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EXECUTIVE SUMMARY

The final chapter of the urban design analysis for the Boyle Street and McCauley neighbourhoods provides a high level summary of all design changes that are proposed for construction in the neighbourhoods. The intention of this report is to provide a neighbourhood wide perspective of how all design interventions work together as a system to improve functional and aesthetic outcomes in the historic neighbourhood.

The report is intended to be used as a summary handbook and record of improvements and changes that have been included in the final designs for Boyle Street & McCauley Neighbourhood Renewal. This report is written in complement to the [Background Info & Analysis Report](#), report issued for Boyle Street & McCauley in November of 2020. Following this, [The Vision & Opportunities Report](#) developed a vision for the neighbourhood and explores opportunities and constraints. These as well as additional opportunities were explored comprehensively as we developed options and explored them for feasibility through stakeholder and public engagement.

The final urban design plan is the result of collaboration between the City and the community to generate and evaluate opportunities and constraints, and to test and refine design ideas. The coordination of EPCOR's new Low Impact Development (LID) program with Neighbourhood Renewal adds additional opportunities to provide drainage infrastructure that improves the resilience, aesthetic, and biodiversity of Boyle Street & McCauley.

PUBLIC ENGAGEMENT

During the Options and Tradeoffs stage, viable options were created based on opportunities and ideas generated by the public and the project team. This process was informed by public feedback received during the Exploring Opportunities and Building a Project Vision Together stages.

Options were evaluated by the team to ensure that each option was indeed feasible, and benefits and tradeoffs for each were developed. This information was presented to the public in various ways:

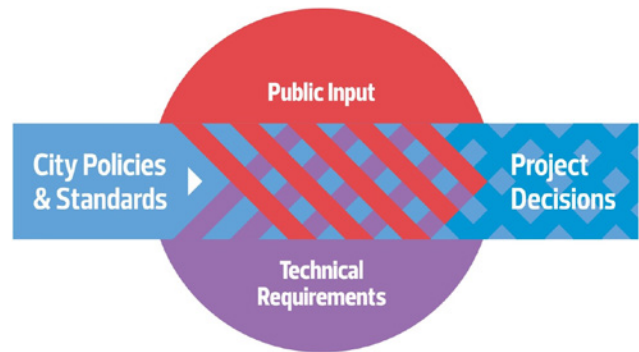
1. Options and Tradeoffs design booklets were compiled, which included sketches, commentary and precedent images. These are available at the [Project Website](#).
2. Due to COVID pandemic restrictions, the team presented the information through a series of live, interactive webinars that could be attended by all members of the public
3. The process concluded with a survey that sought feedback from the public on all options along with their benefits and tradeoffs

To ensure all voices were given a chance to be heard during the Options and Tradeoffs stage, the team also made direct contact with several residents, business owners, and associations.

DECISION-MAKING PROCESS

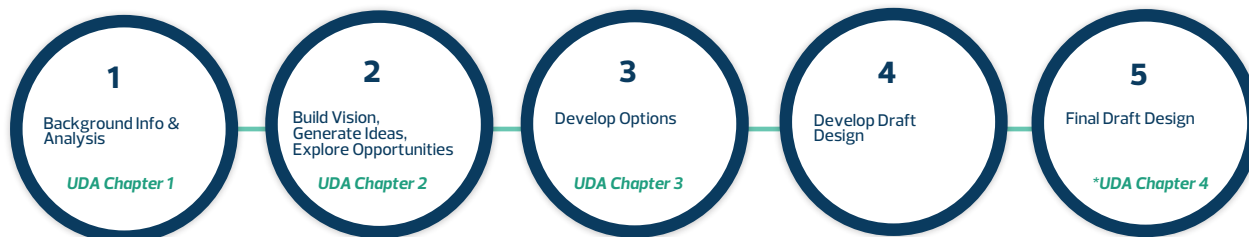
The City makes decisions using a combination of policy and program information, public engagement input, technical requirements and available funding. This process helps to ensure that the decisions we make are fiscally responsible, align with best practices, consider the existing public and private infrastructure, land uses and activities in the area and result in the best outcomes for our city.

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



URBAN DESIGN FRAMEWORK

PROJECT APPROACH & PROCESS



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.

DESIGN THEMES

The designs that follow are categorized according to theme; however, it is worth noting that many design options overlap or span multiple categories. Boyle Street & McCauley design decisions are presented within five themes that were explored through neighbourhood renewal: **Biking, Walking, Driving, and Playing and Low Impact Development**



BIKING

Enhancing bike lanes and adding connectors



PLAYING

City-owned outdoor spaces, including updates to parks and green spaces



WALKING

Active connections including sidewalks, shared pathways, crosswalks



LOW IMPACT DEVELOPMENT FACILITIES (LID)

Relieve pressure on the stormwater system, alleviate potential for future flooding and sewer back up, and integrate planting and biodiversity



DRIVING

Roads and intersections, including the introduction of traffic calming measures and changes along roads and at intersections

RECOMMENDED BIKING IMPROVEMENTS



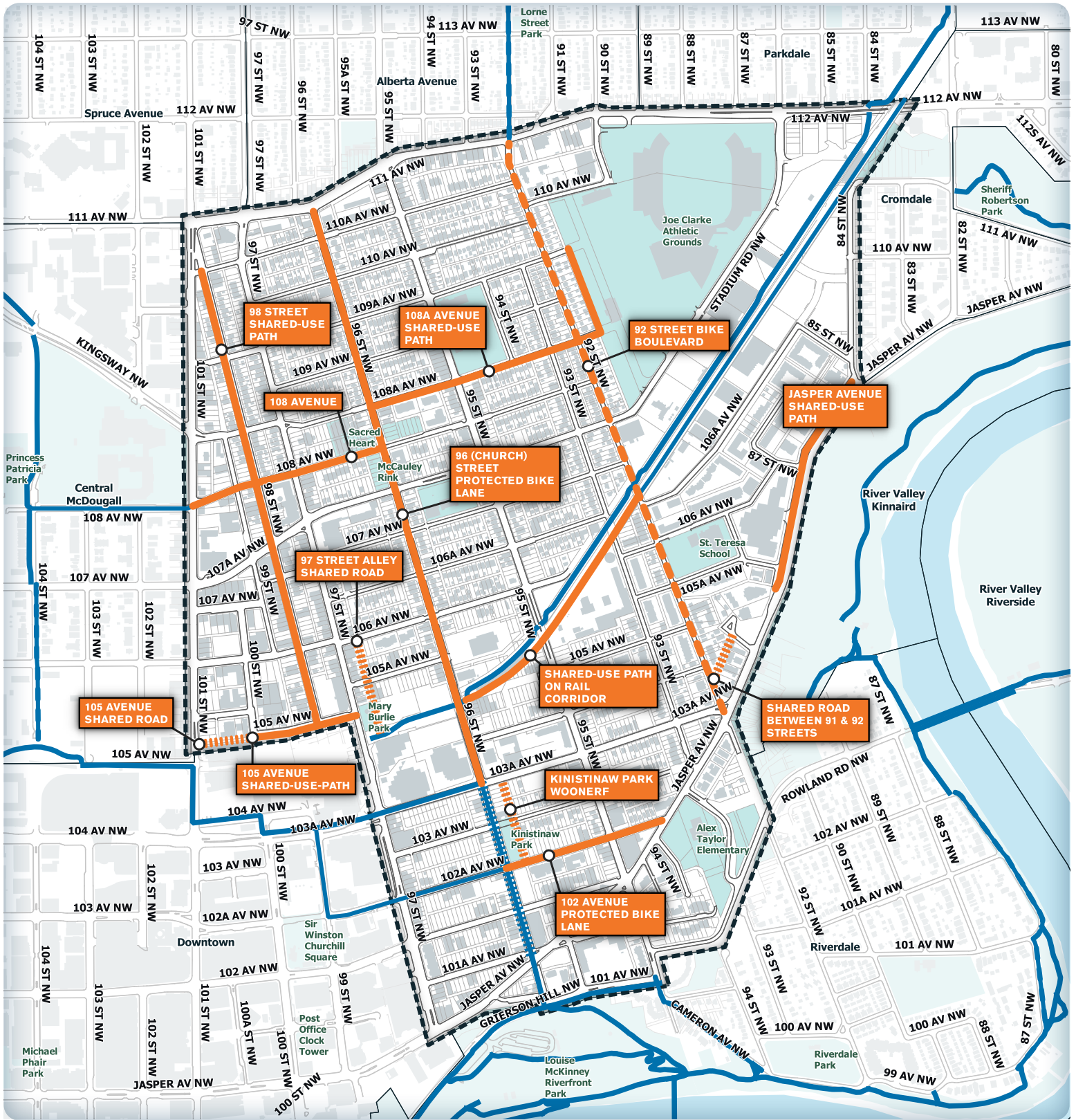
The following options and locations are identified as having the largest impact in changing how people bike to and through the neighbourhoods:

1. 105 AVENUE – 101 STREET CONNECTING TO MARY BURLIE PARK AND THE LRT SHARED PATHWAY
2. 98 STREET – 110A TO 105 AVENUE
3. 108 AVENUE – 97 TO 96 STREET
4. 108A AVENUE – 96 TO 92 STREET
5. 96 STREET – 111 TO 107A AVENUE
6. 96 STREET – 107A TO 106 AVENUE
7. 96 STREET – 106 TO 103A AVENUE
8. 92 STREET – 111 TO 103A AVENUE
9. STADIUM ALLEY / BERM 109A TO 108A AVENUE
10. 102A AVENUE – 96 STREET TO JASPER AVENUE
11. JASPER AVENUE SERVICE ROAD – 90 TO 84 STREET
12. LRT SHARED PATHWAY CONNECTION
13. ALLEY CONNECTION TO LATTA BRIDGE (BETWEEN 92 AND 91 STREET)

The recommended bike improvements consider broader north / south and east / west connections to and from other neighbourhoods, and regional connectivity in alignment with directions provided in Edmonton Bike Plan. Key routes are identified and adapted to the local context and technical constraints of the Boyle Street and McCauley neighbourhoods.

CITY POLICIES AND PROGRAMS:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors, and guides how biking fits into the vision of a connected and accessible city
- + **Vision Zero** – Protected bike infrastructure helps to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Edmonton Bike Plan** – Supports the vision of a connected and accessible city by guiding design choices which help people feel safe and comfortable riding their bikes in all seasons
- + **Access Design Guide** – Supports access and use for people of all ages and abilities
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Snow and Ice Policy** – The City provides year-round maintenance, including snow removal, of protected bike lanes and shared pathways to support all-season access and use
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood



Recommended Bike Improvements

100 0 100 200 300 400 500 m



Neighbourhood Boundaries

Roof Outlines

Existing Bikes

Proposed Bikes

Separated

Separated

On-Street

On-Street

Shared-Street

Shared-Street

Parks

RECOMMENDED WALKING & WHEELING IMPROVEMENTS



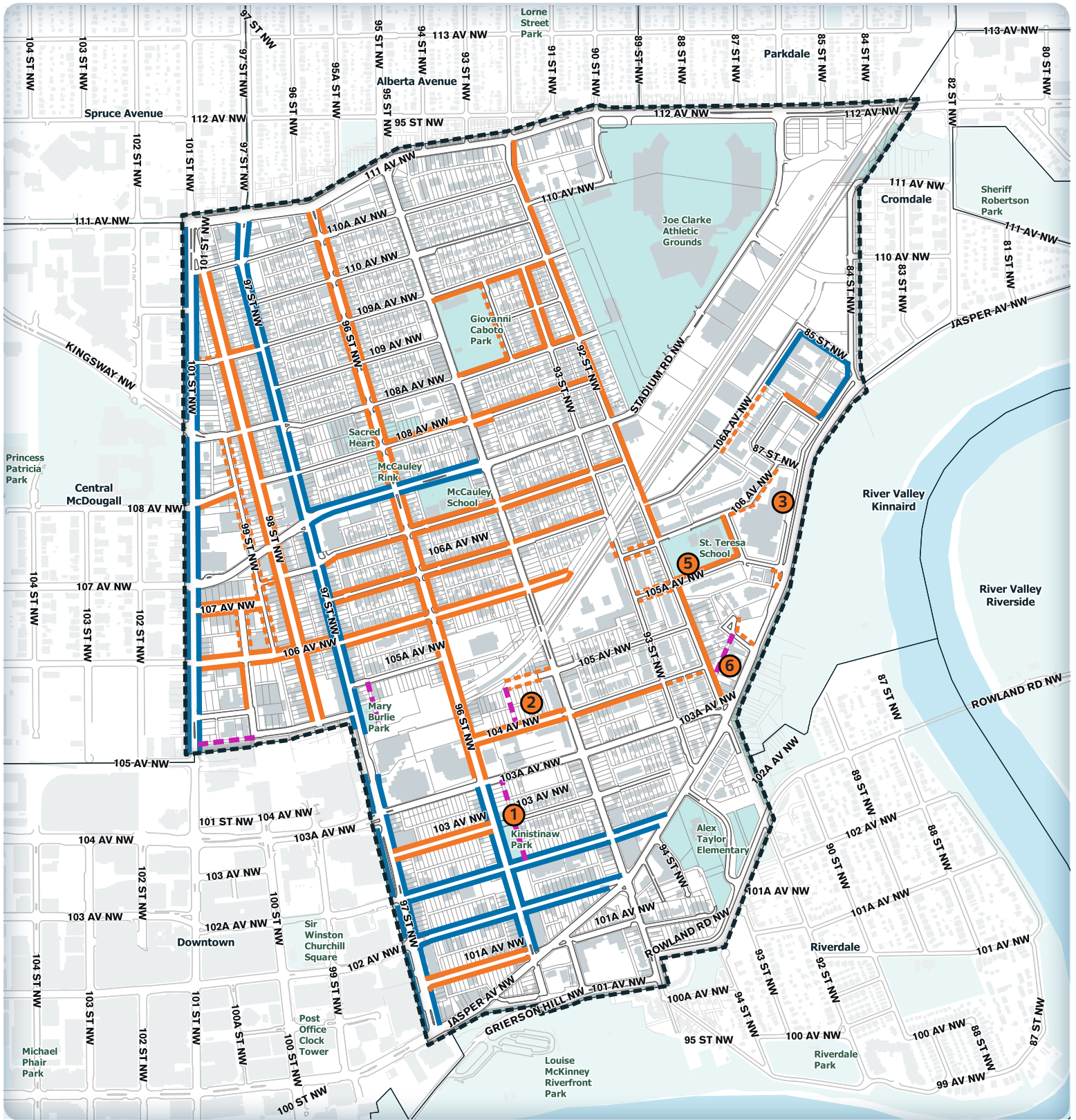
The following options and locations are identified as having the largest impact in changing how people walk and wheel to and through the neighbourhoods:

1. BOYLE RENAISSANCE PHASE 3 – ALLEY – 103 TO 102A AVENUE (EAST SIDE OF KINISTINĀW PARK)
2. BOYLE RENAISSANCE PHASE 3 – ALLEY CONNECTING 105 AVENUE TO 104 AVENUE AND THE LRT SHARED PATHWAY
3. JASPER AVENUE SERVICE ROAD – 90 TO 84 STREET
4. LRT SHARED PATHWAY CONNECTION
5. ST. TERESA SCHOOL (90 STREET/105A AVENUE)
6. ALLEY CONNECTION TO LATTA BRIDGE (BETWEEN 92 AND 91 STREET)

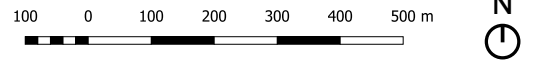
The recommended walking and wheeling improvements consider planning and policy goals for better east-west connectivity between special character areas including Chinatown, Church Street, and Little Italy. Key alleys that function as pedestrian routes are identified as shared streets to improve connectivity for people who walk and wheel. Missing walks are identified and built where possible, and wider walks are added and extended along more frequently used routes.


CITY POLICIES AND PROGRAMS:

- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Active Transportation Policy** – Optimize Edmontonians opportunities to walk, roll, and cycle, regardless of age, ability, or socio-economic status; to enhance the safety, inclusivity and diversity of our communities, and to minimize the impact of transportation activities on Edmonton's ecosystem
- + **PED Connections: a Sidewalk Strategy** – To increase the priority of walkability in Edmonton by maximizing opportunities for walking and enhancing safety, convenience, and strategic improvements and expansions of the sidewalk system, thereby promoting a healthy and sustainable community
- + **Council Report 7079** – City Sidewalks Missing Connections – June 11, 2019
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Complete Streets Design and Construction Standards** – Requires sidewalks on both sides of a street, where possible
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Neighbourhood Renewal Program** – Funds the construction of new sidewalks and shared pathways. This cost is not shared with property owners.
- + **Corporate Tree Policy** – Supports the orderly development and growth of the City's tree inventory and the protection of the tree canopy. Value of trees removed will be replaced with new tree planting in the neighbourhood






Recommended Walking Improvements



-  Neighbourhood Boundaries
-  Parks
-  Roof Outlines

Proposed Improvements

-  New Walks
-  New Wider Walks
-  Key Alley Connections

Existing Walks

-  Existing Wider Walks

RECOMMENDED DRIVING IMPROVEMENTS



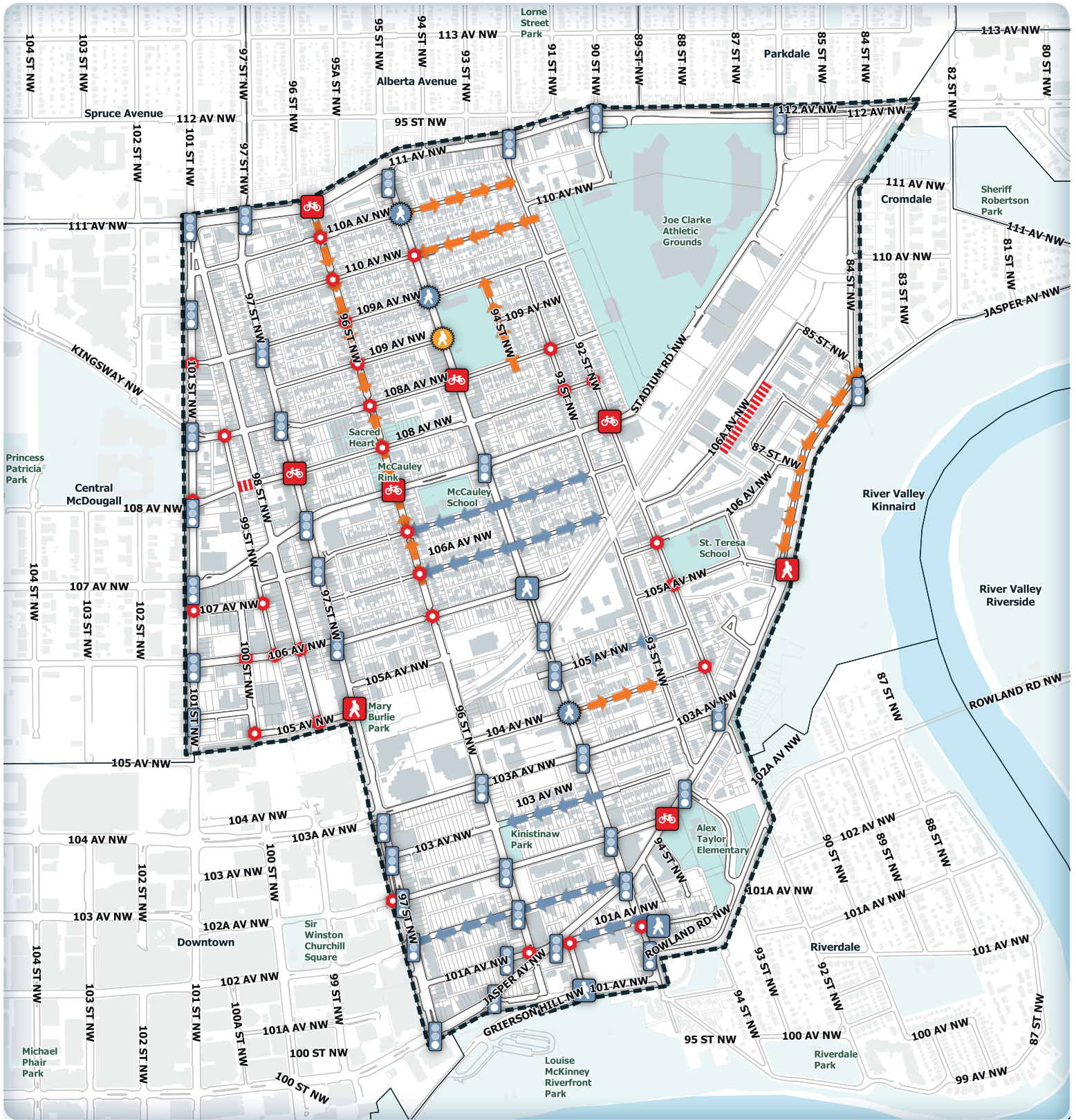
The following locations were developed and recommended as improvements and changes to how people drive to and through the neighbourhoods:

1. 105A AVENUE – 101 TO 100 STREET
2. 105 AVENUE – 101 STREET CONNECTING TO MARY BURLIE PARK AND THE LRT SHARED PATHWAY
3. 107 AVENUE – 101 TO 97 STREET
4. 108 AVENUE – 101 TO 97 STREET
5. 109A AVENUE – 101 TO 97 STREET
6. 98 STREET – 110A TO 105 AVENUE
7. 99 STREET – 108A TO 106 AVENUE
8. 100 STREET – 107 TO 105 AVENUE
9. CHINATOWN ALLEYS (BUSINESS IMPROVEMENT AREA)
10. 106 AVENUE – 97 STREET TO LRT SHARED PATHWAY
11. 108 AVENUE – 97 TO 96 STREET
12. 108 AVENUE – 96 TO 92 STREET
13. 108A AVENUE – 96 TO 92 STREET
14. 96 STREET – 111 TO 107A AVENUE
15. 96 STREET – 107A TO 106 AVENUE
16. 96 STREET – 106 TO 103A AVENUE
17. 106 AVENUE – 97 STREET TO LRT SHARED PATHWAY
18. 110A AND 110 AVENUE – 95 TO 92 STREET
19. 92 STREET – 111 TO 103A AVENUE
20. 93 STREET – 109A TO 106A AVENUE
21. 94 STREET – 109A TO 108A AVENUE
22. STADIUM ALLEY / BERM 109A TO 108A AVENUE
23. 101A AVENUE AT 95A STREET
24. 102A AVENUE – 96 STREET TO JASPER AVENUE
25. 103 AVENUE – 97 TO 96 STREET
26. 104 AVENUE – 95 TO 93 STREET
27. 106A AVENUE SERVICE ROAD
28. 94A STREET
29. BOYLE RENAISSANCE PHASE 3 – ALLEY – 103 TO 102A AVENUE (EAST SIDE OF KINISTINĀW PARK)
30. BOYLE RENAISSANCE PHASE 3 – ALLEY CONNECTING 105 AVENUE TO 104 AVENUE AND THE LRT SHARED PATHWAY
31. JASPER AVENUE SERVICE ROAD – 90 TO 84 STREET
32. ST. TERESA SCHOOL (90 STREET/105A AVENUE)

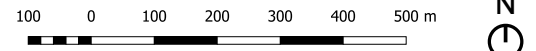
The recommended driving improvements consider direction provided in City's planning and policy documents, the technical constraints in the City's oldest of neighbourhoods, and local knowledge gained from residents and businesses during engagement. Boyle Street and McCauley's unique urban context required a multi-modal approach to balances the needs of local residents, with high demand for their streets and parking in an area rich with destinations.



CITY POLICIES AND PROGRAMS:




- + **Edmonton City Plan** – Supports a multi-modal transportation system that provides options to residents and visitors to support the vision of a connected and accessible city
- + **Community Traffic Management Policy** – Supports chicanes to reduce driver speeds and deter shortcutting
- + **Vision Zero** – Roadway designs can help to achieve the long-term goal of zero traffic fatalities and serious injuries
- + **Safe Mobility Strategy** – Edmonton's new approach to achieve Vision Zero through safe and livable streets










Recommended Roads & Intersections Improvements



-  Neighbourhood Boundaries
-  Parks
-  Roof Outlines

- Roads**
-  Existing One-Way
-  Proposed One-Way
-  Road Closure

- Intersections**
-  Existing Full Signal
-  Curb Extensions
-  Proposed Pedestrian Activated Signal
-  Existing Pedestrian Activated Signal

-  Proposed Bike Activated Signal
-  Existing Amber Flasher
-  Proposed Amber Flasher

RECOMMENDED PARKS & PUBLIC SPACE IMPROVEMENTS



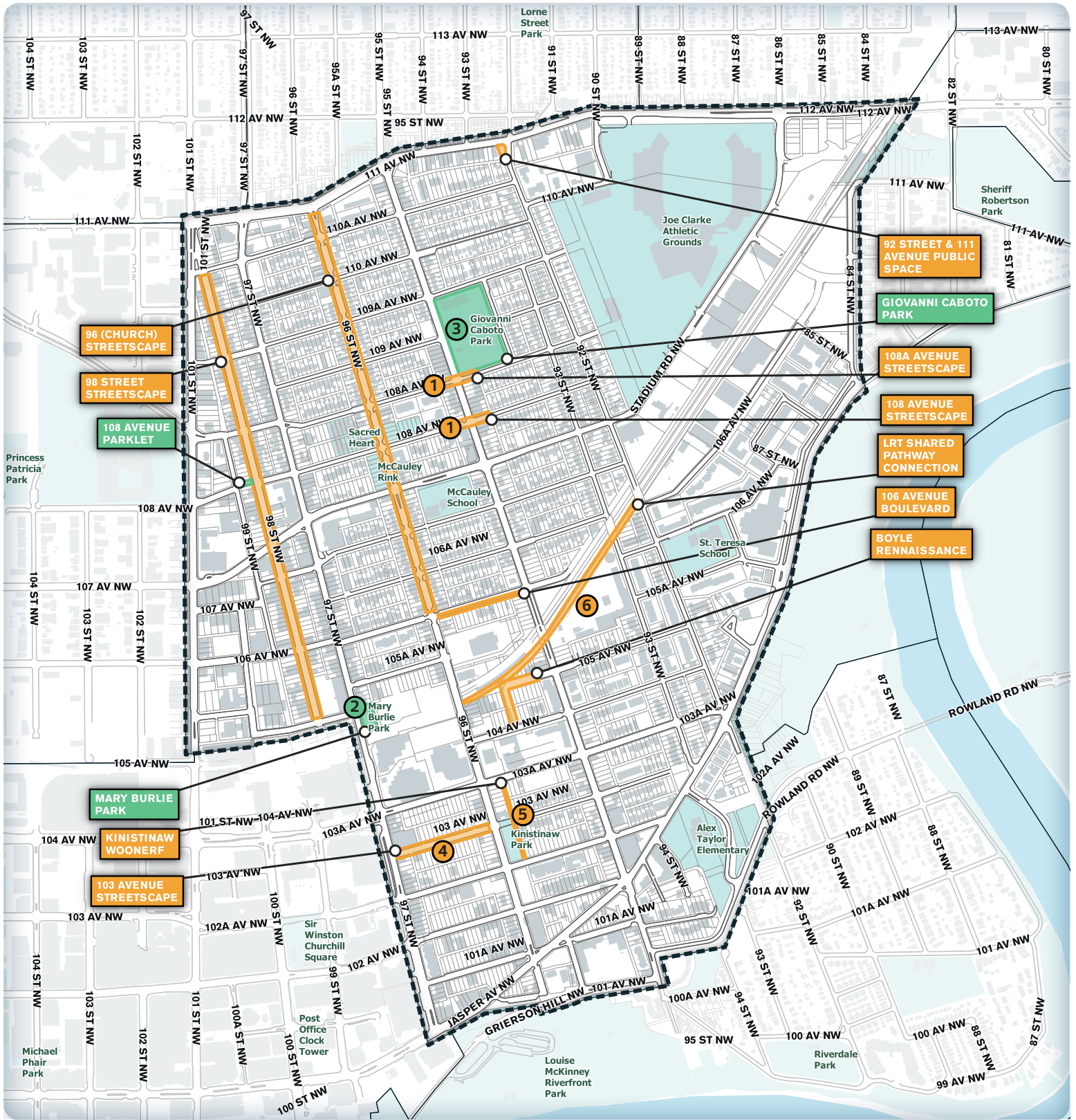
The following options and locations are identified as having the largest impact in changing how people use and experience parks and public space in the neighbourhoods:

1. 108/108A AVENUE CORNER STORE PROGRAM
2. MARY BURLIE PARK
3. GIOVANNI CABOTO PARK
4. 103 AVENUE – 97 TO 96 STREET
5. BOYLE RENAISSANCE PHASE 3 – ALLEY – 103 TO 102A AVENUE (EAST SIDE OF KINISTINAW PARK)
6. LRT SHARED PATHWAY CONNECTION

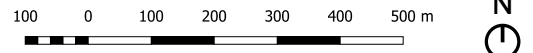
The recommended parks and public space improvements include enhancements to existing parks such as Mary Burlie and Giovanni Caboto, and streetscapes in special character areas such as Chinatown, Church Street, and Little Italy. Opportunities to create new open and green spaces in underutilized portions of the road right-of-way, and to plant new tree boulevards where possible are recommended. Coordinating with other City programs and funding sources enable the project to maximize improvements and investment in the public realm of Boyle Street & McCauley.




CITY POLICIES AND PROGRAMS:



- + **BREATHE – Green Network Strategy** – Promotes an adequate supply, quality and distribution of open space, that is accessible and inclusive for all
- + **Universal Design Standards** – The City follows universal design (for example, Access Design Guide) to support access and use for people of all ages and abilities
- + **Winter City Design Guidelines** – Provide ideas and standards that improve our streetscapes in the context of Edmonton's winter climate and conditions for a more accessible, safe, aesthetically pleasing and enjoyable year round experience
- + **Neighbourhood Renewal Program** – The Neighbourhood Renewal Program has funding limitations and cannot accommodate all of the proposed park improvements. The Project Team will explore other City programs and funding sources to support these improvements



Recommended Parks & Public Space Improvements



-  Neighbourhood Boundaries
-  Parks
-  Roof Outlines

- Parks & Public Space**
-  Proposed Parks Changes
-  Proposed Public Space Changes

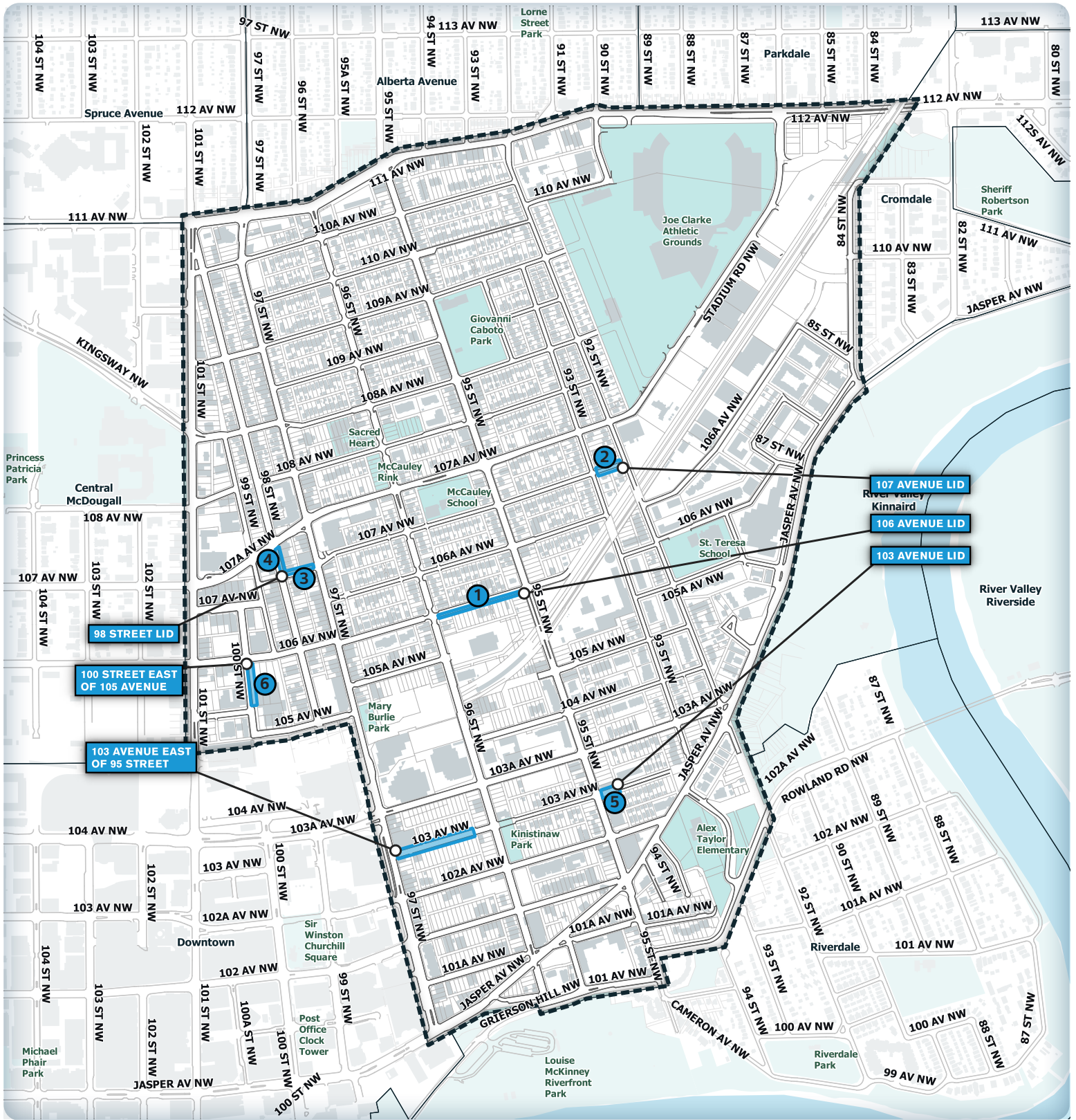
RECOMMENDED LOW IMPACT DEVELOPMENT (LID) OPPORTUNITIES



The following options and locations are identified as the most feasible locations for implementation of LID facilities such as soil cells and bioswales, in partnership with EPCOR. LID facilities increase the resiliency of existing drainage infrastructure, reduce the potential for flooding during large storms, and increase planting and biodiversity in the neighbourhoods

1. 106 AVENUE BETWEEN 96 AND 95 STREET
2. 107 AVENUE BETWEEN 93 AND 92 STREET
3. 107 AVENUE BETWEEN 98 AND 97 STREET
4. 98 STREET BETWEEN 107 AND 107A AVENUE
5. 103 AVENUE EAST OF 95 STREET
6. 100 STREET NORTH OF 105A AVENUE





Recommended Low Impact Development Sites

- Neighbourhood Boundaries
- Parks
- Roof Outlines
- Low Impact Development
- Proposed LID Site Location

RECOMMENDED DESIGN CHANGES STREET BY STREET



The recommended street-by-street improvements in the following pages consider broadly the overlapping themes of analysis and scope neighbourhoods, as described on page 4. Urban design analysis broadly considers how all of the recommended design interventions work together towards integration while considering planning and policy outcomes, opportunities identified by the project team and during engagement, and technical constraints that drive feasibility.

1. 105A AVENUE – 101 TO 100 STREET
2. 105 AVENUE – 101 STREET TO MARY BURLIE PARK
3. 107 AVENUE – 101 TO 97 STREET
4. 108 AVENUE – 101 TO 97 STREET
5. 109A AVENUE – 101 TO 97 STREET
6. 98 STREET – 110A TO 105 AVENUE
7. 99 STREET – 108A TO 106 AVENUE
8. 100 STREET – 107 TO 105 AVENUE
9. CHINATOWN ALLEYS (BUSINESS IMPROVEMENT AREA)
10. 106 AVENUE – 97 STREET TO LRT SHARED PATHWAY
11. 108 AVENUE – 97 TO 96 STREET
12. 108 AVENUE – 96 TO 92 STREET
13. 108A AVENUE – 96 TO 92 STREET
14. 96 STREET – 111 TO 107A AVENUE
15. 96 STREET – 107A TO 106 AVENUE
16. 96 STREET – 106 TO 103A AVENUE
17. 106 AVENUE – 97 STREET TO LRT SHARED PATHWAY
18. 110A AND 110 AVENUE – 95 TO 92 STREET
19. 92 STREET – 111 TO 103A AVENUE
20. 93 STREET – 109A TO 106A AVENUE
21. 94 STREET – 109A TO 108A AVENUE
22. STADIUM ALLEY / BERM 109A TO 108A AVENUE
23. 101A AVENUE AT 95A STREET
24. 103 AVENUE – 97 TO 96 STREET
25. 104 AVENUE – 95 TO 93 STREET
26. 102A AVENUE – 96 STREET TO JASPER AVENUE
27. 106A AVENUE SERVICE ROAD
28. 94A STREET
29. KINISTINAW PARK ALLEY
30. 105 AVENUE ALLEY CONNECTION TO LRT CORRIDOR
31. JASPER AVENUE SERVICE ROAD – 90 TO 84 STREET
32. LRT SHARED PATHWAY CONNECTION
33. ST. TERESA SCHOOL – 90 STREET / 105A AVENUE
34. ALLEY CONNECTION TO LATTA BRIDGE
35. GIOVANNI CABOTO PARK & 94 STREET
36. 108/108A AVENUE CORNER STORE PROGRAM
37. MARY BURLIE PARK
38. 98 STREET – ENHANCED STREETScape
39. 96 (CHURCH) STREET – ENHANCED STREETScape
40. 105 AVENUE – ENHANCED STREET SCAPE
41. LOW IMPACT DEVELOPMENT OPPORTUNITIES
42. OTHER PARKS & PUBLIC SPACES

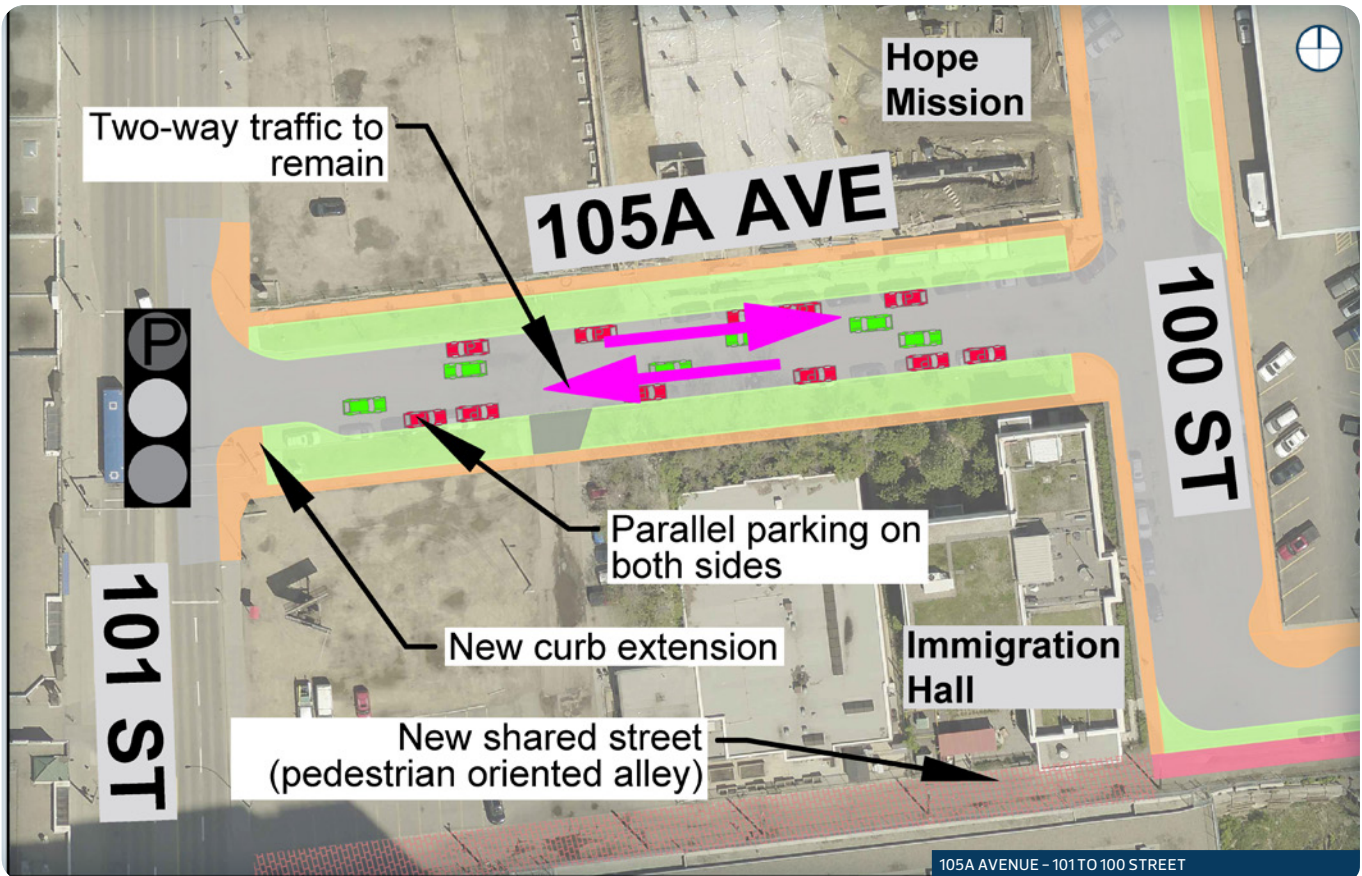
105A AVENUE – 101 TO 100 STREET

THE FINAL DESIGN INCLUDES:

- + Curb extension added to 105A Avenue at 101 Street along with a slight narrowing of road width that will:
 - » Reduce the crossing distance for people walking
 - » Create public space for new tree plantings on the north side near 100 Street
 - » Two-way vehicle traffic (as exists today)
 - » Parallel on-street parking (as exists today)
- + A new shared street (pedestrian-oriented alley) between 101 and 100 Street that will connect to a new shared pathway along the south side of 105 Avenue from 100 to 97 Street. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections around Mary Burlie Park.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



105 AVENUE – 101 STREET TO MARY BURLIE PARK

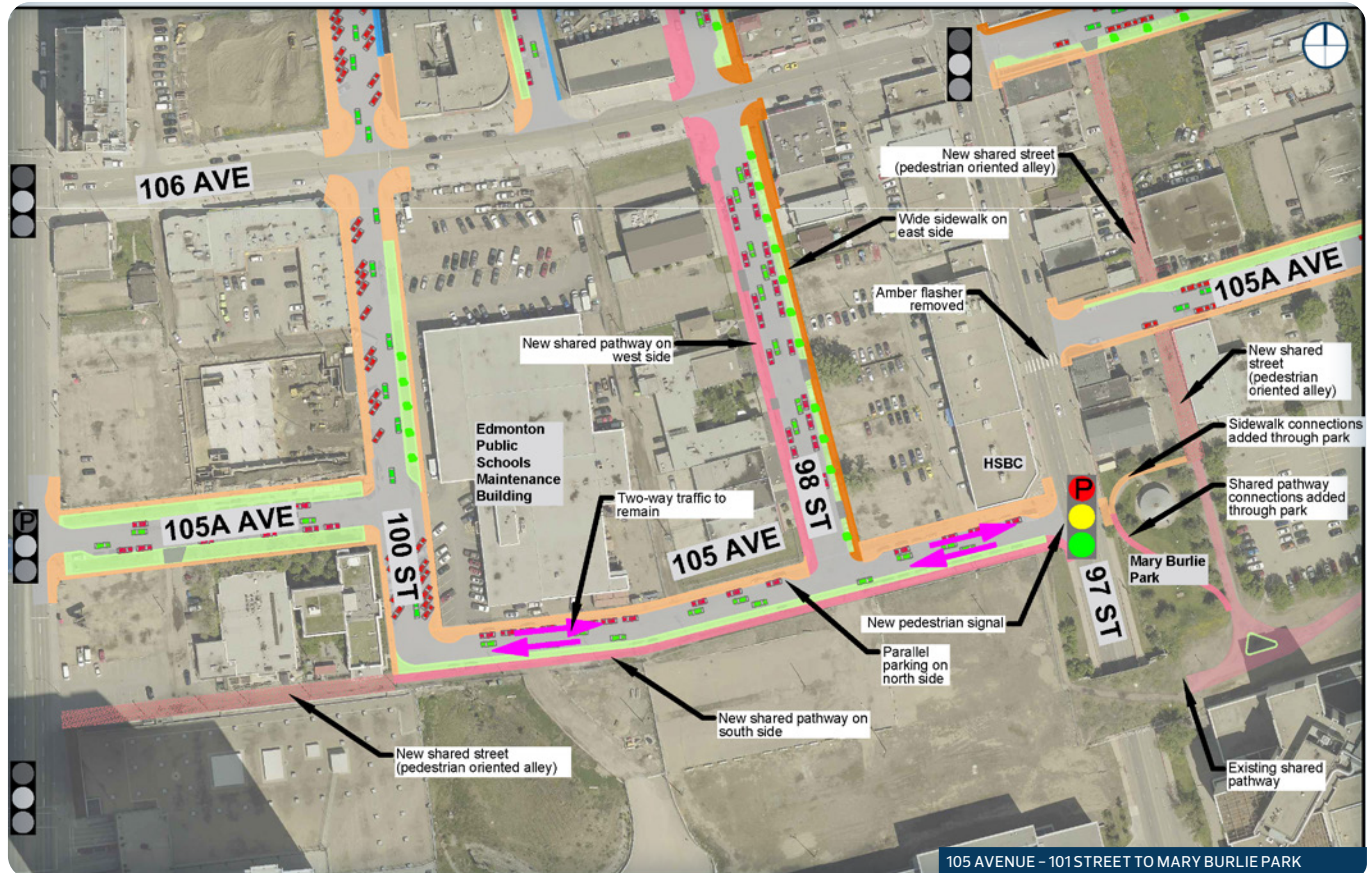
THE FINAL DESIGN INCLUDES:

- + A new shared street (pedestrian-oriented alley) between 101 and 100 Street that will connect to a new shared pathway along the south side of 105 Avenue from 100 to 97 Street. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections around Mary Burlie Park.
- + A new shared street located on the east side of Mary Burlie Park to connect the existing LRT shared pathway to 106 Avenue.
- + A new signal for enhanced pedestrian and bike crossing located at 105 Avenue/97 Street (the amber flasher is removed from 105A Avenue).
- + An LID facility on the east side of 100 Street in the boulevard north of 105A Avenue.

Note: The LIVINGbridge over 97 Street is not owned by the City of Edmonton and is NOT in scope for this project.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



107 AVENUE – 101 TO 97 STREET

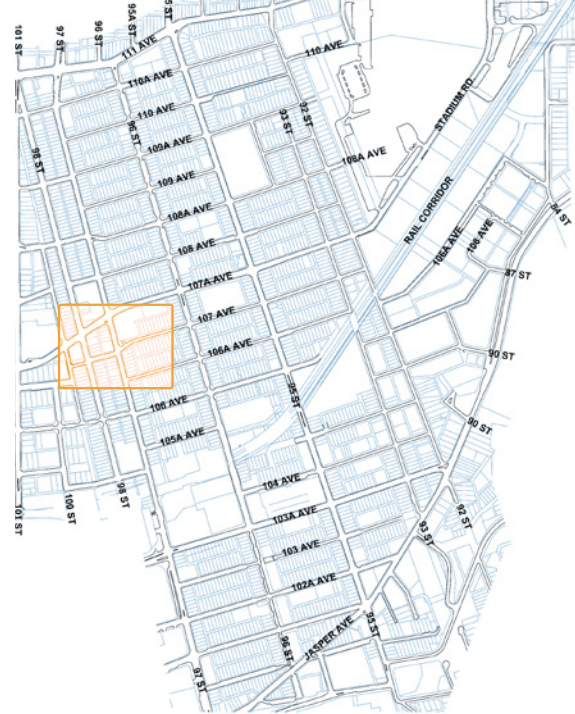
THE FINAL DESIGN INCLUDES:

101 to 99 Street

- + Curb extensions added to 107 Avenue between 101 and 99 Street along with a slight narrowing of road width that will:
 - » Reduce the crossing distance for people walking
 - » Create public space for new tree plantings on the south side
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking on both sides of the road (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

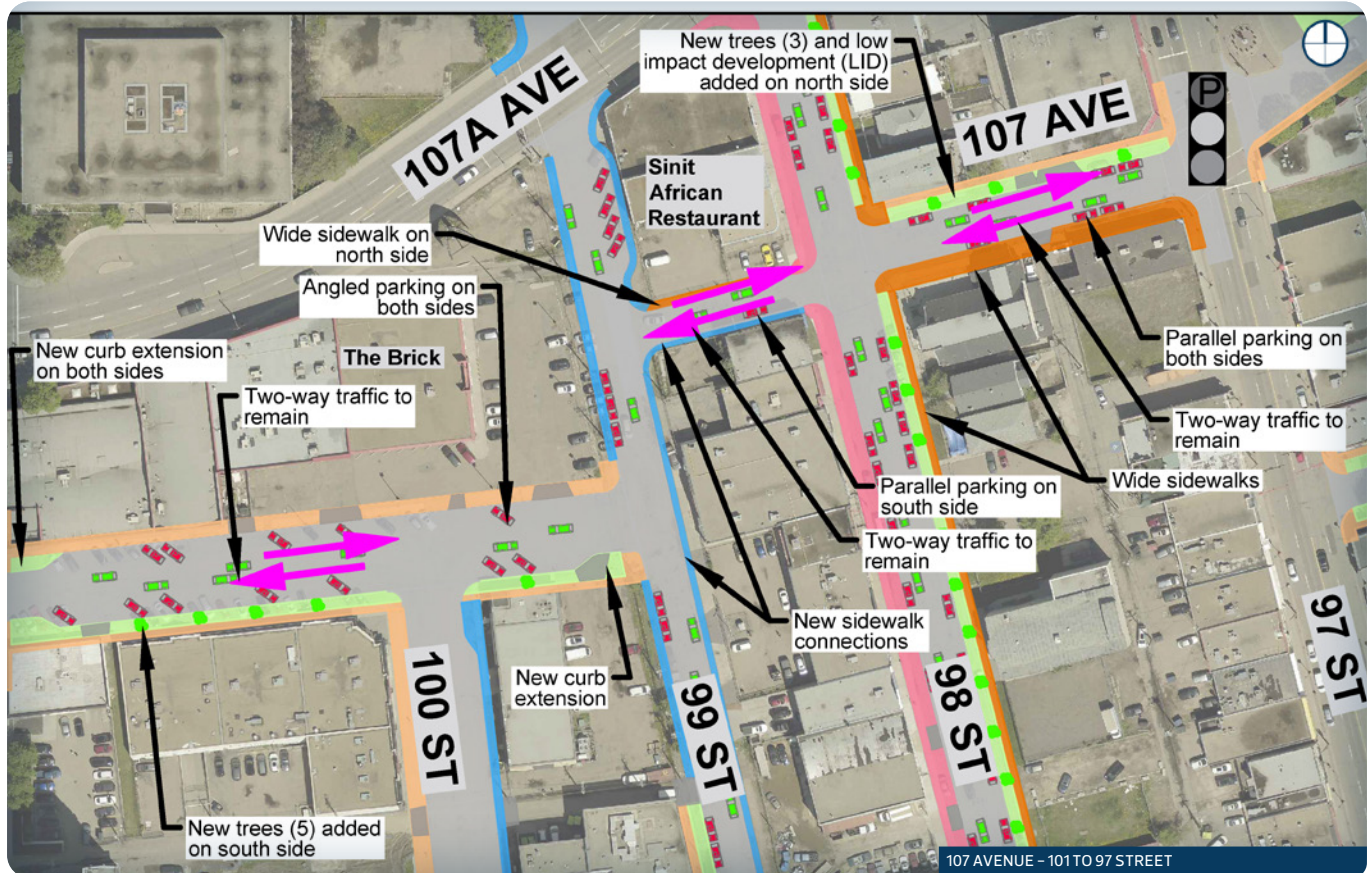
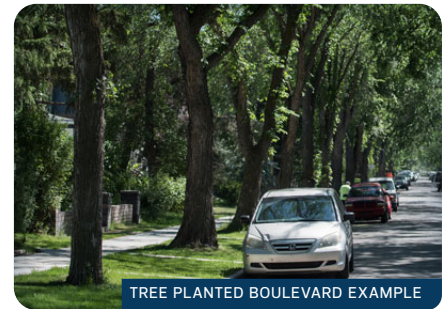


99 to 98 Street

- + Wider sidewalks added to the north side between 99 and 98 Street to improve connections for people walking
- + New sidewalk added to the south side
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on the south side of the road (as exists today)

98 to 97 Street

- + New tree plantings with low impact development (LID) on the north side between 98 and 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)



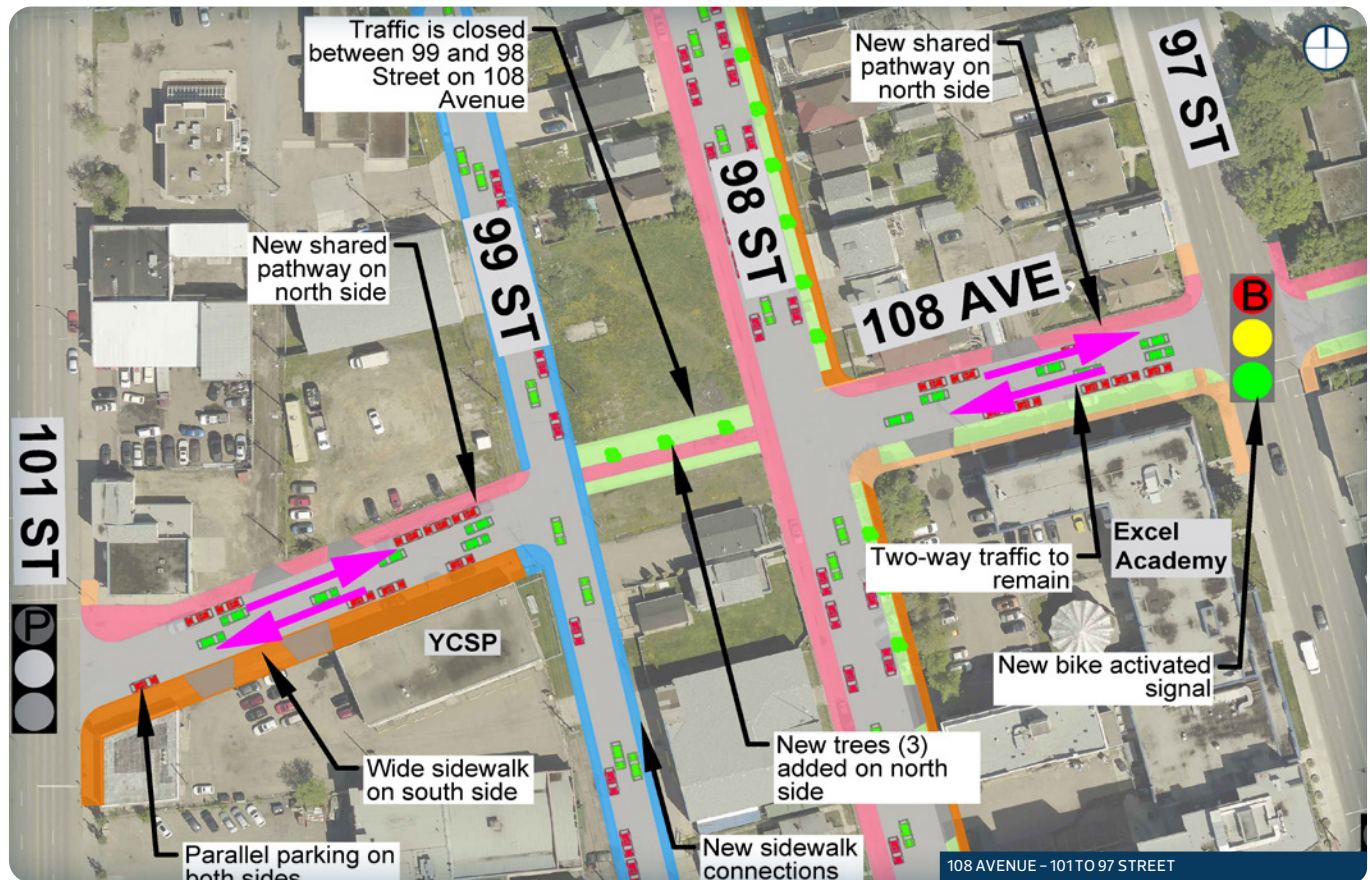
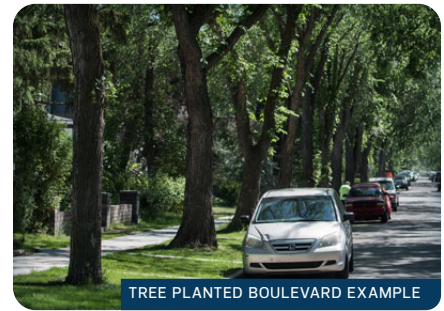
108 AVENUE – 101 TO 97 STREET

THE FINAL DESIGN INCLUDES:

- + A shared pathway added to the north side of 108 Avenue between 101 and 97 Street to improve active transportation connections to and from the area (with minimal impacts to trees)
- + Wider sidewalk added to south side between 101 and 99 Street
- + 108 Avenue closed to vehicle traffic between 99 and 98 Street
- + New trees added on the north side of the shared pathway between 99 and 98 Street
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic between 101 and 99 Street and between 98 and 97 Street (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



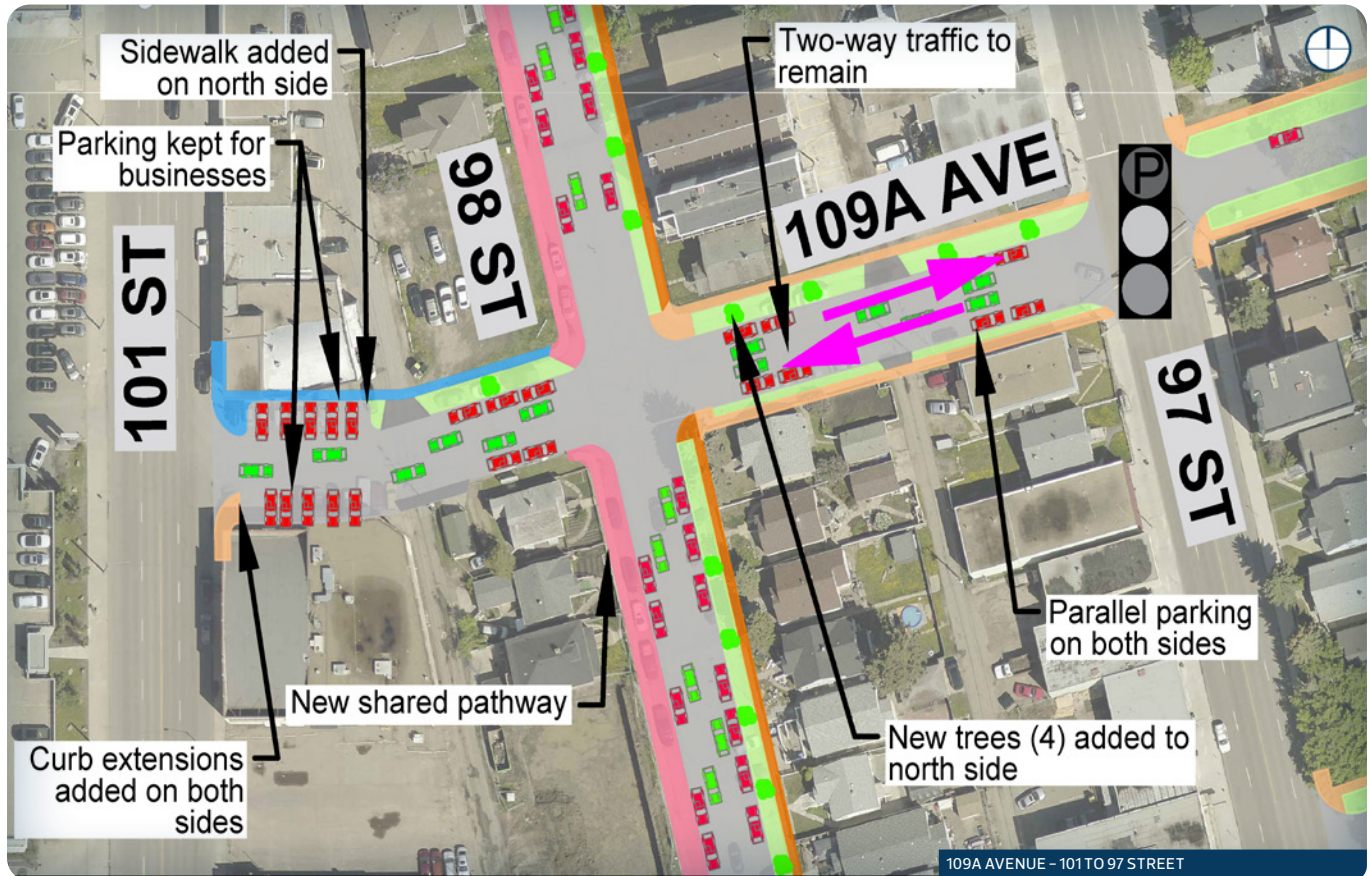
109A AVENUE – 101 TO 97 STREET

THE FINAL DESIGN INCLUDES:

- + Curb extensions added at 101 Street to reduce crossing distances and improve sightlines
- + New tree plantings on the north side
- + Two-way vehicle traffic (as exists today)
- + Parking reconfigured near businesses to allow sidewalk to be added to the north side between 101 and 98 Street (no sidewalk added to south side due to utility conflicts)
- + Parallel and angle on-street parking (90 per cent of parking retained on the north side and 100 per cent retained on the south side)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



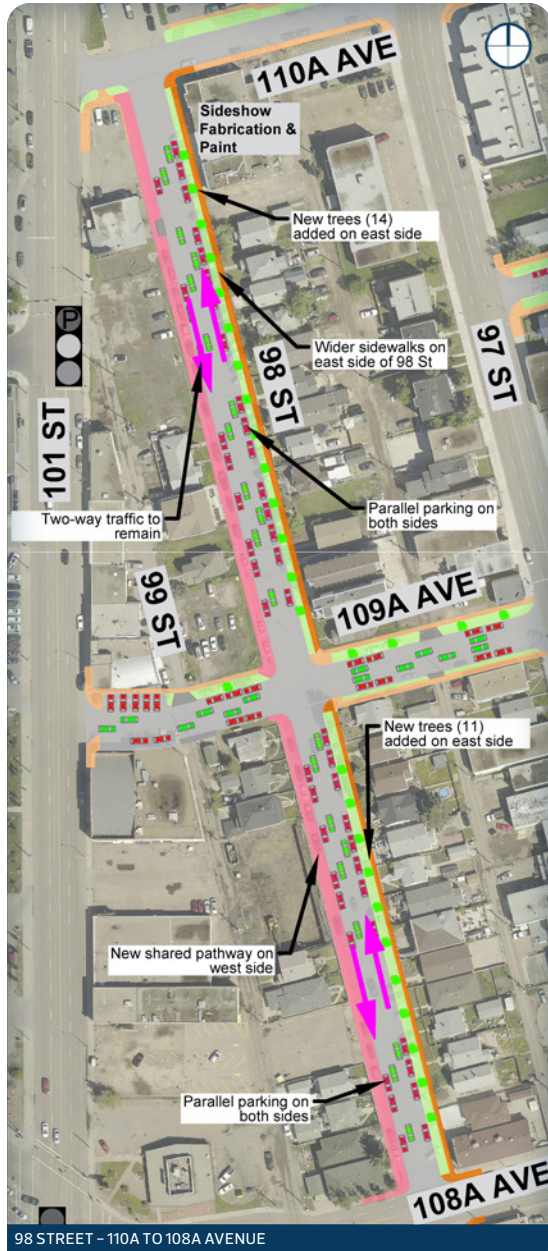
98 STREET – 110A TO 105 AVENUE

THE FINAL DESIGN INCLUDES:

- + A narrowed road width and a change to all parallel parking that will create space for:
 - » A shared pathway on the west side and wider sidewalks on the east side to help create an enjoyable walking and gathering destination
 - » New tree plantings
- + Two-way vehicle traffic (as exists today)
- + On-street parallel parking (70 per cent of parking retained from what exists today)
- + Special pavement and sidewalk treatment between 106 to 107A Avenue to enhance the area as a gathering space (subject to funding)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

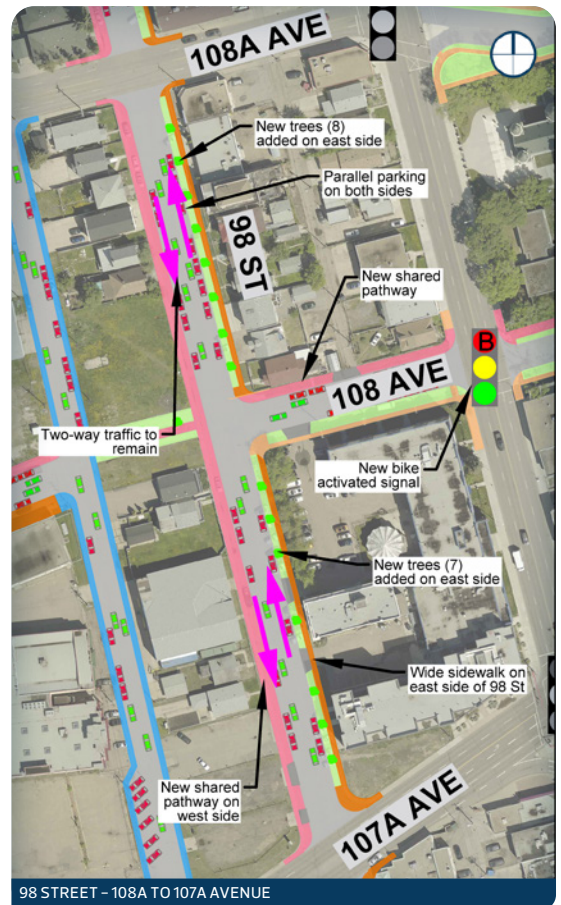
- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



98 STREET – 110A TO 108A AVENUE



SHARED PATHWAY EXAMPLE



98 STREET – 108A TO 107A AVENUE

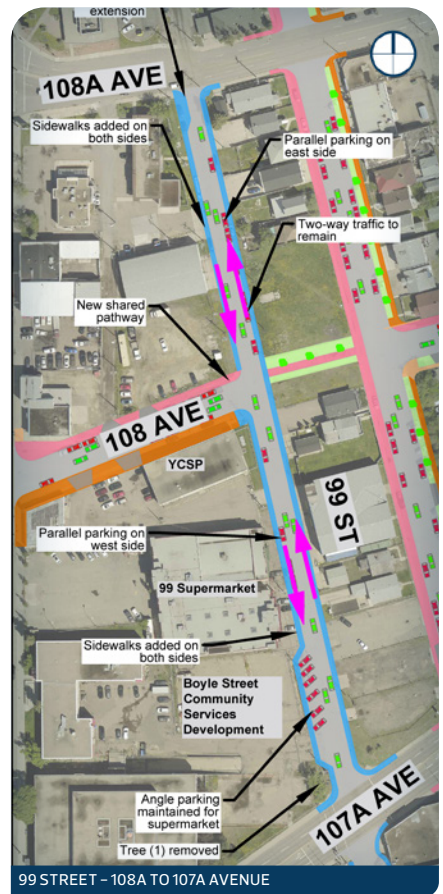
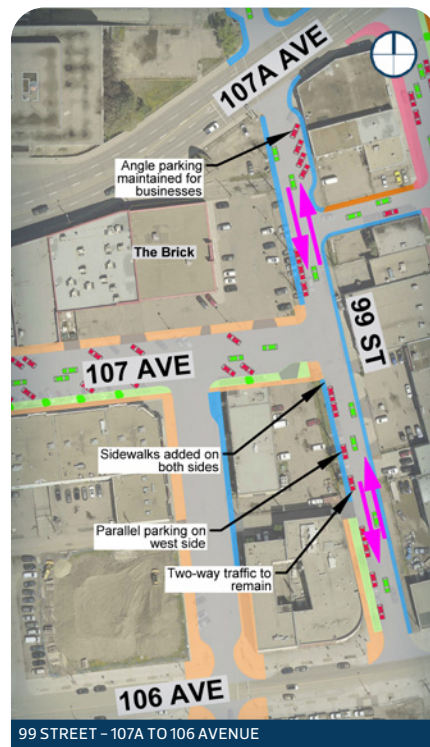
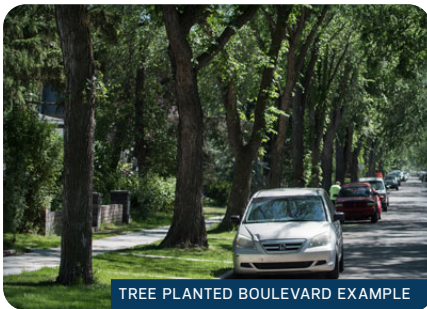
99 STREET – 108A TO 106 AVENUE

THE FINAL DESIGN INCLUDES:

- + A narrowed road width that will create public space for:
 - » New sidewalks on both sides of 99 Street to improve pedestrian connectivity
- + A curb extension added at 108A Avenue to reduce crossing distances and improve sightlines
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking near businesses and parallel parking east side of the road north of 108 Avenue and west side of the road south of 108 Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



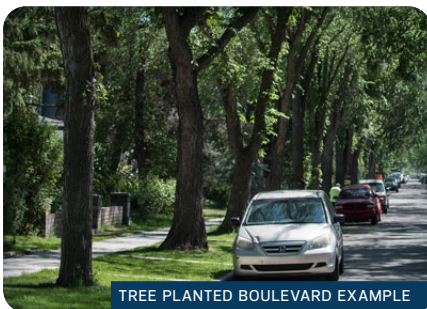
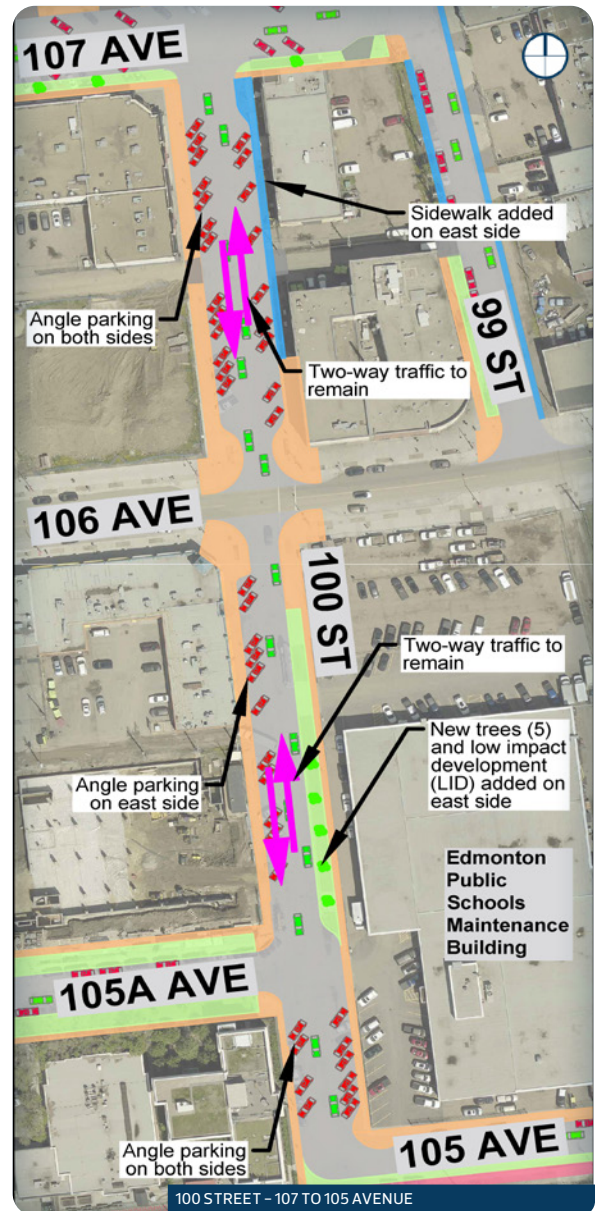
100 STREET – 107 TO 105 AVENUE

THE FINAL DESIGN INCLUDES:

- + Sidewalk added to the east side
- + New trees with low impact development added to the east side
- + Two-way traffic (as exists today)
- + Angle parking (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



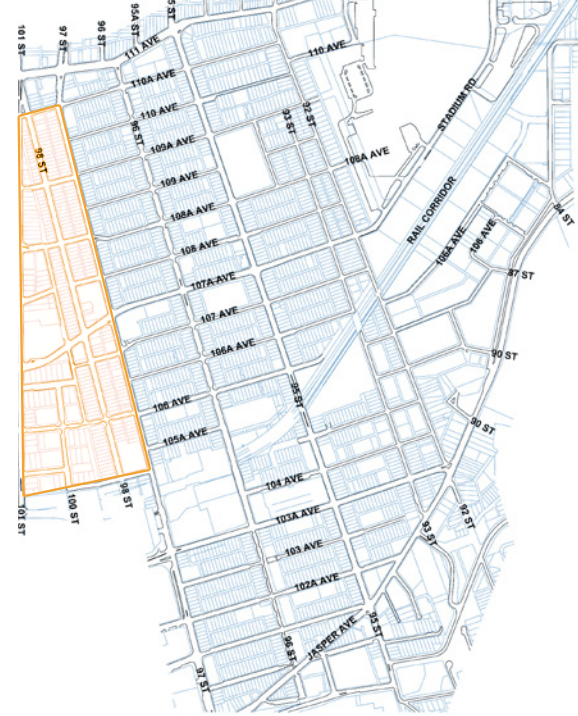
CHINATOWN ALLEYS (BUSINESS IMPROVEMENT AREA)

THE FINAL DESIGN INCLUDES:

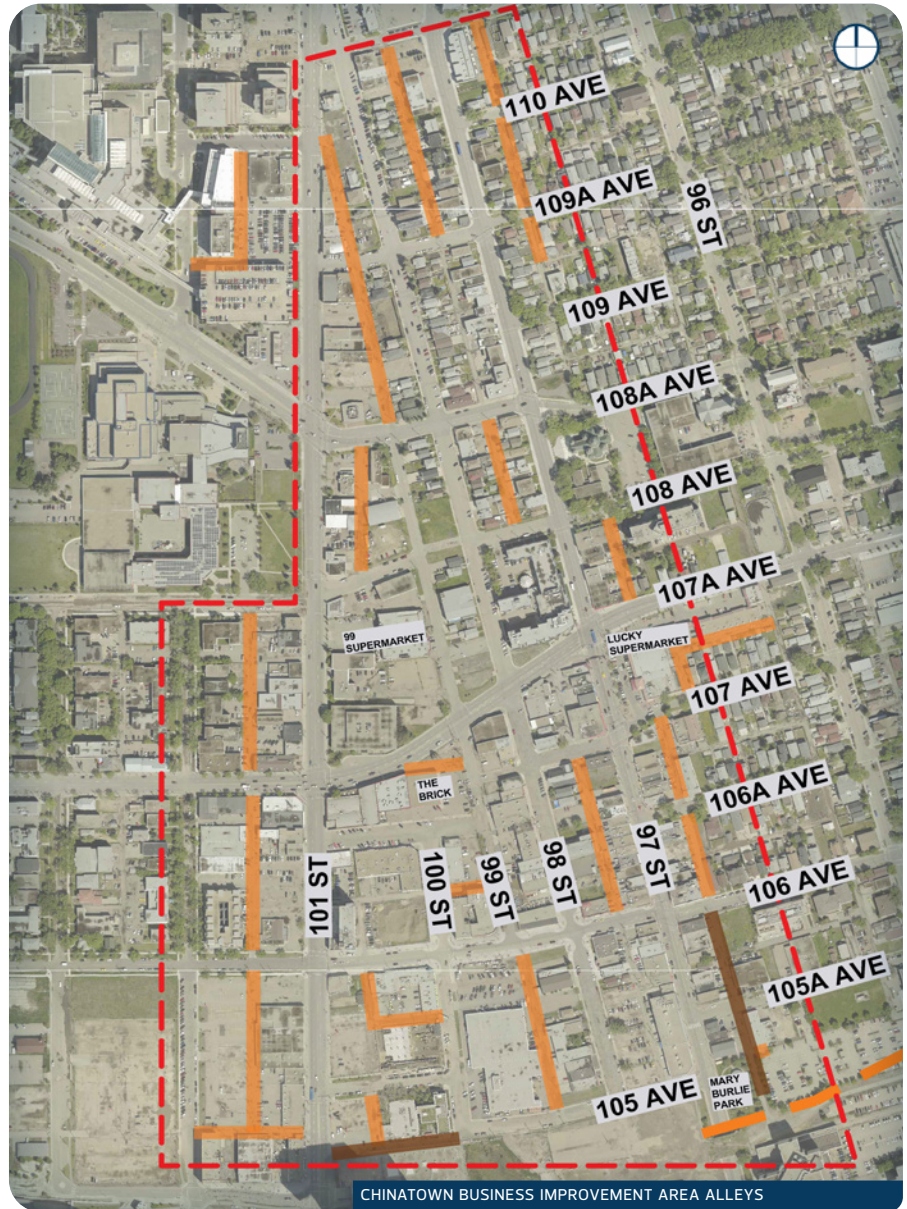
- + New paved road surfaces
- + Lighting upgraded to LED
- + Two shared streets to improve experience for people who walk and bike in the area located:
 - » East of Mary Burlie Park up to 106 Avenue running north-south
 - » West end of 105 Avenue between 100 and 101 Street running east-west

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



Chinatown Business Improvement Area Alleys
 Shared Street



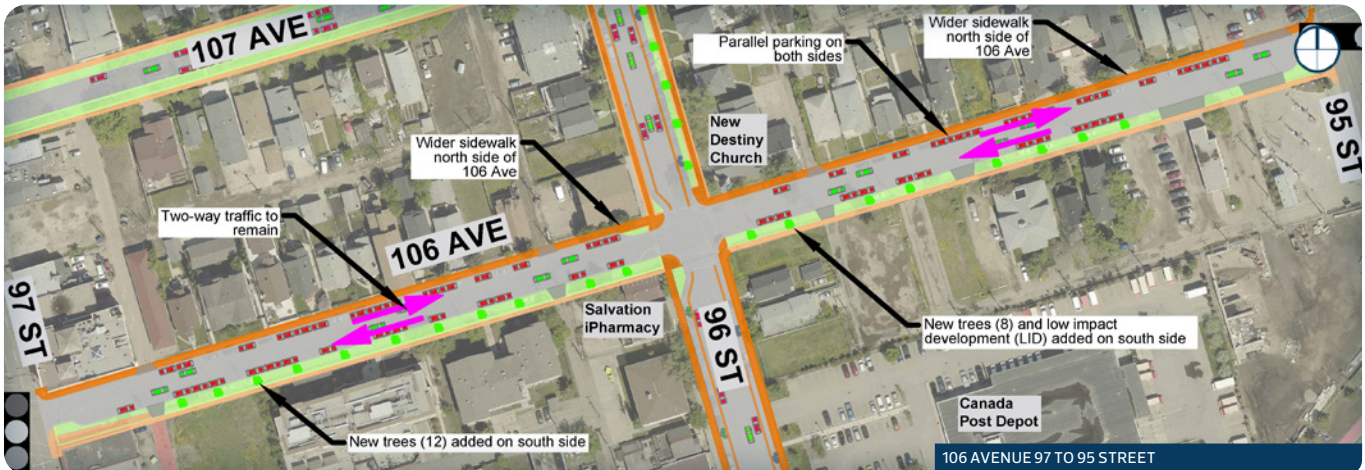
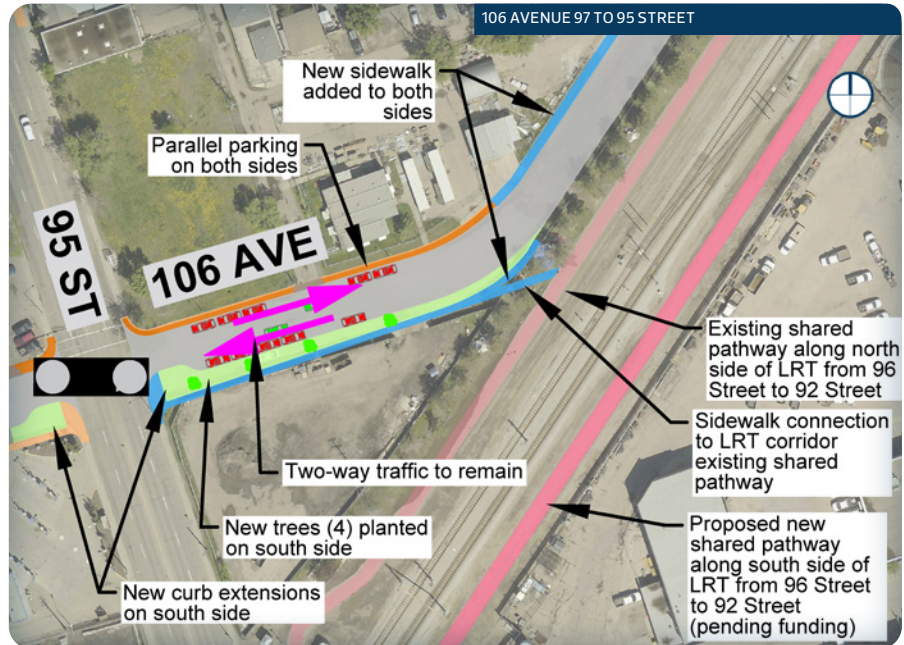
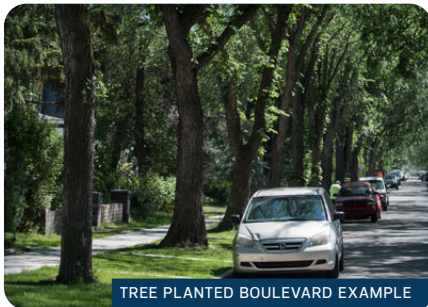
106 AVENUE – 97 STREET TO LRT SHARED PATHWAY

THE FINAL DESIGN INCLUDES:

- + A narrowed road width that will create public space for:
- + Wider sidewalks on north side of the road
- + New tree plantings and low impact development (LID) on the south side
- + Two-way vehicle traffic (as exists today)
- + Two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk
- + A sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + Parallel on-street parking on both sides of the road (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



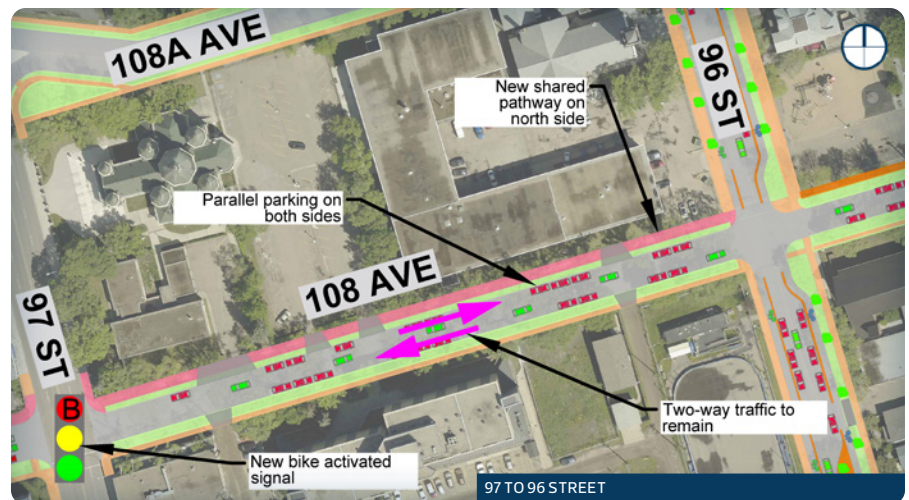
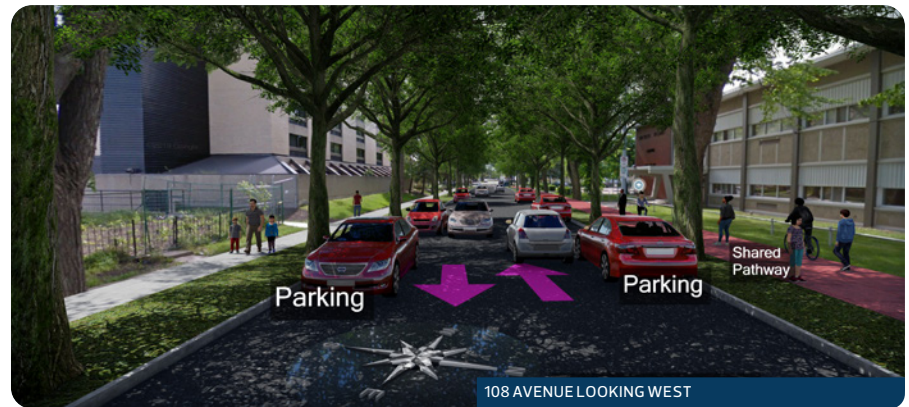
108 AVENUE – 97 TO 96 STREET

THE FINAL DESIGN INCLUDES:

- + A shared pathway (97 to 96 Street) added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of road (as exists today during weekdays). Parking added on the north side on weekends

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



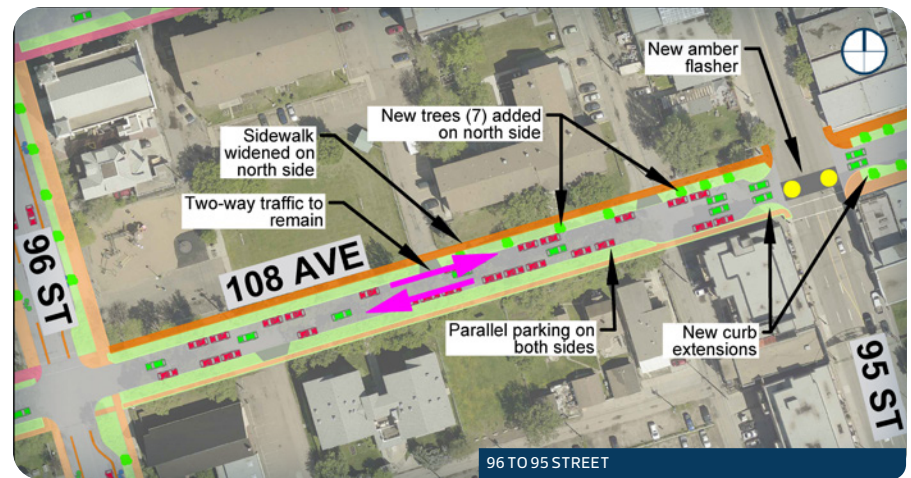
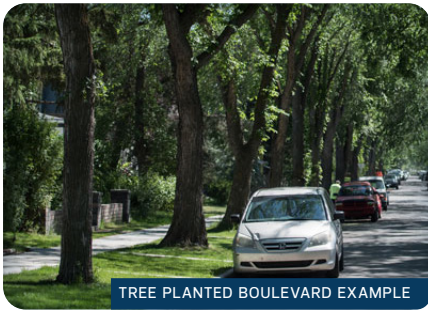
108 AVENUE – 96 TO 92 STREET

THE FINAL DESIGN INCLUDES:

- + Parallel on-street parking (replacing angle parking) west of 95 Street to create public space for landscaping and wider sidewalks
- + Wider sidewalks on the north side between 96 and 93 Street and on the south side between 93 and 92 Street
- + New curb extension on the south side of 108 Avenue at 95 Street to reduce the crossing distance for people who walk
- + An amber flasher signal to enhance pedestrian crossing at 95 Street
- + New tree plantings on the north and south side near 95 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (80 per cent of parking retained from what exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



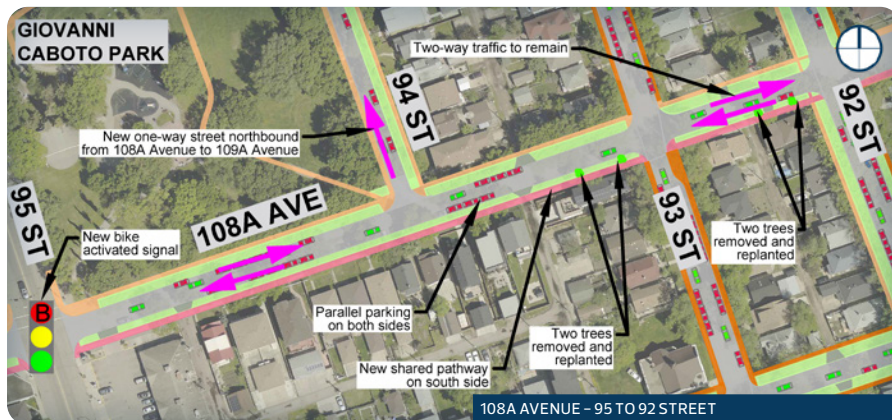
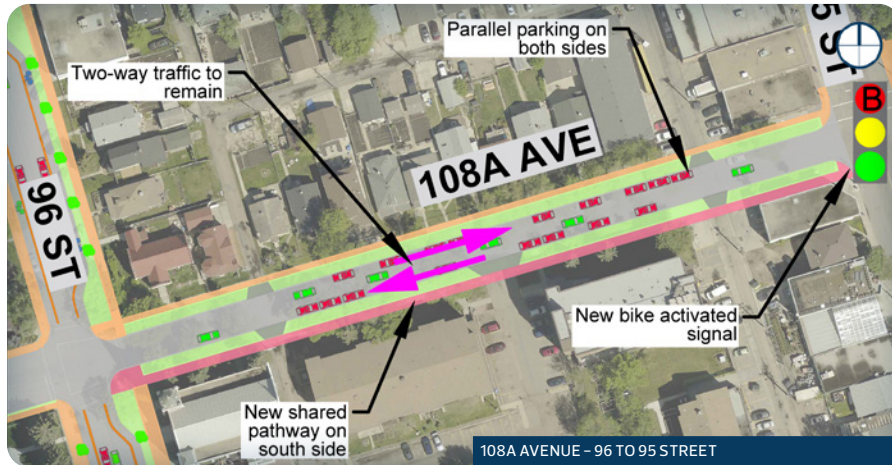
108A AVENUE – 96 TO 92 STREET

THE FINAL DESIGN INCLUDES:

- + A shared pathway on the south side of 108A Avenue between 96 and 92 Street to improve active transportation connections to and from the area
- + A new signal (upgraded from existing amber flasher signal) to enhance pedestrian and bike crossing at 95 Street (will impact a few trees along the south side)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of the street; doubles parking from what exists today

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



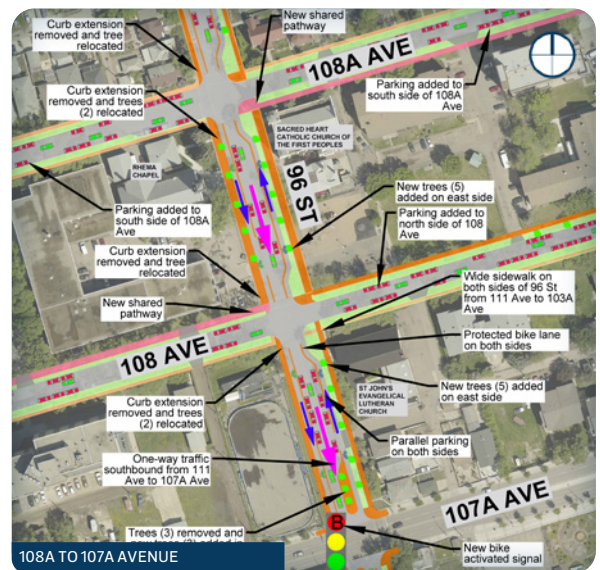
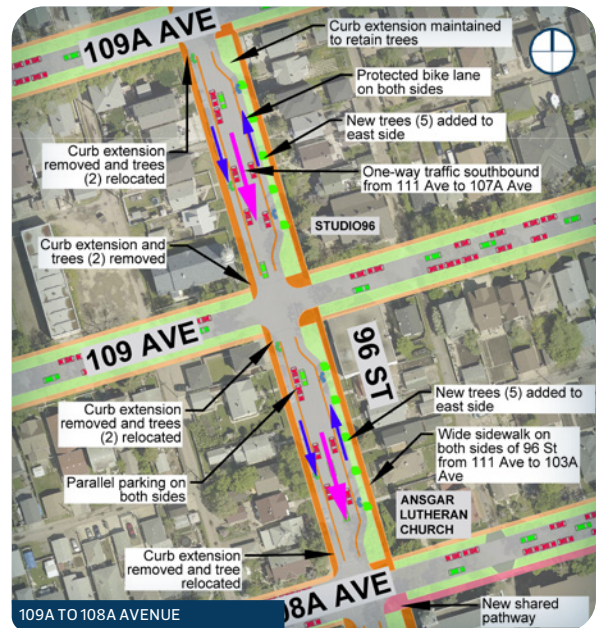
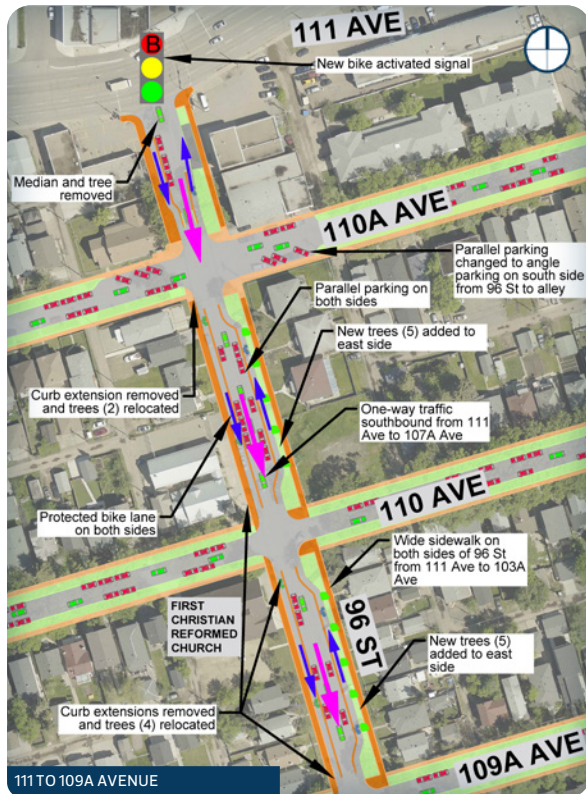
96 STREET – 111 TO 107A AVENUE

THE FINAL DESIGN INCLUDES:

- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + Special pavement treatment and additional seating areas added between 108 and 108A Avenue that could be closed for special events/markets
- + A bike activated signal located at 111 Avenue
- + A narrowed road width and a change to parallel parking that will create public space for wider sidewalks on both sides and new tree plantings
- + Enhanced streetscape and public space for public events between 108A and 108 Avenue
- + One-way southbound vehicle traffic (change from what exists today)
- + Curb extensions to slow traffic and support the new one-way southbound driving direction
- + Parallel on-street parking (70 per cent of parking retained from what exists today):
 - » On-street parking added to the following side streets: 108, 108A and 110A Avenue
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



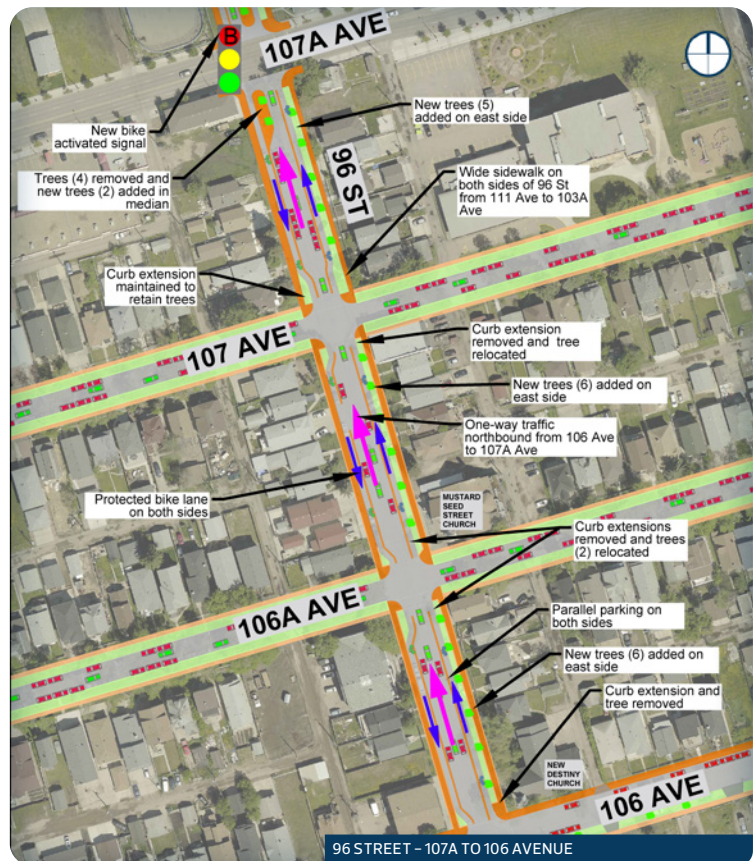
96 STREET – 107A TO 106 AVENUE

THE FINAL DESIGN INCLUDES:

- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A bike activated signal located at 107A Avenue
- + One-way vehicle traffic northbound (change from what exists today)
- + Removal of some curb extensions to make space for the protected bike lane. Some curb extensions are being maintained to reduce crossing distances and preserve mature trees along the street.
- + Parallel on-street parking (70 per cent of parking retained from what exists today)
- + A change to parallel parking that will create public space for wider sidewalks on both sides and new tree plantings
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



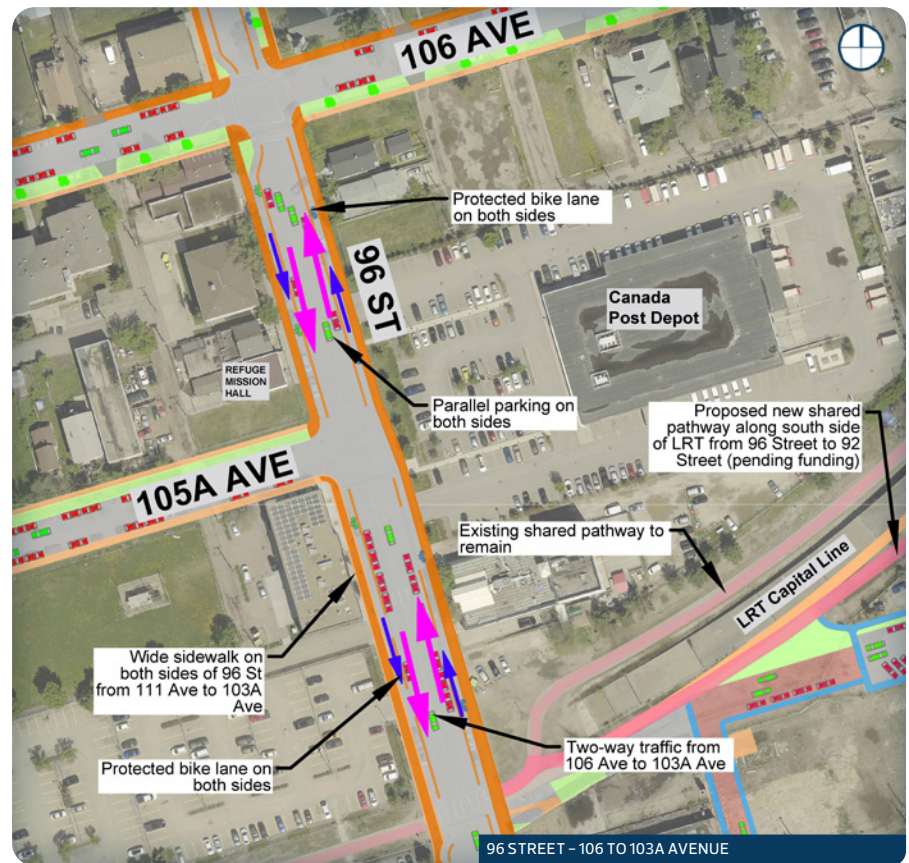
96 STREET – 106 TO 103A AVENUE

THE FINAL DESIGN INCLUDES:

- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A curb extension to slow traffic (as exists today)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking north of LRT tracks (70 per cent of parking retained from what exists today)
- + Parallel and angle on-street parking south of LRT tracks (as exists today)
- + A painted bike lane on the east and west side of 96 Street between 104 and 103A Avenue to accommodate Edmonton Police Services and Fire Station parking (as exists today)
- + A change to parallel parking that will create public space for wider sidewalks on both sides
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



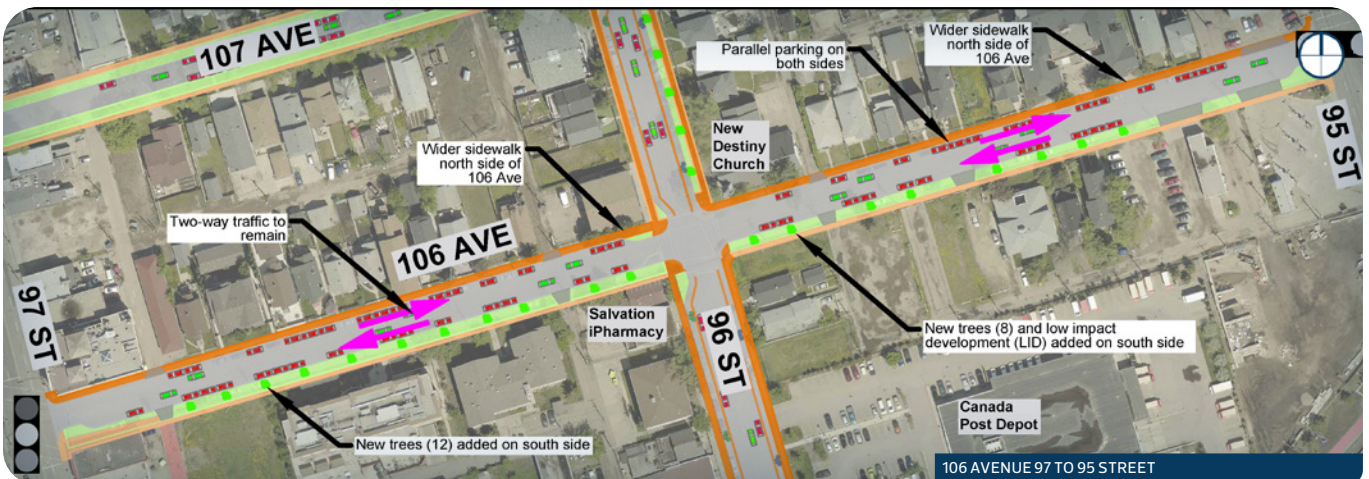
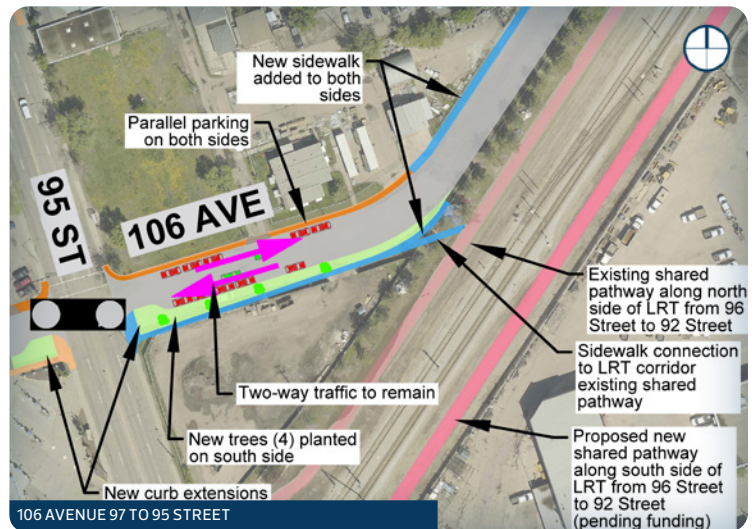
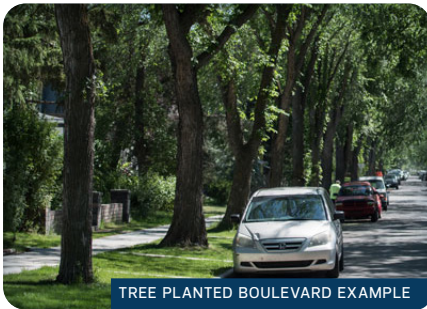
106 AVENUE – 97 STREET TO LRT SHARED PATHWAY

THE FINAL DESIGN INCLUDES:

- + A narrowed road width that will create public space for:
 - » Wider sidewalks on north side of the road
 - » New tree plantings and low impact development (LID) on the south side
- + Two-way vehicle traffic (as exists today)
- + Two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk
- + A sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + Parallel on-street parking on both sides of the road (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



110A AND 110 AVENUE – 95 TO 92 STREET

THE FINAL DESIGN INCLUDES:

110A Avenue

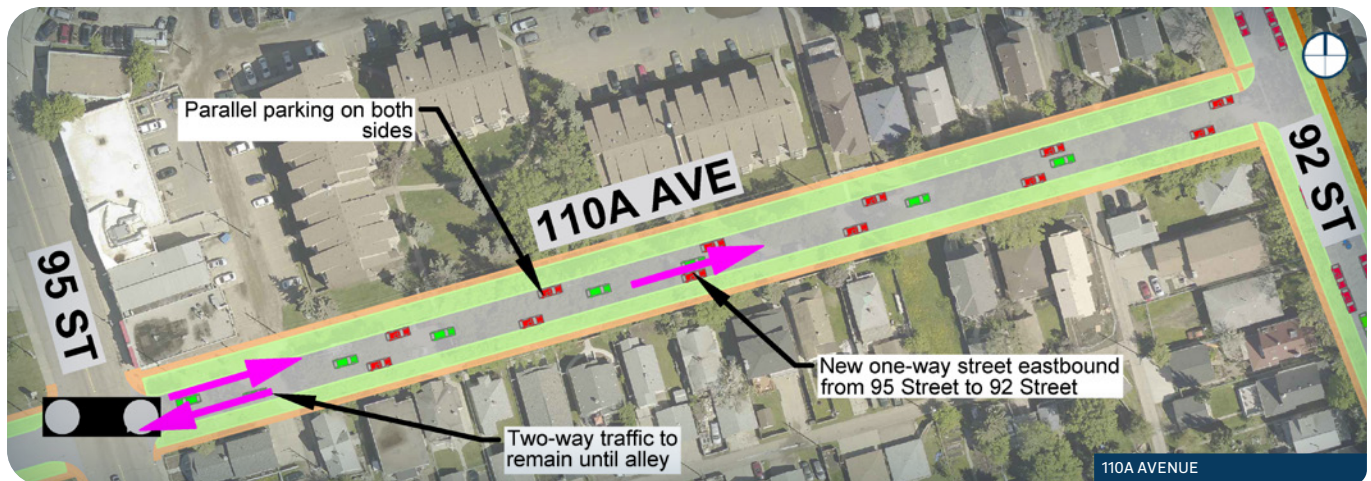
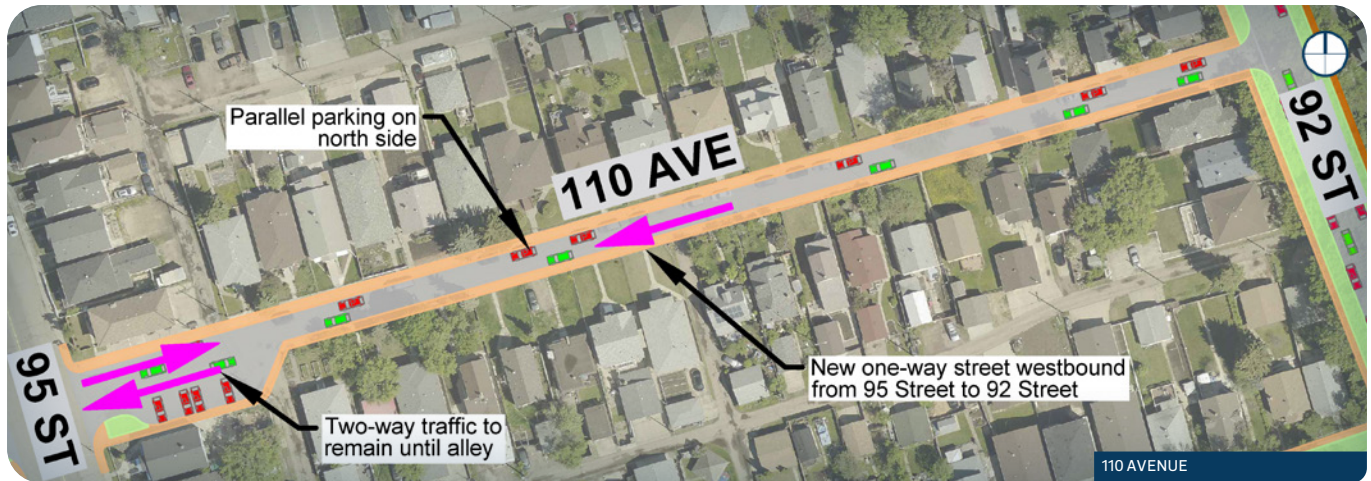
- + One-way eastbound vehicle traffic direction from the alley to 92 Street
- + to reduce conflicts on this very narrow road (change from existing)
- + Parallel on-street parking on both sides of the road
- + Two-way traffic from 95 Street to the alley

110 Avenue

- + One-way westbound vehicle traffic direction from 92 Street to the alley east of 95 Street to complement the changes on 110A Avenue (change from existing)
- + Two-way vehicle traffic from the alley to 95 Street
- + Parallel on-street parking on the north side of the road (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



92 STREET – 111 TO 103A AVENUE

THE FINAL DESIGN INCLUDES:

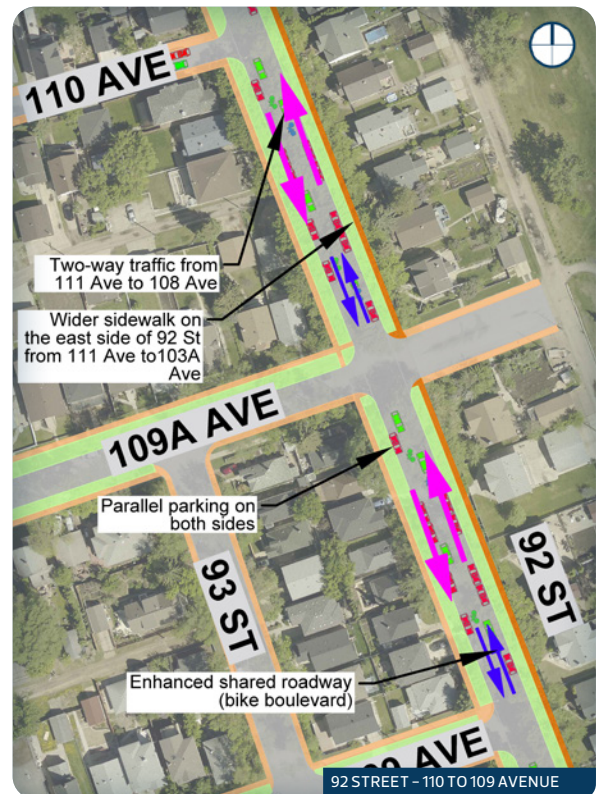
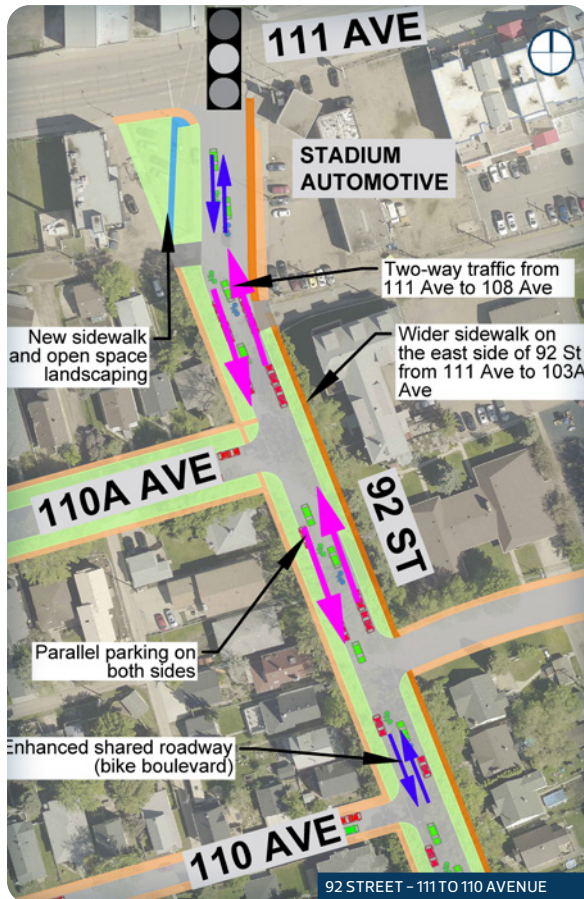
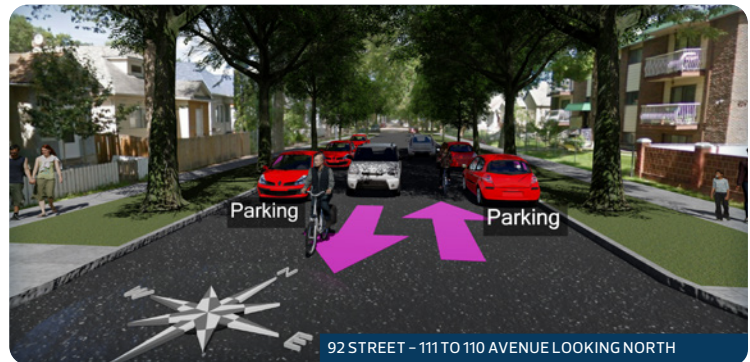
- + An enhanced shared roadway (bike boulevard) to provide north-south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Commonwealth Stadium
- + Bike activated signal at 107A Avenue
- + New sidewalk on the west side of 92 Street that leads directly to the intersection for crossing 111 Avenue
- + Wider sidewalk added on the east side
- + Curb extensions along both sides of 92 Street, where utilities and drainage allow, to help slow traffic
- + Vehicles will be restricted from turning north onto 92 Street from 107A Avenue in an effort to reduce area traffic and support the needs of the all ages and abilities bike plan

- + South side diverter removed at 107A Avenue and two-way traffic and parking maintained on the west side of 92 Street between 107 to 107A Avenue
- + Two-way vehicle traffic (as exists today). Exception is between 107A and 108 Avenue new one-way southbound vehicle traffic
- + Parallel on-street parking (as exists today north of 107A Avenue). Exception is between 107A and 108 Avenue where parking is removed along the east side of the road
- + Parking added to the east side of the road south between 106A Avenue and 104 Avenue
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 92 Street between 111 and 103A Avenue

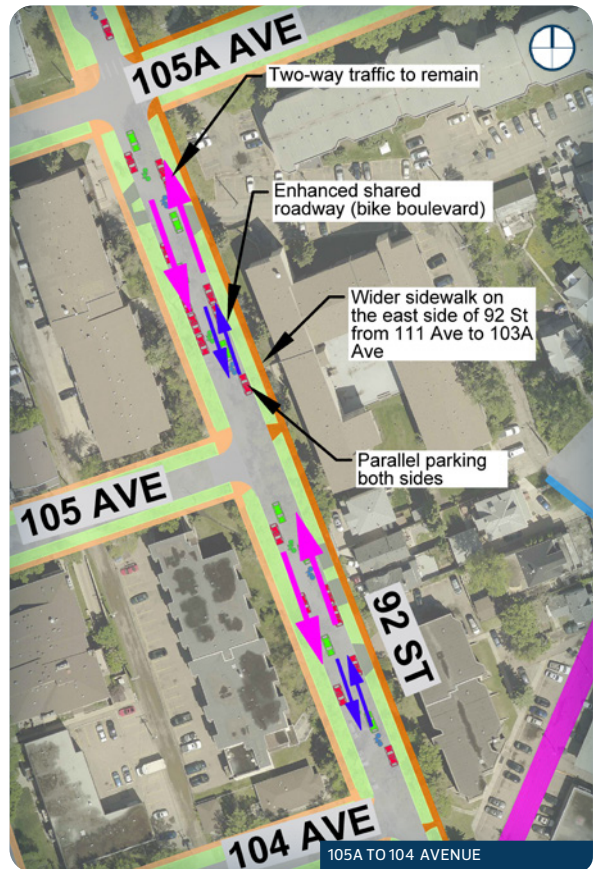
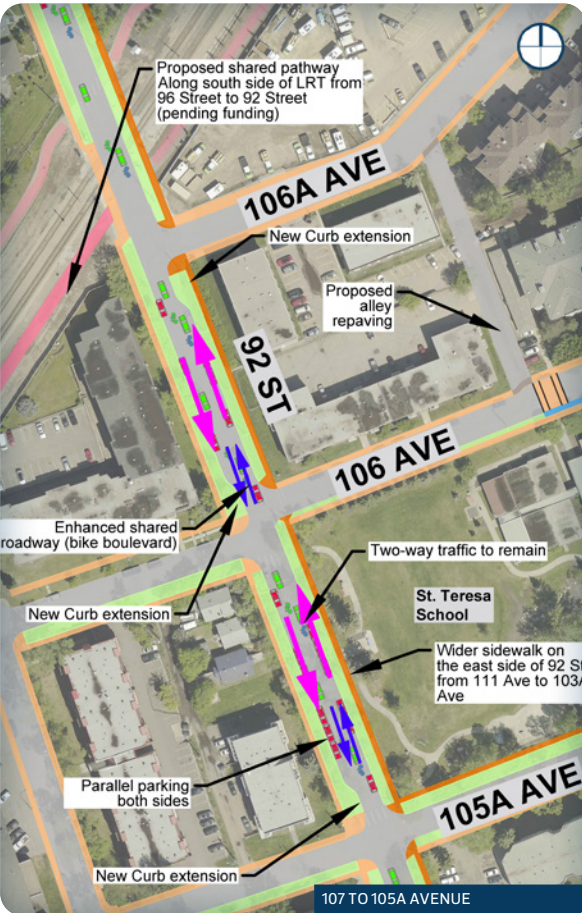
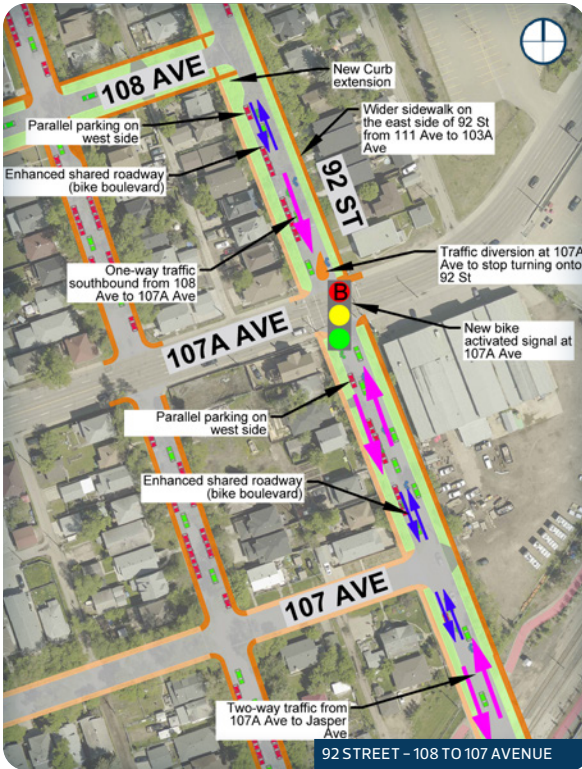
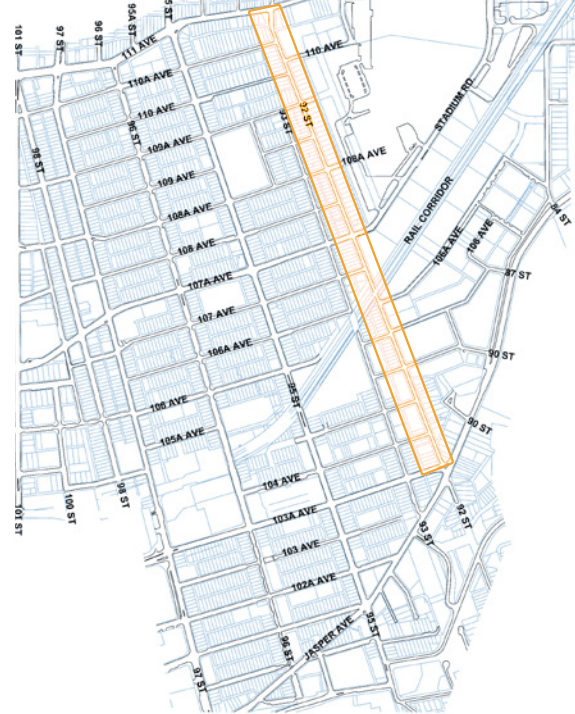


ALIGNS WITH VISION AND GUIDING PRINCIPLES

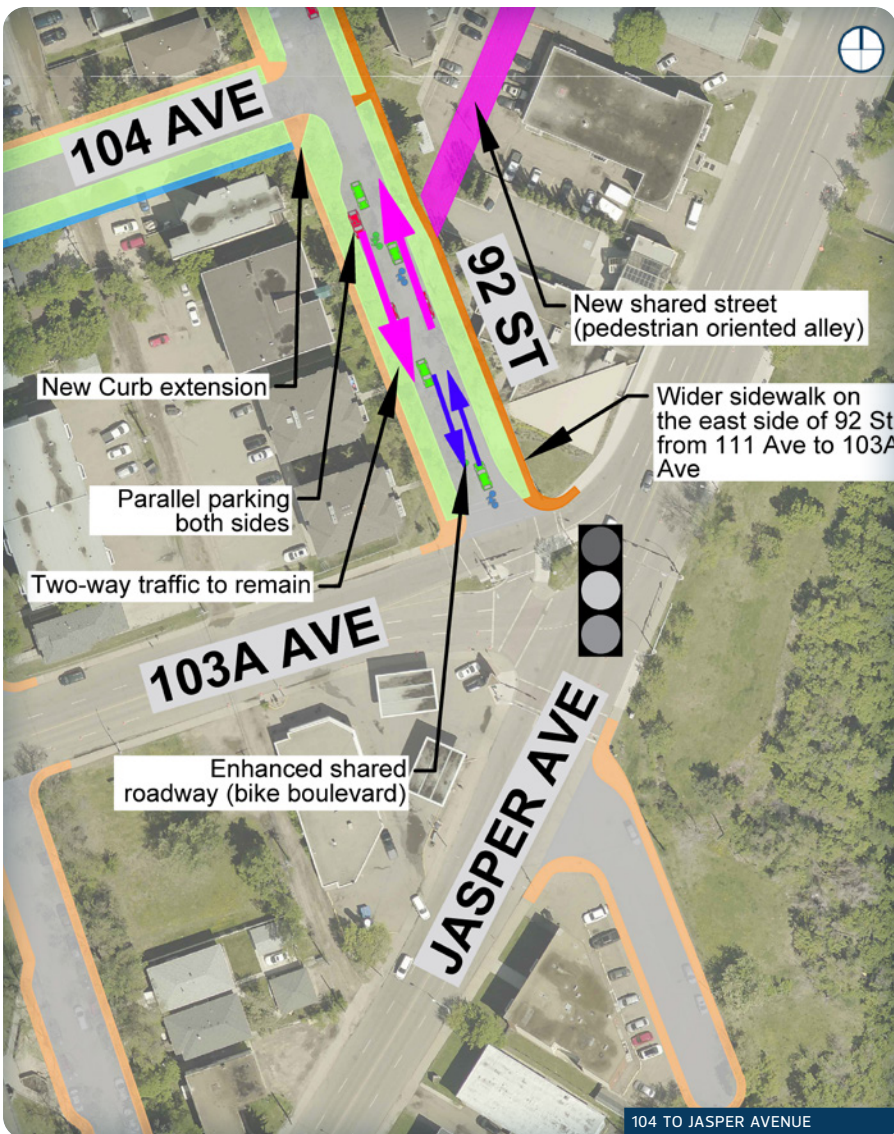
- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



92 STREET – 111 TO 103A AVENUE (CONTINUED)



92 STREET – 111 TO 103A AVENUE (CONTINUED)



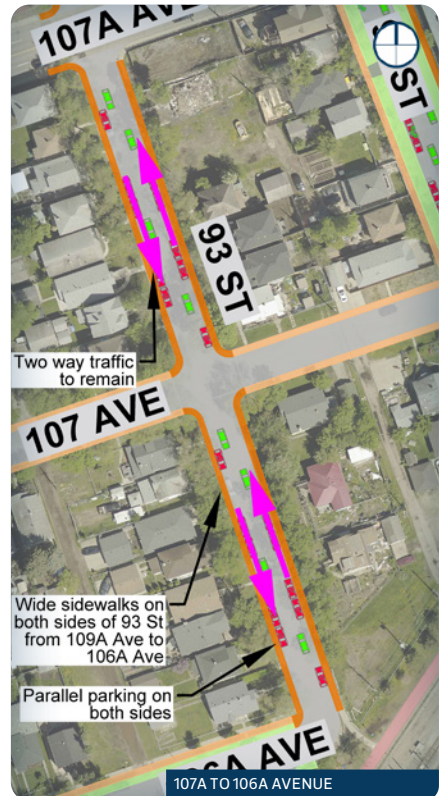
93 STREET – 109A TO 106A AVENUE

THE FINAL DESIGN INCLUDES:

- + Slightly narrowed road to make room for wider sidewalks on both sides
- + Curb extension added at 108 and 108A Avenue
- + Two-way traffic (as exists today)
- + Parallel parking on both sides (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



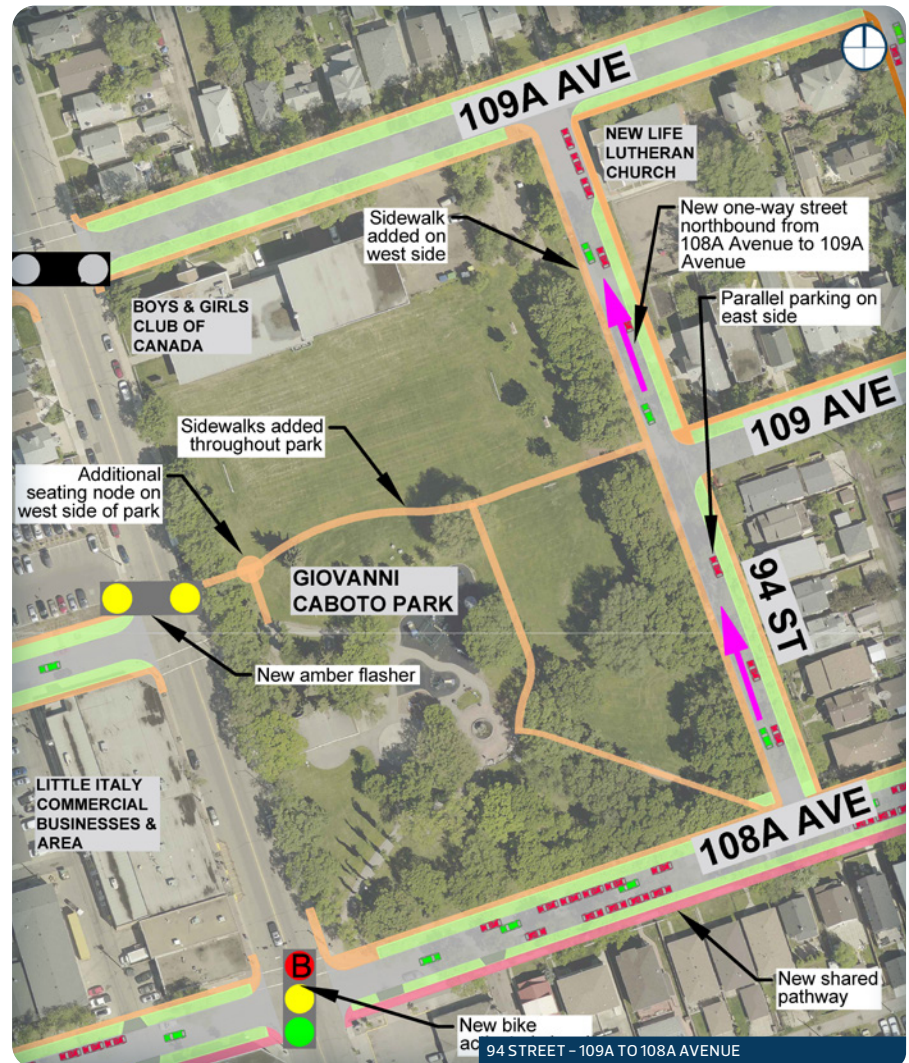
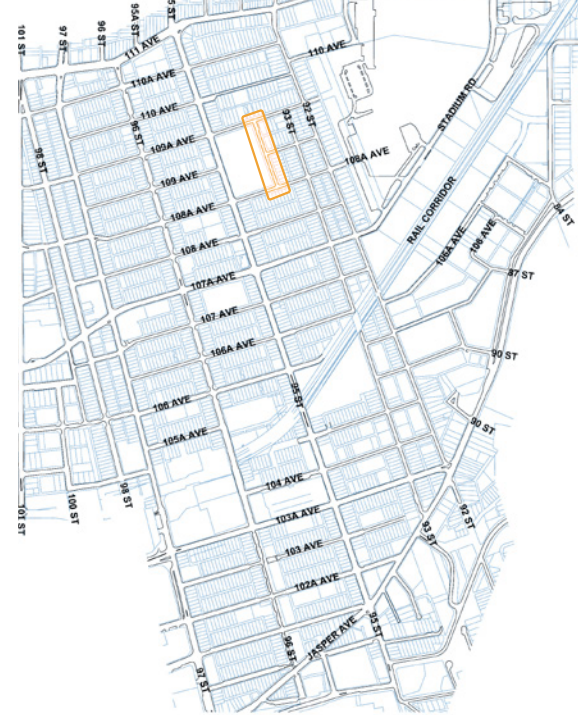
94 STREET – 109A TO 108A AVENUE

THE FINAL DESIGN INCLUDES:

- + A new north-south sidewalk on west side of 94 Street to improve connections around the park
- + One-way northbound vehicle traffic direction on 94 Street to create space for new sidewalk (change from what exists today)
- + Parallel on-street parking limited to the east side to create space for the new west side sidewalk without impacting any trees

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



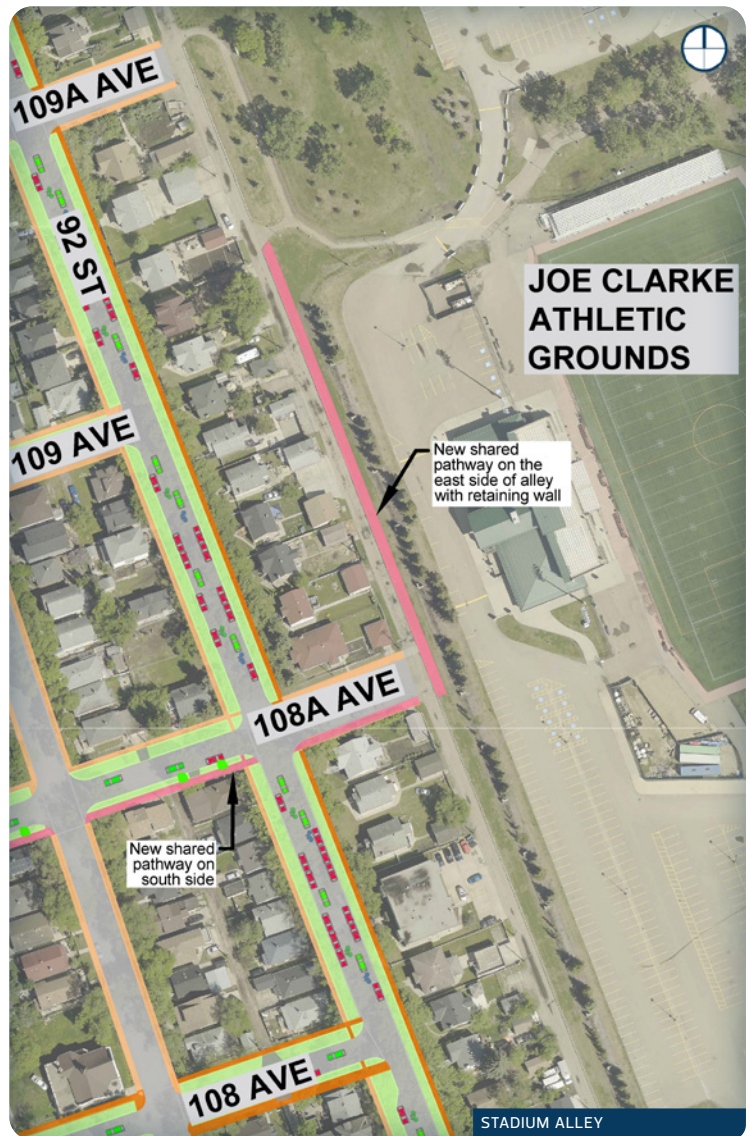
STADIUM ALLEY / BERM 109A TO 108A AVENUE

THE FINAL DESIGN INCLUDES:

- + A new shared pathway added along the east side of the alley from 108A Avenue to the existing Joe Clarke pathway south of 109A Avenue to improve connectivity along this popular walking route (pending approval of land use)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

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



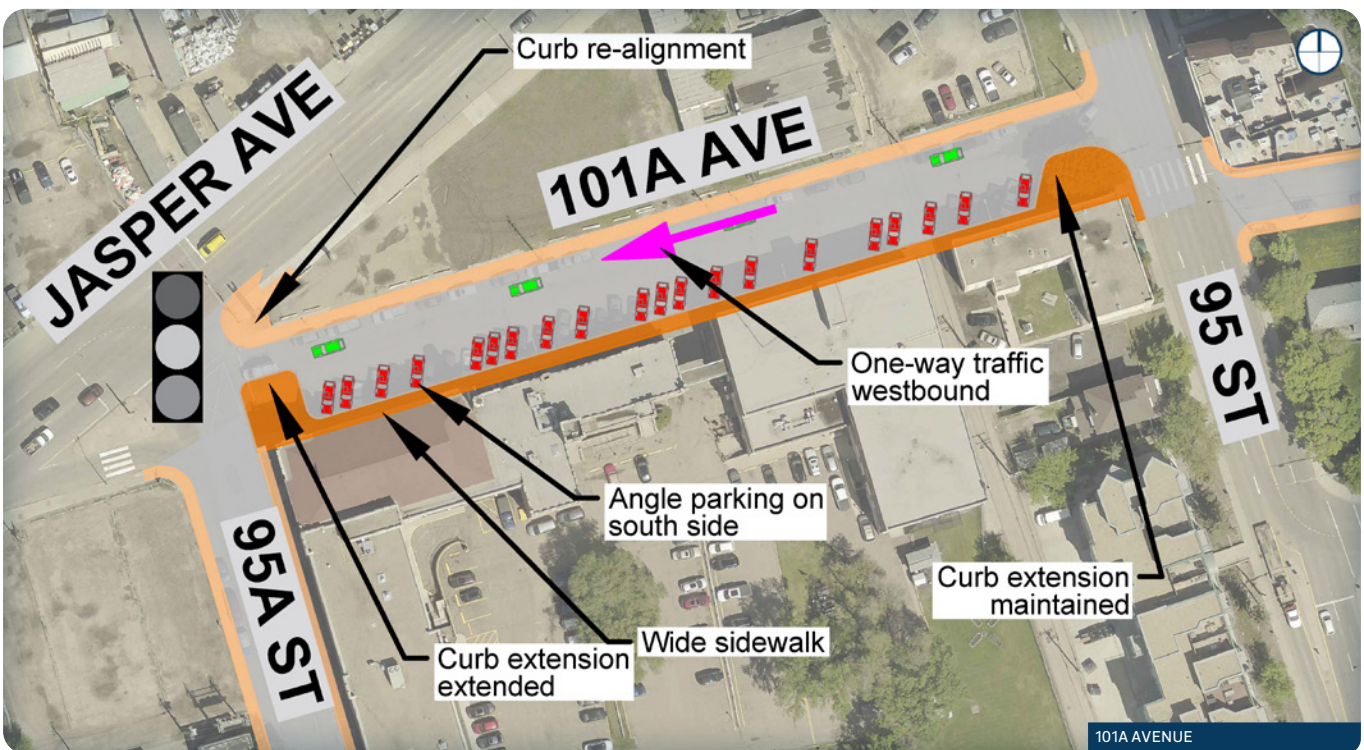
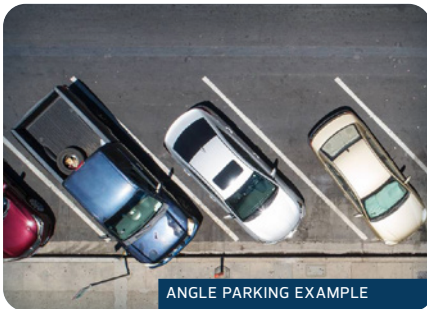
101A AVENUE AT 95A STREET

THE FINAL DESIGN INCLUDES:

- + A curb extension to narrow the entrance of 101A Avenue off of 95A Street to reduce confusion and deter wrong-way vehicle movements onto 101A Avenue
- + Wide sidewalk on south side

ALIGNS WITH VISION AND GUIDING PRINCIPLES

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



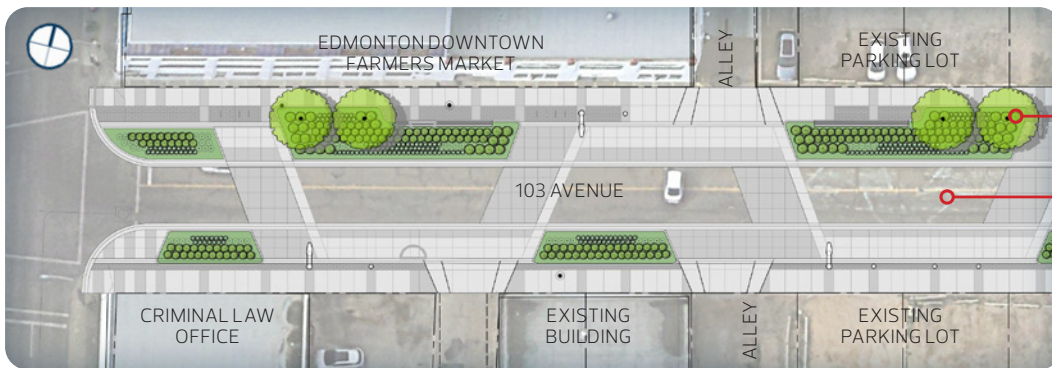
103 AVENUE – 97 TO 96 STREET

THE FINAL DESIGN INCLUDES:

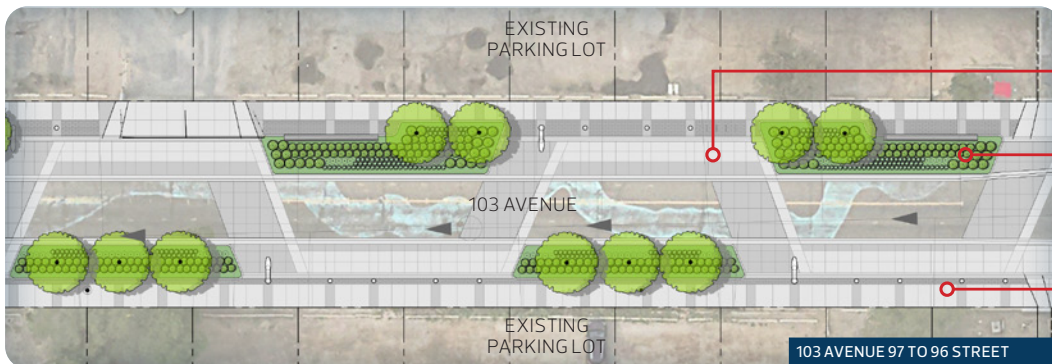
- + An on-street, multi-use area with unique pavement treatment to be used as parking and tent space for farmers market/events
- + Two-way vehicle traffic direction (as exists today)
- + Parallel on-street parking on both sides within the multi-use area (as exists today)
- + A narrowed road width that will create public space for:
 - » Wider sidewalks on both sides of the road
 - » New tree plantings and low impact development (LID) on both sides of the road

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- New tree planting
- Road space for local retail and festivals and events to increase multi-function of roadway



- On-street parallel parking space
- New planting bed and benches
- New sidewalk with decorative concrete

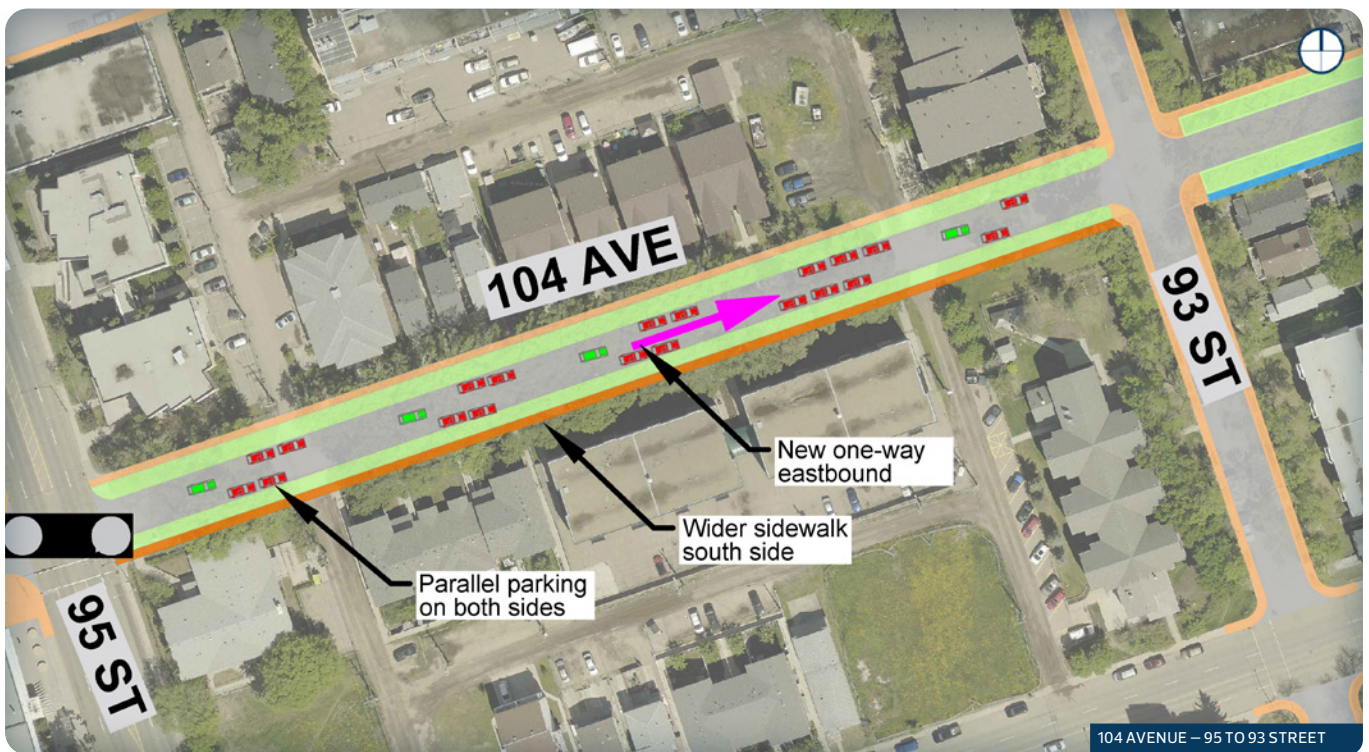
104 AVENUE – 95 TO 93 STREET

THE FINAL DESIGN INCLUDES:

- + One-way eastbound vehicle traffic (change from existing) to allow access east off of 95 Street and improve traffic flow in the neighbourhood (105 Avenue provides the westbound one-way traffic flow)
- + Parallel on-street parking (as exists today)
- + Wider sidewalk on south side

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



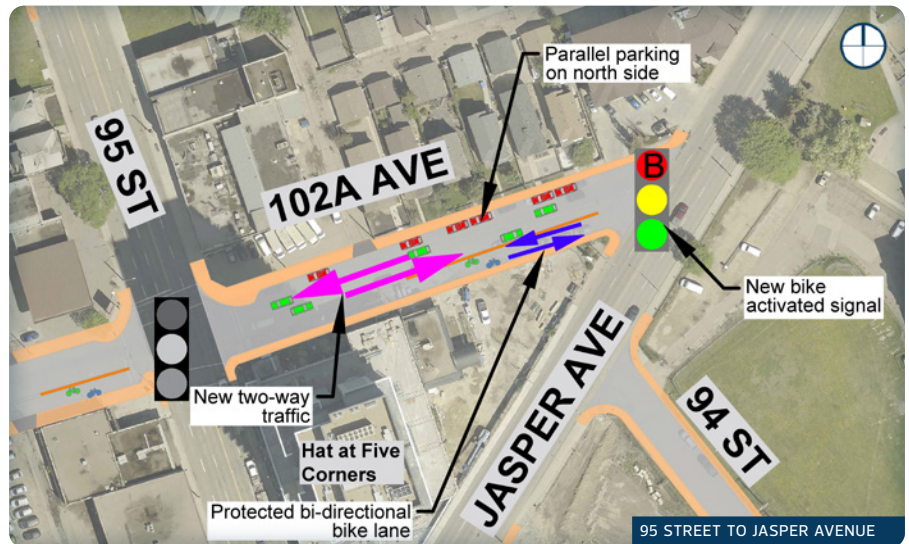
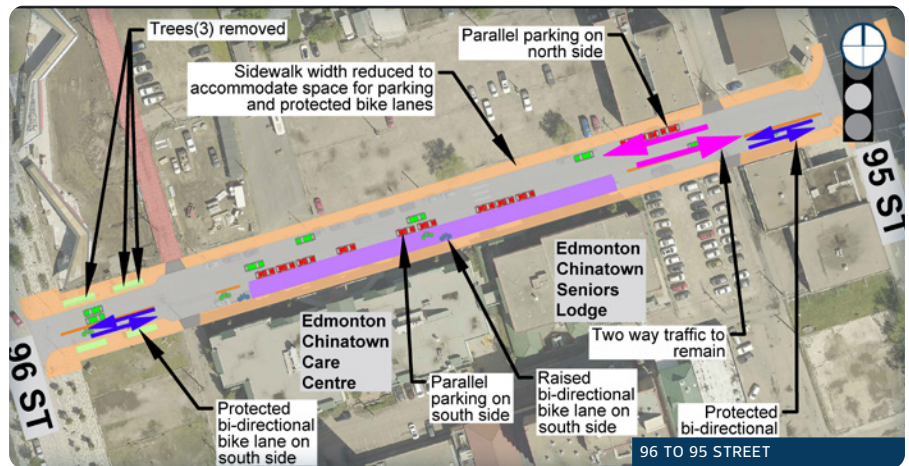
102A AVENUE – 96 STREET TO JASPER AVENUE

THE FINAL DESIGN INCLUDES:

- + A protected bi-directional bike lane (one side of street) from 96 Street to Jasper Avenue to improve active transportation connectivity in the area
- + Parallel on-street parking on the south side in front of the Care Centre and the Seniors Lodge to accommodate accessibility parking. Parallel on-street parking on the north side east of the Seniors Lodge to Jasper Avenue. (50 per cent of parking retained from what exists today)
- + Two-way vehicle traffic between 96 and 95 Street (as exists today)
- + New two-way vehicle traffic between 95 Street and Jasper Avenue
- + Bike activated signal at Jasper Avenue and 102A Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



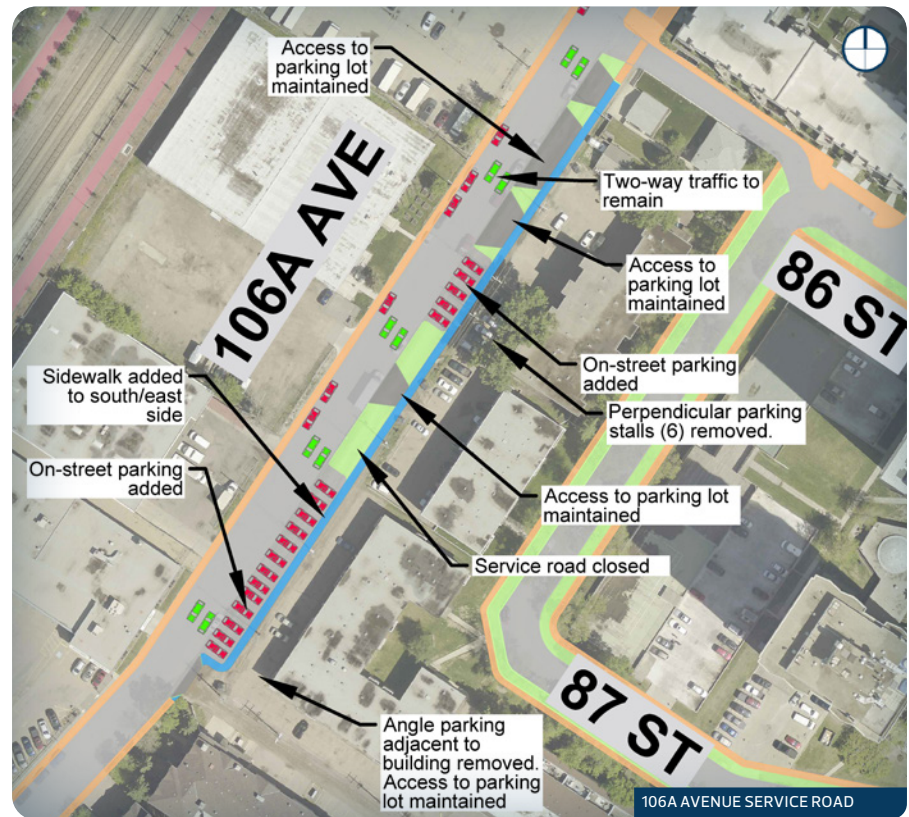
106A AVENUE SERVICE ROAD

THE FINAL DESIGN INCLUDES:

- + Closure of the service road on the south/east side of 106A Avenue
- + Sidewalk added to the south/east side of 106A Avenue
- + Two-way vehicle traffic (as exists today)
- + Perpendicular on-street parking added to the south/east side
- + Parallel on-street parking on the north side (as exists today)
- + Access to parking lots for apartment buildings (as exists today)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



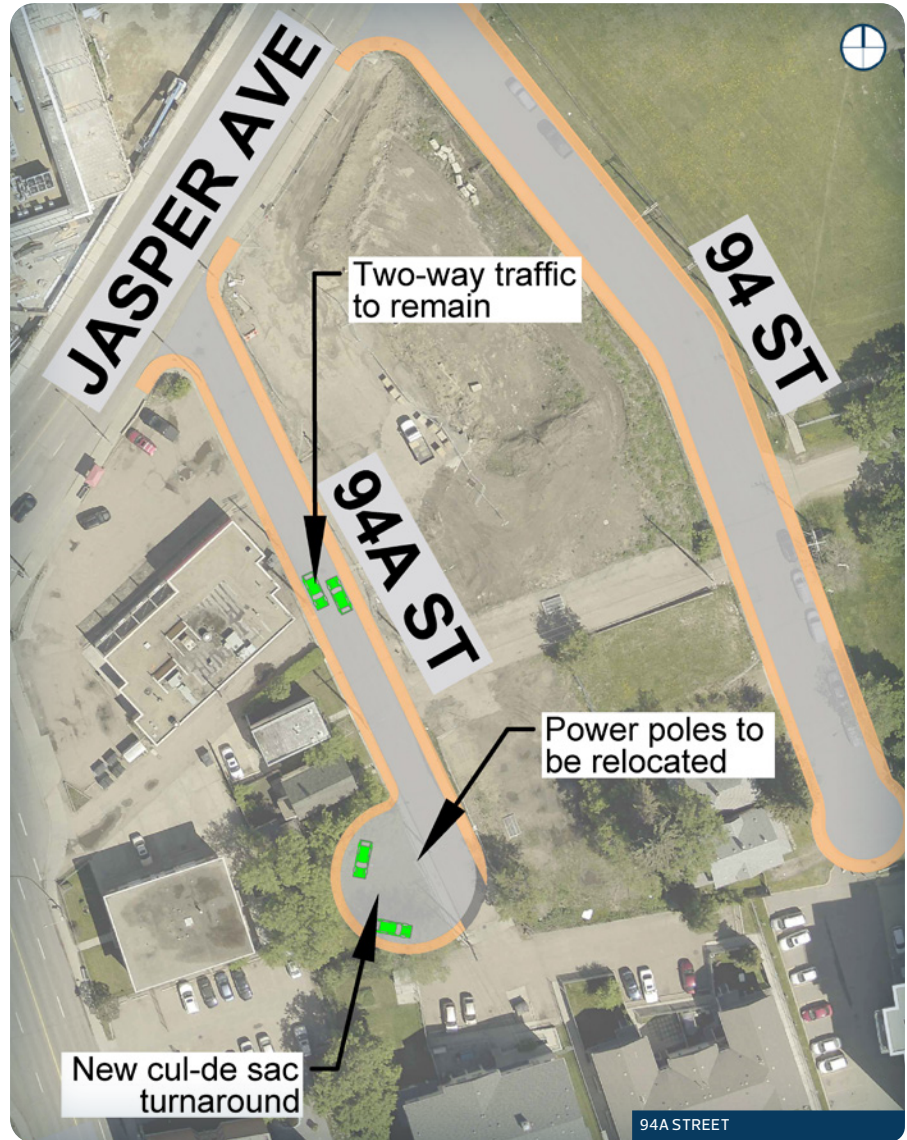
94A STREET

THE FINAL DESIGN INCLUDES:

- + A cul-de-sac turnaround at the end of 94A Street to improve traffic flow. If power poles cannot be relocated, then area will stay the same.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



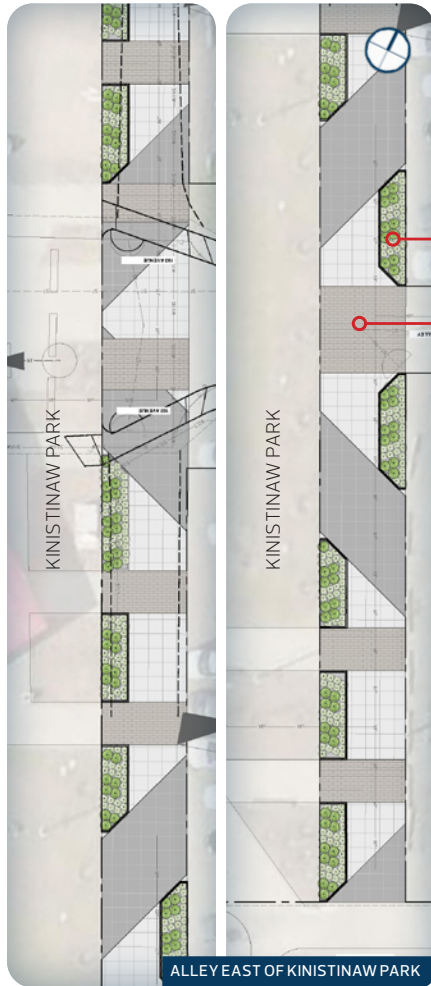
KINISTINAW PARK ALLEY

THE FINAL DESIGN INCLUDES:

+ A shared street lining the east side of Kinistinaw Park between 103A and 102A Avenue to provide a multi-modal connection to the park, facilitate a public-use space and accommodate future development adjacent to the park. This design aligns with the Quarters' Boyle Renaissance future building development plans.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

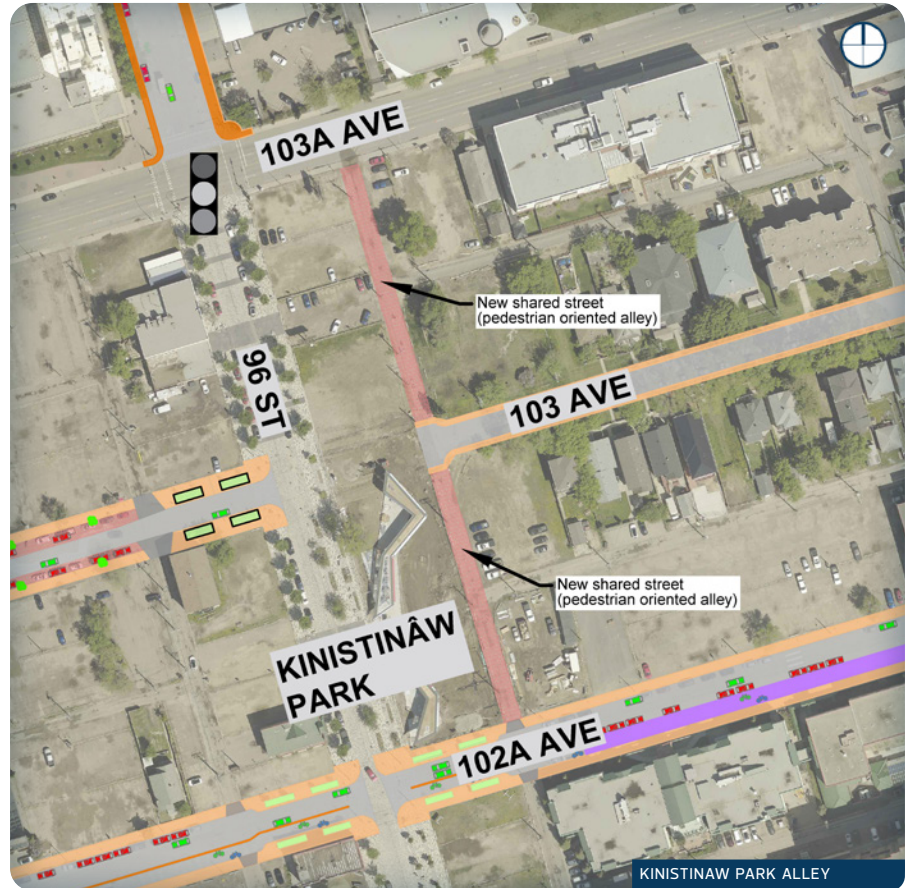
- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- + New planting bed to slow down traffic
- + Alley enhancement with decorative concrete



SHARED STREET EXAMPLE



KINISTINAW PARK ALLEY

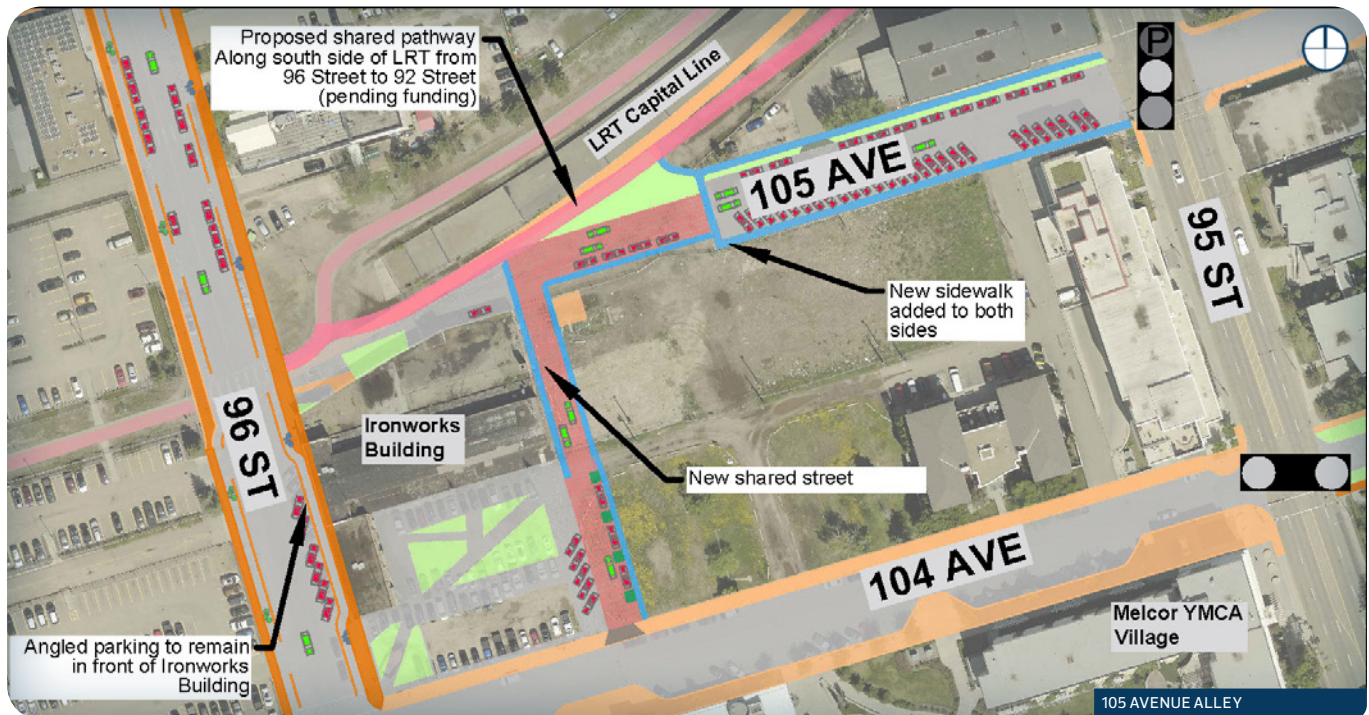
105 AVENUE ALLEY CONNECTION TO LRT CORRIDOR

THE FINAL DESIGN INCLUDES:

- + A north-south shared street connecting 105 to 104 Avenue between 96 and 95 Street to improve active transportation connections in this area
- + A shared pathway along the south side of the LRT tracks (subject to funding)
- + A new sidewalk on 105 Avenue to connect 95 Street to the LRT shared pathway

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



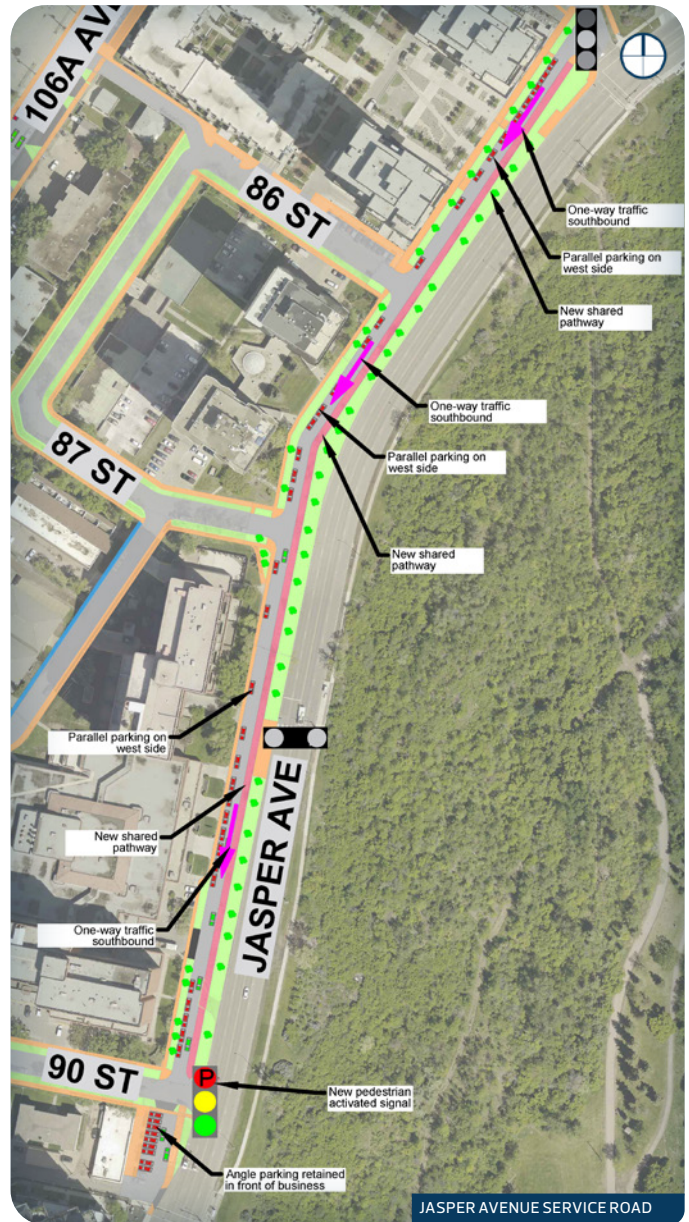
JASPER AVENUE SERVICE ROAD – 90 TO 84 STREET

THE FINAL DESIGN INCLUDES:

- + A shared pathway on the east side of the service road to improve the active transportation connections along the northwest side of Jasper Avenue
- + One-way southbound vehicle traffic on the service road (change from what exists today)
- + Parallel and angle on-street parking along north/west side of service road (100 per cent of parking retained from what exists today)
- + Direct access to Jasper Avenue at 84 and 90 Street as exists today
- + Relocate existing pedestrian activated signal north of the Latta bridge to 90 Street

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



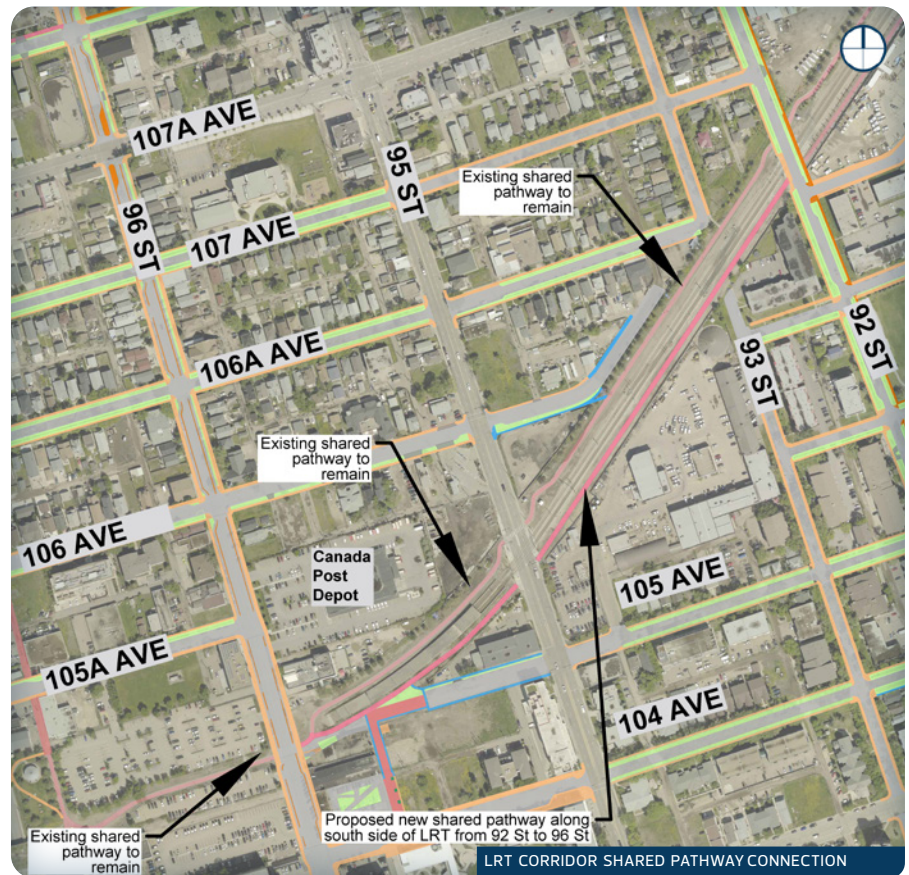
LRT SHARED PATHWAY CONNECTION

THE FINAL DESIGN INCLUDES:

- + A new shared pathway along the south side of the LRT tracks between 96 Street and 92 Street to improve active transportation connectivity in the area (subject to funding)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

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



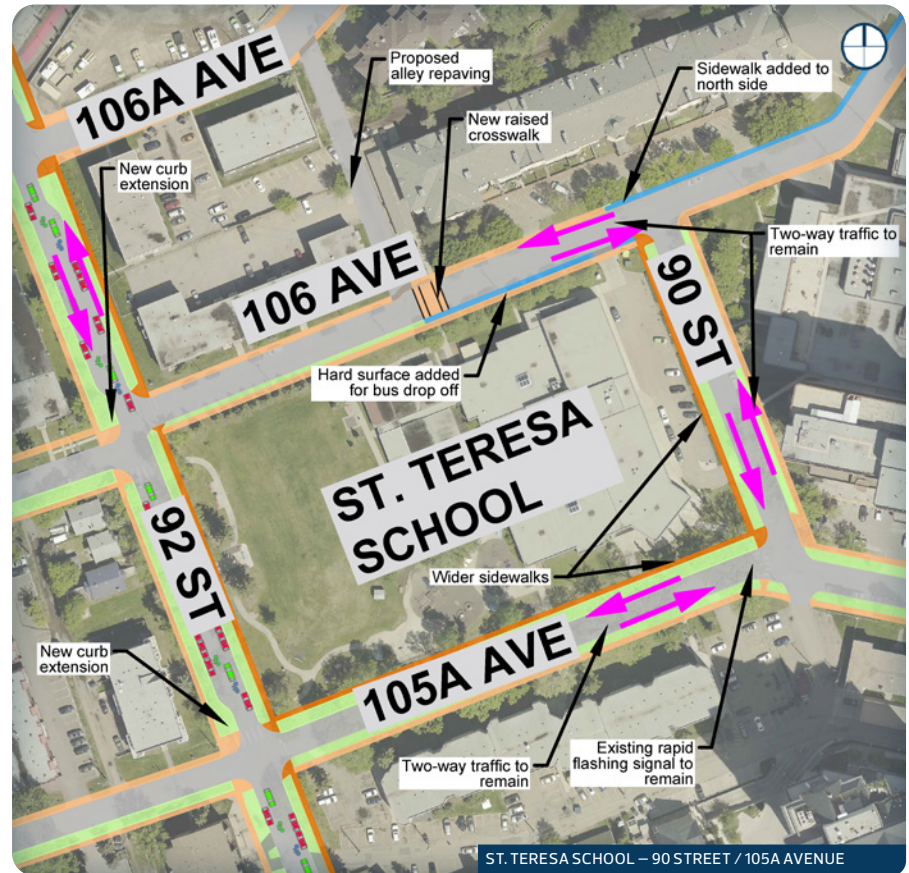
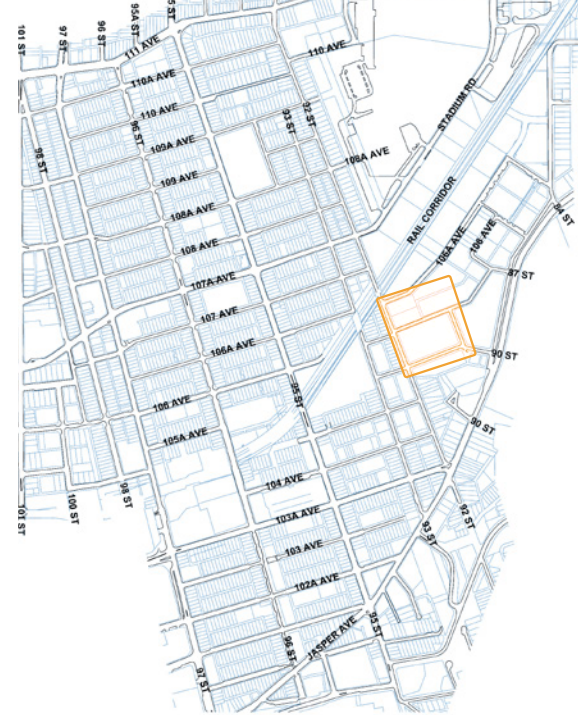
ST. TERESA SCHOOL – 90 STREET / 105A AVENUE

THE FINAL DESIGN INCLUDES:

- + A mid-block crossing on 106 Avenue at St. Teresa School to improve pedestrian connectivity to and from the school
- + New sidewalk added to north side of 106 Avenue near 90 Street
- + Hard surface added to the school bus drop off location on the south side of 106 Avenue
- + Wider sidewalks added to the east, west and south sides of the school
- + Curb extensions added to 92 Street on 105A and 106 Avenue to improve visibility and reduce crossing distances
- + Alley repaving to improve connection from 106A Avenue to new mid-block crossing on 106 Avenue

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



ALLEY CONNECTION TO LATTA BRIDGE

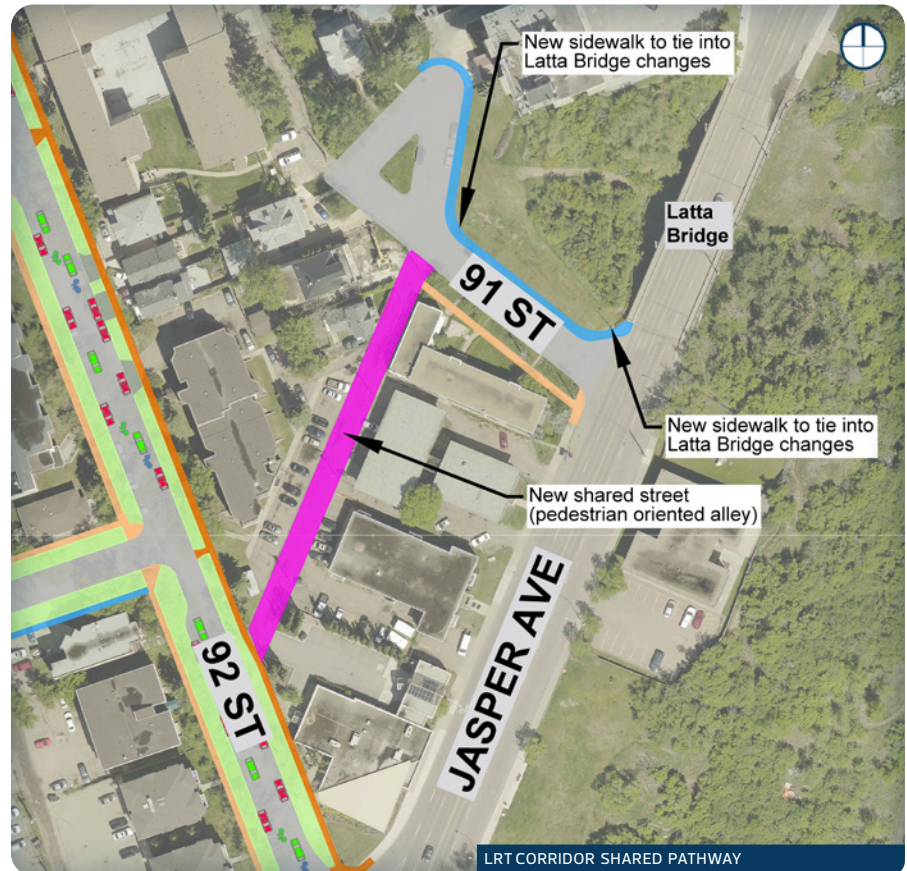
THE FINAL DESIGN INCLUDES:

- + A shared street from 92 to 91 Street to better connect people to the Latta Bridge and Dawson Park. The shared street will connect to wider sidewalks on the east side of 91 Street that lead onto wide sidewalks on the Latta bridge and connect to destinations to the east.

Note: The green open space leading to and under the Latta Bridge and any paths heading into the river valley are NOT in the scope of work for this project.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

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



GIOVANNI CABOTO PARK & 94 STREET

THE FINAL DESIGN INCLUDES:

Giovanni Caboto Park

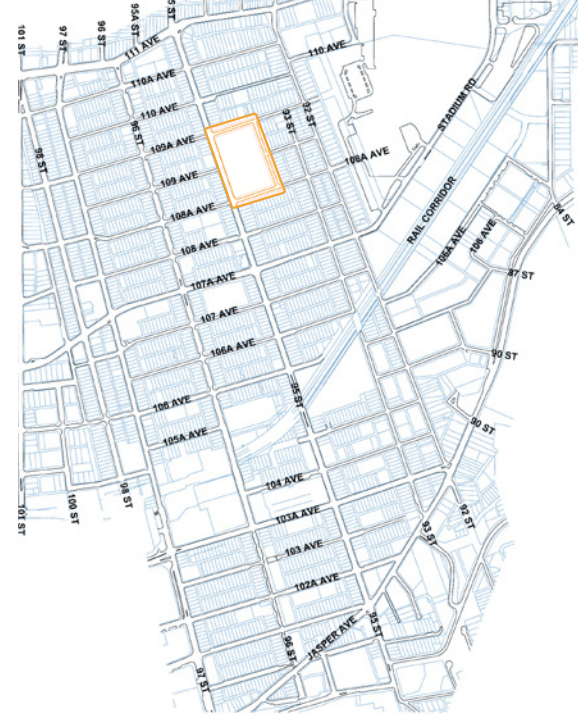
- + A new east-west path through the middle of the park to improve walking connections through the park. (No north-south path through the east side of the park)
- + A new amber flasher signal for enhanced pedestrian crossing at 95 Street and 109 Avenue

94 Street

- + A new north-south sidewalk on west side of 94 Street to improve connections around the park
- + One-way northbound vehicle traffic direction on 94 Street to create space for new sidewalk (change from what exists today)
- + Parallel on-street parking limited to the east side to create space for the new west side sidewalk without impacting any trees

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



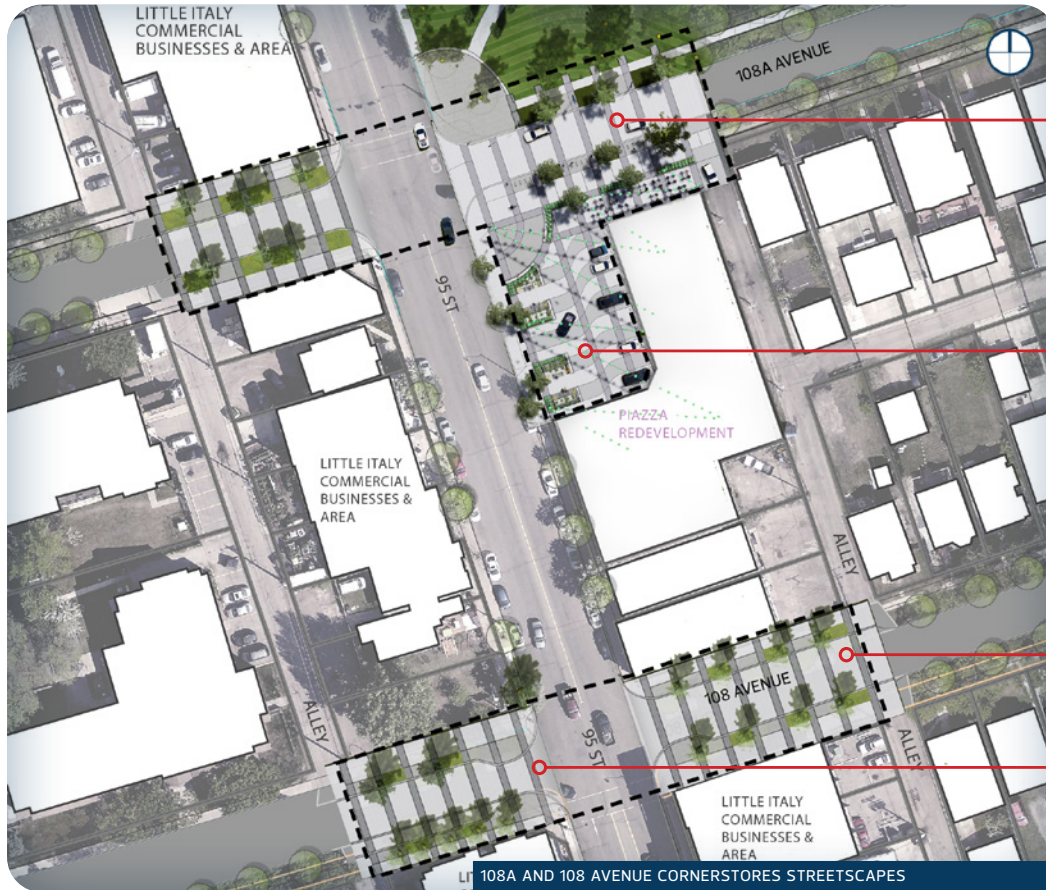
108/108A AVENUE CORNER STORE PROGRAM

THE FINAL DESIGN INCLUDES:

- + Roadway / public space improvements including different surface treatment to create a multi-functional space for road closure events
- + An enhanced pedestrian crossing
- + New tree planting in soil cells and sodded boulevards on both sides of the streets

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



Increase multi-function of roadway to support local retail and festivals and events

Compliment Piazza redevelopment with supportive streetscape

Increase multi-function of roadway to support local retail and festivals and events

Enhanced pedestrian crossing



MARY BURLIE PARK

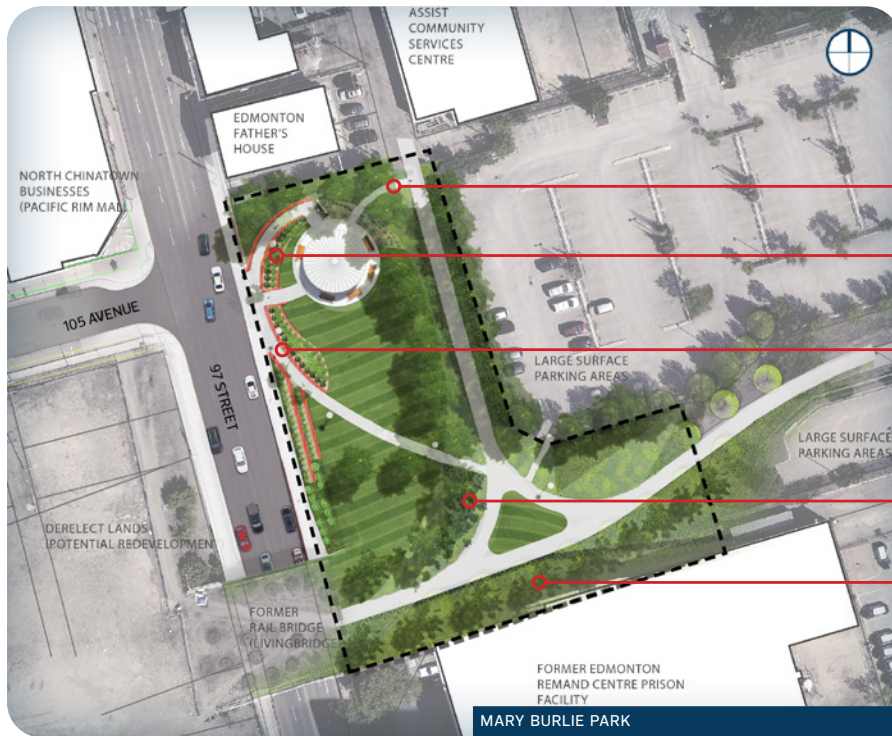
THE FINAL DESIGN INCLUDES:

- + Improved sight lines within the park achieved by removing some trees and bushes from the west side of the park
- + A new north-south shared pathway starting at the LRT shared pathway and connecting to the shared street (pedestrian-oriented alley) on the east side of the park to improve connectivity in the area
- + Additional green space and new trees added along the south end of the park near the LRT shared pathway to expand the usable park area

Note: the existing Mary Burlie 'A Vision of Hope' sculpture and commemorative trees are not in the scope of work for this project.

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- Improved connections from 97 Street to LRT Corridor
- Selective removal of trees and vegetation to improve park sight lines
- Shared use path and retaining wall
- New trees
- Improved Landscaping



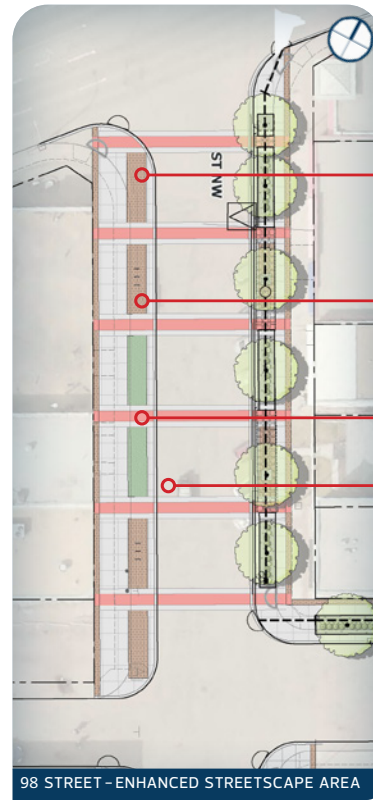
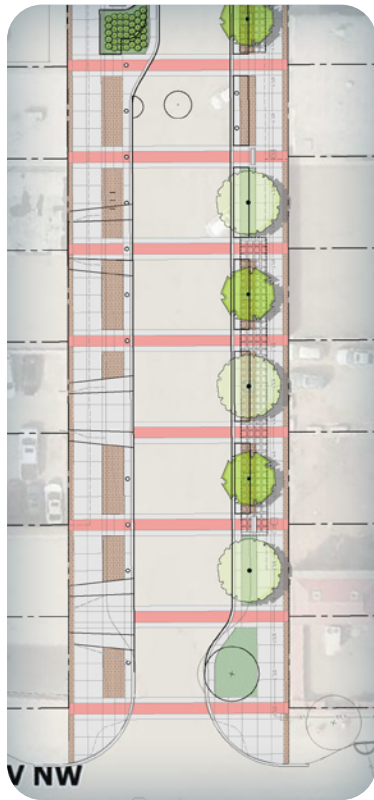
98 STREET - ENHANCED STREETScape

THE FINAL DESIGN INCLUDES:

- + A narrowed road width and a change to all parallel parking that will create space for:
 - » A shared pathway on the west side and wider sidewalks on the east side to help create an enjoyable walking and gathering destination
 - » New tree plantings
- + Two-way vehicle traffic (as exists today)
- + On-street parallel parking (70 per cent of parking retained from what exists today)
- + Special pavement and sidewalk treatment between 106 to 107A Avenue to enhance the area as a gathering space (subject to funding)

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- Increase multi-function of roadway to support local retail and festivals and events
- Streetscape enhancement with red paver and decorative concrete
- New benches
- On-street parallel parking space

98 STREET - ENHANCED STREETScape AREA



CURB EXTENSION EXAMPLE



98 STREET LOOKING NORTH



98 STREET LOOKING NORTH

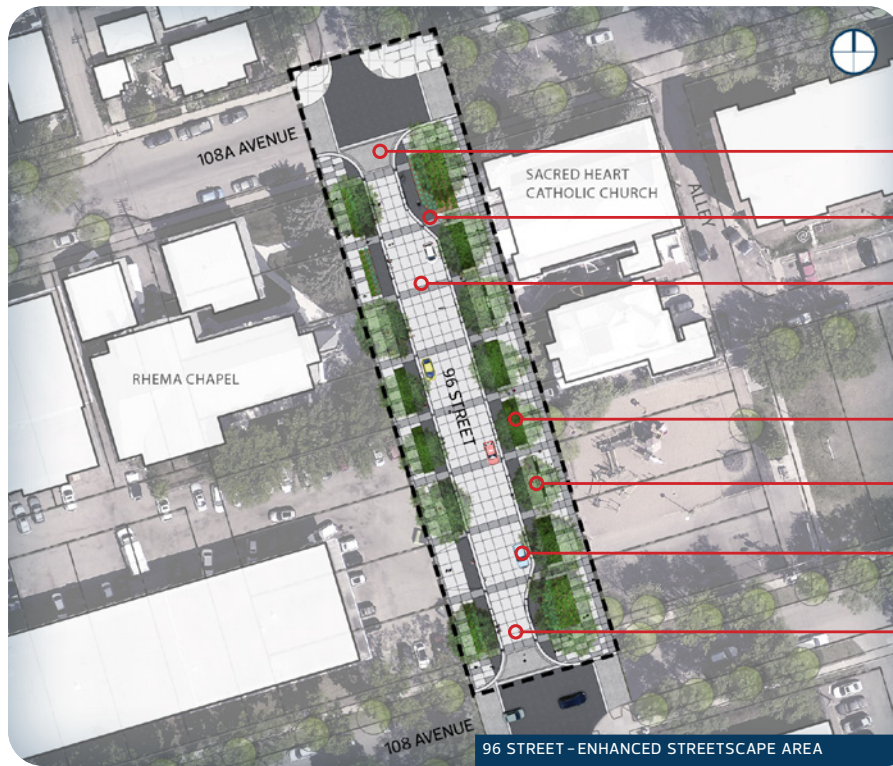
96 (CHURCH) STREET – ENHANCED STREETScape

THE FINAL DESIGN INCLUDES:

- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + Special pavement treatment and additional seating areas added between 108 and 108A Avenue that could be closed for special events/ markets
- + A narrowed road width and a change to parallel parking that will create public space for wider sidewalks on both sides and new tree plantings
- + Enhanced streetscape and public space for public events between 108A and 108 Avenue
- + One-way southbound vehicle traffic (change from what exists today)
- + Curb extensions to slow traffic and support the new one-way southbound driving direction
- + Pedestrian level lighting added to new galvanized street lights

ALIGNS WITH VISION AND GUIDING PRINCIPLES

- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public 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.
- + Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- Enhanced pedestrian crossing
- Protected bike lanes
- Road space for local retail and festivals and events to increase multi-function of roadway
- Planting bed
- New benches with trees in decorative tree grates
- On-street parallel parking space
- One-way traffic southbound



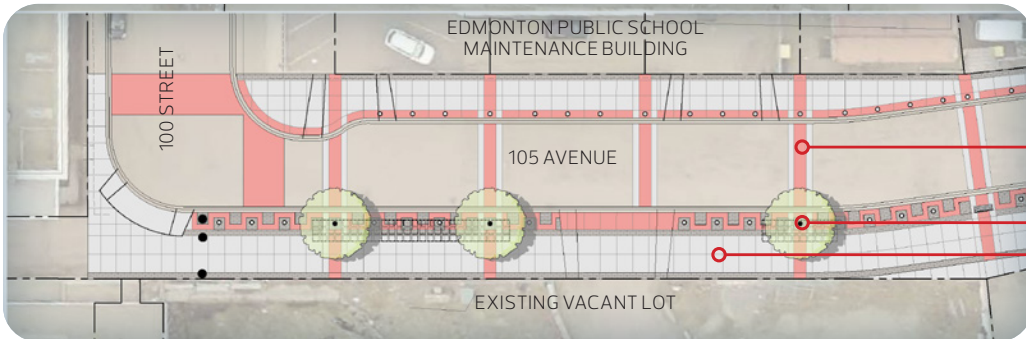
105 AVENUE – ENHANCED STREETSCAPE

THE FINAL DESIGN INCLUDES:

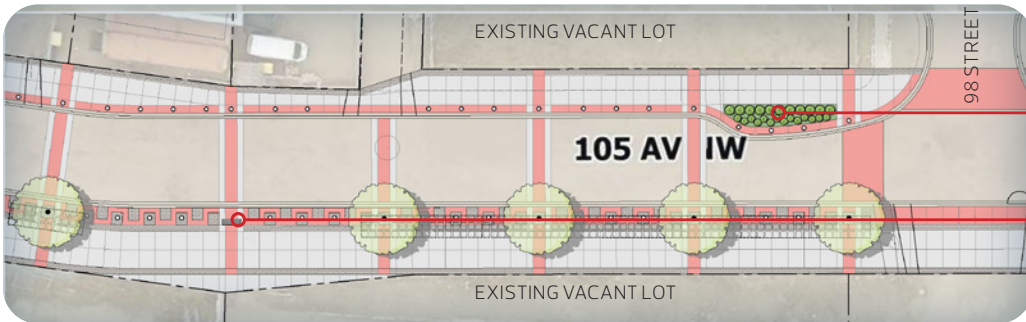
- + A narrowed road width will create space for:
 - » A shared pathway on the south side and wider sidewalks on the north side to help create an enjoyable walking and gathering destination
 - » New tree plantings to create canopies
- + Special pavement treatment and additional seating areas added on the furnishing zone of the south sidewalk
- + Two-way vehicle traffic (as exists today)
- + Curb extensions to slow traffic and create space for introduction of new planting beds.
- + Enhanced crosswalk to ensure safety

ALIGNS WITH VISION AND GUIDING PRINCIPLES

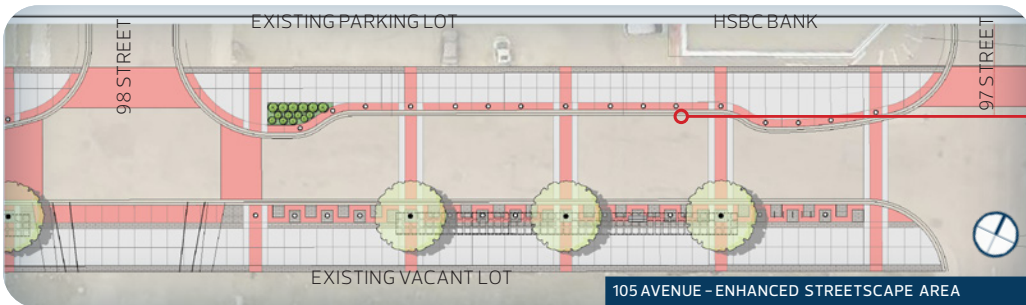
- + Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
- + Use outdoor public open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.
- + Celebrate the unique character areas and rich history of each neighbourhood through streetscape enhancements.



- Streetscape Enhancement with Red Pavers
- New Tree Planting in Soil Cells
- Shared Pathway



- Curb Extension with Planting bed
- New benches



- On-street parallel parking space

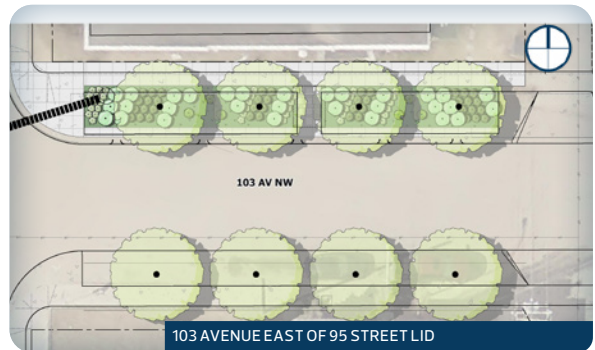
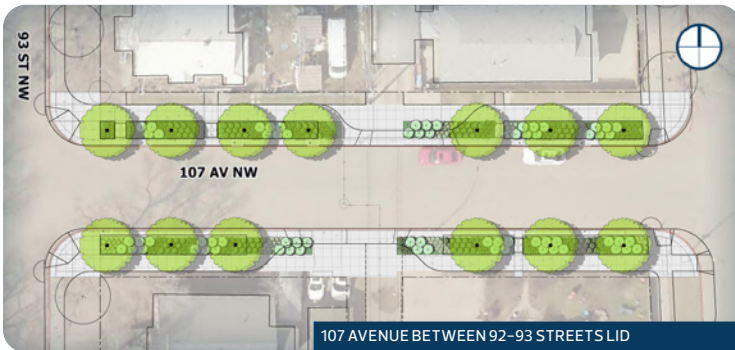
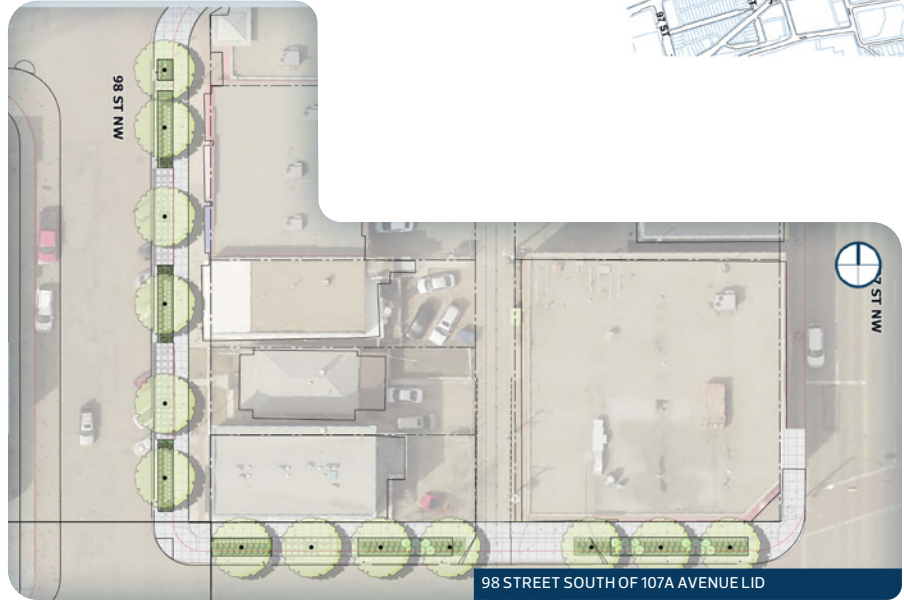
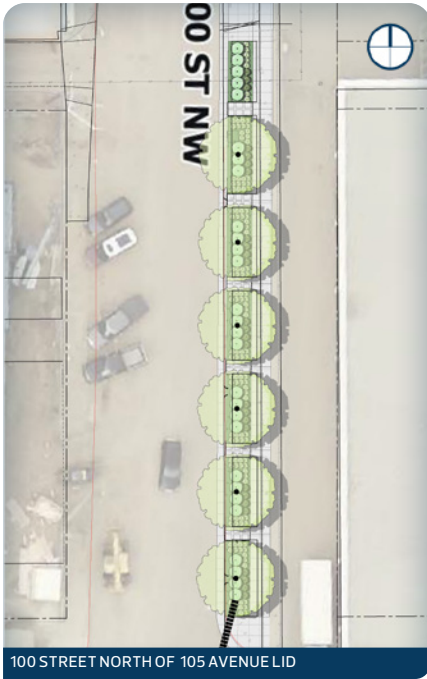
LOW IMPACT DEVELOPMENT OPPORTUNITIES

THE FINAL DESIGN INCLUDES:

- + 106 Avenue between 96 and 95 Street
- + 107 Avenue between 93 and 92 Street
- + 107 Avenue between 98 and 97 Street
- + 98 Street between 107 and 107A Avenue
- + 103 Avenue east of 95 Street
- + 100 Street north of 105A Avenue

PROGRAM INFORMATION

Throughout the neighbourhood, locations for Low Impact Development (LID) features have been identified in partnership with EPCOR. Low Impact Development is an engineering and design approach to manage stormwater runoff as part of green infrastructure. Although most of the elements are below ground and cannot be seen after construction, stormwater is directed into the facility to be absorbed by plants, therefore reducing runoff and improving the quality of water released to the North Saskatchewan River.



OTHER PARKS & PUBLIC SPACES

THE FINAL DESIGN KEY HIGHLIGHTS:

- + 98 Street
- + 106 Avenue
- + 108/108A Avenue
- + 96 Street
- + 103 Avenue
- + Jasper Avenue service road
- + Alley east of Kinistinaw Park
- + Boyle Renaissance Phase 3 connection

PROGRAM INFORMATION

Neighbourhood renewals can include general public space improvements through the addition of elements like wider sidewalks, seating, trees, unique paving and gathering areas. Locations include enhancements such as but not limited to:

- + new boulevard trees
- + benches and seating
- + Tactile

