | |
| Biking | |
| Driving & Traffic | |
| Parks & Public Spaces | |
| Low Impact Development (LID) | |
| Map 1: Biking Opportunities | 5 |
| Map 2: Walking & Public Space Opportunities | 6 |
| Map 3: Driving & Traffic Opportunities | 7 |
| Map 4: Low Impact Development Opportunities | 8 |

Project Vision

To enhance how residents and visitors walk, bike, drive, access transit and use public spaces in Boyle Street and McCauley through building of new public infrastructure that improves how residents live, work and play in the area. Sidewalks and roads will be resurfaced, street lights will be upgraded, and features such as bike lanes, traffic calming measures and enhancements to outdoor public gathering spaces will be explored to improve the livability of each neighbourhood.

Guiding Principles

Boyle Street and McCauley are two distinct communities located in the heart of Edmonton and are each home to a diversity of active residents who want to:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.

- + Provide pedestrian and biking connections to key destinations including transit stops
- + Prioritize City owned spaces for those who walk and bike (wider sidewalks and bike lanes vs wider roads)
- + Improve crossing safety (slow traffic, shorter crossing distances)
- + Improve pedestrian visibility (pedestrian lighting, clear sight lines, raised crosswalks, curb extensions)
- + Include the needs of all ages, genders and mobility levels
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking and biking routes
- + Beautify high-use areas (tree plantings, artwork, garbage cans)
- + Provide bike lock-up locations (clear sight lines)

2. Use outdoor public and green open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.

- + Improve the visibility of users (lighting, clear sight lines)
- + Beautify spaces (tree plantings, artwork, garbage cans)
- + Create welcoming gathering areas (communal / picnic tables, shade structures, plazas)
- + Incorporate active and passive recreation and activity areas (open green spaces, dog park)
- + Explore opportunities to add additional green space






3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate

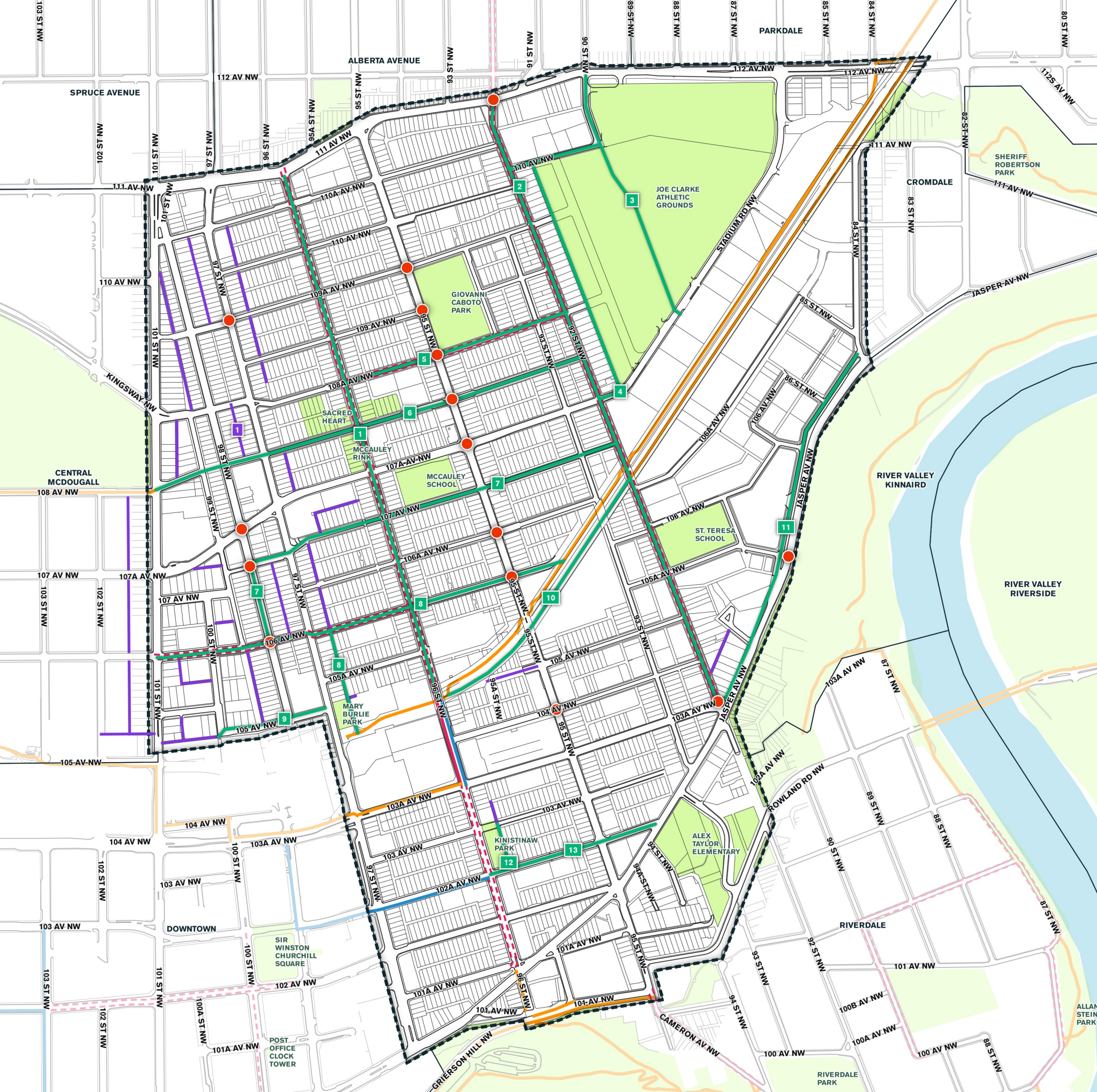
- + Enhance the safety of intersections
- + Design roadways that encourage slow speeds (traffic calming measures)
- + Improve the visibility of wayfinding and traffic signage (reduce unexpected maneuvers / collisions)
- + Meet on-street public parking needs

4. Visually celebrate the unique character areas and rich history of each neighbourhood.

- + Bring visual identity to specific areas of the neighbourhoods using different colours, patterns or textures in elements such as sidewalks or street furniture (lighting / benches)
- + **Incorporate urban design elements**
 1. Art – Integrated details in common elements such as poetry in a sidewalk or within the street furnishings
 2. Language – Signage and wayfinding that reflect the local context of language and dialect
 3. Culture – Cultural elements such as colour that evoke cultural context (such as red street light poles in Chinatown and green in Little Italy)
 4. Heritage – Recognize historic resources/ events through an interpretive program of some sort, e.g. original house numbers in sidewalks, heritage plaques, etc.

Opportunities & Constraints Analysis

| THEME | OPPORTUNITIES | CONSTRAINTS |
|---|---|--|
|  <p>Walking & Rolling</p> | <ul style="list-style-type: none"> + Add sidewalks identified as missing + Create better east-west walking connections between Chinatown, 96 (Church) Street, and Little Italy are supported in plans + Add connections into and across the rail corridor to create shorter and more direct walking routes | <ul style="list-style-type: none"> + Issues such as overhead utilities and existing trees on some streets can limit feasible sidewalk alignments + The rail corridor is a significant north-south barrier between Boyle Street and McCauley + There are multiple areas in both neighbourhoods that could benefit from additional streetscape enhancements, with basic funding not likely to cover it all. Additional funding may be needed and a strategic spending approach required |
|  <p>Biking</p> | <ul style="list-style-type: none"> + Provide an all ages and abilities north-south bike connection through the neighbourhoods connecting McCauley and Boyle Street together + Add a shared use path on the south side of the rail corridor and additional connections to the neighbourhoods will greatly improve the network | <ul style="list-style-type: none"> + Opportunity to implement some bike options on some streets may be limited by the mature boulevard trees + There may be regulatory or legal constraints to consider in the rail corridor |
|  <p>Driving & Traffic</p> | <ul style="list-style-type: none"> + Incorporate traffic calming techniques that slow traffic and deter shortcutting through the area + Change angle parking to parallel parking can improve overall safety and create additional space in the streetscape for trees and other opportunities + Add traffic calming measures on 96 and 92 Streets, as they are in renewal scope and cited for speeding issues | <ul style="list-style-type: none"> + Free on-street parking in the neighbourhoods is noted by residents and businesses as scarce and in high demand |
|  <p>Parks & Public Spaces</p> | <ul style="list-style-type: none"> + Provide public realm enhancements that contribute to the history / character, such as special paving in key areas or celebrated entries + Provide public realm enhancements that contribute to the history and character, such as special paving in key areas or celebrated entries | <ul style="list-style-type: none"> + Several streets have power carried aerially via wood utility poles on the street frontage side of houses in the neighbourhood. It is not aesthetically pleasing and limits tree planting and other opportunities + Limited funds to do all the opportunities that are available for such a rich cultural and historic area |
|  <p>Low Impact Development (LID)</p> | <ul style="list-style-type: none"> + As older neighbourhoods, Boyle Street and McCauley primarily operate on combined sewer and show a number of areas with ponding or surcharge in large storm events. There are a number of areas that could benefit from LID | <ul style="list-style-type: none"> + Mature trees and the existing utility system may limit implementation of new LID and on-street improvements |



Map 1: Biking Opportunities



Neighbourhood Boundaries

- Neighbourhood Boundaries (dashed line)
- Curb Lines (solid line)
- Pedestrian Safety Issues Cited (red dot)
- Renewal Alleys (purple line)

Biking Opportunities

- New Or Improved Bike Facility (green line)

Existing Bike Routes

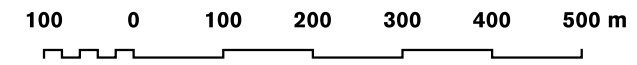
- Protected Bike Lane (blue line)
- Shared Use Path (orange line)
- Shared Roadway (dashed red line)
- Painted Bike Lane (pink line)

Bikes

- Potential Bike Route along 96 (Church) Street
- Key Bike Route Connecting to Alberta Avenue neighbourhood north
- 'Commonwealth Promenade' from ARP: "Create a pedestrian and bike network connecting the LRT Corridor shared use path and Station promenade to adjacent uses and neighborhoods"
- Potential to enhance bike connection in Alley west of Joe Clarke Athletic Grounds
- Identified as potential bike route in Boyle / McCauley ARP
- Proposed Bike Routes
- Identified as potential bike route in Boyle / McCauley ARP
- Potential Bike Route along 106 Avenue
- Potential Bike Route along Alley east of 97 Street
- Proposed Enhanced Bike Connection
- Proposed Bike Route
- The Boyle Street ARP shows this in is Pedestrian/Bicycle Network Map, and the service road is identified particularly as a renewal scope opportunity
- Shared Street Connection at Kinistinaw Park Alley
- Potential to extend bike connection east along 102A Avenue

Alleys

- All purple coloured alleys with the potential for renewal due to policy considerations or coordination with other City projects and programs





Map 2: Walking & Public Space Opportunities



Neighbourhood Boundaries (Dashed line)

Walking Opportunities

- Examine Missing Links (Orange line)
- Potential Primary Walking Route (Yellow line)

Cited Pedestrian Safety Problems (Red dot)

Curb Lines (Thin black line)

Opportunity Sites

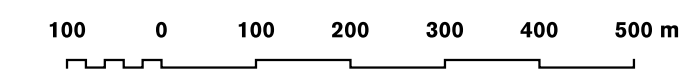
- Parks (Green area)
- Streetscape (Blue hatched area)
- Speeding Cited (Brown hatched area)
- Renewal Alleys (Purple line)

Parks & Open Space

| | | |
|----|-----------------------------------|---|
| 1 | Giovanni Caboto Park | Potential for new pathways, and park improvements that could include additional seating and plazas |
| 2 | 108 Avenue | Opportunity to create a public park-like space on this land that has historically functioned as a road |
| 3 | Mary Burlie Park, Rail Corridor | Potential for new pathways, and park improvements that could include additional seating and places, with an opportunity to expand park treatment into the rail corridor |
| 4 | Rail Corridor (West of 95 Street) | Opportunity to examine better connections through the rail corridor, and develop a linear park or natural treatments at key areas along its alignment |
| 5 | Rail Corridor (West of 95 Street) | Opportunity to examine better connections through the rail corridor, and develop linear park or natural treatments at key areas along its alignment |
| 6 | CDC Site 106 Avenue | This is a City owned, Community Development Corporation site and may serve complimentary functions as Low Impact Development or public space opportunities |
| 7 | Rail Corridor (East of 95 Street) | Opportunity to examine better connections through the rail corridor, and develop linear park or natural treatments at key areas along its alignment |
| 8 | Rail Corridor | Opportunity to examine better connections through the rail corridor, and develop linear park or natural treatments at key areas along its alignment |
| 10 | Bissell Centre | Alley is proposed for closure, with an opportunity to enhance it as a public space supporting the programming and services of the Bissell Centre |

Streetscape

| | | |
|---|--------------------------------|--|
| 1 | 98 Street North of 107 Avenue | Potential to enhance streetscape of emerging cultural area of North Chinatown. Some planning and engagement documents have considered a night market on 98 Street. Potential to enhance unique cultural area |
| 2 | 98 Street South of 107A Avenue | 98 Street is a mixed use area with potential for enhancement as a cultural destination. Opportunity for streetscape features and enhancements. It is located within the Chinatown BIA |
| 3 | Church Street 108 | Planning and policy supports developing a unique streetscape for 96 (Church) Street. Opportunities to enhance the streetscape with trees and unique features that celebrate its history and character |
| 4 | Church Street 107 | Planning and policy supports developing a unique streetscape for 96 (Church) Street. Opportunities to enhance the streetscape with trees and unique features that celebrate its history and uniqueness |
| 5 | 108A Avenue & 95 Street | There is potential to develop a streetscape that better supports cultural events and festivals in Little Italy Area and Giovanni Caboto Park |
| 6 | 108 Avenue | There is potential to develop a streetscape that better supports cultural events and festivals in Little Italy Area |
| 7 | 103 Avenue | Potential streetscape & public space improvements such as tree planting and other features that compliment farmer's market |





Map 3: Driving & Traffic Opportunities

Neighbourhood Boundaries (dashed line)

Curb Lines (solid line)

People vs. Vehicle Safety Issues Cited (orange dot)

Renewal Alleys (purple line)

Opportunity Sites

- Driving** (red line)
- Streetscape** (blue hatched line)
- Speeding** (orange hatched line)

Driving & Traffic

| | | |
|---|---|--|
| 1 | 101 Street & 111 Avenue | Potential to reconfigure and close intersection, and to create additional public pedestrian space. Also a beneficial site for LID. A lot of overlap with other themes subject to revised road design |
| 2 | 110a Avenue Between 95 & 92 Streets | Potential one-way driving change eastbound |
| 3 | 110 Avenue between 95 and 92 Streets | Potential for one-way driving westbound |
| 4 | 105 Avenue between 95 & 93 Streets | Opportunity to change one-way direction of roadways |
| 5 | 104 Avenue between 95 & 93 Streets | Opportunity to change one-way direction of roadways |
| 6 | 101A Avenue & 95A Street Intersection | Opportunity to improve confusing intersection |
| 6 | 106A Avenue between 87 & 85 Streets | There is a local service road that could be potentially closed and repurposed |
| 8 | Service Road on Jasper Avenue between 91 & 85 Streets | Opportunity to review performance of the service road and design options |
| 9 | 96A Street Alley | Opportunity to complete road connection between 105 and 104 Avenues |

Speeding

| | | |
|---|--|---------------------------------|
| 1 | 97 Street between 111 and Jasper Avenues | Speeding cited as an issue |
| 2 | 96 Street Between 111 & 108A Avenues | Speeding noted at this location |
| 3 | 95 Street between 111 & Jasper Avenues | Speeding cited as an issue here |
| 4 | 92 Street between 109A & 105 Avenues | Speeding cited as an issue here |

Alleys

| | |
|---|--|
| 1 | All purple coloured alleys with the potential for renewal due to policy considerations or coordination with other City projects and programs |
|---|--|





Map 4: Low Impact Development Opportunities

- Neighbourhood Boundaries
- Curb Lines
- Low Impact Development Opportunities

Low Impact Development (LID) Opportunities

| ID | Location | Opportunity Type |
|----|---------------------------------------|----------------------------|
| 1 | 110a Avenue & 101 Street | Bio-Retention & Soil Cells |
| 2 | 98 Street Between 110a & 109a Avenues | Bio-Retention & Soil Cells |
| 3 | 96 Street Between 111 & 110a Avenues | Bio-Retention & Soil Cells |
| 4 | 110a Avenue West of 95 Street | Bio-Retention & Soil Cells |
| 5 | 107 Avenue & 98 Street | Bio-Retention & Soil Cells |
| 6 | 100 Street South of 106 Avenue | Bio-Retention & Soil Cells |
| 7 | 106 Avenue Between 97 & 95 Streets | Bio-Retention & Soil Cells |
| 8 | 103 Avenue Between 96 & 97 Streets | Bio-Retention & Soil Cells |
| 9 | Kinistinaw Park Alley | Bio-Retention & Soil Cells |
| 10 | 103 Avenue East of 95 Street | Bio-Retention & Soil Cells |
| 11 | 107 Avenue Between 93 & 92 Streets | Bio-Retention & Soil Cells |
| 12 | 106a Avenue & 85 Street | Bio-Retention & Soil Cells |

