



Downtown LRT

Connection between West and Southeast LRT

www.edmonton.ca/LRTProjects

September 2011

Participant Feedback – Workshop #2

On August 21, 2011, the second in a series of three meetings was held at the Winspear with 19 residents, business, land owners and community group representatives from the community surrounding 102 Avenue and 102A Avenue (between 95 Street and 97 Street). The sessions are being conducted at the request of City Council to obtain additional stakeholder input on the LRT alignment through this area, including options along 102 Avenue and 102A Avenue.

Participants were split into five groups, with each group given the opportunity to design four LRT options within the study boundary, these were:

- 102A Avenue Surface option
- 102A Avenue Underground option
- 102 Avenue Surface option
- 102 Avenue Underground option

The following pages provide details of the options developed by each group, and the composite option developed to reflect each of the proposals. The composite option (“City Evaluation Proposals”) will be the option evaluated to determine which option best reflects the City’s evaluation criteria. The results of the evaluation will be reported back to participants at the next meeting.

Key Themes

The following key themes were expressed by the group in developing the options for 102A and 102 Avenues.

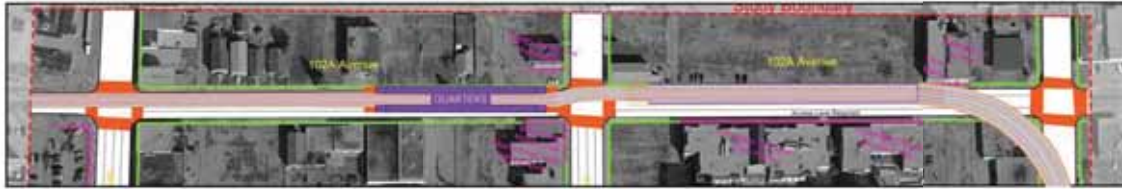
- The cultural character of the street should be reinforced with all the LRT options.
- The area should have a stop.
- Impacts to buildings should be avoided.
- Access and parking to the existing Chinese seniors residential buildings should be provided.
- Recognize cultural importance of the area.
- The Chinatown gate should not be impacted.
- A number of groups noted they developed 102 Avenue options reluctantly, due to a preference for 102A Avenue
- Provision of pedestrian crossing points at midblock

Edmonton LRT Connector Proposed Layouts: 102A Ave Surface

Group 1

Stop / 4.2m traffic / 2.5m sidewalk

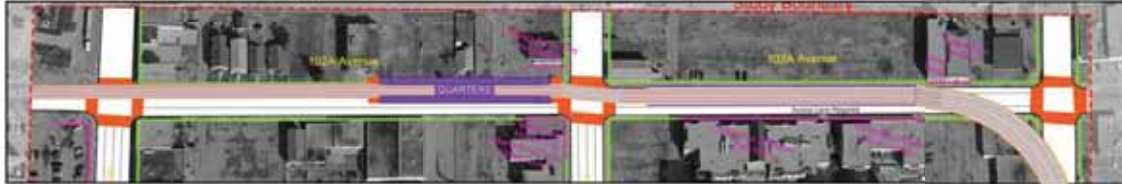
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m parking / 2.5m sidewalk



Group 2

Stop/ sidewalk (street closed to traffic)

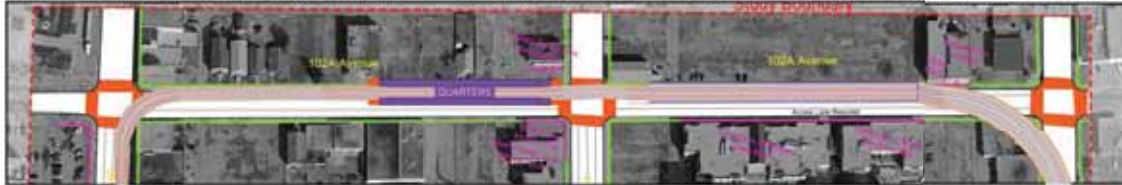
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



Group 3

Stop/ 4.2m traffic / 2.5m parking / 2.0m sidewalk

Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m parking / 2.5m sidewalk



Group 4

Stop / 4.2m traffic / 2.5m sidewalk

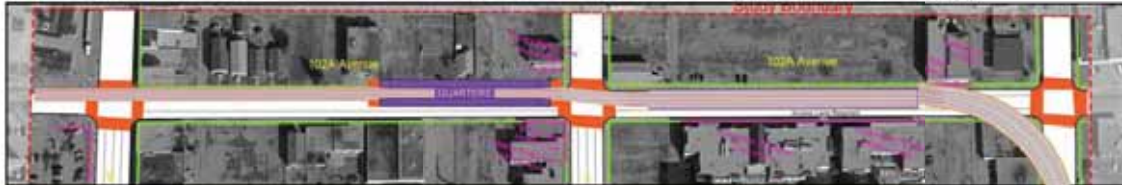
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



Group 5

Stop / 4.2m traffic / 2.5 m sidewalk

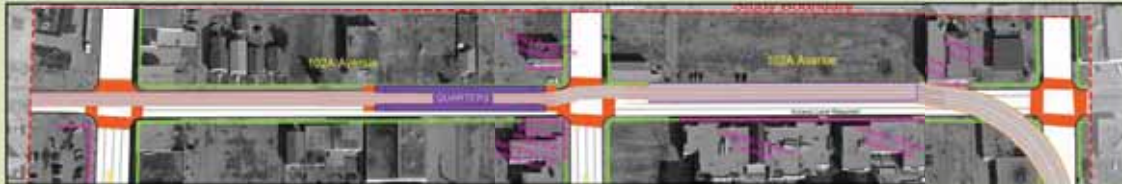
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



City Evaluation Proposal

Stop / 4.2m traffic / 2.5m sidewalk

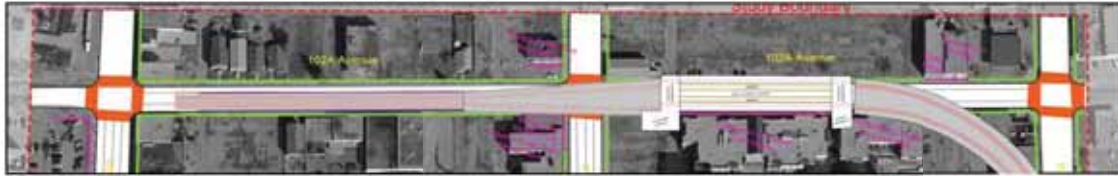
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk - parking if possible



Edmonton LRT Connector Proposed Layouts: 102A Ave Underground

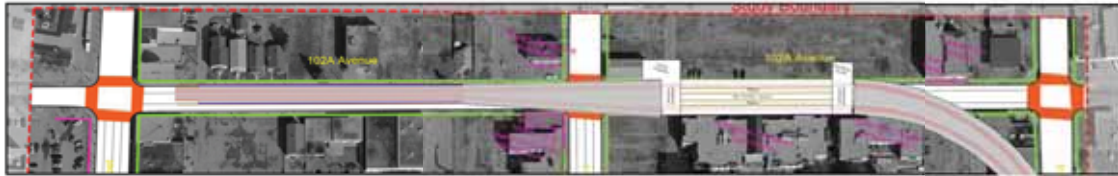
Group 1

Above Stop: 3.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk (2 way traffic)
 Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



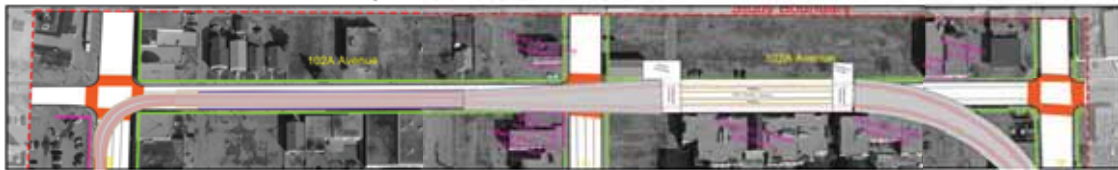
Group 2

Above Stop: 3.5m sidewalk / 3.5m traffic / 3.5m traffic / 3.5m traffic / 3.5m traffic / 3.5m sidewalk "2 Way Traffic"
 Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



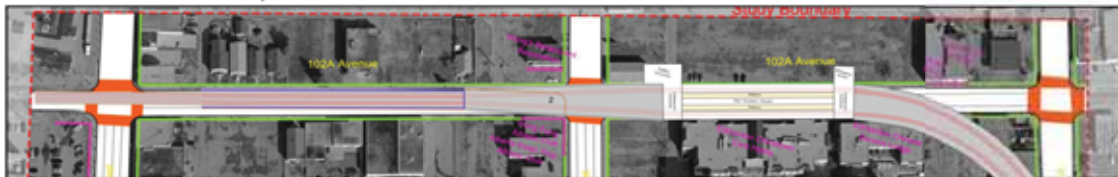
Group 3

Above Stop: 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (two way traffic)
 Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



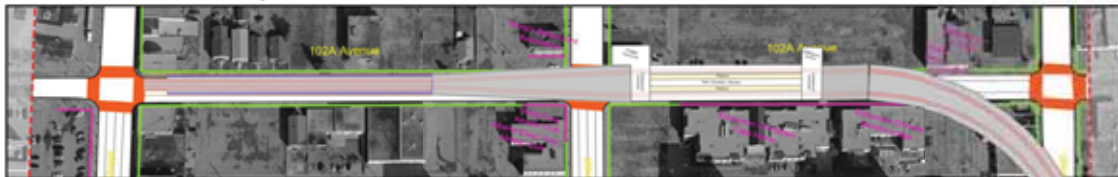
Group 4

Above Stop: 2.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk
 Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



Group 5

Above Stop: 3.5m sidewalks / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk (two way traffic)
 Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



City Evaluation Proposal

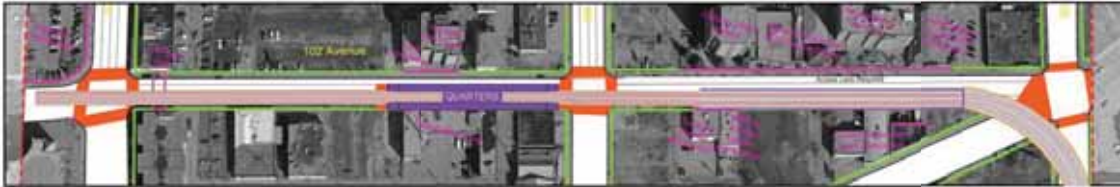
Above Stop: 3.5m sidewalks / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk (two way traffic)
 Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



Edmonton LRT Connector Proposed Layouts: 102 Ave Surface

Group 1

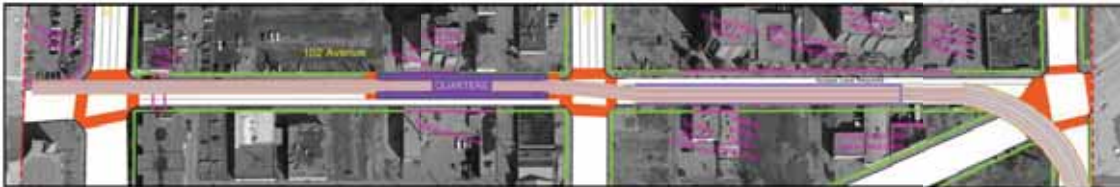
2.5m sidewalk / 4.2m traffic / stop - "as much street as possible" Portal: 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk



Group 2

stop / 4.2m traffic / 2.5m sidewalk

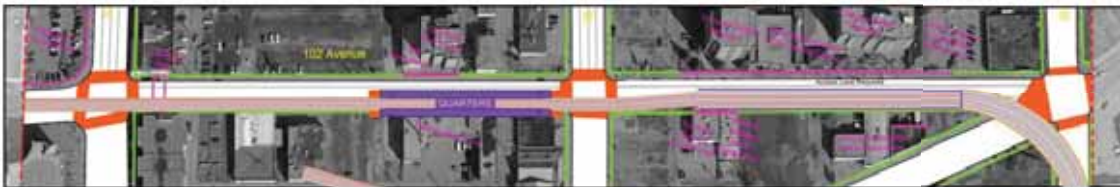
Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



Group 3

2.5 m sidewalk / 2.5m parking / 4.2m traffic / stop

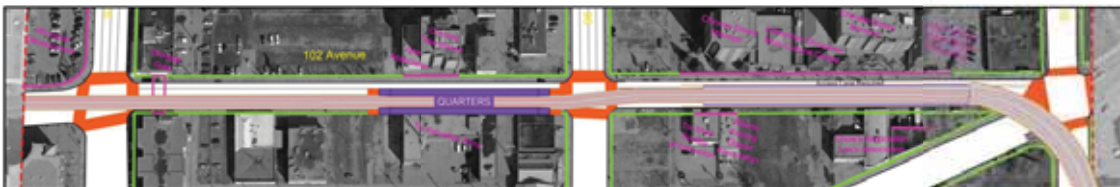
Portal: 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk



Group 4

2.5m sidewalk / 4.2m traffic / stop

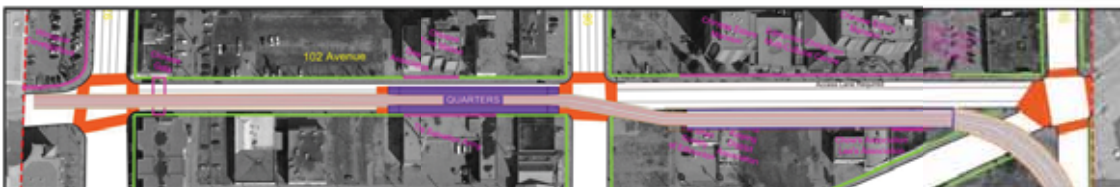
Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



Group 5

2.5m sidewalk / 4.2 traffic / stop

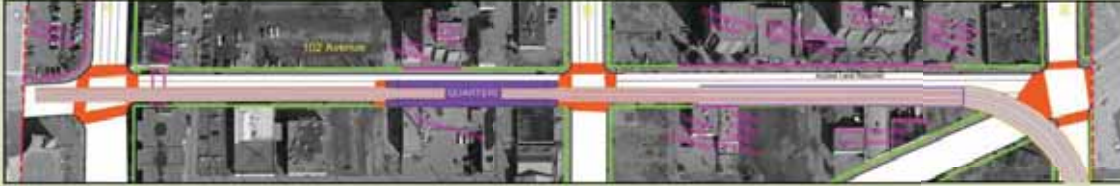
Portal: 3.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 3.5m sidewalk / portal



City Evaluation Proposal

2.5m sidewalk / 4.2 traffic / stop

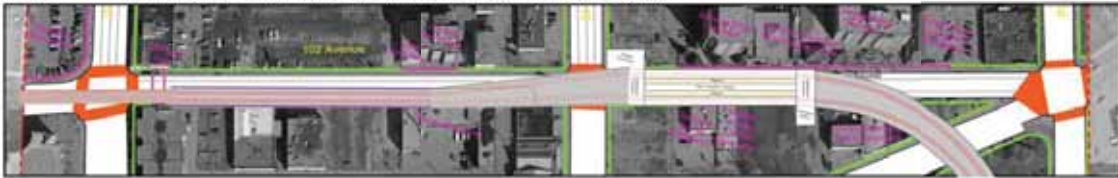
Portal: 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk - parking if possible



Edmonton LRT Connector Proposed Layouts: 102 Ave Underground

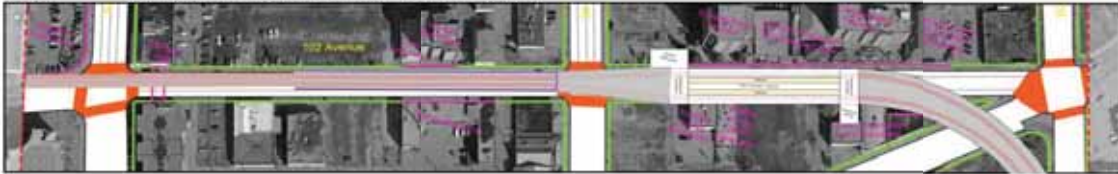
Group 1

Above Stop: 3.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 2.5m sidewalk (two way)
Portal: 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk



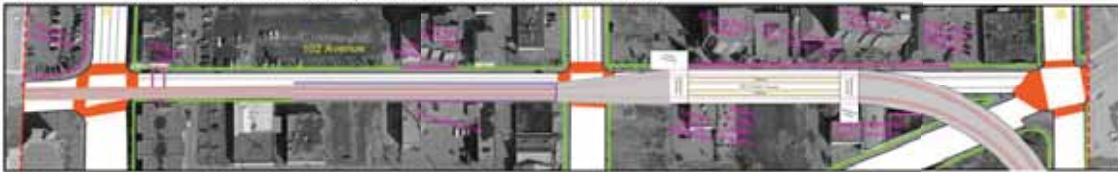
Group 2

Above Stop: 7.0m sidewalk / 3.5m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (eastbound)
Portal: 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk



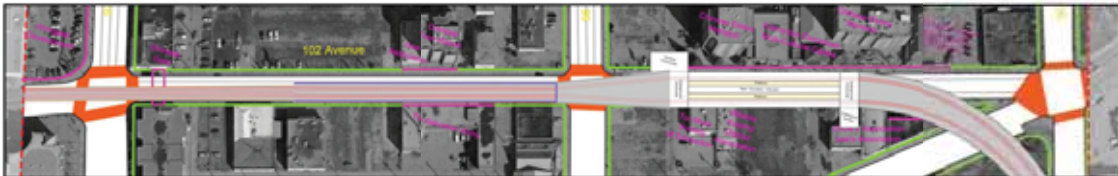
Group 3

Above Stop: 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (two way)
Portal: 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk



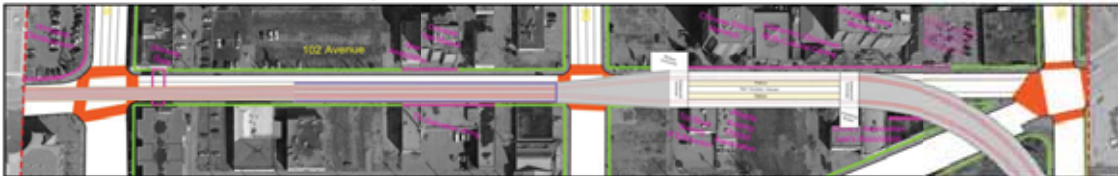
Group 4

Above Stop: 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk
Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



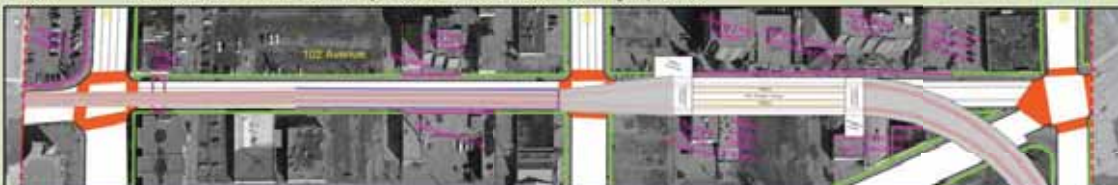
Group 5

Above Stop: 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk
Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk



City Evaluation Proposal

Above Stop: 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (two way)
Portal: 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk - parking if possible



Detailed Comments

Group One

General

- Cultural elements used
- Stop provided with all options

Summary for all four options

- “Cultural please for sure”
- “102A Avenue supported – surface or below ground”
- “Concern about opinion being heard”
- “Able to be creative re land use acquisition working with planners”
- “I wish we had looked at criteria first so we could have commented on these for each option”

102A Surface

- The portal is positioned on the north side of 102A between 96 and 95 within the property boundary to provide parking and traffic on the south side of 102A
- Southwest corner of 102A / 95 Street “ Mostly Empty” “ Undistinguished Buildings”
- Southeast side of Chinese Seniors lodge on 102A “parking for visitors”
- “Pull out / Parking Lane” marked on south side of 102A between 96 and 95 Street
- Portal - “potential to put further north and build new developments over top”
- Portal on North side of 102A - “possibility to cooperate with Quarters redevelopment to acquire land then turnover excess for development”
- Stop west positioned west of 96 Street on north side
- Parking and traffic to be provided west of stop position
- “Better choice not really a cultural street”
- Drawing of diagonal Campus Stop shown
- “Excellent option for streetscape and walkability in Churchill Square”
- Development site on north side of 102 Street marked “planned development has issues, frontage access”
- “Parking Access lane” marked in front of Chinese Free Mason

Stop Cross Section

- Stop /4.2m traffic / 2.5m sidewalk “Historic Koermann Building 96 Street, Kwan Ying and Hung Fung”

Portal Cross Section

- 2.5m Sidewalk / Portal / 4.2m traffic / 2.5m Parking / 2.5m Sidewalk “Mitigate Impact” “Pullout, parking for seniors”
- Sidewalk positioned within the land to the north but avoiding impact to Wyser Manor and Gateway Inn and Hotel
- None stop cross section as per example west of stop

102A Underground

- “Portal – we prefer a portal between 99 and 97 Street and solve the problem of grade (perhaps by roofing Portal)”
- “Not a true underground option as we still have a portal”
- “Construction very disruptive – however the end product might be better for the seniors centre”
- “Possible deep station in conjunction with development of tower”
- Station shown with entrance on the southeast corner of 96 street and 102A
- Portal on the south side of the street midblock

Portal Cross Section

- 2.5m sidewalk / portal / 4.2m traffic / 2.5m parking / 2.5m sidewalk
- “Wider sidewalks possible (negotiate with developers)”

Stop Cross Section

- 3.5m sidewalk/ parking traffic two way traffic/ traffic/ parking / 3.5 sidewalk

102 Surface

- “Must have no impact on south side community buildings”
- “Plus south side sidewalk”
- “Need Crosswalk behind portal”
- “We hate this option”
- The portal was moved west up against 96 street, stop positioned on south side of 102 midblock
- Area without cross section
- Sidewalk/ traffic lane/ LRT / sidewalk

Stop Cross Section

- 2.5m sidewalk/ 4.2m traffic / stop “as much street as possible”

Portal Cross Section

- 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk “as much street as possible”

102 Underground

- “Not Preferred”
- “Our ideal solution is portal between 99 and 97 street”
- “This is not a good option with the portal east of 97 Street”
- “However if 102 is chosen this is better than above grade option”
- “Move station west and have exits where best (maybe at both ends)”
- The station is position east of 96 Street with the exit on the northeast corner of 96 and 102, the portal is located on the south side of the street to maintain traffic lanes on the north side and access to the Chinese mason building

Stop Cross Section

- 3.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk (two way traffic)

Portal Cross Section

- 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk

Group Two

General

- “Current lots of double parking on 102 Avenue east of 96 street (also a little double parking on 102A)”

102A Surface

- “Station west of 96 Street”
- “Access lane on south side of 102A”
- The single house on the north side towards the 96 street “The property owner does not want to sell”
- “Ped crossing between 96 Street and 95 street – need to mitigate the mobility issues re: crosswalk”
- Alignment drawn on north side with traffic lane retained on south side stop west of 96 street

Stop Cross Section

- Stop/ sidewalk (street closed to traffic)

Portal Cross Section

- 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk

102 A Underground

- “Possibly less construction time here than in Vancouver for station since no pumping”
- Option as printed with traffic lane retained on the south side of 102A next to portal

Station Cross Section

- 3.5m sidewalk / 3.5m traffic / 3.5 metre sidewalk “ 2 Way Traffic”
- “Parking Lanes – option 1 both sides – option 2 none – none decided, other consideration ground transit route”

Portal Cross Section

- 2.5m sidewalk/ portal / 3.5m traffic lane / 2.5m sidewalk

102 Surface

- “Provided Chine gate stay for 1 lane traffic”
- “Station location here will possibly contribute to increased patronage / attendance membership in nearby churches”
- Option shown with stop on north side adjacent to 96 street, portal shown on north side with traffic lane on south side plus comment “Lane on north side of portal”

Stop Cross Section

- Stop / 4.2m traffic / 2.5m sidewalk

Portal Cross Section

- 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk

102 Underground

- The portal is show on the north side of the street, stop is shown as printed on the drawing
- Alongside the portal “One traffic lane to protect China Gate”
- Comment against 102 /96 Street intersection - “assumes no eastbound turns @ this intersection”

Station Cross Section

- 7 metre sidewalk / 3.5m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (eastbound)

Portal Cross Section

- 2.5m sidewalk / portal /4.2m traffic / 2.5m sidewalk
- “Only one lane to protect China Gate narrowing at approach to China Gate”
- “This option only if one lane of traffic through China Gate”

Group Three

102A Surface

- Route shown connecting to 102 Avenue, stop shown on the north side portal shown on north side
- “Station as Close to seniors as possible”
- Private dwelling on north side to the west of 96 Street marked “A”

Station Cross Section

- Stop/ 4.2m traffic / 2.5m parking / 2.0m sidewalk
- A – “Concern about house”

Portal Cross Section

- 2.5m sidewalk / portal / 4.2m traffic / 2.5mparking / 2.5m sidewalk
- “Property on west side of 102A”

102 A Underground

- Station positioned as per drawing
- Portal on south side of street as close to 97 street
- Alignment shown turning onto 97 Street
- “Does the underground station have to be as deep as shown in picture? If not can push the station slightly west so closer to intersection of 96 street and 102A avenue”
- Above station location - “Enhance streetscape above ground”
- At station location - “impact under construction – not great because not very heavy traffic at present”
- General comment - “can the portal (for all options) be built on a curve rather than straight? Like the portals near south Campus”

Station Cross Section

- 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking 3.5m sidewalk (two way traffic)
- “Want to give inputs on the streetscape design please”

Portal Cross Section

- 2.5m sidewalk / 4.2m traffic / portal /2.5m sidewalk
- “Portal closer to 97 street along 102 Ave”

102 Surface

- Stop shown on south side adjacent to 96 street, portal shown on south side of street
- “ *Don’t touch China Gate”
- Between 97 and 96 Street - “ *one way traffic west direction” “pocket parking where available”
- “102 Ave is a busy road – if reduced to one lane is a concern”
- Adjacent to Toi Shan and Kaiping - “Ask buildings on south side to make a new entrance that doesn’t face 102 Avenue?”
- “Need a station”
- “Not a choice for portal and stations etc”
- Between 96 and 95 street - “need a drop of zone and short term parking on north side”
- “Please create loading zone”
- “Do not prefer build out cutting into existing properties on north side”

Station Cross Section

- 2.5m sidewalk / 2.5m parking / 4.2m traffic / stop
- “Pocket parking where possible without impacting pink buildings”

Portal Cross Section

- 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk
- “Portal closer to 96 street along 102 Avenue”
- “Prop on east side of 102 Ave to ensure room for loading / drop off at seniors centre without impacting current stuff (i.e. courtyard)”

102 Underground

- Station shown as printed, portal shown on south side closer to 96 Street
- “ *This plan serves the area very well”
- Marked on 97 Street to south of 102 Avenue - “ *need north south crossing here”
- On north side of 102 between 97 and 96 street - “pocket parking along here”
- Arrow pointing to portal - “not as much need for n-s crossing here as near gate”
- “Possible graffiti haven (portal walls)”
- “Concern about Salvation army not liking portal wall”

Station Cross Section

- 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk (two way)

Portal Cross Section

- 2.5m sidewalk / 2.5m parking / 4.2m traffic / portal / 2.5m sidewalk
- “Like previous – acquire property to add pocket parking where it doesn’t impact buildings”
- “Portal closer to 96 street between 97 and 96 street”

Group Four

102A Surface

- Stop shown adjacent to 96 Street in centre of street, portal shown in centre of street moved as far west adjacent to 96 Street
- Cross Section west of stop
- 2.5m sidewalk / LRT / 4.2m traffic / parking / 3.5m sidewalk

Stop Cross Section

- Stop / 4.2m traffic / 2.5m sidewalk

Portal Cross Section

- 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk
- "Consideration for cultural features for portal design"

102 A Underground

- Station positioned as printed, portal between 97 and 96 street in centre of street

Station Cross Section

- 2.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk
- "Wider driving & parking lanes"

Portal Cross Section

- 2.5m sidewalk / portal / 4.2m traffic / 2.5m sidewalk

102 Surface

- Station adjacent to 96 Street, portal adjacent to 96 Street
- " *Group does not want (not support) LRT down 102 Ave on surface"

Station Cross Section

- 2.5m sidewalk / 4.2m traffic / stop
- "Not interested in the no Station option on 102A"

Portal Cross Section

- 2.5m sidewalk / 4.2m traffic / portal / 2.5m sidewalk

102 Underground

- Station as printed, portal in centre of street between 97 and 96 street
- " **Absolutely do not support 102 Avenue Surface option"
- " *Prefer 102A Ave underground option over 102 Avenue underground option"

Station Cross Section

- 3.5m sidewalk / 2.5 parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk
- "Use parking lane for drop off zone in front of buildings"

Portal Cross Section

- 2.5m sidewalk / 4.2m traffic / portal / 2.5m traffic

Group Five

General

- Cultural elements used

102A Surface

- Alignment from 103 Avenue through to 95 Street
- Alignment to north side of street
- Stop on west side of 96 Street

Stop Cross Section

- Stop / 4.2m lane / 2.5m sidewalk

Portal Cross Section

- Portal - "the example is the group's preferred option"
- 2.5m sidewalk / portal / 4.2 metre lane / 2.5m sidewalk
- Section without stop
- As per example - "Include off-peak parking as shown in example, but during peak traffic times use 2 lanes of traffic"

102A Underground

- Portal example marked up with 3.5metre sidewalks but still shown between property lines

Portal Cross Section

- 3.5m sidewalk / portal / 4.2m traffic / 3.5m sidewalk
- Street following construction as per example with 3.5m sidewalks marked on

Station Cross Section

- 3.5m sidewalks / 2.5m parking / 3.5m traffic / 3.5m traffic / 2.5m parking / 3.5m sidewalk two way traffic
- "Chinatown station"
- "Yes incorporate cultural architecture"

102 Surface

- Notes from Aerial
- China gate – "This will impact relationship with Harbin City need direct consultation with Harbin City"
- "Group five feels that the 102 Ave surface option is 100% undesirable and should not be considered"
- Overhead Pedestrian Crossing marked between 96 and 95 Street
- "Consider land exchange for Toi Shan Society and Kaiping District Association building with lands on east side of 96 street between 102 and 102a Avenues"
- "Surplus land created to south of 102 Avenue (95-96 street) could be developed into Chinese Garden"
- Between 96 and 95 street - "shift LRT to south (removing buildings between 9551-9651) creating space for three traffic lanes (2 Traffic lanes and 1 parking) all functions /community activity to continue on road"
- "Option developed under duress"
- "United Grocers Warehouse accessibility"
- 97 to 96 street are without stop
- 3.5 metre sidewalk / parking lane, 3.5metre lane / LRT / 3.5 metre sidewalk

Stop Cross Section

- 2.5m sidewalk / 4.2m traffic / stop
- “Harbin Station”

Portal Cross Section

- 3.5m sidewalk / 2.5m parking / 3.5m traffic / 3.5m traffic / 3.5m sidewalk / portal
- “Include cultural design for portal surrounding”

102 Avenue Underground

- Next to Chinese gate
- “Harbin City may not like this. ‘Harbin Road’ will become obsolete”
- “Political Sensitivity”
- Next to Lee and Chow Association buildings
- “Facilities that are impacted during construction – City should provide alternative / temporary lands / buildings to ensure business can continue to operate”
- “Cultural buildings” marked next to Toi Shan and Kaiping Buildings

Station Cross Section

- 3.5m sidewalk / 2.5m parking / 4.2m traffic / 4.2m traffic / 2.5m parking / 3.5m sidewalk

Portal Cross Section

- South side of street
- 2.5m sidewalk / 4.2m traffic lane / portal / 2.5m sidewalk

Key Themes - marked on separate sheet of paper

- MEI – updates are provided to the broader Chinese community thru the Chinese news paper

Key Themes

- Off-peak parking lanes – peak hour no parking lanes , extra travel lanes
- Wider sidewalks where possible
- Preserve community identity
- Chinese architecture
- Political sensitivity re: relationship with Harbin City
- Station Yes

Order of preference

- 102A Avenue surface
- 102A Avenue underground
- 102 Avenue Underground
- 102 Avenue surface “No! Option developed under duress”