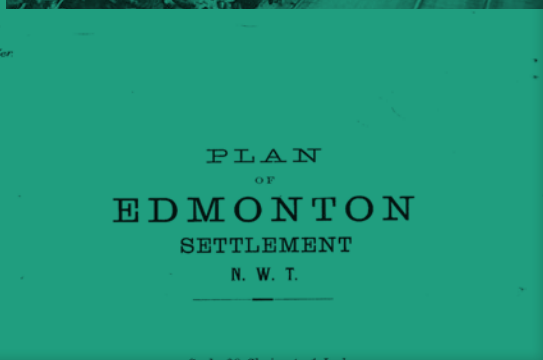


Boyle Street and McCauley Neighbourhood Renewal

URBAN DESIGN ANALYSIS: BACKGROUND REPORT
CHAPTER 1: BACKGROUND INFO & ANALYSIS
NOVEMBER 2020



Edmonton

SHARE YOUR VOICE
SHAPE OUR CITY

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Executive Summary

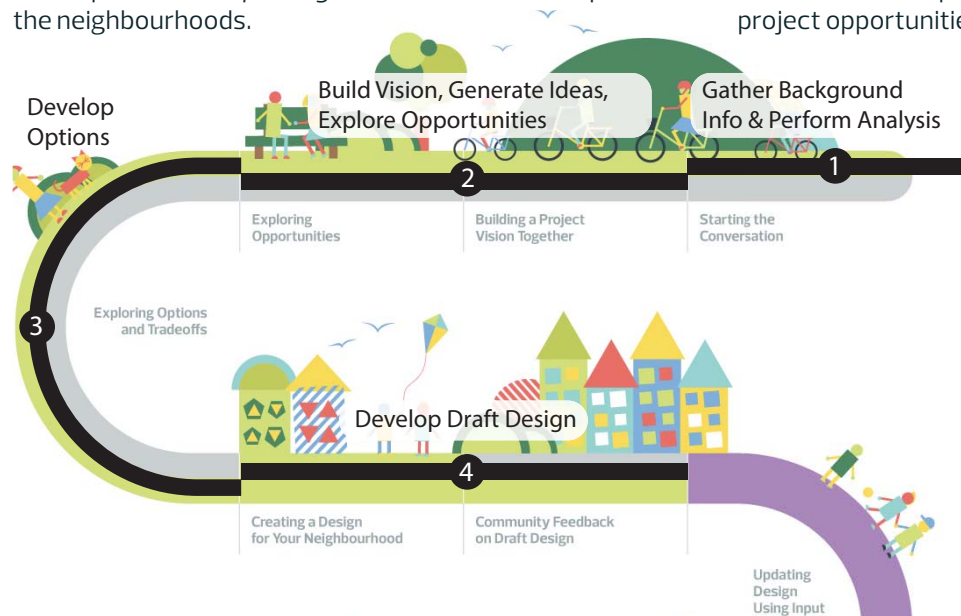
The City of Edmonton created Building Great Neighbourhoods (BGN) to deliver the Neighbourhood Renewal program and utilize renewal as an opportunity to increase vibrancy and sustainability of communities. BGN takes a holistic and integrated approach to make changes beyond infrastructure improvements, working in partnership with neighbourhoods to develop a vision of renewal that considers the unique context of neighbourhoods alongside technical and policy requirements. Understanding the needs and values of citizens, and using their input in each of the processes illustrated in the BGN Roadmap allows BGN to enhance neighbourhoods and make better decisions regarding infrastructure renewal.

The Boyle Street and McCauley Urban Design Analysis Background Report has been produced with input from the community and its representatives to confirm project team findings and include local knowledge and perspectives. With this report the City has advanced with the community through a number of key steps identified in the Neighbourhood Renewal process: *Background Info & Analysis*, and *Building a Project Vision*.

This report is a summary of our findings to the end of these phases and represents a broad overview of the existing and historical physical and social context of the Boyle Street and McCauley neighbourhoods. The findings from this report will be used in subsequent phases to *Explore Options and Tradeoffs* of design options, and following with development of *Draft Designs* based on selected options for the neighbourhoods.

Background Info & Analysis utilizes desktop studies, site visits, and information gathering and analysis to understand the unique context of a neighbourhood. Initial findings are shared with the community for confirmation and refinement, and their valuable local knowledge is sought.

Building a Project Vision uses surveys and workshops to engage the community and understand what they value and prioritize, and a vision statement is drafted. Furthermore, the project vision was also developed using the visions of previous projects in the area for this project specifically. This information becomes useful later in the process when evaluating project opportunities.



Introduction

BGN Program and the Neighbourhood

In time, the infrastructure in every neighbourhood will grow old. The City of Edmonton created Building Great Neighbourhoods not only to refresh aging neighbourhood infrastructure, but to use renewal as an opportunity to increase vibrancy and sustainability in neighbourhoods.

Urban Design Analysis

The purpose of the background phase of Urban Design Analysis is to gain a comprehensive understanding of both neighbourhood historical and existing contexts; including but not limited to social demographics, biophysical assets such as parks and green space, existing transportation networks and active transportation infrastructure, existing policies and guidelines with influence on the neighbourhood, existing urban form and land use, and so on.

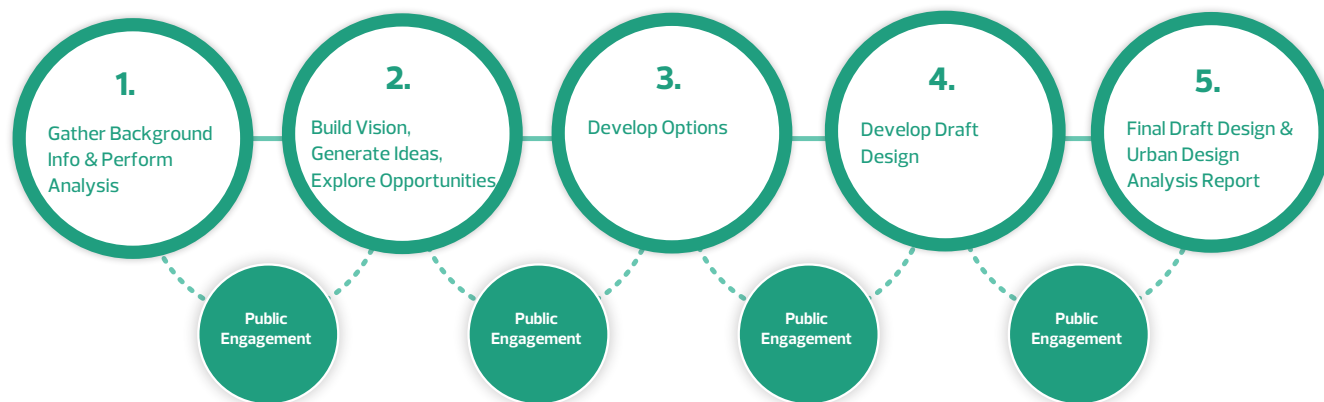
Undertaking a thorough inventory and analysis of existing and surrounding context is an important step in the renewal planning, as it allows the project team and citizens to build a comprehensive shared understanding of a given neighbourhood. The project team of staff and consultants are adept at gathering and interpreting technical information for the public, while citizens with their feet on the ground daily in Boyle Street and McCauley bring invaluable local knowledge not captured in neighbourhood mapping exercises or desktop studies.

Once the thorough process of background information gathering has been undertaken, the community can begin analysing and cross referencing maps and data to interpret findings. This becomes very useful in the next step in the BGN Roadmap: *Exploring Opportunities*. In this phase, the community helps to identify issues, opportunities, and solutions, most of which come with tradeoffs. For example, adding a bike lane to a narrow street may be accompanied by a need to remove some existing mature trees or parking. Comprehensive background analysis equips the group with knowledge around the location of existing trees, types and widths of roadways, and the location of existing bike lanes in adjacent neighbourhoods. With a multifaceted understanding of such information, the project team can better weigh its decisions among a number of competing perspectives.

The team is then able to evaluate any opportunity against its tradeoffs, and against the vision and principles developed for the neighbourhood. This facilitates decision making that is geared toward maximizing functional and aesthetic improvements, while minimizing any negative impacts.

Policy & Standards Review

Project Approach & Process



For detailed review of all relevant policies from the following documents, refer to policy analysis section in Appendix A

Relevant Land Use Policies & Planning Studies

- + Boyle Street McCauley ARP (1994, Consolidation 2020)
- + The Quarters Downtown ARP (2009, Consolidation 2017)
- + Stadium Station ARP (2018, Consolidation 2019)
- + Boyle Renaissance Phase 3 Masterplan (2019)
- + Chinatown Strategy
- + McCauley Revitalization Strategy (2010)
- + RECOVER: Edmonton's Urban Wellness Plan (2018)
- + Breathe: Edmonton's Green Network Strategy (2017)
- + Transit Oriented Development Guidelines
- + Main Streets Overlay (2017)

Relevant Transportation & Land Use Policies

- + CityPlan (2020)
- + Community Traffic Management Policy (2017)
- + The City of Edmonton Bylaw 5590: Traffic Bylaw (2015)
- + Active Transportation Policy (2009)

Pedestrian and Cycling Master Plans

- + Edmonton Bike Plan (2020)
- + Downtown Bicycle Network Review (2018)
- + Sidewalk Strategy (2009)

Design Standards & Guidelines

- + Winter City Design Guidelines
- + Complete Streets Design and Construction Standards (2018)
- + Crime Prevention Through Environmental Design
- + Access Design Guide (2019)
- + Gender Based Analysis Plus (GBA+) (2017)

Neighbourhood Background Information



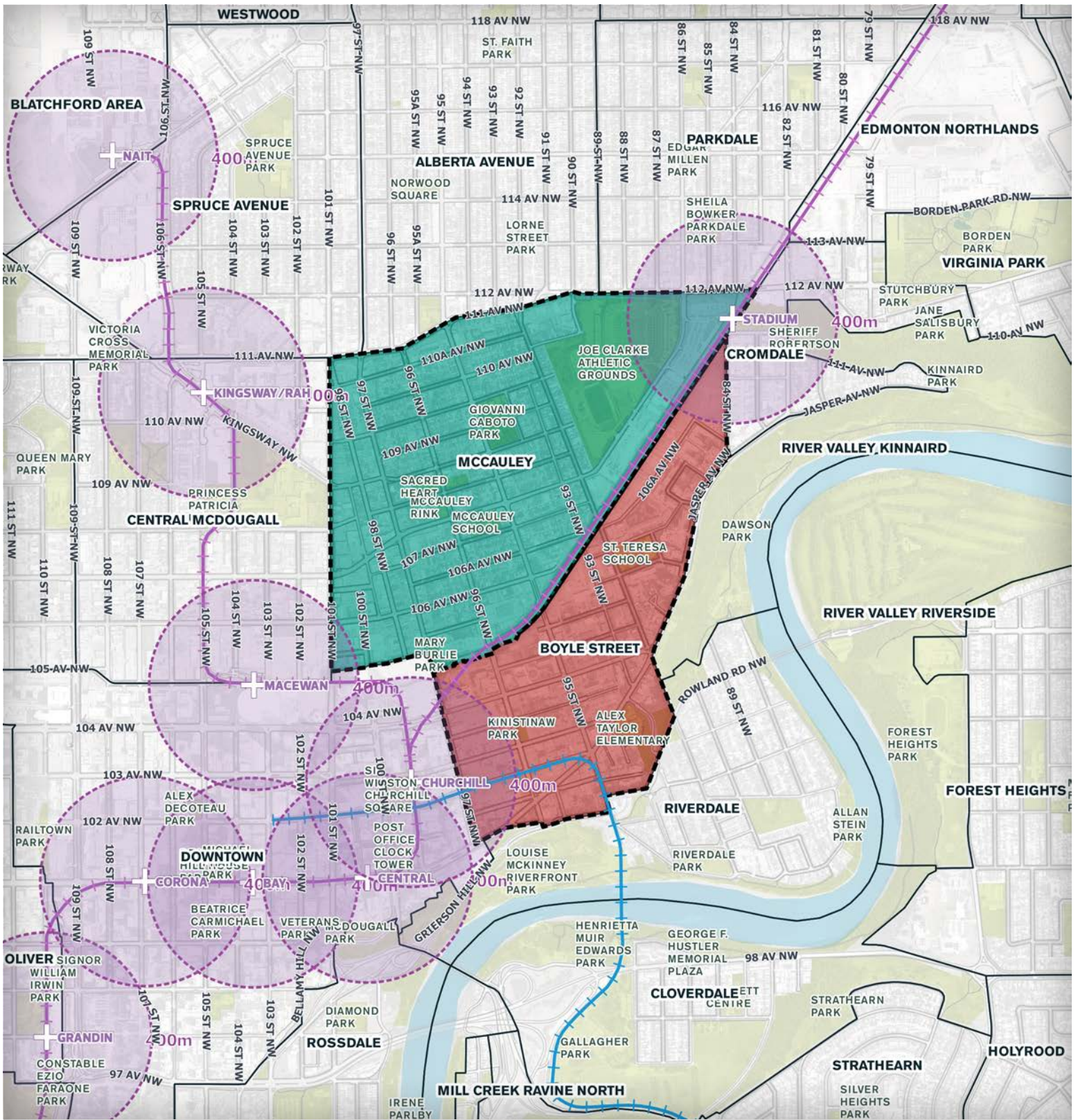
Neighbourhood Context

Boyle Street and McCauley are central historic neighbourhoods as some of the first areas of urban settlement in Edmonton. The neighbourhoods share many characteristics with both serving as rich cultural and historic areas of the city. Each neighborhood is distinct and unique as well, as illustrated by a review of demographics, land use, and built form differences between Boyle Street and McCauley.

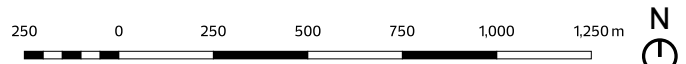
Boyle Street and McCauley share neighbourhood boundaries with Downtown, Central McDougall, Spruce Avenue, Albert A Avenue, Parkdale, Cromdale, River Valley Kinnaird, and Riverdale. It is uniquely situated with easy access to Downtown and into the River Valley.

With its proximity to three LRT stations and numerous bus routes, Boyle Street and McCauley are well serviced by public transportation. Boyle Street and McCauley are also adjacent to many significant public institutions: Edmonton Conference Centre, Canada Place, Winspear Theatre, Law Courts, and Royal Alberta Museum are a formidable edge of public institutions at the western borders of Boyle Street and McCauley.

Their presence has had a significant influence in shaping Boyle Street and McCauley of today, and 97 Street is an edge between contrasts. On the west side are institutions, on the east are fine grained remnants of brick and mortar facades of streetcar urbanism that were born with Boyle Street and McCauley, marking the beginnings of urban settlement of Edmonton. Yet behind the facades of some pretty nice streets in Boyle Street and McCauley, there is evidence of deterioration in the condition of urban infrastructure, and at times, signs of rebirth as well.



Neighbourhood Context



Neighbourhood Boundaries

- McCauley Boundary
- Boyle Street Boundary
- Adjacent Neighbourhood Boundaries
- Parks

- Water Bodies
- LRT Stops
- LRT Track**
 - Existing
 - In Construction



History

Boyle Street and McCauley have been traversed and used since time immemorial, and the worn paths and routes of Indigenous Peoples became – in a lot of instances – the trails and eventually roads that led into Edmonton.

Boyle Street and McCauley began to be more settled between the turn of the 20th century, and World War 1. Growth slowed and stagnated by the beginning of the war, and the areas experienced a first wave of social struggle and economic decline until about 1925. By the mid-twentieth century parts of the neighbourhoods were beginning to be cited in media as gaining a bad reputation. Visions were drawn for revitalization in the late 1960s, but funding was not approved. A wave of economic recession in the 1980s spurred more change in the neighbourhood, and in the mid 2000s new visions were drawn. In the past decade a number of recent investments have been made toward revitalization, including the development of the Armature streetscape, and Kinistinâw Park. Many of these investments are backed by policies in City plans for The Quarters, and have been partially funded through the Community Revitalization Levy that covers downtown and The Quarters.





Time Immemorial

This area has been home to Indigenous Peoples including the Cree, Dene, Nakota Sioux, Saulteaux, Blackfoot, and Métis.

Boyle Street and McCauley, like the rest of Edmonton, are all within present day Treaty 6 Territory (signed in 1876).



Pre-contact



Rat Creek Area would have been used by indigenous peoples hunting and fishing, a small and possibly intermittent stream once flowed at least 3 km from where the Royal Alexandra Hospital now sits, along what is now Norwood Boulevard (111 Avenue) to the Kinnaird Ravine.

Immigration & Urban Settlement

1890s

Chinese men were early participants in the business community of Edmonton. Chung Gee was the first to arrive in the early 1890s, operating a laundry on Jasper Avenue.



1890

1900s

Houses constructed in the McCauley neighbourhood.

In 1905

The Canadian Northern Railway reaches Edmonton.



1900

1910

A streetcar line constructed along Jasper Avenue and Kinnaird. This and one built later along 114 Avenue attracted additional housing to the area.



1910

1899

Most commercial development is located along Jasper Avenue, described as the main business street. The east Edmonton business district was becoming well established on Kinistino (96 Street), running north from Jasper Avenue to Rat Creek (111 Avenue), as well.



1907

The Edelweiss Club, also known as the Kinistino Club House opens to cater to German residents who had settled in the area.

1909

Wooden trestle constructed over Rat Creek.

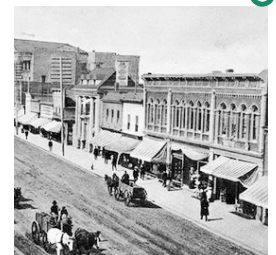


1910

The first civic committee formed in the McCauley area was the Norwood Residents Grievance Committee.

1911

A Chinatown begins to emerge at the corner of Namayo Avenue (97 Street) and Rice Street (101A Avenue).



Stagnation

1913

Edmonton Real Estate downturn.

1914 – 1918

World War 1.



1915

Increased number of vacant houses; growth in Russian and Japanese owned neighbourhood businesses (wartime allies).



1921 until 1951

The Ukrainian population in Edmonton expanded from 0.9% to 11%. Boyle Street is recorded as the most important district where Ukrainian-Canadians could establish themselves commercially and socially.



1920



1918 – 1920

Influenza Epidemic.

1922

The Norwood-Patricia Square Community League is formed. The group starts a local beautification program and garden competition.

1923

Chinese Exclusion Act limits Chinese immigration, and Chinese Canadians only received a half-portion of relief payments during Great Depression.

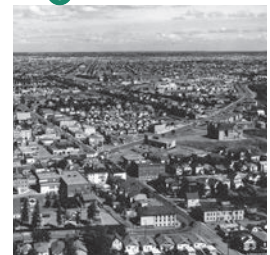
1925

A long period of financial and real estate decline, and struggle since 1913. The postwar economy is weathered, some residents dug in and were able to grow their businesses.

1930

1940

1950



1945

End of World War 2. Boyle Street began to be cited in media as a troubled area, rather than a bustling working class district.

Visions of Change

1949

Boyle Street and McCauley are active and dynamic neighbourhoods. Hundreds of young people attend the Ice Carnival this year.



1940

1950



1947

Doors open to post war Italian immigration. Over the next decade population expands and Little Italy takes shape. The Chinese Exclusion Act is repealed.

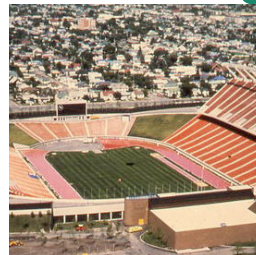
1960s and 1970s

Grand schemes for imposing a plan on downtown Edmonton are renewed.

The latest plan shows "the present civic centre with high-rise buildings to the east".



1960



1969

Major plans for housing renewal in the area do not secure financing and are shelved.

1970s

Rat Creek and 112 Avenue were replaced by Commonwealth Stadium and the Commonwealth park and ride lot.

1978

Edmonton's LRT commenced service.



1970

1981

Patricia Park Renamed to Giovanni Caboto Park as an initiative of the Italian community.

1982

A sharp economic downturn for Alberta.



1980

1980

The Boyle McCauley Health Clinic opens as the first of its kind in the City. Before this, Boyle Street and McCauley have one doctor for every 15,000 people, compared with the Alberta average of one for every 700. Most people attending the clinic rely on public assistance such as unemployment and welfare.

1980s to 1990s

Chinatown South establishes cultural and social facilities including seniors housing projects, the Chinatown Multicultural Centre and the dedication of the Harbin Gate.

New Visions of Change

1988

The Canadian Multiculturalism Act is passed, the first in the world.

1990s

A grocery complex with a large parking lot and inward-facing apartment buildings were built north of 112 Avenue and east of 82 Street.



2005

Historical review notes the residential fabric of Boyle Street as virtually gone, and emphasizes the importance of retaining any significant buildings that remain. These include the Iron Works plant (1913) and the façade of the York Hotel.



2020

Kinistināw Park on 96 Street nears construction completion.

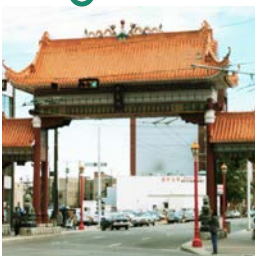


1990

2000

2010

2020



1987

Dedication of the Harbin Gate. Chinatown North emerges as businesses organically begin to locate further north along 97 Street.

1994

Neighbourhood Improvement Plan – McCauley receives new sidewalks, signage, upgraded parks and playgrounds, and upgrades to the school.

2006

The Quarters Downtown Area Redevelopment Plan is approved.




As some of the first neighbourhoods to be settled in Edmonton, Boyle Street and McCauley have a relatively high number of properties recognized for their historical value.

Chinatown and Little Italy have an especially high concentration of historical properties which can make these neighbourhoods more attractive to walk in, or call attention to opportunities for street enhancements such as heritage interpretation, seating nodes and plazas, or special paving and furnishings that compliment the historic areas of the neighbourhoods.

- | | | |
|--|--|---|
| 1 Park Memorial Funeral Home | 26 McCauley School | 51 Thomas Dalling Residence |
| 2 Blue Cross Animal Hospital | 27 Smith Residence | 52 Goldberg Residence |
| 3 Lambton Block | 28 Deutsch Baptist Kirke | 53 Administrator Lea Residence |
| 4 Lambton Block | 29 George Bell Residence | 54 Goodridge Building |
| 5 Mui Kwok Buddhist Temple | 30 Ukrainian National Home of education | 55 Hub Hotel/Jasper House |
| 6 St. Peter's Lutheran Church | 31 Hull Block | 56 Brighton Block |
| 7 Singer Residence | 32 Grace methodist Church | 57 Pendennis Hotel |
| 8 First Christian Reform Church | 33 William Paskins Residence | 58 Cowan Block |
| 9 G Miller Residence | 34 Immigration Hall | 59 Gibson Block |
| 10 Ukrainian Greek Catholic Association Hall | 35 Edmonton Public Schools Maintenance Building | 60 St. Barbara's Russian Orthodox Church |
| 11 Holy Trinity Canadian Orthodox Church | 36 Safeway Store | 61 RCMP K-Division |
| 12 St. Stephen the Martyr | 37 Cameron Block | 62 Hecla Block |
| 13 Kales Residence | 38 Perfection Tailoring And Clothing Company | 63 Arthur Hiller Residence |
| 14 Ansgar Lutheran Church | 39 City of Edmonton Stables, Blacksmith & Livery | 64 Alexander Taylor School |
| 15 Commercial Block | 40 Residence | 65 Catholic Parish of the Sacred Heart of Jesus |
| 16 Builders Supplies Ltd. Building | 41 Empire Marble and Tile Co. Ltd. | 66 Rehwinkel Parsonage |
| 17 Fred M. Falkenberg Residence | 42 Stovel Block | 67 Family Worship Centre |
| 18 St. Josaphat Ukrainian Catholic Cathedral | 43 Great Western Garment Company Building | 68 RNWMP Edmonton Barracks |
| 19 St. Josaphat Cathedral | 44 Kingston Powell BLDG | |
| 20 Mary Queen of the Martyrs Vietnamese Church | 45 Biamonte Block | |
| 21 Sacred Heart Rectory | 46 Central Dye Works | |
| 22 Hagmann Block/ Grand Hotel | 47 Koermann Block | |
| 23 Hagmann Block/ Grand Hotel | 48 Joseph Reed Residence | |
| 24 St. John's Lutheran Church | 49 Rodd Apartments | |
| 25 Carswell Residence | 50 Robert Parsons Residence | |



Historic Resources

 Neighbourhood Boundaries

 Parks

Inventory of Historic Resources

 Heritage Buildings

100 0 100 200 300 400 500 m



Land Use and Built-Form

The neighbourhoods feature an eclectic mix of land uses and development types.

The proportion of multifamily housing in Boyle Street is at 25%, and has an almost complete lack of single family housing as compared with McCauley or Edmonton. Boyle Street is also notable for the significant proportion of private lands that are either vacant or used for surface parking, at 16%. Moreover, Boyle Street has a noticeably low amount of park space, suggesting it is higher density compared to McCauley or Edmonton.

Both Boyle Street and McCauley have a high number of commercial and retail land uses concentrated on arterials of 97 Street, 95 Street, Jasper Avenue, and Norwood Boulevard (111 Avenue), in strong alignment with historic streetcar lines. This also aligns today with areas where the Main Streets Guidelines and Overlay apply.

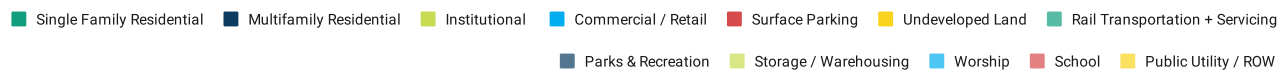
The rail corridor is a significant edge and boundary that divides Boyle Street from McCauley. The river valley connects to both Boyle Street and McCauley at their eastern edges that touch Dawson Park and Kinnaird Park.

Main Street Overlay

Boyle Street and McCauley contain multiple areas in which the Main Streets Overlay applies.

The purpose of the Overlay is to:

“Encourage and strengthen the pedestrian-oriented character of commercial areas located in proximity to residential and transit-oriented areas, by providing visual interest, transparent storefront displays, and amenities for pedestrians”.



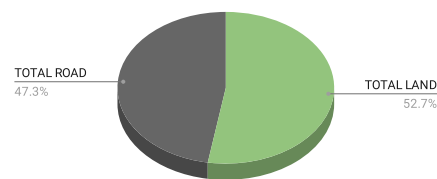
McCauley



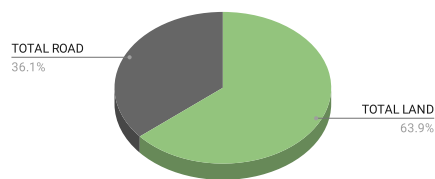
Boyle Street



McCauley

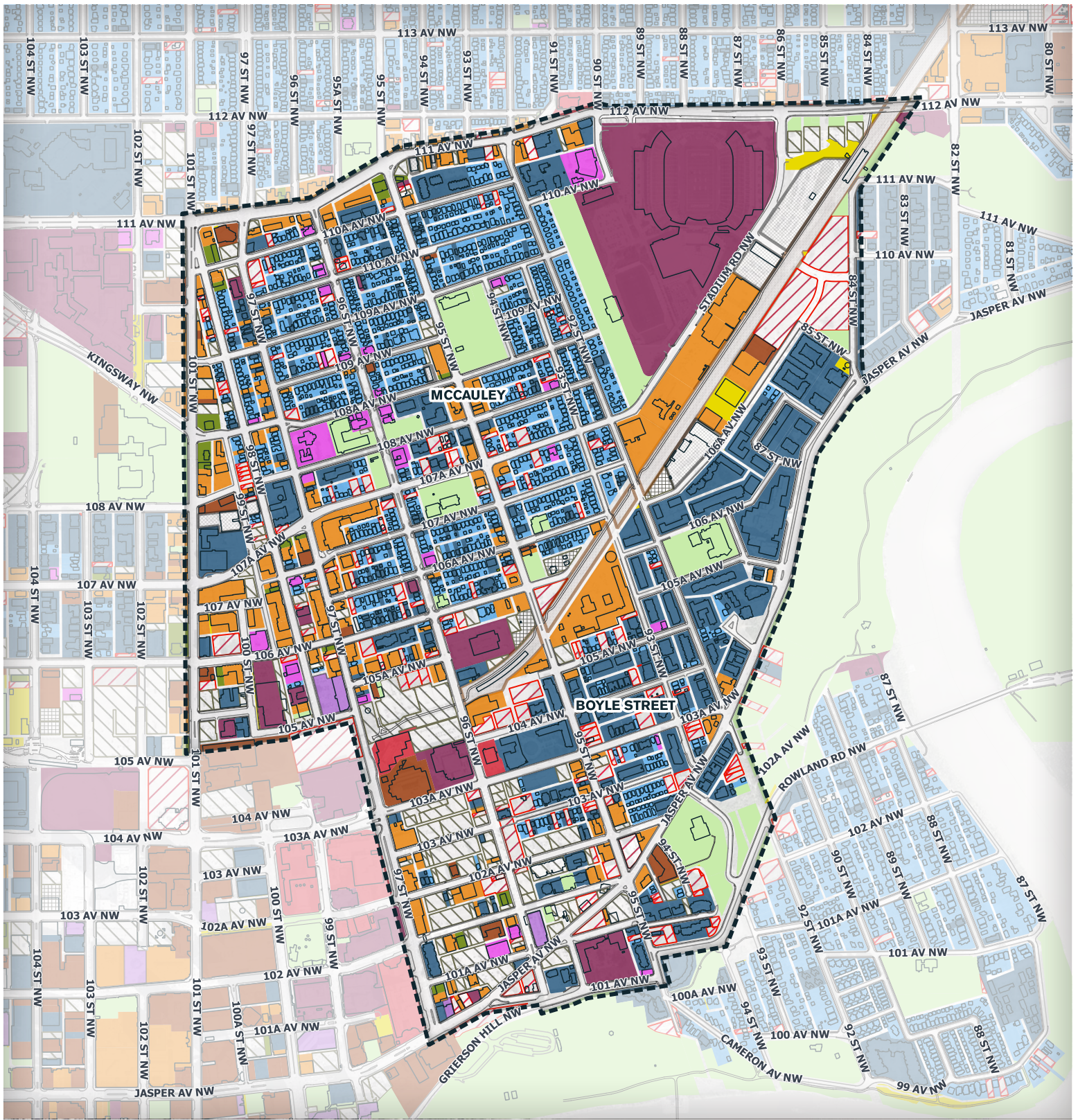


Boyle Street

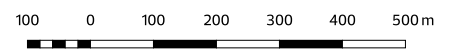


Project Considerations

- + The Main Streets Overlay is a good indicator for popular commercial / retail destinations in the neighbourhood, and could be used to inform key walking corridors, or special areas that could be enhanced by additional furnishing such as seating, bike racks.
- + In higher density neighbourhoods where space for personal outdoor spaces such as backyards and private patios is limited, the investment in public parks and open spaces is even more important.



Land Use



- | | | | |
|---------------------------------|----------------------------|---------------------------|-----------------------------|
| Neighbourhood Boundaries | Parking | Single Family Residential | Office / Business |
| Land Use Classifications | Undeveloped Or Vacant Land | Parks & Open Space | Worship |
| Rail Transportation | Hotel / Motel | Public Utility or ROW | Civic & Cultural Facilities |
| Warehousing | Multi-Family Residential | Restaurants | Civic Services |
| | | Commercial / Retail | |

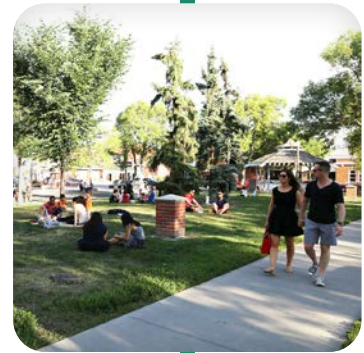
Study Area

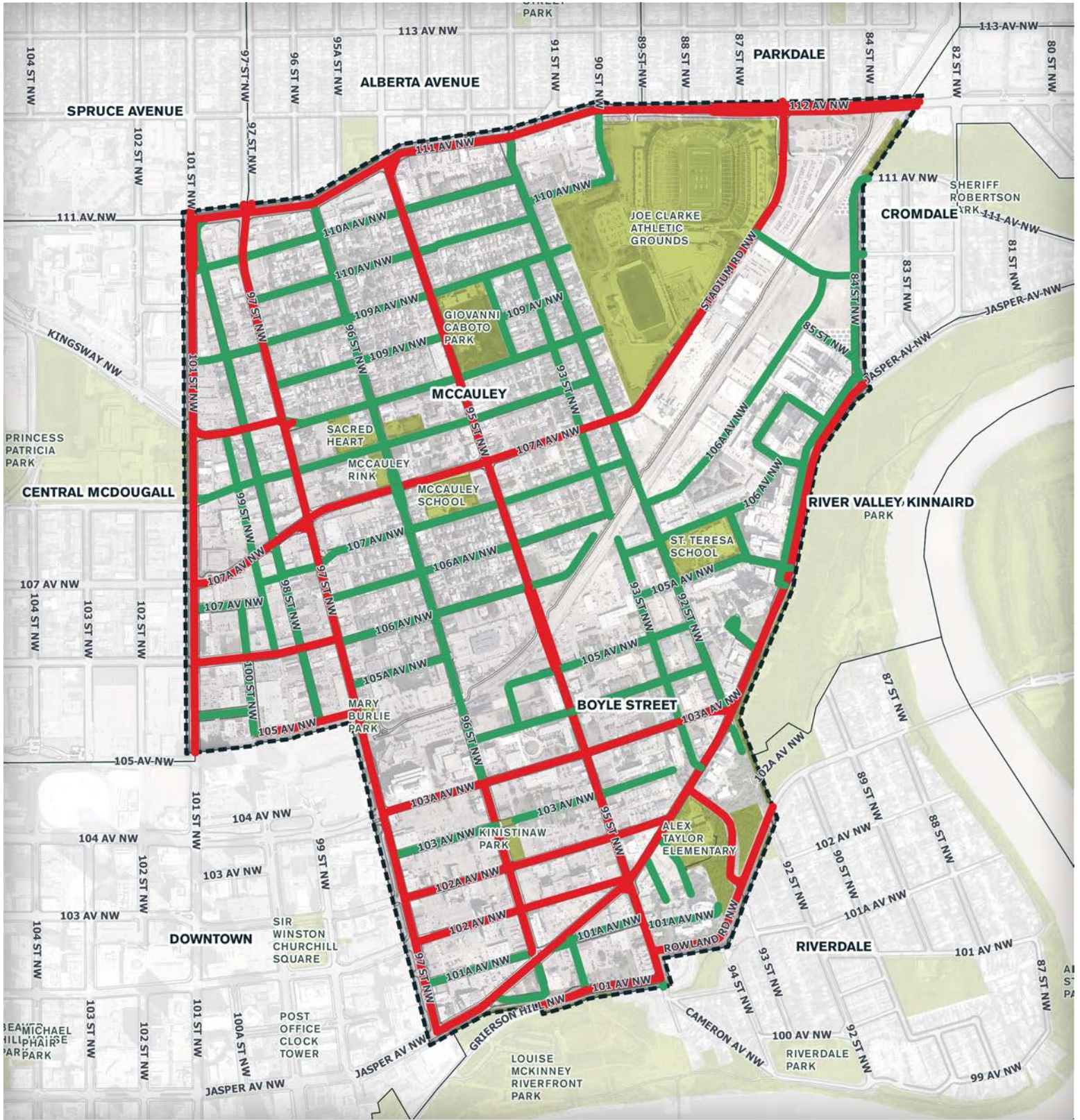
Boyle Street and McCauley share the rail corridor as a dividing boundary between the two neighbourhoods. Boyle Street's western boundary is along 97 Street with its eastern boundary along Jasper Avenue, the River Valley's top-of-bank, and 84 Street. 101 Avenue and the River Valley's top-of-bank collectively form Boyle Street's southern boundary.

McCauley's boundaries at the west are 101 Street, at the north is Norwood Boulevard (111 Avenue), and 105 Avenue and the rail corridor to its south.

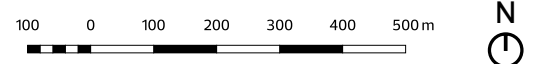
Scope

The scope of Neighbourhood Renewal typically includes all local and collector roads, but does not include arterial roadways or alleys. There are separate renewal programs for arterials and alleys. As in some cases in other parts of the City where developments only have access off of an alley, exceptions are made to include them in Neighbourhood Renewal scope. There is one property in Boyle Street where this alley access applies. However, at the time of publishing the renewal of some alleys in Boyle Street and McCauley are being considered as potentially in scope for renewal in conjunction with the neighbourhoods.





Project Road Scope

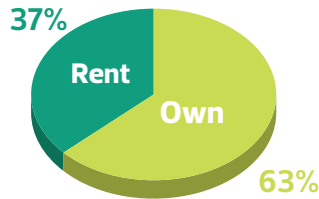


- | | |
|---------------------------------|-----------------------|
| Neighbourhood Boundaries | Roads in Scope |
| Boyle Street & McCauley Scope | Included |
| | Not Included |

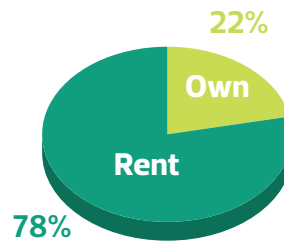
McCauley Demographics

Edmonton

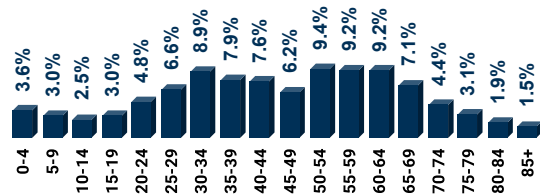
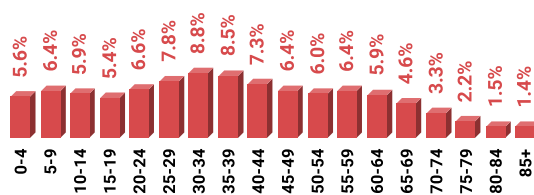
Rent vs. Own



McCauley



Age Range



As of 2019, McCauley had a total population of 1,175 residents. The numbers generally reflect the city average for young adults and adults aged 20–45 at 36% of the population compared with 39% for the city. McCauley has a low population of school age children relative to the city's averages. McCauley is also older than the city's averages with a retirement and seniors age population that represents 18% of the neighbourhood, compared with the city average of 13%.

The McCauley population is balanced between single family and multifamily housing at 40% and 41% respectively, lower than the city's average for single family housing (50%) and higher for multifamily (32%). The neighbourhood also has a significantly higher percentage of residents living at care facilities (10%), compared to 2% for the city at large, reflective of the supply of seniors housing and social housing and services in the area.

McCauley's central location, its proximity to Downtown and the river valley and other destinations, and its social demographics influence much higher than average rates of people walking and taking transit compared with city averages. The population of people who bike is in line with city averages.

Roughly 36% of McCauley residents get around primarily by walking or public transit; when compared to 18% for the city at large. 60% of McCauley residents cite the automobile as their primary transportation mode, when compared to 79% across the city.

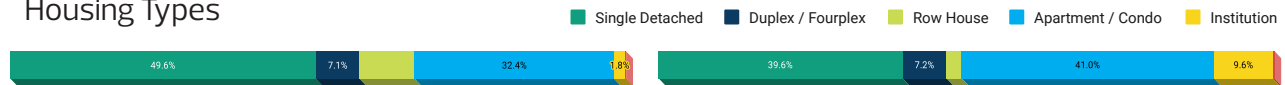
Household Income and Employment Status likely drive all of the above noted statistics, as 39% of McCauley residents are noted as retired or unable to work, compared with 22% for the city at large. Household Income is starkly different to the city's averages, with 79% of households reporting income of under 60K per year, and 56% reporting less than 30K per year. The city average for Household Income shows 41% of households in the city at large report less than 60K per year. The multicultural nature of McCauley is apparent in data showing higher proportions than city averages for household languages not either English or French.



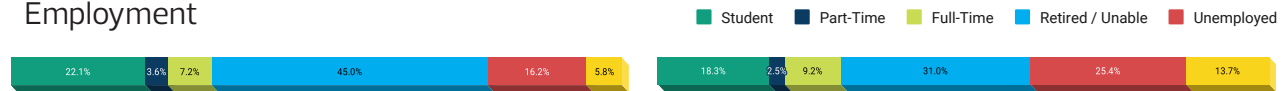
Edmonton

McCauley

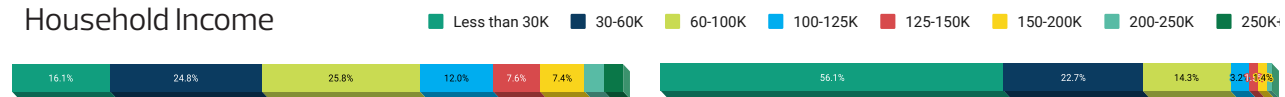
Housing Types



Employment



Household Income



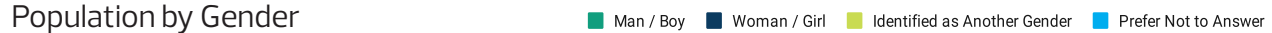
Length of Residence



Primary Transportation Mode



Population by Gender



Edmonton



McCauley



Languages



Edmonton



McCauley

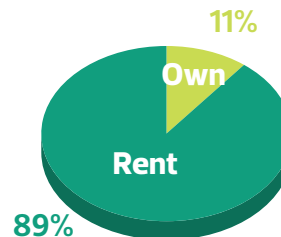
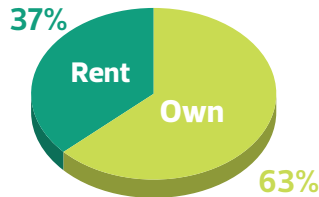


Boyle Street Demographics

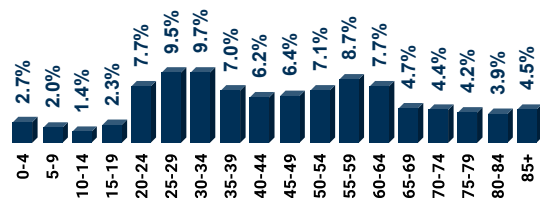
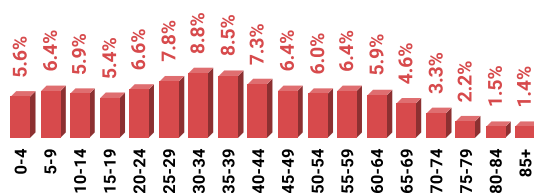
Edmonton

Boyle Street

Rent vs. Own



Age Range



As of 2019, Boyle Street had a total population of 6,671 residents. The numbers generally reflect the city average for young adults and adults aged 20–45 at 40% of the population compared with 39% for the city. Boyle Street has a low population of school age children relative to the city's averages. Boyle Street's residents are also older than the city's average with a retirement and seniors age population that represents 21% of the neighbourhood, compared with the city average of 13%.

The Boyle Street population overwhelmingly lives in multifamily housing at 84%, compared with the city's average of 32%. The neighbourhood also has a significantly higher percentage of residents living at care facilities (10%), compared to 2% for the city at large, reflective of the supply of seniors housing and social housing and services in the area.

Boyle Street's central location, its proximity to the Downtown and other destination areas, and its social demographics influence a much higher than average rate of people walking and taking transit compared with city averages.

Over 40% of Boyle Street residents get around primarily by walking or public transit, when compared to 18% for the city at large. 56% of Boyle Street residents cite the automobile as their primary transportation mode, when compared to 79% across the city. The population of people who bike is in line with city averages.

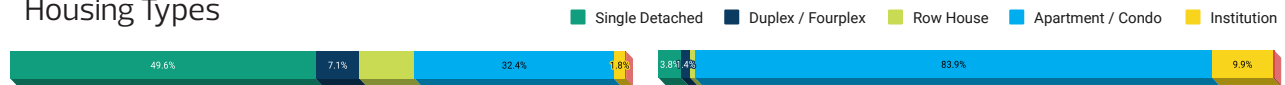
Household Income and Employment Status likely drive all of the above noted statistics, as fully 40% of Boyle residents are noted as retired or unable to work, compared with 22% for the city at large. Household Income is much lower than city's average, with 71% of households reporting income of under 60K per year, and almost half the neighbourhood at 48% reporting less than 30K per year. The city average for Household Income shows 41% of households report less than 60K per year. The multicultural nature of Boyle Street is apparent in data showing higher proportions than city averages for household languages not either English or French.



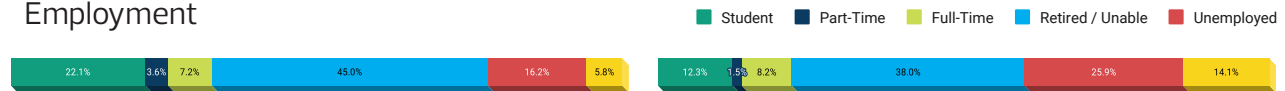
Edmonton

Boyle Street

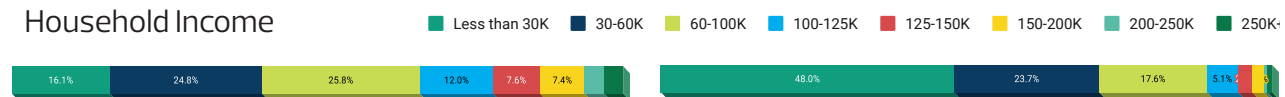
Housing Types



Employment



Household Income



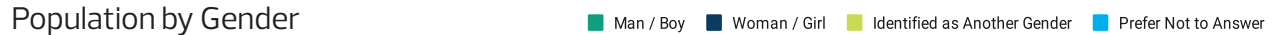
Length of Residence



Primary Transportation Mode



Population by Gender



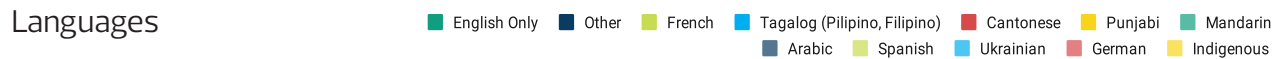
Edmonton



Boyle Street



Languages



Edmonton



Boyle Street



Project Considerations

- + A higher proportion of residents in each neighbourhood are people who walk and take transit as their primary transportation mode compared to city averages
- + A higher proportion of residents are retirement aged or living institutionally. This may elevate the priority for accessibility and pedestrian safety in the designs
- + Both neighbourhoods are much lower income compared to city averages
- + Both neighbourhoods have assets such as higher density, and a greater mix of land uses that are in line with current City policies

Neighbourhood Analysis

Land Ownership and Development Opportunities

Public Lands

In addition to city-owned streets, alleys, and road Right-of-Way, The City of Edmonton also has a significant number of titled land holdings within both Boyle Street and McCauley for civic, social, utility, and infrastructural purposes.

Transportation

The City has a number of land holdings either temporarily or permanently that serve transportation functions. Just east of Commonwealth Stadium, the City owns lands operated as a park n' ride. The City also holds lands in the rail corridor noted to be for rapid transit use in conjunction with the LRT running in this corridor.

Housing & Civic Uses

The City owns lots for Community Housing in both Boyle Street and McCauley. The City also owns lots for police and fire, for fleet services, and also for utility purposes such as drainage.

Temporary Holdings

As the LRT gets constructed through Boyle Street, the City has acquired lots that are needed during the construction phase that will be redevelopment candidates post LRT construction. It also has a few saleable and leasable properties.

Right-of-Way

The City is the owner of all the non-titled lands classified as the road Right-of-Way (ROW), including most streets and alleys, the bulk of the scope that is covered under the Neighbourhood Renewal program.

Vacant Land & Redevelopment Sites

As displayed on the **Land Ownership and Development Opportunities** map, there are a number of lots in Boyle Street and McCauley that are classified as vacant or as surface parking. In many cases these lots will be redeveloped in the future.

Private Lands

Gathering information on proposed developments can help the Neighbourhood Renewal team look for opportunities for streetscape integration and enhancements that align with public and private development proposals.

Alldritt Tower

The Alldritt Tower if realized would represent one of the most significant developments in scale in Edmonton following the nearby redevelopment surrounding the new arena. Approved for rezoning in 2016, it is not understood where this development stands with its probability and timeline.

Small Rezoning for Change of Uses

There are a few rezonings for change of use, notably to rezone from residential to neighbourhood commercial at 97 Street and 107 Avenue, and to add retail uses to a property at 106 Avenue and 96 Street.

Alley Closure @ 96 Street & 105A Avenue

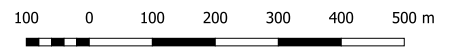
The City is consolidating the land here with adjacent parcels.

Project Considerations




- + Some green spaces that are classified as road Right-of-Way can sometimes be overlooked, but can provide opportunities to expand and enhance open spaces, as leftover spaces given less consideration.
- + The City has many land holdings in Boyle Street and McCauley. Closer examination of planned future uses for land holdings is warranted, and there may be opportunities in renewal to advance planning goals of the neighbourhoods.
- + Where vacant lots and surface parking areas are noted, it is important to evaluate what the future state of these areas may be in terms of proposed rezonings or development permits. It is also important to note that while these may typically be classified as 'underutilized' areas of Boyle Street and McCauley, that they may be valued differently by socially vulnerable populations as places to gather.
- + Site plans for projects that have been approved but not yet built should be reviewed by the project team to ensure coordination of public realm improvements.







Land Ownership and Development Opportunities





Neighbourhood Boundaries

-  Neighbourhood Scope Boundaries
-  Adjacent Neighbourhoods
-  Potential Redevelopments



City Land Holdings

-  Housing
-  Utility
-  Police, Fire, Fleet Services
-  Transportation

City Land Holdings

-  Municipal Use
-  Parks
-  Surplus Land
-  Redevelopment

Low Intensity Land Uses

-  Surface Parking
-  Vacant Land

Community Destinations

Both Boyle Street and McCauley have a mix of commercial and cultural destinations, with concentrations of businesses and community organizations in cultural districts such as North and South Chinatown, and Little Italy.

Commercial/Retail

Both within its boundaries and immediately in adjacent neighbourhoods and Downtown, Boyle Street and McCauley benefit from a rich range of commercial retail shopping, and dining choices in the city. The ethnic diversity of the restaurants and specialty shops in the area are noted as spanning from the Middle East to Asia.

Large portions of both Boyle Street and McCauley are classified as Main Streets, with prominent retail and commercial spines, owing to their status as historic streetcar arterials that tended to influence these patterns of development. The Main Streets Overlay covers a large portion of Norwood Boulevard (111 Avenue), the majority of the area encompassed by the Downtown and Chinatown and Area Business Improvement Areas, and the commercial and retail stretch generally composing the Little Italy Area.



Spiritual & Institutional

As one of the earliest developed parts of Edmonton, McCauley was the district where many immigrant communities built churches to act as the center of their religious, cultural and social life. The end result is an unusually high concentration of churches, particularly on 96 Street, to the extent it is increasingly acknowledged and honoured as Church Street. Church Street played an important role in the spiritual life and development of community for new Edmontonians for over a century, and is valued for its association with early diversity and multiculturalism.

The unique collection of churches contribute to a distinctive streetscape and identity. Unofficial plans and design concepts have been undertaken on how to preserve the churches while incorporating enhanced streetscape elements to celebrate its civic value in the public realm.



Cultural and Recreational

The Commonwealth Recreation Centre looms large as a facility with a diverse variety of fitness, swimming, and sport activities. Like the adjacent Stadium which looms larger, the regional and city-wide scale of these facilities mean they aren't just oriented to the community needs of Boyle Street and McCauley. These facilities, while beneficial, also place more demand on the neighbourhood in terms of traffic, parking, and noise especially during peak use of the Stadium for music and sports events.



Nearby Destinations

Boyle Street and McCauley are close to all the destinations of Downtown, and their nearness in turn places demand on services in the neighbourhoods. A large proportion of Boyle Street remains vacant and / or used for surface parking, with high regional parking demand for nearby government facilities and civic destinations such as Canada Place, the Law Courts, the Winspear and Citadel Theatres, etc. Vacant properties are subject to low tax rates, and when those lots also generate significant parking revenue, it has created conditions with less incentive for redevelopment. This is readily apparent on the blocks nearest to Canada Place in Boyle Street east of 97 Street, where there is a high concentration of undeveloped lots with surface parking.

Immediately south of Boyle Street is the City's River Valley. At the northeast corner of McCauley there is a connection to the Kinnaird Ravine, though lack of connectivity through the Stadium grounds and across the rail corridor mean the ravine is not well connected and easily accessible to all. Steep banks and heavy vegetation limit access to certain abilities, and dense vegetation and stair locations limit access points to these natural assets. Some perceive safety issues accessing more natural and secluded areas, particularly when alone.



Project Considerations

- + As a consequence of its great location between city-wide destination areas, Boyle Street and McCauley facilities and infrastructure face a lot of additional parking demand from citizens visiting from other parts of the city.
- + The richness of retail and cultural assets such as restaurants in Boyle Street and McCauley may be utilized more frequently by those with greater financial means, or visitors to Boyle Street and McCauley. It is important to recognize the social equity of any proposed public realm improvements, and balance the needs of the diverse populations of Boyle Street and McCauley.

Built Form and Character Areas

Owing to their status as some of the City's oldest Neighbourhoods, the strengths of Boyle Street and McCauley's built forms include a diverse range of architectural styles that evolved through many eras, with a high number of buildings and properties recognized for heritage value. To a greater degree Boyle Street has lost a significant portion of its urban fabric to demolition over the years and a high proportion of surface parking land uses. Owing to their location and proximity to the Downtown, Boyle Street and McCauley are both expected to experience continued development interest.





Chinatown

Chinatown was originally more heavily concentrated to the South, though over time Chinese businesses migrated to the north until the City eventually had what are referred to as Chinatown North, and Chinatown South. Each Chinatown has its own separate Business Improvement Area, with Chinatown South located in the Downtown BIA.

Chinatown South

Through the 1980s and 90s Chinatown South developed a number of cultural focal points including the dedication of the Harbin Gate in 1987 on 102 Avenue, the Chinatown Multicultural Centre, and several seniors housing developments. The vision for building out Chinatown South did not fully materialize according to plan, as many businesses organically relocated further north along 97 Street.

Chinatown North

A second concentration of Chinese commercial establishments have emerged and grown to be known as Chinatown North. Chinatown North and South are separated only by a few blocks, but are physically disconnected though barriers such as the rail bridge and the associated grade change under it on 97 Street. Other large institutional buildings and surface parking interrupt the connection between these areas. Consequently, the two Chinatowns are administered in separate BIAs.

Little Italy

The neighbourhoods surrounding the Chinatown and Little Italy areas are among Edmonton's oldest, with many houses constructed in the early 1900s. Little Italy generally extends between 107 and 111 Avenues, 97 and 93 Streets, straddling both Boyle Street and McCauley. There is a concentration of Italian names and decorative elements on 95 Street starting with the prominent Italian Welcome Gate at 107 Avenue, and north from there a denser section of restaurants and community oriented retail exists until 109A Avenue.

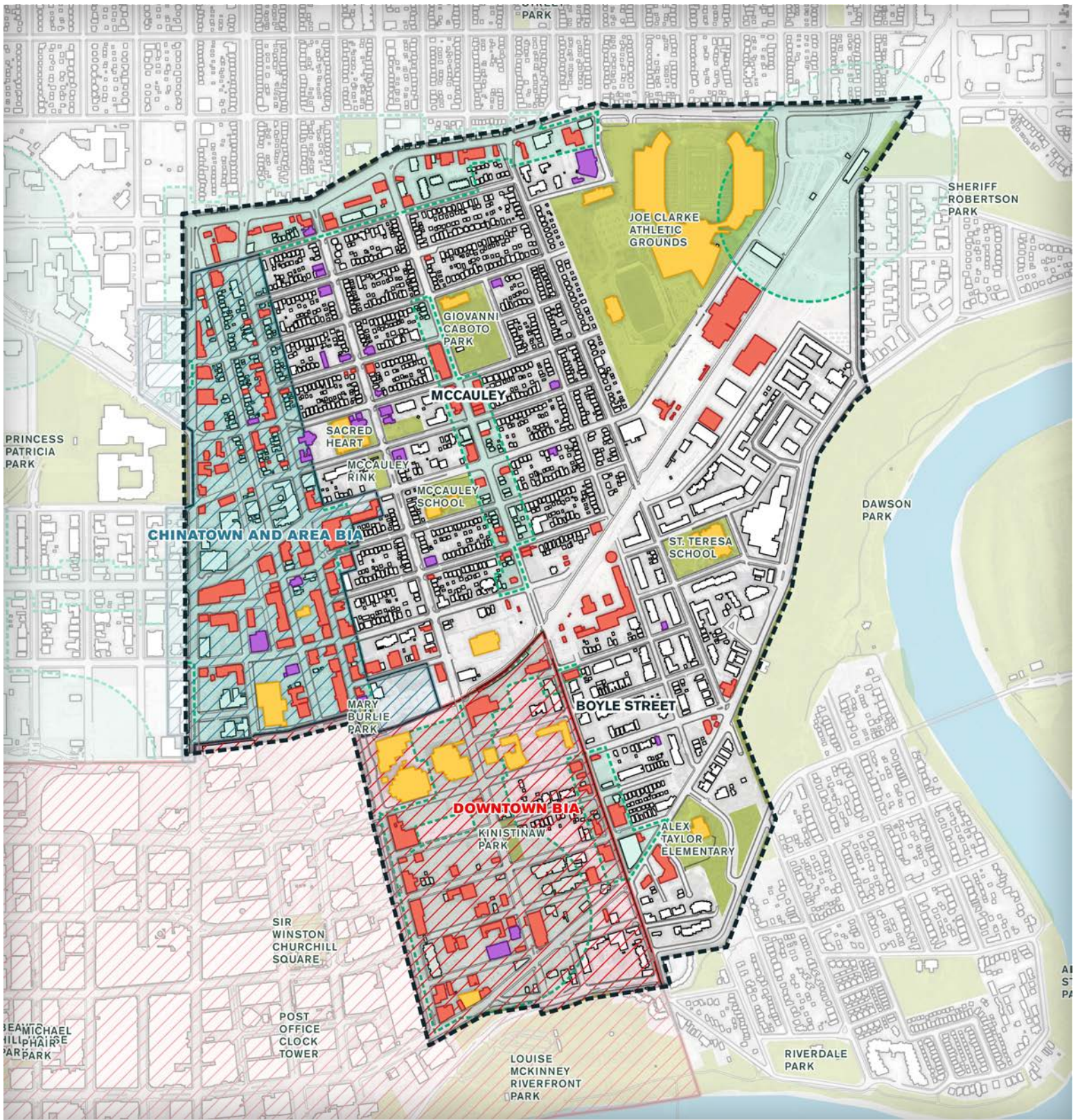
The interface of the prominent Italian Market and other retailers with Giovanni Caboto Park, make this area feel like the civic heart of a Little Italy that's broadly known to the City. The strong business and community presence established here a hundred years ago persists. The community and businesses are actively involved in shaping and celebrating the area. Little Italy is not currently located within a BIA.

The Quarters

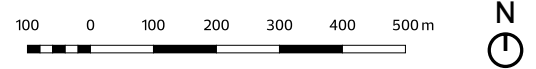
Since the approval of plans for The Quarters and its Community Revitalization Levy in 2011, notable public and private investments have been made in the past decade. A significant streetscape investment was made into the Armature (96 Street, Kinistino Avenue) between Jasper Avenue and 103 Avenue. At Jasper Avenue and 96 Street the architecturally interesting Doubletree by Hilton hotel occupies a signature civic location. Kinistināw Park is nearing construction completion as an additional park asset in Boyle Street.

Plans for a number of new developments in the area have advanced to various stages of development approval but not yet broken ground, notably including the Allard Tower (though partially just outside Boyle Street's boundary). In 2020 a new tower at 95 Street and Jasper Avenue known as 'The Hat' is nearing construction completion. The Valley Line LRT is currently under construction along 102 Avenue, and will surface from its tunnel on the east side of 96 Street and head west from there.

97 Street between Jasper and 102A Avenue will receive streetscape upgrades in 2021 as part of the Jasper Avenue New Vision Project and through coordination with LRT construction.



Destinations & Built Form and Character



Neighbourhood Boundaries



Parks




Water Bodies


Destination


 Spiritual

 Commercial


 Civic and Community

Business Improvement Area

 Chinatown North

 Downtown BIA
(includes Chinatown South)

Main Streets Overlay

 Main Streets Overlay

Open Space Network

Breathe, Edmonton's Green Network Strategy, notes that both Boyle Street and McCauley are under-provisioned for municipal parks relative to the size of the populations that live in the neighbourhoods.

Due to the neighbourhood's edges at the top of the bank of the River Valley, and the Rat Creek Ravine, Boyle Street and McCauley have close entries into ecological and municipal parks. These assets are not as easily accessed by everyone, as the steep slopes can pose barriers and others express perceived safety issues of using these more secluded park spaces alone. These assets also heavily favour those living closest. The Commonwealth area with the City's largest Stadium represent a substantial footprint of McCauley and more so to its parks and open space inventory. The functions of this area heavily favour

broader City-wide celebration activities ranging up to national and international sports and competition, and is oriented less to parks needs of McCauley or Boyle Street. The relatively new Commonwealth Community Recreation Centre, completed in 2012, is a major civic investment that serves Boyle Street and McCauley, in addition to the broader region.

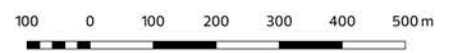
CityPlan (2020) projects that residential populations will rise considerably in the future, with public open space in the Central Core (which includes Boyle Street and McCauley) limited. This supports the need to improve the amount, quality, and functionality of available open space that will be subject to increasing demand.










Growth in the school age population in Boyle Street and McCauley is noted as low, and green space adjacent to schools may be experiencing less demand for school functions currently. Nevertheless, planning goals support a more family friendly central core, and child oriented amenities (sports fields, playgrounds, and nature based play) are proposed to attract families.



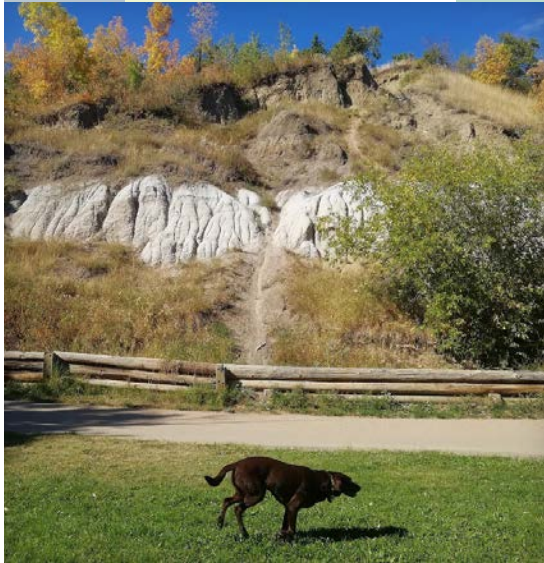


Open Space Network



- | | | | |
|---|--|--|---|
|  Neighbourhood Boundaries |  Parking | Trees | Contours |
|  Parks |  Undeveloped Or Vacant Land |  DECIDUOUS |  1m INTERVAL |
|  Water Bodies |  River Valley Access |  CONIFEROUS | |

Boyle Street



River Valley Amenities, Dawson Park & Kinnaird Ravine

Dawson Park and Kinnaird Ravine represent Boyle Street and McCauley's nearest access to the almost limitless number of trails and park spaces that are connected through the paths and trails of the North Saskatchewan River Valley.

This area has been home to Indigenous Peoples including the Cree, Dene, Nakota Sioux, Saulteaux, Blackfoot, and Métis since time immemorial. European settlement led to industrial and utilitarian uses of the area including coal mining, sewage and waste disposal that all had impacts on the park of today. Despite that, the park is generally considered to be a natural gem, owing to forward-looking planning and policy that began with Landscape Architect Frederick G. Todd's recommendations to create an uninterrupted River Valley park system in Edmonton in 1907.

Today the park offers a number of amenities including a summer season boat launch, an off-leash area, park benches, picnic sites, walking and cycling trails, and an amenity building with washrooms. Dawson Park and Kinnaird Ravine are a major natural and recreational asset for Boyle Street and McCauley.



Kinistinâw Park

Kinistinâw Park is a new public space on 96 Street, between 103A Avenue and 102A Avenue, on the east side of the Armature (the first City-led "green street" pilot project, designed to capture and treat rainfall).

Kinistinâw park is one and a half blocks in size and phase 1 of its construction is currently subject to finishing touches before opening to the public.

Well-integrated with the surrounding streets and properties, this new park is envisioned to provide a safe and vibrant community space for the residents and to attract future redevelopment to the area.



St. Teresa of Calcutta Elementary Park Grounds

St. Teresa of Calcutta Elementary opened in 2003 as a central city K-6 school. The school describes itself as celebrating diverse cultural heritage and needs, and in addition to being a school, it provides services to the broader community including teaching English as a second language, nursing and dental care, a food and clothing bank.

The park grounds of the school offer a large, central, passive green area with winding paths primarily near its edges. On the east side of the park adjacent to the school there are playgrounds for kids ages K-6, a covered shelter, and picnic tables. The park is very nicely framed in by a number of regularly spaced mature elms and narrow boulevard streets. The north edge of the park along 106 Avenue is less people friendly. Coniferous trees planted tight along a chain link fence create a visual barrier and overhead utility poles line the sidewalk. The school on this side has less windows and entrances onto 106 Avenue and it feels more like the 'back side' of the school and park.



Boyle Street Plaza

The Boyle Street Plaza is a central green and gathering space among a number of buildings offering community services like child care, family services, housing, community, social and recreation activities.

The YMCA Family Resource Centre is part of the first phase of the Boyle Renaissance Redevelopment, a multi-phase, ambitious community redevelopment situated in the area between 95 and 96 Streets and extending north from 103A Avenue to the LRT tracks.

The Melcor YMCA Village, located on the east side of the plaza, is an affordable housing complex. The YMCA Family Resource Centre, Shirley Stollery YMCA Child Care Centre and the Boyle Street Community Centre are located on the west side of the plaza. Boyle Street Park is nestled in between the two buildings. The park features a circular central green space, and a long community table that has been implemented as a public art and sculptural element.



Alex Taylor School Park Grounds

Alex Taylor School is a well-known city landmark on Jasper Avenue west of Alex Taylor Road. The school belongs to a corridor of buildings representing some of the city's earliest history, and represents an effective re-purposing for modern uses. Constructed in 1907 – 1908 by architect Roland W. Lines, the three-storey school is robust, symmetrical, and grandiose. For more than 90 years prior, the facility was an elementary school that introduced innovative programmes of study. Since 2001, it has been home to E4C (Edmonton City Centre Church Corporation) since 2001.

The architectural prominence of the site is due to its visibility from the River Valley, and the surrounding open schoolyard allows it to be seen from many viewpoints. The schoolyard features a ball diamond and a soccer pitch with a meandering path connecting its south entrance on Ewen Nelson Way. A community garden is located under mature tree canopies along Alex Taylor Road. The park's pedestrian entrance is located at the intersection of Jasper Avenue and Alex Taylor Road with a concrete sidewalk that leads to a medium-sized kid's playground.

McCauley



McCauley Rink

Breathe highlights that population growth in central communities creates a need for growth in the amount of recreation and sports facilities as well. Many Boyle Street and McCauley residents have noted that the McCauley Rink is a cherished feature. This full-size hockey rink was saved from a new redevelopment plan in 1999; however the adjacent change room and washroom facility was removed. Located on the corner of 96 Street and 107A Avenue, the rink has become a lively and family friendly environment for skating and pick-up hockey in what was once considered a run down space. This boarded rink is an important focal point for residents of Boyle Street and McCauley. One of the highlights of the rink is the annual McCauley Cup where officers from Edmonton Police Service's Downtown Division take on McCauley community youth in a game of shinny.



Giovanni Caboto Park

Giovanni Caboto is the name of the Italian-born explorer and the first European credited with landing on the shores of eastern Canada circa 1497. He is better known by the anglicized name John Cabot that was adopted after he settled in England. In 1981 the park was renamed from Patricia Square Park by the Italian community, and is an example of some of the urban and cultural influences that have shaped the area. Besides the entry plaza, the park also features a central plaza with an Italian-style replica fountain and the statue of Frank Spinelli in tribute to a recognized family name as proprietors of the well known Italian Centre.

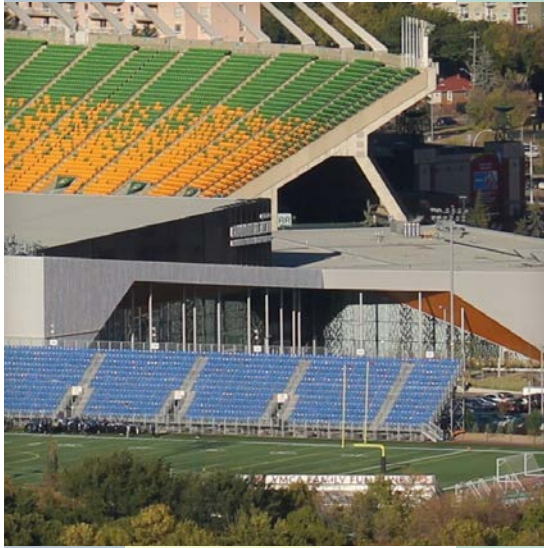
Giovanni Caboto Park has been used as the venue for many celebrations, including The Viva Italia Festival as part of East Meets West Festival celebrating multiculturalism and diversity across Little Italy and Chinatown.



McCauley School Park Grounds

McCauley Public School opened in 1912 and was named after Matthew McCauley, the first Mayor of the Town of Edmonton, and a MLA in the first Alberta Legislature. The school building includes a number of unique era specific architectural features, though is no longer a fully functional school due to low student enrollment. However, the building continues to be used to offer limited programs to support the community.

A park space with a soccer pitch, playground, healing garden and picnic tables is located next to the school. There are multiple community gardens in McCauley, but the ones in this park are the neighbourhood's most preferred. It is believed by local residents that community gardens in the neighbourhood create opportunities to expand upon and share the spirit of cultivation of the community.



Joe Clarke Athletic Grounds

Joe Clarke Athletic Grounds are located on the north east corner of McCauley neighbourhood, between 112 Avenue and the LRT Capital Line. The grounds include Commonwealth Stadium, Commonwealth Community Recreation Centre, and Clarke Stadium. In 2001, the old Clarke Stadium was replaced with a smaller grandstand and in 2012 the Commonwealth Community Recreation Centre opened, offering a variety of recreation facilities including sports, fitness, swimming, and other programming. Collectively this area represents the largest parks and recreation space by total area within McCauley; however, this could be deceiving as the main functions of the area serve civic events for the city at large, as opposed to dedicated park space for Boyle Street and McCauley residents.



Sacred Heart Church and Park Grounds

Boyle Street and McCauley are recognized for their collection of religious assemblies, representing a variety of faith groups. 96 Street, also known as "Church Street", is a recognized heritage area running along 96 Street from 106 Avenue to 111 Avenue, and is home to over thirteen active and former churches showcasing numerous architectural styles from different periods and cultures from as early as 1903. Within the Church Street Heritage Area, Sacred Heart Church of the First Peoples has been a historic "nursery" for many of Edmonton's immigrant Catholic parishes since 1913. Because of its close proximity to the city centre and its large attendant population, many of them Indigenous Canadians, Sacred Heart Church has started to fulfill a wide variety of social duties.

The park grounds are located on the south and south east side of the church. All edges of the park are bordered by chain link fence, accessible via a primary entrance on 108 Avenue, and two secondary entrances on 96 Street and the back lane. The park includes a playground for a range of child ages, a multi-purpose paved area with basketball hoops, and a soccer field.

Project Considerations

- + Policy supports improved access to the river valley.
- + In many areas, pedestrian connectivity of parks, greenways, enhanced streetscapes and plazas is incomplete.
- + Boyle Street and McCauley contain a number of signature streets and public areas of cultural significance such as Jasper Avenue, The Armature, Little Italy, 97 Street, North and South Chinatown, that are not traditionally thought of part of the open space network despite their civic and community importance.
- + Overall, Breathe notes this area as having a higher dedication of open spaces that serve a Celebration function, with less that perform a Wellness function.
- + Breathe notes some parks in the Central Core require full redesign while many others require maintenance to mitigate infrastructure deterioration and to improve user satisfaction.
- + There is a lack of open spaces that support winter use and enjoyment.
- + As residential density increases, there is an increased need for open spaces that provide a greater diversity of amenities.
- + There is opportunity to increase the amenity value of the public realm (existing open spaces and the streets) to meet increased demand for public space.
- + There may be opportunity to acquire vacant land and develop new public open space to meet increased demand.
- + Although Boyle Street and McCauley are next to the river valley it is not easily accessible to all. There may be opportunity to improve access for people of all ages and abilities.
- + Within the neighbourhoods the provision of park space is below city averages relative to the neighbourhood population, and demand for these existing assets will grow over time. The prospect for adding future park spaces to the neighbourhood is limited. Through the Neighbourhood Renewal process, the neighbourhood analysis should look for creative solutions to add and enhance parks and open spaces.

Public Transit Network

Boyle Street and McCauley are well served by public transit with multiple bus routes, and are within walking distance of three LRT Stations at its edges, including MacEwan, Churchill, and Stadium Stations.

101, 97, and 95 Streets, Norwood Boulevard (111 Avenue), Jasper Avenue, Roland Road, and a section of 103A Avenue are all bus routes that bisect and serve Boyle Street and McCauley. Frequent bus routes will run on portions of Jasper, 97 and 95 Streets, and Norwood Boulevard (111 Avenue) when the Bus Network Redesign is implemented.

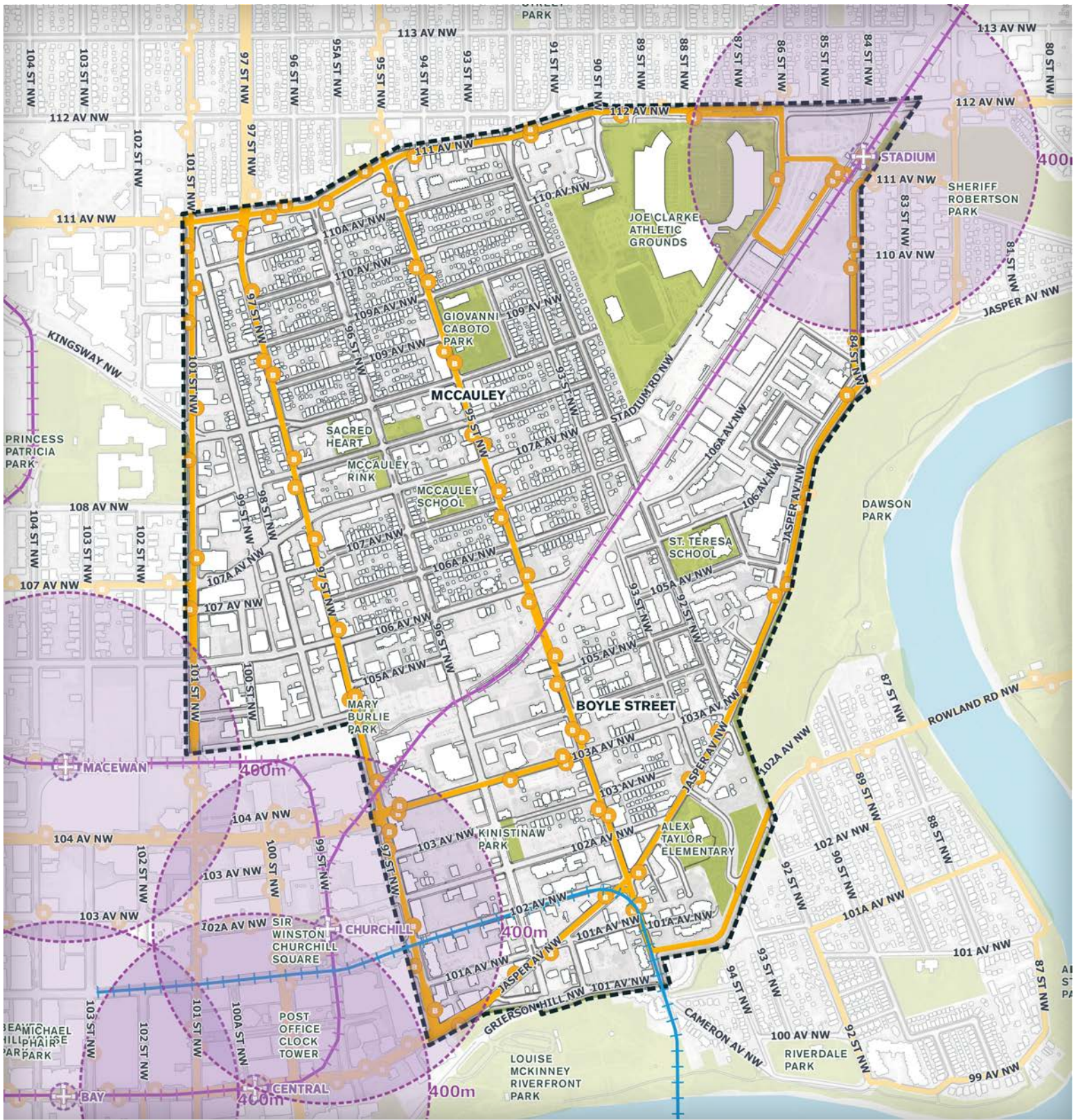
Currently there are approximately 82 bus stops within and at the edges of the neighbourhoods, served by numerous local and regional routes. As of November 2020 the Bus Network Redesign appears to maintain the use of existing bus corridors.

The west side of Boyle Street and McCauley are particularly well served by both LRT and buses, owing to nearness to the civic and business centre of Edmonton.












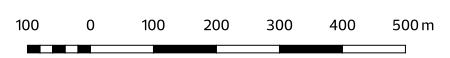
Project Considerations

- + The Bus Network Redesign leaves McCauley with great access to public transportation. Bus stops needed to be moved or removed have been identified by Edmonton Transit Service as part of that project, and opportunities for Neighbourhood Renewal will have to be decided in conjunction with these changes.
- + There are plans and construction already happening in the vicinity of Stadium Station as part of its Area Revitalization Plan. Planning and policy need to be carefully considered and aligned with opportunities for Neighbourhood Renewal.



Public Transit Network

-  Neighbourhood Boundaries
-  Bus Stops
-  Parks and Open Space
-  400m - 5 minute walk circles
-  LRT Track
-  In Construction
-  Bus Routes
-  Existing
-  Labels Only



Pedestrian Connectivity

Overall, connectivity seems consistent throughout the neighbourhood with existing sidewalks on both sides of the street in most instances. There is a mix of sidewalk types in Boyle Street and McCauley, with some streets with sidewalks next to the curb, and some streets with a boulevard and trees. This is weighted toward boulevards in McCauley, and curbside in Boyle Street.

Missing links in the walking network are noticeable at the western portion of McCauley, including along 99 Street, 105 Avenue, and 100 Street. Similarly, The Stadium Station ARP notes poor connectivity through the eastern portions of Boyle Street and McCauley, due to the scale of the Stadium grounds, the barrier represented by the rail corridor, and a history of larger industrial uses that line the rail corridor. Consequently, the ARP proposes a number of connectivity enhancements through the Stadium grounds; pedestrian 'greenways' that break up those industrial land uses, and an additional vehicle and pedestrian crossing across the rail corridor. At the time of publishing in November 2020, the new crossing across the rail corridor has been constructed.

The Quarters Urban Design Plan also makes recommendations to 'Rescale the Grid' by acquiring lots in the middle of blocks just east of 97 street in Boyle Street, to create new north / south pedestrian connections in those areas. The plans also appear to propose use of the alleys in areas as enhanced pedestrian connections. The alley just east of the new Kinistinâw Park, and further east of there are alleys noted in the plans that help to 'Rescale the Grid'.

Key Pedestrian Corridors & Precincts

Important pedestrian corridors and precincts exist due to the many character and commercial areas that define both neighbourhoods. The North and South Chinatowns, Little Italy, Church Street, and the Armature all represent key areas that people in Boyle Street and McCauley can walk and bike to.

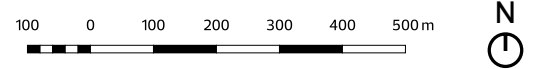
The key corridors along which these are oriented are 96 Street (Church Street and Armature), 97 Street, 95 Street, and Jasper Avenue, one of Edmonton's signature main streets. 92 Street is noted as a key walking corridor with streetscaping enhancements including pedestrian lighting, enhanced crosswalks, and street blades. Planning documents have recognized that pedestrian corridors and precincts in the area are aligned generally parallel along the north / south axis. Recommendations have called for improved east / west connections through Boyle and McCauley to enhance walkability between diverse and distinct cultural districts.






Project Considerations

- + Enhanced east / west connections between districts are supported by planning and policy.
- + North / south connections that break up the long blocks in The Quarters are supported by planning policies through acquisition of titled land.
- + In addition, the use of alleys are supported as enhanced walking routes that rescale the grid in The Quarters plans.
- + The Stadium Station ARP supports breaking up industrial uses along the rail corridor to create pedestrian 'greenways' with better north / south connectivity to the rail corridor.
- + The Stadium Station ARP also supports the creation of an enhanced 'Commonwealth Promenade' along an axis just immediately west of the Stadium.
- + Connectivity for walking is generally good in the area, though there are some missing links toward the western edge of McCauley generally within the mixed use area in the Chinatown BIA.



Pedestrian Connectivity



-  Neighbourhood Boundaries
-  Parks
-  Sidewalks
- Intersections**
-  FULL
-  PEDESTRIAN-ACTIVATED

Vehicular Network

Driving and Traffic Safety

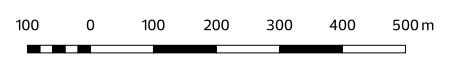
Arterial roadways within the neighbourhood include 101, 97, and 95 Streets, Norwood Boulevard (111 Avenue), a small portion of Kingsway, 107A, 103, 102A, 102, Jasper, and part of 106 Avenues as shown on the following map. Owing to the time that these roads were built, the arterial roads (aside from Jasper Avenue) remain relatively narrow in width compared with contemporary Edmonton arterial roadway designs. This benefits the neighbourhood in that the arterials are largely not perceived as barriers that divide the neighbourhood. However, the grid network and high volume of traffic on narrow arterials mean that safety issues have been a recorded concern of residents in the area. Many of those recorded traffic concerns have been concentrated along 95 Street, generally at the intersections at 106 Avenue northward to 109A Avenue.

Jasper Avenue, 97 Street, and Norwood Boulevard are also designated 24 hour truck routes. These are arterial roadways for service and goods movement through the neighbourhood. The remainder of the streets in the neighbourhood are a mix of local residential and collector type roadways, though there is little in the way of design differences noticed, as the collectors do not seem fundamentally different than most other local non-arterial roads. There are multiple 30km/hr zones in Boyle Street and McCauley next to parks and schools.





Vehicular Network



- Neighbourhood Boundaries
- Local
- Collector
- Arterial
- Alleys
- Parks
- One-Way Street
- 30km Speed Limit

Traffic Calming Measures

Boyle Street and McCauley do not have many traffic calming and shortcutting measures that typically include one-way streets, reduced speed zones, and curb extensions. There are one-way sections of roadway, generally confined to portions of east / west avenues that include 107, 106A, 105, 104, 103, 102A, 102, 101A Avenues that are shown on the map. All of these measures seem to start and / or stop at 95 Street, possibly aligning with pedestrian safety issues that have been recorded there. There are also a number of curb extensions installed on Church (96) Street within the past few decades.

Throughout Boyle Street and McCauley there are rear alleys for alternative access and garbage pick-up. The majority of local residential streets have on-street parking on one or both sides of the roadway. There are parking restrictions in many areas due to high demand from Downtown and the Stadium grounds.

Unique Areas

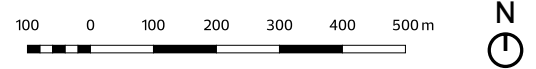
There are some unique situations with respect to an otherwise fairly regular street grid of Boyle Street and McCauley. North of 105 Avenue and west of 97 Street between 101 Street, the diagonal street grid of Boyle Street and McCauley meets the rectangular grid of Downtown. The intersection of these two grids creates some triangular shaped lots, and some unique situations where the streets end, but continue in alignment with alleys. This is particularly pronounced on 99 Street, where 99 Street continues as an alley north of Kingsway Avenue and south of 106 Avenue.










Project Considerations

- + The unique geometry of the areas around 99 and 98 Streets, in conjunction with the Chinatown Strategy to enhance the area as a pedestrian precinct, may provide opportunities to more deeply examine how people use and move through the area.
- + There are noted traffic concerns and pedestrian safety issues due to high volumes of traffic and shortcutting through the area. Opportunities to consider traffic calming and safety measures can be considered.
- + The alleys exist as part of the existing vehicle transportation network. Policy and plans call for pedestrian enhancements and increased shared use of alleys, and should be considered in conjunction with walking and biking goals of the project.



Existing Intersections & Traffic Calming



-  Neighbourhood Boundaries
-  One way street
-  2-WAY-STOP
-  30 km/hr zone
-  4-WAY-STOP
-  1-WAY-YIELD
-  2-WAY-YIELD
-  FULL
-  1-WAY-STOP

Existing Bike Routes

Boyle Street and McCauley have little in the way of dedicated bike routes. The exception as of November 2020 is a small protected section of bike lane between 97 Street and 96 Street on 102A Avenue built in conjunction with the Downtown Bike Grid. A review of the plan notes that Boyle Street and McCauley are at the edge of the Downtown Bike Grid, but that it defines the Armature (96 Street south of 103 Avenue) as a shared roadway bike route with lower traffic, while also proposing a one-way protected bike lane on 96 (Church) Street north of 103A Avenue. Similarly, the Stadium Station ARP proposes twinning the shared-use path on the north side of the rail tracks so that a connection exists on the south side of the tracks as well.

Existing bike routes in Boyle Street and McCauley are listed below:

Shared On-Street

- + 101 Street between 105 and 106 Avenues
- + 106 Avenue between 101 and 96 Streets
- + 96 Street between Norwood Boulevard (111 Avenue) and Jasper Avenue
- + 92 Street between Norwood Boulevard (111 Avenue) and Jasper Avenue
- + 108A Avenue between 96 and 92 Streets
- + 102A Avenue between 96 Street and Jasper Avenue
- + 102 Avenue between 97 Street and Jasper Avenue
- + And Jasper Avenue between 103A and 102 Avenues

Shared-Use Paths

- + A shared use path exists on the northern side of the railway tracks along the entirety of the rail corridor in Boyle Street and McCauley

Protected Bike Lanes

- + A block section of protected bike lane was built on 102A Avenue as part of the Downtown Bike Grid, between 97 and 96 Streets



Project Considerations

- + The proximity to Downtown destinations and its job centres means that Boyle Street and McCauley would be good places to support increased ridership by installing safe bike infrastructure.
- + The Stadium Station ARP proposes an additional shared-use path along the south side of the railway corridor that should be considered as part of this project.
- + A protected bike lane is proposed for Church Street as part of the Downtown Bike Network.



Existing Bike Network

- Neighbourhood Boundaries
- Shared Use Path
- Protected Bike Lane
- Shared Roadway
- Painted Bike Lane

Complete Streets Analysis

Boyle Street and McCauley were established before the creation of the first zoning bylaw for Edmonton in 1933. Consequently, Boyle Street and McCauley are much less homogeneous and much more mixed use from a land use perspective, compared with Edmonton neighbourhoods that arose later, in the middle of the twentieth century.

Mid-twentieth century planning policies favoured a separation of land uses that contributed to homogeneous areas of either residential, commercial, or industrial zones – largely separated by distance. In other parts of Edmonton this has led to walkability issues and neighbourhood characteristics that favoured automobile dominance, in terms of land use and how residents meet their daily needs.

Boyle Street and McCauley developed before widespread automobile use influenced design standards that favoured extra wide, high volume arterial roadways, and the requirement for property owners to provide parking. Because of this, Boyle Street and McCauley retain an inventory of narrow roadways that were originally designed for people walking, horse carriages, and streetcars; which aligns well with the principles of the new City Plan. Edmonton's new City Plan calls for a city of "15-minute districts that allow people to easily complete their daily needs". Boyle Street and McCauley are well situated to realize this objective with its well connected grid network of streets that are narrow and walkable. However, nearby Downtown parking demand has influenced the decay and demolition of existing properties (and City

tax revenues) for the less desirable use of surface parking, particularly in Boyle Street.

Much of Boyle Street and McCauley are street-oriented with respect to the public-private relationship between buildings and the street, with entrances and windows that face out onto the street and help to enliven the public realm.

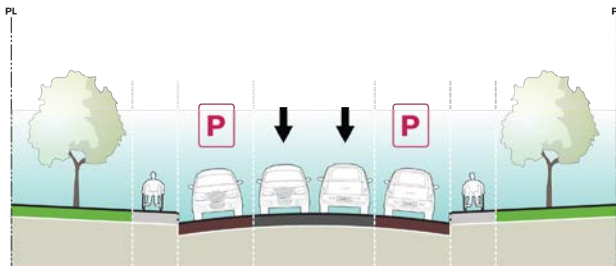
Parts of Boyle Street and McCauley are less street-oriented, primarily along the flanking (short side) of blocks where housing and development do not face the streets that they are adjacent to. In other instances vast areas of surface parking – particularly in Boyle Street – and a number of industrial and utilitarian uses detract from street orientation in the neighbourhoods.

Project Considerations

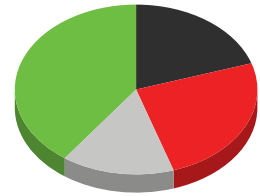
- + Boyle Street and McCauley have a good balance of transportation modes overall, though lack protected bike routes. The neighbourhoods have generally good street oriented interface of buildings along their streets. The high volume of surface parking also represents potential for redevelopment opportunities
- + There is a minimum of protected bike routes through Boyle Street or McCauley today. The neighbourhoods' proximity to Downtown suggests that improved bike infrastructure will increase mode share

Complete Streets – Illustrative Street Type Cross Sections

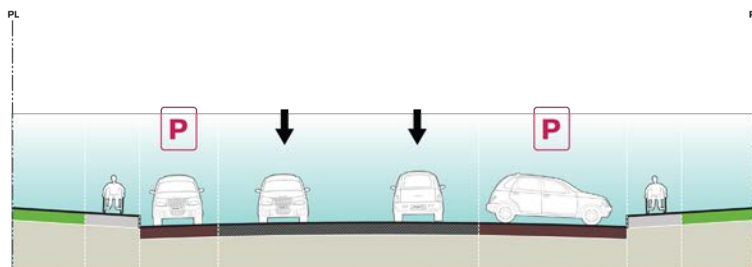
Local Residential



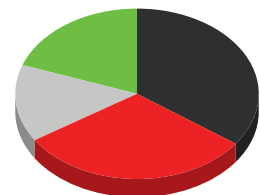
- VEHICLE TRAVEL
- PARKING
- PEDESTRIAN ZONE
- LANDSCAPE



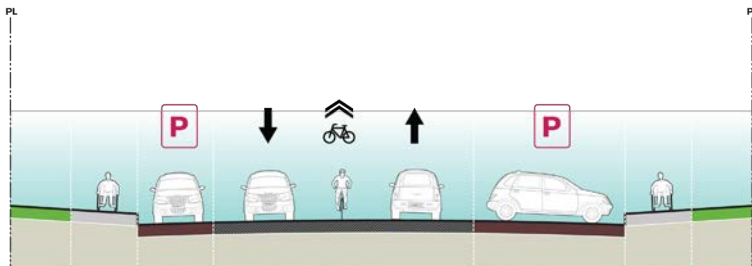
Local Mixed Use



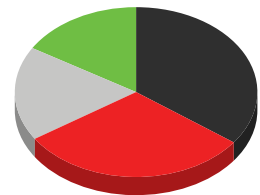
- VEHICLE TRAVEL
- PARKING
- PEDESTRIAN ZONE
- LANDSCAPE



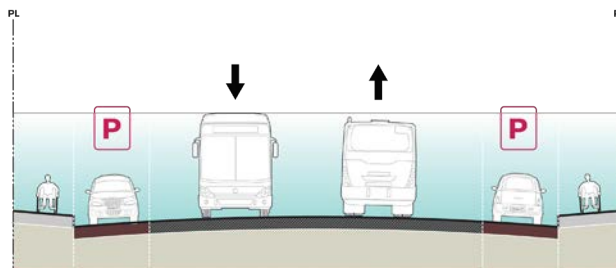
Bike Shared Residential Collector



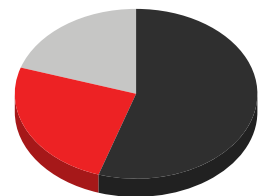
- VEHICLE TRAVEL
- PARKING
- PEDESTRIAN ZONE
- LANDSCAPE



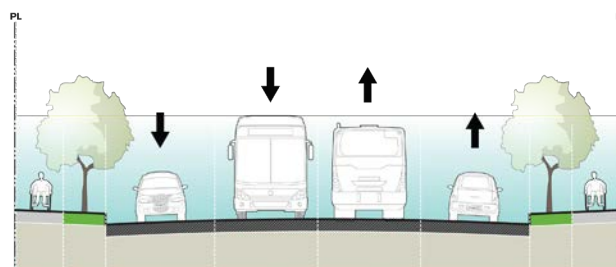
Transit Arterial Mixed Use



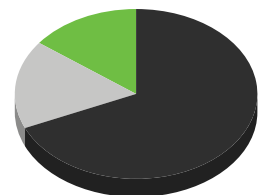
- VEHICLE TRAVEL
- PARKING
- PEDESTRIAN ZONE



Vehicle Arterial Mixed Use

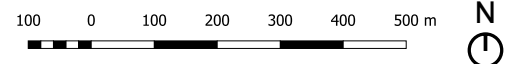


- VEHICLE TRAVEL
- PEDESTRIAN ZONE
- LANDSCAPE





Complete Streets Analysis



- Neighbourhood Boundaries
- Local Residential
- Transit Arterial Mixed Use
- Rail Corridor
- Bike Shared Arterial Mixed Use
- Collector Residential
- Local Mixed Use
- Vehicle Arterial Mixed Use
- Bike Shared Residential Collector

Infrastructure

Water

Water service and fire protection are provided by water mains within the road Right-of-Way, typically from the streets of the neighbourhoods as opposed to the alleys. Condition assessment, repairs or rehabilitation of the existing water network will be undertaken by EPCOR Water prior to renewal. Some valves and hydrants may require both vertical and horizontal adjustments during reconstruction.

Drainage (Storm)

The majority of storm sewers are combined (with sanitary) sewers. These are vulnerable to flooding and back-up during rainfall events. Sewer separation is a long term strategy for the City of Edmonton through its private partner EPCOR Drainage, and is typically achieved by construction of new systems. During renewal, most of the catch basins will be adjusted with new leads and catch basins installed where required. The existing storm and sewer alignments are primarily in road Right-of-Way along streets and avenues, though there are a few utility alignments along alleys too.

As a City partner responsible for its drainage infrastructure, EPCOR Drainage is responsible for analysis and potential construction of Low Impact Development (LID) facilities in coordination with Neighbourhood Renewal. Traditional drainage infrastructure attempts to capture stormwater and runoff into pipes that carry the water away from sites. Low Impact Development takes a different approach of capturing stormwater and using facilities such as bio-swales, green roofs, rain gardens, and structural soil cells to capture stormwater and use / treat it on site.

LID opportunities will need to be explored in further detail as designs progress; existing conditions such as mature trees and existing developments can limit the technical feasibility of implementing LID facilities. See further in the section following on **Low Impact Development**.

Sanitary Sewers

The majority of existing sanitary sewers are combined sewers. Condition assessment of the existing sewers, and any repairs or rehabilitation will be completed by EPCOR Drainage prior to renewal.

Power, Gas, Telus, Communications, Pipelines

Any modifications to the shallow utilities will be completed by the owner of the facility prior to the road construction. Potential conflicts will be identified during preliminary design. Power and telecommunication service lines are generally installed along the streets and avenues, whereas gas services are primarily provided from alleys.

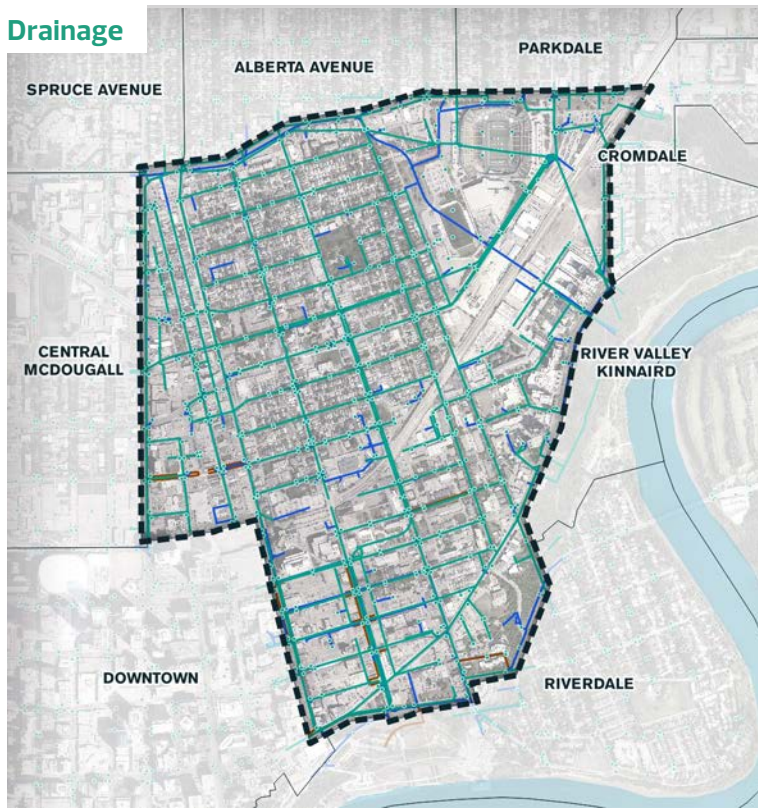
Lighting

As part of the Neighbourhood Renewal all street lighting will be replaced. Lighting at intersections should be reviewed to ensure criteria for increased visibility in crosswalks (vertical illuminance) leading to improved safety is met. Additionally, as part of the renewal, residents can opt for decorative street lighting through Local Improvement.

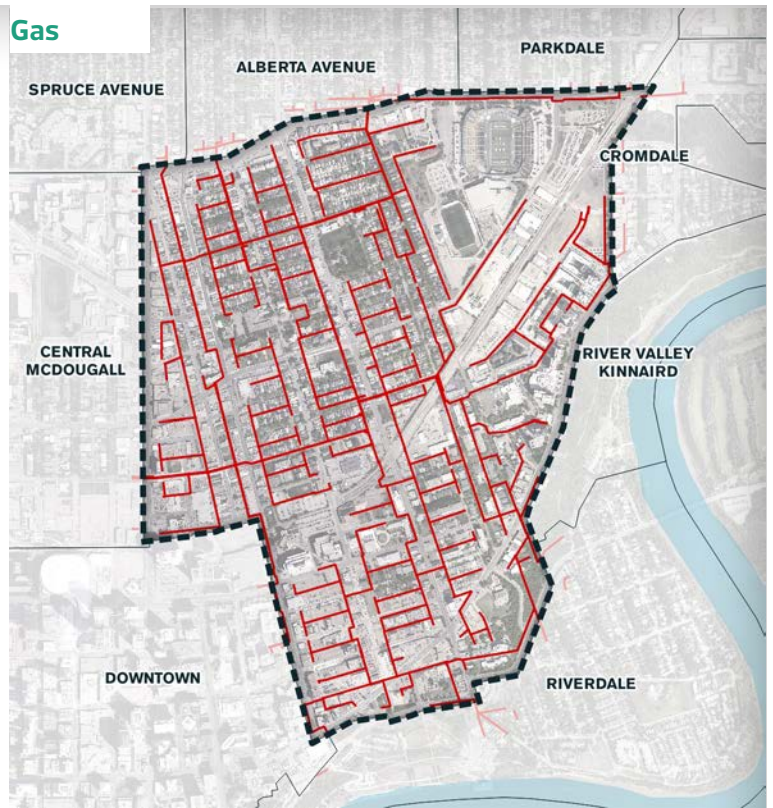
Project Considerations

- + There are intermediate and medium pressure gas lines under some roads that must be carefully considered with any road reconstruction in the area.
- + Utility locations if required are examined and coordinated with opportunities at the **Options & Tradeoffs** project stage if warranted.
- + Utilities examination is an important step to identify where constraints exist, ie. for planting trees and making changes within the roadway.

Drainage



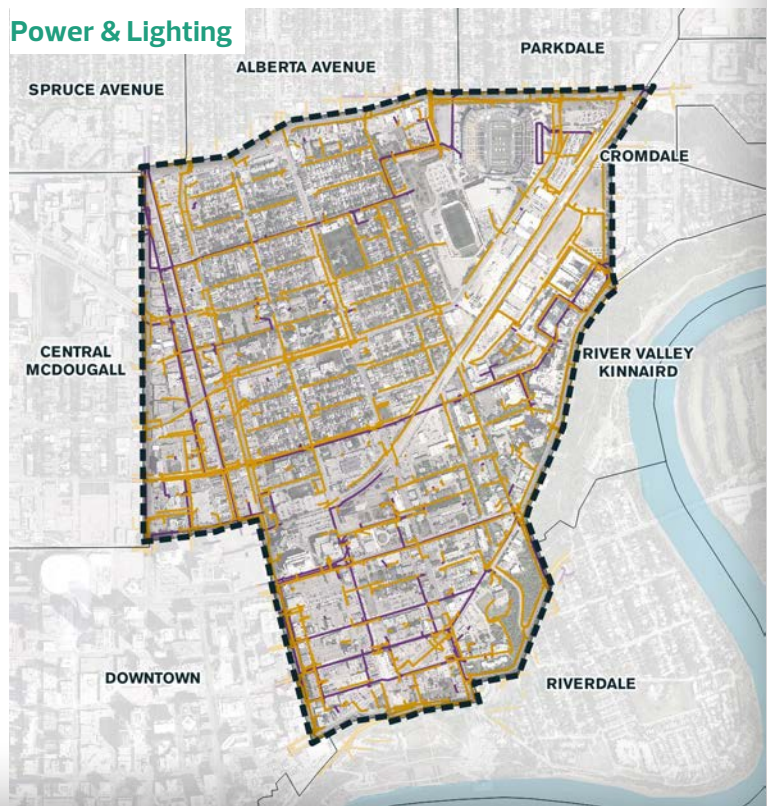
Gas



Water

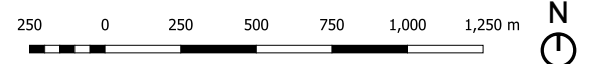


Power & Lighting



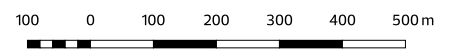
Existing Utility Infrastructure

- Neighbourhood Boundaries
- Drainage**
 - Catch_Basins
 - Combined Sewer
 - Sanitary
- Water**
 - Water Mains
- Power, Streetlight, & Telecommunications**
 - Telecommunications
 - Power Cables & Ducts





Existing Street Lighting



- Neighbourhood Boundary
- Streetlights

Low Impact Development

EPCOR Drainage is sponsoring analysis and construction of Low Impact Development (LID) facilities in coordination with Boyle Street and McCauley Neighbourhood Renewal. Traditional drainage infrastructure channels runoff to pipes that carry the water to treatment facilities or the river. Low Impact Development takes a different approach of using bio-swales, green roofs, rain gardens, and structural soil cells to capture stormwater and pre-treat water close to its source.

Stormwater Modeling

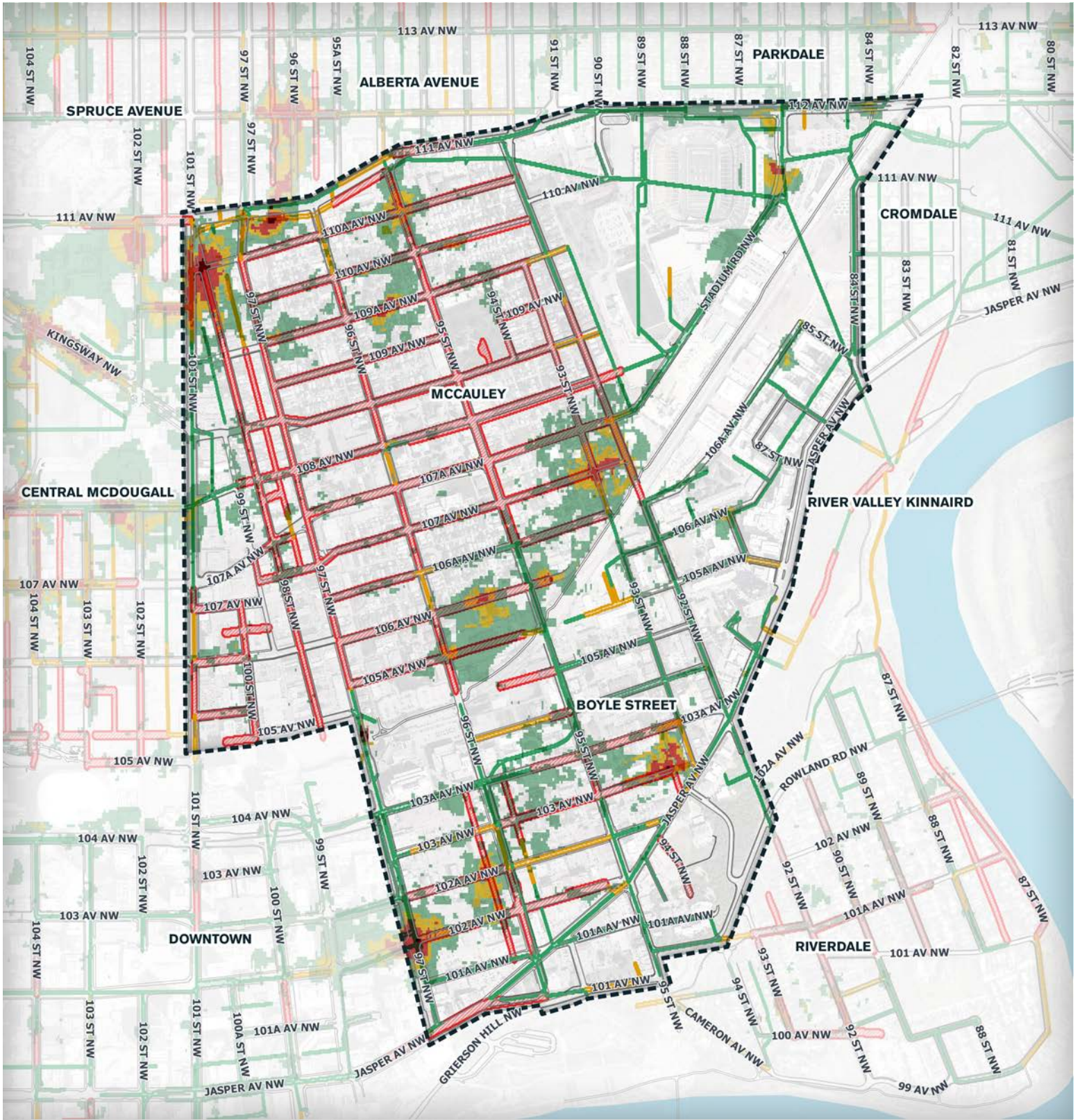
In 2016 EPCOR released preliminary maps showing modeled surcharge and surface ponding depths, as part of its *City-wide flood mitigation strategy*. The modeling exercise analyzed how the City's drainage system would perform if it was hit with the storm of a century. As the model graphically shows in the figure following, Boyle Street and McCauley show several areas under water and locations where the underground drainage infrastructure could be overwhelmed.

EPCOR in partnership with the City of Edmonton have begun implementing Low Impact Development as a means to ease the demand placed on our existing underground drainage infrastructure. Rain gardens, bioswales, soil cells and box planters can be used to collect and store water. These measures are used to release water more slowly into underground systems and to store water in the soil that suitably chosen plants will uptake.

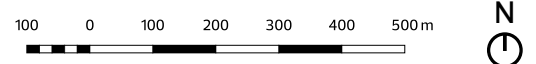



Project Considerations

- + The potential for Low Impact Development should be explored early in the process so that it aligns with any other opportunities that are advanced to design. This also allows for more public engagement that will gauge support for the aesthetic and utility that Low Impact Developments can provide.







EPCOR Stormwater Modeling






 Neighbourhood Boundaries

100 Year Flood: Drainage Model

Surface Ponding Depths

-  < 0.35m
-  0.35m - 0.50m
-  0.50m - 0.75m
-  > 0.75m

Sewer Surcharge Depths

-  1.5 To 2.5m Below Ground
-  > 2.5m Below Ground
-  < 1.5m Below Ground

SWOC Analysis

SWOC analysis is used to determine the **strengths, weaknesses, opportunities, and challenges** with respect to the existing context and for opportunities that arise in Boyle Street and McCauley.

Strengths

- + The neighbourhoods are situated centrally in Edmonton, nearby to downtown, and include Chinatown and Little Italy districts. The proximity to LRT and buses supports public and active transportation.
- + Reasonably good connectivity through the neighbourhoods with a modified street grid and back alleys.
- + Proximity to River Valley, Dawson Park and Kinnaird Ravine provides excellent access to valuable natural space and offers views to the river valley.
- + There are some lovely streets with large elms and other boulevard trees with a street canopy.
- + The existing density and mix of uses especially in Chinatown and Little Italy districts contribute to the community's walkability, economic and social diversity.
- + The community is in biking distance to numerous destinations including Downtown, the ravine and river valley, MacEwan University, Legislature Grounds, Kingsway Mall, etc.
- + Neighbourhoods are within walking distance to two LRT Stations (Churchill Station and Stadium Station), and multiple bus routes on 97 Street, 95 Street, 111 Avenue and Jasper Avenue.
- + There are many community amenities both within and nearby to the neighbourhood, with lots of choices to eat and shop.
- + Rich neighbourhood history including a relatively large inventory of historic resources, many of which are protected.
- + A strong sense of community identity as many families express having lived a long time in the neighbourhood or returned after an absence.

Weaknesses

- + Traffic commuting pressures to and through the neighbourhood.
- + Chinatown and Little Italy retail are generally parallel along 97 and 95 Streets, but both could benefit from better east / west connectivity.
- + As a neighbourhood with a well connected street grid, it is easy for commuters to shortcut through the neighbourhood when main arterial roads experience congestion.
- + While near to the ravine and river valley, the steep slopes and stairways can be barriers for people with mobility challenges.
- + Opportunity to add new infrastructure such as LID or bike lanes could be limited by the mature boulevard trees.
- + Both neighbourhoods are under provisioned for municipal parks relative to the size of the local populations.
- + A high number of surface parking spaces and vacant lots concentrated in Boyle Street.
- + Lack of wayfinding throughout the neighbourhood to key destinations.
- + Too much traffic on some of the arterial roads creates unpleasant and unsafe feelings for residents walking along the roads.
- + Lack of safe bike infrastructure to connect nodes such as parks, schools, transit, and commercial areas, within the neighbourhood and to nearby neighbourhoods.
- + It is noted that the railway has created a perceived and physical barrier between two sides of it as people walking and biking usually feel unsafe crossing the train track.

Opportunities

- + Make better east / west walking connections between North and South Chinatown and Little Italy to strengthen the area as a pedestrian district.
- + Improve North-South connections, especially across the railway at appropriate nodes, for people walking and biking between Boyle Street and McCauley.
- + Provide more local additions to improve accessibility to the parks inventory.
- + Plant new boulevard trees where possible.
- + Identify underused City owned spaces that can be redeveloped as public open space.
- + Incorporate traffic calming techniques that slow traffic and deter shortcutting through the area.
- + Collaborate with developments that are moving forward in the neighbourhood to leverage underused spaces for greater public space improvements.
- + Add wayfinding.
- + Provide public realm enhancements that contribute to the history / character, such as special paving in key areas or celebrated entries.
- + Provide an all ages and abilities north south bike connection through the neighbourhoods connecting McCauley and Boyle Street together.

Constraints

- + 97 Street, 95 Street, 107A Avenue, 103A Avenue, 102A Avenue, and Jasper Avenue are all arterial roads that bisect parts of the neighbourhood. As these are out of scope, little in the way of improvements can be done in these areas.
- + Only some alleys may be included as part of the Neighbourhood Renewal scope and not subject to change.
- + Resident level of comfort with change or tradeoffs may limit what can be completed during renewal.
- + Several streets have power carried aerially via wood utility poles on the street frontage side of houses in the neighbourhood. It is not aesthetically pleasing and limits tree planting and other opportunities.
- + Mature trees and existing utility system may limit implementation of new LID and on-street improvements.
- + Limited funds to do all the opportunities that are available for such a rich cultural and historic area.

Appendix: City Policies and Programs

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Boyle Street and McCauley Area Redevelopment Plan (1994, consolidation 2020)</p>	
<p>Vision & Community Goals</p> <p>B. Community Economic Development</p> <ol style="list-style-type: none"> 1. To create employment opportunities and improve the skills and training of the local workforce. 2. To stimulate business development in the area that will stabilize and strengthen the community. 3. To develop an increasing level of participation and cooperation among business and community interests in enhancing economic activity. 	<ul style="list-style-type: none"> + In alignment + Our project will partner with the cornerstores program at the City with goals to support local business. This project can consider public realm enhancements that support businesses not in BIAs. BIA areas can be considered for streetscape enhancements as well
<p>C. Community/Social Services and Recreation</p> <ol style="list-style-type: none"> 1. To help build a sense of community through local efforts and activities. 2. To provide needed community and social services. 3. To ensure adequate, accessible and fully utilized community facilities, parks, recreation and open space that meet the needs of residents. 	<ul style="list-style-type: none"> + In alignment
<p>D. Transportation and the Physical Environment</p> <ol style="list-style-type: none"> 1. To develop and maintain the physical infrastructure of Boyle Street and McCauley to meet existing and future demand. 2. To integrate construction of the physical infrastructure with community upgrading plans that would: <ul style="list-style-type: none"> + (i) promote safety, beautification, and a sense of community; and + (ii) provide for pedestrian, transit and vehicular circulation which meet community needs. 3. To enhance and encourage pedestrian and bicycle circulation. 4. To provide for traffic, transit and pedestrian movements where the impact of the City-wide transportation system is minimized on residential areas while providing access to area businesses and services. 	<ul style="list-style-type: none"> + These policies are in alignment with the basic goals and scope of renewal
<p>E. Crime and Safety</p> <ol style="list-style-type: none"> 2. To create and promote partnerships both within and outside of the community to reduce crime. 3. To increase public safety through environmental design, public education and law enforcement. 	<ul style="list-style-type: none"> + In alignment + CPTED principles to be used in design process and outcomes

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>F. Neighbourhood Land Use Development</p> <p>1. To recognize and enhance the special role and character of the two neighbourhoods.</p>	<p>+ The background report has developed a good understanding of the uniqueness of each neighbourhood and can seek opportunities to add unique place specific details on streets and in public spaces.</p>
<p>4.5 Upgrade Parks, Open Space and Recreation Facilities</p> <p>To meet the park and open space needs of residents.</p> <p>To ensure that parks are properly maintained and used to optimize public enjoyment and use.</p>	<p>+ Neighbourhood Renewal project scope includes improvements to active transportation network and related amenities in open spaces.</p>
<p>5.2 Provide Improvements to Infrastructure</p> <p>To fix decaying sewers, water mains, and roads.</p> <p>To ensure that plans for improvements to infrastructure are integrated with community upgrading plans and address community needs and aspirations.</p> <p>To ensure that upgrading of the physical infrastructure and redevelopment incorporate access for people with disabilities.</p>	<p>+ The City is not the owner or manager of all these utilities, but coordinates renewal with any planned utility upgrades and construction timelines with service providers</p> <p>+ City policies and standards including the Access Design Guide will be applied in designs</p>
<p>5.3 Develop Plans for Traffic Management, Pedestrian and Bicycle Circulation and Transit</p> <p>To address local traffic issues related to the grid street pattern and the impacts of the City-wide transportation system and major land use activity centres such as the Downtown and Commonwealth Stadium.</p> <p>To address local pedestrian circulation issues as well as to develop a pedestrian network linking commercial, residential, recreation and vista areas while minimizing conflicts with vehicular traffic.</p> <p>To enhance and encourage bicycle circulation.</p> <p>To improve parking in commercial areas in order to reduce parking impacts in residential areas.</p> <p>To promote the use of and access to public transit, with special consideration to low income people.</p> <p>To use the development of an LRT station as a redevelopment tool to achieve community objectives.</p>	<p>+ There could be potential issues with improving parking in commercial areas to reduce impacts in residential areas. A holistic review of parking and impacts will be required.</p>
<p>5.5 Promote Urban Design and Heritage Preservation</p> <p>To identify and promote urban design opportunities for special residential and commercial character areas, and the linkages between them.</p> <p>To develop and enhance unique visual identities for the area.</p> <p>To promote the preservation and rehabilitation of historic and heritage sites and areas.</p> <p>To establish Church Street as a historical and cultural destination</p>	<p>+ In alignment</p>

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>6.4 Promote Public Safety Through Environmental Design</p> <p>To implement crime prevention through environmental design.</p>	<p>+ In alignment</p>
<p>The Quarter Downtown Area Redevelopment Plan (2009)</p>	
<p>General Principles:</p>	
<p>Principle #1:</p> <p>Incorporate sustainable neighbourhood design principles in The Quarters.</p> <p>A mix of land uses and enhanced pedestrian and transit linkages will reduce dependence on private automobiles.</p>	<p>+ Active transportation support, low impact development, and improving local parks as destinations are feasible in renewal scope and contribute to sustainable outcomes</p>
<p>Principle #2:</p> <p>Use the form of architecture and open spaces to create a distinctive image for The Quarters.</p> <p>Architecture and open spaces will create a distinctive image for the neighbourhood.</p>	<p>+ The project team can consider open space opportunities in available public space in parks and streetscapes</p>
<p>Principle #3:</p> <p>Improve circulation in and around The Quarters by strengthening connections to downtown, the River Valley and adjacent neighbourhoods, and creating a variety of street types for the safe movement of pedestrians, cyclists, and vehicles.</p> <p>Reduced parking standards and Transportation Demand Management techniques will be used to reduce private car trips.</p> <p>Connections to Downtown, River Valley, adjacent neighbourhoods and within ARP area will be improved.</p> <p>A variety of street types create safe pedestrian, bicycle, vehicular movement.</p>	<p>+ The basic scope of Neighbourhood Renewal will consider missing links in the sidewalk network, and other opportunities to connect and coordinate with broader networks beyond Boyle Street and McCauley</p>
<p>Principle #4:</p> <p>Provide open space in the form of parks and plazas that will be physically accessible and usable throughout the year.</p> <p>Parks and plazas will be visually and physically accessible throughout the year.</p>	<p>+ The project team will search for open space opportunities</p>
<p>Principle #5:</p> <p>Develop a strong community composed of a diversity of people and uses, and is respectful and safe.</p> <p>There will be a respect for the cultural heritage and special needs populations.</p>	<p>+ In alignment</p>

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Principle #7:</p> <p>Connections to Downtown and the River Valley will be enhanced.</p>	<p>+ There are opportunities and alignments with neighbourhood renewal and bike infrastructure and policies and programs through Neighbourhood Renewal</p>
<p>Policies</p> <p>3.0 Development Concept</p> <p>Provide for an enhanced open space network focused on the Armature, the central green corridor along 96 Street. Promote sustainable development and reduce dependence on the private automobile.</p> <p>Create a vibrant, safe and attractive environment for residents and visitors</p>	<p>+ In alignment</p>
<p>4.0 Access, Circulation, and Parking</p> <p>Provide a roadway hierarchy that is consistent with Edmonton's Transportation Plan.</p> <p>Encourage the use of public transit including buses and LRT and utilize Transportation Demand Management (TDM) to reduce private automobile dependence.</p> <p>Enhance walkability by promoting higher density, mixed use development, with active street fronts and streetscape improvements that create safe and clean pedestrian environments.</p> <p>Create a mid-block pedestrian connection.</p>	<p>+ Neighbourhood Renewal will coordinate with ETS on locations of bus infrastructure, and will look where streetscape improvements can be made depending project scope and funding sources.</p>
<p>5.0 Parks and Public Spaces</p> <p>Make the Armature a focal point for The Quarters and a year-round gathering place.</p> <p>Improve connectivity to open spaces within The Quarters and to the river valley park system.</p> <p>Rescale the grid through the creation of publicly accessible walkways, mews, plazas, and courtyards through new development.</p>	<p>+ In alignment</p> <p>+ Opportunities will be examined for technical feasibility during Options & Tradeoffs Phase</p>

Relevant Land Use Policies & Planning Studies	Project Alignment
Stadium Station Area Redevelopment Plan (2018, Consolidation 2019)	
<p>Mobility</p> <p>Policies:</p> <ol style="list-style-type: none"> 1. Develop complete streets to accommodate pedestrians, cyclists, transit and automobiles as necessary. 2. Incorporate universally accessible and age friendly design for streets, sidewalks, intersections, transit facilities and public use areas. 5. Employ a range of implementation strategies to achieve the mobility network including: public/ private partnerships, land swaps, provision of private roads that look and function like public roads, access easements and dedication of road Right-of-Way through subdivision. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Local Street Grid</p> <p>With the addition of new residents, employees, business patrons and visitors, traffic volumes may increase within the station area. To improve vehicular mobility and minimize congestion on existing streets, the existing street grid should be linked and expanded to disperse traffic at multiple points along the primary routes.</p> <p>The following existing streets should be extended:</p> <ul style="list-style-type: none"> + 106A Avenue (to Stadium Access Street) + 86 Street (to 106A Avenue) <p>The following new streets should be added:</p> <ul style="list-style-type: none"> + New frontage street along the west side of the LRT corridor + New east-west streets between the LRT frontage street and Stadium Road (align with 86 Street and the existing LRT platform) 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Policies:</p> <ol style="list-style-type: none"> 8. Establish a fine-grained road network as illustrated in Figure 24: Street Network Framework. 13. Support road closure on the east side of 106A Avenue between 86 Street and the alley west of 87 Street, where there is excess road Right-of-Way, in conjunction with redevelopment of properties on the east side of 106A Avenue. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Active Transportation Network</p> <p>Pedestrian Network:</p> <p>2. Provide sidewalks on both sides of public and private roads along with the provision of a landscape zone for pedestrian comfort and as a buffer to adjacent auto travel lanes</p> <p>3. Locate wide crosswalks at intersections and mid-block locations on the new Stadium Access Street, 106A Avenue, 85 Street, and 84 Street to increase pedestrian connectivity and accessibility.</p> <p>4. Create a pedestrian and bike network connecting the LRT Corridor shared use path and Station promenade to adjacent uses and neighborhoods.</p> <p>5. Create a River Valley Promenade along the east side of Jasper Avenue.</p> <p>6. Construct a stair or other pedestrian connection between Jasper Avenue and the trail along the river and explore other potential linkages with Kinnaird Ravine and other neighborhoods</p>	<p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>Cycling Network:</p> <p>8. Ensure there is adequate road Right-of-Way dedicated to bicycle facilities linking recreation destinations on Stadium Road to Jasper Avenue and the North Saskatchewan River Valley trails.</p> <p>9. Construct a new shared-use path on the eastern side of the Stadium LRT Corridor between 112 Avenue and 92 Street.</p> <p>10. Enhance and connect the existing cycling network with additional bike routes and shared-use paths. Potential routes are illustrated in Figure 26: Potential Active Transportation Framework.</p>	<p>+ In alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>Active Winter Transportation</p> <p>14. Design and maintain pedestrian walkways and bike routes for ease of use during winter.</p> <p>15. Consider opportunities to designate portions of the shared-use paths along the LRT Right-of-Way for active winter transportation.</p>	<p>+ In alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p> <p>+ Seasonal path maintenance not in renewal scope</p>
<p>Universal Design</p> <p>16. Incorporate universal design principles in the design of streets, transit facilities, and public use areas that provides increased usability, safety, and access.</p>	<p>+ In alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Street and Corridor Details</p> <p>1. Design sidewalks to be 3.3 m (where feasible) to consist of a 1.5 M landscape and furniture zone and 1.8 M walkway.</p> <p>2. Incorporate appropriate streetscape furniture within the pedestrian boulevard such as benches, bike racks, lighting and garbage receptacles, to support the pedestrian environment.</p> <p>5. Design streets to be attractive and sustainable by:</p> <ul style="list-style-type: none"> + Incorporating high quality, attractive and durable materials; + Providing safe and well lit environments including pedestrian scaled lighting; + Incorporating a diverse range of vegetation and street trees in the landscape zone and ensuring sustainable growing conditions; + Incorporating landscape techniques that maximize opportunities for stormwater retention and infiltration; + Incorporating the ability to store snow on the boulevard; and + Reducing visual clutter through the consolidation of utilities, signage and streetscape elements. <p>6. Provide for publicly accessible greenways within private development that accommodate:</p> <ul style="list-style-type: none"> + Limited vehicle access for vehicle loading, drop-off and deliveries, and on-site private parking facilities as needed for development sites; and + Pedestrian and bicycle access to the LRT shared-use path and extends the street network. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Stadium Access Street:</p> <p>1. Encourage ornamental accent trees and plantings at intersections.</p> <p>2. Promote special design elements, including street furniture, special pavement and public art.</p> <p>3. Encourage awnings over public sidewalks along the street frontage offering shelter from rain, snow and wind.</p> <p>4. At intersections, limit the number of left-turn pocket lanes to ensure a pedestrian friendly environment and intimate street environment.</p> <p>5. Permit curbside parking</p> <p>6. Design intersections to encourage lower vehicle speeds.</p> <p>7. Permit permanent and temporary outdoor seating</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Pedestrian</p> <p>8. Provide a pedestrian boulevard and wide sidewalk to promote street activity and use of the street as a public space.</p> <p>9. Require ornamental pedestrian-scaled lighting and tree wells with street trees regularly spaced.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Cycling</p> <p>10. Consider opportunities to accommodate cyclists on the Stadium Access Street.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Transit</p> <p>11. Design the LRT trackway crossing with pedestrian, bicycle and vehicle signals to ensure safety.</p> <p>12. Locate bus stops west of LRT corridor to maintain the efficiency and operations of public transit and the integrity of a pedestrian-oriented street.</p> <p>13. Provide bus bulb outs to facilitate passenger loadings.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>LRT Corridor</p> <p>1. Establishing a shared-use path on each side of the LRT corridor such that; along the west side of the tracks enhance the existing shared-use path by widening and including a landscape buffer from the LRT rail line and along the east side of the tracks, provide a shared-use path between 112 Avenue and 92 Street.</p> <p>2. Creating a landscape buffer between the LRT trackway and adjacent shared-use paths. Should an additional event platform, trackway or other transit facility be required in the future, these buffers may be eliminated.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>LRT Corridor at Existing Station</p> <p>Station Linkages</p> <p>Along the west side of the LRT corridor, extending only between the Station Access Street and station entrances, proposed pedestrian-oriented improvements should:</p> <ol style="list-style-type: none"> 1. Provide a wide promenade that doubles as both pedestrian circulation and bus loading zone. 2. Integrate wide stairs and planting beds with the promenade sidewalk and shared-use path. 3. Provide a wide shared-use path and landscape buffer between the promenade and LRT trackway. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Station Activation</p> <p>5. Provide a wide new shared-use path, with landscape buffering and trees on each side and pedestrian-scaled lighting.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Corridor Activation</p> <p>Along the east side of the LRT corridor, extending between the existing Stadium Station and the Stadium Access Street:</p> <p>4. Provide a wide new shared-use path, with landscape buffering including trees and pedestrian-scaled lighting.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>LRT Corridor at Potential New Station</p> <p>Station Activation</p> <p>Along the west side of the LRT transit corridor, extending between the Stadium Access Street and 92 Street, the proposed transit corridor should:</p> <p>2. Provide a wide shared-use path with landscaping /tree buffers and pedestrian-scaled lighting between the path and the LRT trackway.</p> <p>4. Provide a shared-use path with landscaping/tree buffers and pedestrian-scaled lighting between the path and the LRT trackway.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Typical Neighbourhood Street</p> <p>1. Design neighbourhood streets to include: Wide sidewalks with street trees and pedestrian scaled lighting</p> <ul style="list-style-type: none"> + Continuous curbside parallel parking on both sides of the street to serve adjacent development + Bi-directional travel lanes <p>2. Where it is necessary to accommodate bus transit, such as 84 Street and 111 Avenue, design a wider curb-to-curb dimension (minimum 3.2 m travel lanes) to accommodate bus traffic</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Neighbourhood Greens</p> <p>16. Provide a mix of hardscape areas and landscaping in the form of planting beds, trees and lawn.</p> <p>17. Incorporate seating areas.</p> <p>18. Provide for public art and other ornamentation.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Open Space and Recreational Facilities</p> <p>1. Provide a range of parks and open spaces in the Stadium area, including Kinnaird Ravine and the North Saskatchewan River Valley, to reflect the needs of the community.</p> <p>3. When possible, acquire new parks and open spaces through multiple options, including the dedication of municipal reserve and provision of open space for additional development rights.</p> <p>5. Design parks and publicly accessible open spaces to respond to surrounding land uses and scale of development.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Parking</p> <p>On-Street Curbside Parking</p> <p>Curbside parking is vital for supporting commercial, office and residential development within the station area and functions as a buffer between pedestrians and the road while providing an element of traffic calming that helps to reduce traffic speeds and support a safe pedestrian environment. Policies:</p> <p>13. Provide parallel parking on-street where buildings engage the street's Right-of-Way.</p> <p>14. Do not locate parking along the plazas, promenade or the LRT corridor in order to ensure ease of access, visibility, and improve safety.</p> <p>15. Support changes to the Stadium area residential parking program to address daily LRT-related spillover parking. 16. Allow on-street parking along the east side of Stadium Road in conjunction with future redevelopment.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Development Guidelines & Standards</p> <p>Sustainability</p> <p>4. Where feasible, incorporate low impact development solutions in the design of building sites, parks and open spaces and the public realm. Specific design considerations may include:</p> <ul style="list-style-type: none"> + rain gardens + bioswales + rain water harvesting + permeable paving + subsurface integrated tree and storm water systems + reused and local materials for roadway construction + use of native plant material to establish a more sustainable street cross-section and community. <p>5. Support efforts to pursue urban agriculture (e.g. edible landscaping, community gardens) and establish food infrastructure and food businesses within the plan area.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Accessibility</p> <p>11. Where possible, provide outdoor equipment or opportunities to exercise in the design of public open spaces for a range of users.</p> <p>12. Design buildings and open spaces based on the principles of Universal Design to ensure the use and enjoyment by people of all ages and abilities</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Winter City</p> <p>14. Design private developments and public spaces to accommodate snow removal and storage.</p> <p>15. Incorporate design elements to protect pedestrians from cold, wind and ice, including but not limited to, canopies, gallerias, colonnades and or arcades where there is high pedestrian traffic in one particular site or as a connector between two sites.</p> <p>16. Design and maintain pedestrian walkways and bike routes for ease of use during winter.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>8. Incorporate native landscaping (i.e. plants and trees) that provide variety, animation, colour and texture throughout winter.</p> <p>19. Create visual interest with light, while being mindful of intensity, spread, context and colour.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Safety</p> <p>21. Avoid the creation of areas hidden from view and isolated spaces through the design and placement of buildings and public spaces.</p> <p>22. Provide a variety of uses and well-designed public spaces to promote and support day-long and year-long activities.</p> <p>25. Provide spaces and structures of high-quality, durable, materials that resist vandalism and are easily maintained.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Public Art</p> <p>26. Incorporate public art into public open spaces such as the Stadium Access Street and the Stadium Plaza and Station Promenade.</p>	<ul style="list-style-type: none"> + In alignment + Public art is not typically in renewal scope, but can be considered
<p>Character and Heritage</p> <p>30. Encourage efforts to connect residents and businesses to the area's rich history.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Chinatown Strategy</p>	
<p>PILLAR A: Improve sense of safety and security in Chinatown, to contribute to a strong sense of a vibrant and inclusive place.</p> <p>PILLAR E: Enhance built form and landmarks by leveraging the buildings, landmarks and streetscapes of Chinatown.</p>	<ul style="list-style-type: none"> + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>ACTION 12: Undertake an analysis of transportation requirements in Chinatown to ensure adequate vehicle and bike parking facilities exist and are managed most effectively to meet the needs of visitors.</p> <p>ACTION 13: Develop a concept and execute a future redevelopment of Mary Burlie Park that enables an inclusive and programmable public space for the community.</p> <p>ACTION 16: Augment the profile of 98 Street to function as an important complementary commercial street that can incite new investment and programming diversity.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>McCauley Revitalization Strategy</p>	
<p>Goal 1: Creating a Safe Community. The residents of McCauley envision a neighbourhood where people can live, work and play safely.</p> <p>Goal 3: Improving pedestrian experiences through greater walkability and connectivity, additional green spaces, and historical appreciation opportunities.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Safety</p> <ul style="list-style-type: none"> + Enhance personal safety through investments in infrastructure and facilities. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Celebrating the Community</p> <ul style="list-style-type: none"> + Enhance McCauley's appeal as an attractive destination in Edmonton, especially Chinatown and Little Italy. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Building the Community</p> <ul style="list-style-type: none"> + Enhance physical appearance of the McCauley Neighbourhood. + Make improvements that positively impact the neighbourhood's amenities, environment and business opportunities. + Enhance green space. + Develop a community development corporation. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>The Quarters Urban Design Plan</p> <p>Principle #1: Incorporate sustainable neighbourhood design principles in The Quarters.</p> <p>Principle #2: Use the form of architecture and open spaces to create a distinctive image for The Quarters.</p> <p>Principle #3: Improve circulation in and around The Quarters by strengthening connections to downtown, the river valley and adjacent neighbourhoods, and creating a variety of street types for the safe movement of pedestrians, cyclists, and vehicles.</p> <p>Principle #4: Provide open space in the form of parks and plazas that will be physically accessible and usable throughout the year.</p> <p>Principle #7: Take advantage of the assets of The Quarters.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>04.2 Streetscape Improvements</p> <p>Sidewalks will be widened and carriageways reduced on almost all roads through The Quarters. The pedestrian will be prioritized over vehicular traffic. The design of safe passage for bicycles and convenient access to transit will foster the use of alternative modes of travel. Street trees will line every sidewalk, bringing lush greenery to a densely populated urban neighbourhood. The commercial uses that will dominate the streetscape throughout The Quarters will be welcomed into the public realm by allowing spill over into and use of the sidewalks thus enlivening the neighbourhood. In mainly residential zones like the McCauley Quarter grass boulevards next to the sidewalk will help to differentiate these areas from the more urban districts. Rear lanes will be developed to encourage more pedestrian access and use. Specific lane enhancements will be determined as redevelopment occurs.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>04.5.1 The Armature</p> <p>The Armature is the central focus for the area and is planned to be a linear park along 96 Street from 103A Avenue to Jasper Avenue with complimentary mixed-use development fronting it. The quality and feel of the Armature will be unique in Edmonton. This wide linear park will stitch The Quarters together and link residential communities to the north of The Quarters with the river valley. The width of the park space will range from 15 to 50 meters depending on the built form along its eastern edge. Large boulevard trees will provide shade and a canopy of green that envelops the streets. A balance of green space and hardscape will be developed as the community grows and sculpts the space to meet their needs.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>04.5.3 Mid-block Pedestrian Street to “Rescale the Grid”</p> <p>To rescale the street grid into smaller blocks, a mid-block pedestrian street will be created through the Heritage and Civic Quarters. This passageway will break up the large blocks and introduce a smaller intimate feel. A more manageable scale for foot traffic will be created, encouraging non-motorized transportation and enhancing the permeability of the neighbourhood. Townhouses with direct individual entrances will line the mid-block pedestrian street, forming a residential urban oasis that is new to Edmonton. Where the mid-block pedestrian street widens commercial uses could be accommodated and gathering spaces created. Landscaping on both public and private property will tie the public and private realms together yet create a defined edge to the public domain. Spaces will be created for play, for gathering, and for enjoying a solitary moment.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>0.53 Armature</p> <p>The alleyway on the east side of the Armature will remain as is, with the exception of the southern part where the direct connection with Jasper Avenue closed. This will give the vacant parcel on the eastern intersection of the Armature and Jasper Avenue direct park frontage. There will be no access for motorized vehicles from Jasper Avenue onto 96 Street. The north-south alleyway on the east side of the Armature will service new buildings adjacent to it. North of 102A Avenue the alleyway will become a woonerf to allow some vehicular traffic within a pedestrian priority zone. A small section of 103 Avenue will be closed to form a large contiguous park space between 102A Avenue and 103A Avenue.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>05.4 McCauley Quarter</p> <p>The quiet residential nature of the McCauley Quarter will be enhanced through traffic calming and street trees. Grass will separate the sidewalk from the street. Setbacks from property lines will open up the streetscape and make room for trees and gardens on private property. Vehicular access to dwellings will be from the abutting alleyways. An open and welcoming community will be fostered through minimal use of fencing, particularly along the front façades.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>05.5 Five Corners Quarter</p> <p>Jasper Avenue and 95 Street are main traffic routes and large volumes are processed daily through this intersection. Traffic handling at the intersection will not change significantly. The arcade will help to reduce the dominance of vehicular traffic at the five corners and reclaim some of the space for pedestrian use. The recessed walls of the first 2 floors of every building surrounding the arcade will provide shelter for pedestrians and become an open-air room for commercial activity. Secondary streets in the Five Corners Quarter will have a more residential feel, including street trees and reduced traffic flows. The connection between the Heritage Quarter and the historic elements of the Five Corners such as the Hecla Block, located at 95 Street and 101A Avenue, and the Grierson Centre will be enhanced through a similar widening of the north sidewalk along 1w01A Avenue in both quarters and a consistent streetscape design.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>06.3 Roadways</p> <ul style="list-style-type: none"> + Linking adjacent neighbourhoods + Creating a high profile, urban park while enhancing current open space and environmental activities + To promote the quality of the 96 Street Right-of-Way as experienced in all seasons and times of the day + To improve the overall organization of the 96 Street Right-of-Way in accordance to barrier-free, Transportation Association of Canada (TAC) and Crime Prevention Through Environmental Design (CPTED) guidelines <p>Key roadway and open space improvements in The Quarters include the introduction of:</p> <ul style="list-style-type: none"> + Distinctive boulevard tree and ornamental tree plantings + Site furniture to provide a unifying sense of identification and to implement an equal distribution of park furniture and amenities + Clear and understandable directional signing and way finding elements + Coordinated intersection treatments to convey interest, urbanity and elegance to passing viewers + Distinguishing forms and patterns that preserve and enhance the character of adjoining neighbourhoods + Public art locations + Year-round, impromptu, outdoor public gathering spaces 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>06.3.2 Site Furniture</p> <p>Site furniture, if carefully considered, can become a valuable pragmatic and aesthetic asset that will contribute positively to the image of The Quarters. There will be three separate and distinct street furniture systems proposed for The Quarters.</p> <p>The rest of The Quarters will adopt a street furnishing system that reinforces the proposed urban and architectural character of these areas. Examples of potential paving materials, furnishings and lights for The Quarter is shown in Figure 5-1.</p> <p>The following coordinated site furniture has been considered:</p> <ul style="list-style-type: none"> + Benches with and without backs + Waste receptacles and optional ash urns + Bicycle racks + Bollards + Picnic tables + Tree grates + Transit shelters 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program

Relevant Land Use Policies & Planning Studies	Project Alignment
<ul style="list-style-type: none"> + Information kiosks + Water fountains + Public toilets + Information kiosks and newspaper boxes + Emergency telephone booths <p>Bicycle racks, lighting and extra waste/recycling receptacles will be readily available. Water fountains should be located near main entrances of the multiuse trail and accessible to those in wheelchairs. Some varieties of fountains are also available with lower dog basins.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>06.3.3 Landscaping and Plant Materials</p> <p>Trees will be used throughout streets, parks, and open spaces in The Quarters to provide aesthetic pedestrian friendly environments. Trees play an especially important ecological role in reducing environmental problems such as carbon dioxide uptake and absorbing chemical pollutants in the atmosphere. The use of a natural diversity of species in The Quarters is important to provide a successful urban landscape. A dense canopy is valuable in filtering air, water, and sunlight. Landscaped streets help stormwater management and energy use.</p> <p>Rain gardens are encouraged in curb bulb-outs throughout The Quarters (Fig. 6-2) and in green space along the Armature. These natural stormwater collection areas slow down and treat runoff water, reducing stress on the sewage system and the North Saskatchewan River. They will add visual interest and greenery to the streetscape while providing biological services at little cost.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>06.3.4 Lighting</p> <p>Lighting can serve both pragmatic and aesthetic needs in street improvements. Design considerations for decorative lighting are:</p> <ul style="list-style-type: none"> + Increase the project's visual distinctiveness from other developments + Provide safe multi-modal traffic movement + Enhance viewers' appreciation of the neighbourhoods at night and during winter + Higher illumination levels will be considered where security problems exist + Provide pedestrian-scaled lighting (~ 20 - 24 foot height) and consistent luminance levels along all segments of the multi-use trail, pedestrian crossings and associated open spaces + Provide standard TAC luminance levels for roadways 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program

Relevant Land Use Policies & Planning Studies	Project Alignment
<ul style="list-style-type: none"> + Minimize light pollution through targeted downward lighting and minimized light trespass + Enhance other light sources or highlight attractive elements and public art + Provide visual direction and way-finding for users (i.e. signing, banners); + Add additional vertical design emphasis + Consider LED lighting to significantly reduce energy use <p>Lighting throughout The Quarters will create distinctive separation of light styles between the five sections, yet subtle similarities will create unity. The Heritage and McCauley Quarters will be lit with a classical dual fixture styled light similar to that used along the Heritage Trail. The Civic Quarter and the Five Corners will be illuminated with a contemporary version of the light fixture used in the Heritage Quarter.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program
<p>06.4 Parks and Open Space</p> <p>Open spaces and parks within The Quarters may contain design elements, such as:</p> <ul style="list-style-type: none"> + Public seating and impromptu social gathering areas + Focal features, such as public art + Decorative light standards and fixtures + Water elements, such as spray play components or fountains + Landscaped planting beds + Planters or tree grates + A mixture of hard and soft pavement surfacing 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Neighbourhood Renewal Program

Relevant Land Use Policies & Planning Studies	Project Alignment
RECOVER: Edmonton's Urban Wellness Plan	
<p>1. The importance of safety.</p> <p>Safety as a barrier to participation in community life.</p> <p>A perceived lack of safety is a barrier to members of the RECOVER communities accessing certain locations and amenities in their neighbourhoods, which detracts from their ability to fully participate in community life. People noted they avoid certain areas of their community (like parks, or certain streets) due to safety concerns. These area-specific safety concerns were most often driven by the presence of criminal activity (gang activity, thefts, vandalism, vagrancy etc.) and sometimes by the presence of vulnerable groups like drug users or people experiencing homelessness.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>The relationship between safety and social stigma</p> <p>A perceived lack of safety impacts the perceptions held by the rest of the city about these neighbourhoods, which leads to stigmatization. This creates further barriers to community wellness. Improving the safety of these areas would help reduce the social stigma attached to the communities by those in other areas of the city.</p>	<ul style="list-style-type: none"> + In alignment + CPTED Principles will be used and coordination with agencies in the area will occur during design process
<p>The role urban design plays in making safe communities</p> <p>Safety concerns are often also related to the physical design of spaces. In particular, there is significant appetite for improving the walkability of these neighbourhoods as a way to improve safety, points that were raised repeatedly in the doorstep interviews and wellness walks. Currently, roads and vehicle traffic are prioritized, often to the detriment of pedestrians. Furthermore, where pedestrian infrastructure like sidewalks, lighted crossings, and bus stops do exist, they are designed in ways that are unsafe for people who are walking. Widening and repairing damaged sidewalks, installing more and better lighting, lowering speed limits, and improving pedestrian crossings would all contribute to safer neighbourhoods.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Safety concerns held by vulnerable groups</p> <p>Some of the participants in the RECOVER engagement process were from vulnerable groups. These participants shared many of the same concerns expressed by other participants – such as worries about criminal activity, walkable streets etc. They also expressed some additional safety concerns about locations that other participants felt were "safe." In particular a number of people during the community meetings said they often felt unsafe in shopping malls and other commercial venues due to discrimination from staff and security. They also expressed apprehension about interacting with many government agencies – like the police, the healthcare system and in some instances, social workers – again due to concerns about discrimination and mistreatment from these institutions.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase + The project team will seek feedback from agencies and groups during design process

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>2. The importance of vibrant community space</p> <p>The role of arts and heritage in building welcoming public spaces</p> <p>Arts and heritage installations play a large role in creating vibrant, welcoming spaces and there is a strong desire for more public arts and heritage in the RECOVER neighbourhoods. Public art – from arts festivals to visual art installations like sculptures and graffiti walls – create destinations within communities and help to beautify otherwise unwelcoming spaces.</p> <p>The neighbourhoods in the RECOVER process are some of Edmonton's oldest, and have a rich history waiting to be told. These heritage opportunities should tell the story of Edmonton's Indigenous history, both from modern times and from long before this place became Edmonton. Telling these stories would be a powerful way to advance the City's commitment to its reconciliation agenda.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>The need for more nature</p> <p>Parks and natural green spaces like the river valley were commonly identified as valuable assets in the community that contribute to community vibrancy. Many participants asked for the addition of more parks after being prompted to think of amenities that could improve wellness in their area.</p> <p>Parks and natural spaces are valuable to communities for a variety of reasons: They provide free, accessible spaces for residents – especially children – to be active and enjoy the outdoors. They frequently have programmed events or festivals that can be enjoyed by residents, and they offer a way for Edmontonians to experience nature without having to leave the city. Many people spoke of the lack of recreational amenities for children in the City's core and the great value that parks hold for young families and children in strengthening the wellness of their community.</p> <p>Importantly, nature was not just seen as relegated to parks and the river valley. There was a strong desire to see more outdoor parks and greenery.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>The importance of maintaining public and private spaces</p> <p>Vibrant spaces are well maintained spaces. Buildings in various states of disrepair and unmaintained streets and sidewalks are all seen to contribute to an overall lack of neighborhood wellness. They make spaces feel unwelcoming, unused, and uncared for.</p>	<ul style="list-style-type: none"> + In alignment + Neighbourhood Renewal's primary scope is to repair sidewalks and will directly and positively impact this outcome

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>The importance of local businesses</p> <p>Businesses, especially those businesses that allow members of the public to gather and relax like restaurants and cafes, are critical to vibrant spaces. Thriving businesses are a draw for community members and other Edmontonians. Many of the areas that participants in the engagement process identified as being their favourite were successful local businesses – places like the Moth Café and the Italian Centre. Other businesses are important too – from stores to service businesses to offices. All of them draw people and activity to an area, creating a feeling of activity and vibrancy.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase + The project will coordinate where possible to leverage the cornerstores program and funding, and coordinate with BIAs
<p>The need to provide transportation options</p> <p>Frequently, the issue of wellness was connected to access to public transportation services and active transportation options. Many community members with whom we spoke indicated that their quality of life was greatly enhanced by the ease of public transportation. They choose the core of the City to live because of the many bussing options available to them which made their access to work and schooling easier.</p> <p>Active transportation options – such as walking and biking – also need to be supported through well-designed infrastructure. This is particularly important in the core, as some residents do not own private vehicles. Active transportation options are also seen as important in drawing people to an area and create vibrant spaces.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase + The project should be able to directly and positively impact walking and biking outcomes with the provision of improved infrastructure.

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Edmonton Bike Plan</p>	
<p>6.0 Setting Direction</p> <p>6.1 Aspiration</p> <p>INVITING: Creating an environment where biking is a safe, enjoyable and a practical option for people of all ages and abilities.</p> <p>ALL REASONS: There are a lot of reasons to travel by bike, and those reasons are different for each person. People make choices based on where they are biking to, when they are biking, who they are biking with, and their abilities and comfort levels.</p> <p>ALL SEASONS: Increasingly people ride their bikes through the winter. The bike network needs to be designed to accommodate year-round riding.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>6.2 Values</p> <p>FUN AND FUNCTIONAL: Biking enriches the lives of Edmontonians and sparks joy by being a safe, enjoyable and practical way to get around.</p> <p>EQUITABLE: Biking is a valid and practical option for people of all ages, abilities, backgrounds and walks of life.</p> <p>URBAN VIBRANCY: Weaving biking into our city-building and design makes Edmonton a vibrant, attractive city that we're proud of and that others are drawn to.</p> <p>CULTURE SHIFTING: Biking is a highly-valued part of Edmonton's mobility system and is welcomed as an everyday way to move around and enjoy our city.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>6.3 Network Principles</p> <p>HEALTH AND COMFORT: Providing a bike network grounded in safety provides people with a comfortable and secure way of getting around by bike. The network minimizes stress, anxiety, or concerns over personal safety and security and other health and safety-related issues such as noise, vehicle pollution, headlight dazzle and spray from passing vehicles.</p> <p>CONNECTIVITY: The cycling network provides access to places where people want to bike without gaps or missing links. The network provides a diverse range of route options and experiences for users and opportunities to link to other modes of transportation.</p> <p>DIRECTNESS: The cycling network prioritizes direct and straight routes and minimizes out-of-direction travel and unnecessary stops.</p> <p>NETWORK DENSITY: Grid size (distance between parallel routes in a network) is dependent on demand—higher demand areas have higher density.</p> <p>ATTRACTIVENESS: The cycling network is composed of routes that are aesthetically attractive, interesting, or pass through sociable places.</p> <p>INTEGRATION: The function, design and use of a bike route is carefully considered so that it provides added value to the neighbourhood and users from an economic, social and safety perspective. Bike routes fit into an area's and/or street's context and are integrated into the road network in a way that makes sense to people who walk, roll, bike, take transit or drive.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
Breathe: Edmonton's Green Network Strategy	
<p>Part 2: Open Space Functions</p> <p>Functions of the Green Network</p> <p>The Green Network Strategy considers the functions in terms of their contribution to three overarching values or themes: Ecology, Celebration and Wellness.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Celebration</p> <ul style="list-style-type: none"> + AESTHETIC VALUE: Attractive and welcoming design is key in placemaking. + PUBLIC SAFETY: Open spaces can provide traffic calming, buffer zones and "eyes on the street". + DESTINATION + TOURISM: Open spaces can draw people from the region, the nation and beyond. + COMMUNITY BUILDING: Gathering spaces facilitate social interaction and community programming. + HERITAGE: Open spaces can highlight the cultural and/or historical value of a site or feature. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Wellness</p> <ul style="list-style-type: none"> + RECREATION: High-quality sports facilities and outdoor recreation spaces promote healthy living. + ACTIVE TRANSPORTATION: Well-connected trails and pathways encourage active transportation and improve mobility. + MENTAL HEALTH + WELLBEING: Open spaces can reduce stress and provide opportunities for therapeutic activities. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Part 3: Providing Open Space</p> <p>3.2.3.1 Neighbourhood Overview</p> <ul style="list-style-type: none"> + the total amount of both municipal parks and other publicly-accessible open space within the Central Core is limited. + supports the need to provide increased high-quality, multi-functional and publicly accessible open space. + With the City of Edmonton's goal to provide a more family friendly Central Core, additional recreational opportunities will be required in the medium and long-term to address deficits in child-oriented amenities (e.g. minor sports fields, playgrounds, nature based play) and attract families. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Amount and Access to Open Space</p> <ul style="list-style-type: none"> + some of the projected population growth will occur in areas that have limited open space access. Additional parks will be needed in those areas. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<ul style="list-style-type: none"> + Access to the River Valley from Downtown, Strathcona and Garneau should be improved. + Pedestrian connectivity of parks, greenways, enhanced streetscapes and plazas is incomplete in many areas. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>Quality and Functionality of Open Space</p> <ul style="list-style-type: none"> + While 107 St., 104 St. and 96 St. have undergone significant streetscape improvements, other streetscapes would benefit from refurbishment. + Some parks in the Central Core require full redesign while many others require additional maintenance to mitigate infrastructure deterioration and to improve user satisfaction. + Open spaces that promote active living and relaxation are limited in the central core. With changing lifestyles and a diversifying population, this deficiency must be addressed. + Some open spaces are not designed for multifunction or year-round use and require additional or retrofitted amenities. + emphasizes the need for multifunctionality as a means to support residential intensification. 	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Land Use Policies & Planning Studies	Project Alignment
<p>Part 4: Policy Actions</p> <p>Strategy Directions</p> <p>4.1 Ensure that the green network is safe, accessible and inclusive for all.</p> <p>4.2 Make open spaces vibrant, sustainable and functional to support community identity and needs.</p> <p>4.5 Ensure an adequate supply, quality, diversity and distribution of open space throughout Edmonton.</p> <p>4.6 Improve open space access for residents and visitors.</p> <p>4.7 Preserve and enhance the ecological quality and connectivity of the green network.</p>	<ul style="list-style-type: none"> + In alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Transportation & Land Use Policies	Project Alignment
<p>CityPlan (2020)</p>	
<p>1.0 Belong</p> <p>1.1.1 Promote personal and community wellness and connection through inclusive and welcoming places.</p> <p>1.1.1.1 As long as homelessness persists, establish basic amenities throughout the city for people experiencing homelessness.</p> <p>1.1.1.2 Design new and retrofit existing open spaces networks to encompass wellness, celebration and ecology at the district level.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>1.1.2 Support and welcome newcomers to settle in Edmonton.</p> <p>1.1.2.3 Enhance existing and identify new cultural facilities to provide diverse multicultural and social opportunities.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>1.1.4 Ensure seniors have the opportunity to access services and amenities that support a high quality of life.</p> <p>1.1.4.1 Improve access to equitable, appropriate and culturally relevant amenities and facilities for seniors at the district level.</p> <p>1.1.4.3 Integrate age-friendly design to connect seniors and reduce social isolation.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>1.2.1 Promote active communities through the design of diverse, welcoming and playful public places.</p> <p>1.2.1.1 Enable publicly accessible spaces that invite exploration and support interaction and learning for people of all ages.</p> <p>1.2.1.2 Design and integrate formal and informal play spaces into the built environment.</p> <p>1.2.1.3 Encourage and support the use of public space in formal and informal ways throughout the year.</p> <p>1.2.1.4 Design public spaces that are safe and easy to navigate for people with disabilities.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>1.2.2 Ensure vibrant and inclusive communities where children, youth and families can live, learn and grow together.</p> <p>1.2.2.1 Incorporate needs and voices of children, youth and those around them into plans, programs and amenities that serve and impact them.</p> <p>1.2.2.2 Design open space and play space to accommodate intergenerational use.</p> <p>1.2.2.5 Apply a gender-based equity lens in the design and application of City infrastructure, policy, programs and services.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Transportation & Land Use Policies	Project Alignment
<p>1.2.3 Promote the unique histories, cultures and identities that define Edmonton.</p> <p>1.2.3.1 Acknowledge Treaty Six and recognize the First Nation, Métis and Inuit peoples and their connection to this land.</p> <p>1.2.3.2 Develop opportunities for public education and storytelling on the contributions of Indigenous peoples, culture and history.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>1.3.1 Promote and celebrate the distinct communities that contribute to Edmonton, its quality of life and unique sense of place.</p> <p>1.3.1.1 Establish and invigorate districts where daily life, work and play intersect.</p> <p>1.3.1.2 Provide opportunities for people to easily connect to and experience open space and features within districts.</p> <p>1.3.1.3 Encourage diverse design and development in all neighbourhoods so communities can continue to evolve over time.</p> <p>1.3.1.4 Encourage urban design and wayfinding excellence at major city entrances.</p> <p>1.3.1.5 Encourage high quality urban design that celebrates the unique physical pattern of the city's systems, networks and places.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>1.3.2 Support Edmonton's identity as a winter city through its infrastructure, design, events and economy.</p> <p>1.3.2.1 Celebrate our winter identity through the arts, recreation, events, storytelling and inspired design.</p> <p>1.3.2.2 Increase opportunities for Edmontonians to be physically active throughout all seasons.</p> <p>1.3.2.3 Encourage winter events, activities and festivals through community and business partnerships.</p> <p>1.3.2.4 Improve and integrate winter city design through the development of buildings, the public realm and open spaces</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>1.3.3.5 Prioritize transportation investments and operations for people experiencing vulnerability.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>1.4.1 Support Edmontonians' transition to a low carbon future in their daily lives.</p> <p>1.4.1.2 Design and deliver mass transit and active transportation network infrastructure to enable energy efficient mobility.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>

Relevant Transportation & Land Use Policies	Project Alignment
<p>1.4.2 Ensure Edmonton’s air, land and water are safe and clean.</p> <p>1.4.2.3 Expand and enhance a healthy and sustainable urban forest.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>2.0 Live</p> <p>2.1.1 Ensure that publicly accessible spaces and facilities are designed and maintained for the year-round safety, security and comfort of all users.</p> <p>2.1.1.1 Improve access to the North Saskatchewan River Valley and Ravine system.</p> <p>2.1.1.2 Design, build, maintain and operate public infrastructure to facilitate movement and universal accessibility in all seasons.</p> <p>2.1.1.3 Design public spaces that are easy to navigate and explore for Edmontonians and visitors.</p> <p>2.1.1.4 Facilitate access to City activities and programs for people of all ages and abilities.</p> <p>2.1.1.5 Develop and retrofit publicly accessible spaces and facilities to incorporate safe access for all Edmontonians.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>2.1.2 Support the physical and mental health of Edmontonians by integrating housing, services, amenities and natural systems with active transportation networks.</p> <p>2.1.2.1 Incorporate health outcomes into strategy, planning and design of the built environment.</p> <p>2.1.2.2 Provide safe, comfortable and direct active transportation connections between neighbourhoods, community facilities and schools.</p> <p>2.1.2.3 Manage the impact of environmental stressors on people and natural systems including excessive noise, air and light pollution.</p> <p>2.1.2.4 Incorporate nature and natural systems into the built environment.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>2.2.1 Promote compact, mixed use development within districts that supports equitable access to employment, education and amenities.</p> <p>2.2.1.1 Design and retrofit street layouts to facilitate intensification and ongoing adaptability.</p> <p>2.2.1.2 Improve local open space and public amenities to support density increases.</p> <p>2.2.1.3 Anticipate, avoid and mitigate displacement of vulnerable populations as redevelopment occurs.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>

Relevant Transportation & Land Use Policies	Project Alignment
<p>2.2.3 Ensure that walkable and attractive mixed use development occurs at nodes and along corridors in a manner that is integrated with accessible mass transit.</p> <p>2.2.3.3 Strategize, invest in and nurture priority growth areas across the city to enhance equitable access to amenities and public services, and to maximize the benefits of mass transit investment.</p> <p>2.2.3.4 Enable the development and redevelopment of small commercial sites and centres to support mixed use local nodes city-wide.</p> <p>2.2.3.5 Prioritize the building, activation and maintenance of beautiful, comfortable public spaces at nodes and corridors.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.3.1 Promote opportunities to accommodate growth through the compact development of new and existing neighbourhoods.</p> <p>2.3.1.3 Maintain Edmonton's key role in the Edmonton Metropolitan Region as a centre for innovation, wealth creation and business and employment opportunities.</p> <p>2.3.1.4 Strategically expand infrastructure capacity to enable future redevelopment and intensification in alignment with priority growth areas.</p> <p>2.3.1.5 Sequence development and align infrastructure upgrades to leverage and optimize existing infrastructure.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.3.3 Promote gathering spaces for culture, sports, recreation and entertainment opportunities to support both formal and informal uses.</p> <p>2.3.3.3 Provide gathering and event spaces for hosting Indigenous cultural and ceremonial practices.</p> <p>2.3.3.4 Animate open spaces at all scales through programming, activities and events that encourage daily and all-season use.</p> <p>2.3.3.5 Collaborate with private developers, utility providers and communities on innovative and creative solutions for temporary and permanent infrastructure and amenities that support the public realm.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.4.2 Ensure public buildings and infrastructure are sustainable and resilient.</p> <p>2.4.2.4 Design roadways and manage road right-of-way to be adaptable to future mobility and land use needs.</p> <p>2.4.2.5 Manage parking and curbside space as a strategic public asset.</p> <p>2.4.2.6 Prioritize and enable green infrastructure including low impact development solutions.</p> <p>2.4.2.7 Efficiently use public land and develop multi-functional and multipurpose facilities in new and redeveloping neighbourhoods.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Transportation & Land Use Policies	Project Alignment
<p>3.0 Thrive</p> <p>3.1.1 Support the ability of First Nations, Métis and Inuit peoples to celebrate, grow and flourish.</p> <p>3.1.1.1 Commemorate and celebrate Indigenous history and culture through the planning and design of civic spaces.</p> <p>3.1.1.2 Integrate the perspectives of Indigenous peoples through community engagement and reduce barriers to participation.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>3.1.2 Support equity among the diverse communities that contribute to Edmonton's sense of place, wellness and identity.</p> <p>3.1.2.1 Include representatives and seek out views of diverse communities in city building processes.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>3.2.1 Ensure that development and public infrastructure is designed to support a vibrant local economy and competitive business environment.</p> <p>3.2.1.3 Partner to align placemaking initiatives with infrastructure and renewal projects.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>3.2.2 Promote the attraction and retention of a highly skilled and talented workforce in support of ongoing innovation, investment, education, entrepreneurship and quality of life.</p> <p>3.2.2.2 Provide pedestrian connections, amenities and facilities to support employees in non-residential areas.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>4.0 Access</p> <p>4.1.1 Support inviting and inclusive transportation options for Edmontonians of all ages, abilities and incomes.</p> <p>4.1.1.4 Enhance street design through building and renewal to improve connectivity, amenity space and beauty.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>

Relevant Transportation & Land Use Policies	Project Alignment
<p>4.1.2 Ensure safety of all users in the planning and design of city infrastructure, networks and spaces.</p> <p>4.1.2.1 Provide safe streets and convenient pedestrian crossings that appropriately serve the context of the area.</p> <p>4.1.2.2 Maintain unimpeded access for transit, walking and cycling during the construction of public and private development.</p> <p>4.1.2.3 Design, operate and maintain the mobility system so people are safe and secure.</p> <p>4.1.2.4 Reduce fatalities and serious injuries in the mobility system.</p> <p>4.1.2.5 Improve personal and collective safety by working with residents to develop community-based solutions.</p> <p>4.1.2.6 Require development and redevelopment to provide access for emergency service delivery.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>4.1.3 Ensure the equitable access of affordable services and amenities to all Edmontonians.</p> <p>4.1.3.1 Deliver welcoming public facilities and services that are friendly for all ages and abilities, as well as universally accessible.</p> <p>4.1.3.4 Connect districts to one another through a diverse range of transportation options.</p> <p>4.1.3.5 Provide people with disabilities equitable opportunities to participate in the workforce, access services and amenities, and contribute to the development and implementation of policies, programs and infrastructure.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>4.2.1 Ensure that transportation investment supports urban intensification and diversification.</p> <p>4.2.1.1 Integrate mass transit with surrounding development.</p> <p>4.2.1.2 Plan and design active transportation and transit networks in support of nodes and corridors.</p> <p>4.2.1.3 Adapt City operations, equipment and infrastructure to contribute to intensification.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>4.2.2 Ensure a mobility system where people can move seamlessly from one travel option to another to conveniently fulfill their daily needs.</p> <p>4.2.2.4 Design transportation infrastructure that is intuitive and user friendly.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Transportation & Land Use Policies	Project Alignment
<p>4.2.3 Ensure active transportation networks serve a variety of purposes including recreation, commuting, commerce and fun.</p> <p>4.2.3.1 Develop a coordinated network of pathways throughout the city that supports active transportation and recreation in connection with Edmonton's river valley, open spaces and regional connections.</p> <p>4.2.3.2 Provide opportunities for universal accessibility within the active transportation network.</p> <p>4.2.3.3 Develop and maintain safe, high quality cycling infrastructure and facilities.</p> <p>4.2.3.4 Improve active transportation connections between city and regional destinations.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>4.4.1 Support a low-carbon mobility system.</p> <p>4.4.1.1 Encourage a shift to transit and active transportation options.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>5.1.2 Promote the conservation and restoration of natural systems to improve ecological connectivity and reduce habitat fragmentation.</p> <p>5.1.2.1 Improve the quality and function of habitat greenways and ecological connections within the Green and Blue Network.</p> <p>5.1.2.2 Expand and diversify Edmonton's urban tree canopy and native vegetation.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>
<p>5.2.1 Promote Edmonton's history and encourage a sense of local identity by preserving and enhancing heritage.</p> <p>5.2.1.4 Preserve, enhance and create views and vistas of significant buildings, streetscapes and natural landscapes.</p> <p>5.2.1.5 Collaborate with Indigenous communities to understand and recognize cultural landscapes and traditional land use areas.</p> <p>5.2.1.6 Incorporate and reflect the diverse heritage of local communities through stories, structures and spaces.</p> <p>5.2.1.7 Partner with Indigenous communities and cultural groups to name places and spaces to be culturally reflective of the diversity of Edmonton.</p>	<p>+ in alignment</p> <p>+ Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase</p>

Relevant Transportation & Land Use Policies	Project Alignment
<p>5.4.1 Ensure the safety and security of Edmonton’s water supply, food systems, infrastructure and natural systems to support long-term resilience to flooding, droughts and extreme weather events.</p> <p>5.4.1.1 Manage stormwater runoff and improve water quality through the design and development of the built environment.</p> <p>5.4.1.2 Improve flood resilience through ongoing risk management, infrastructure planning and operation, financial analysis and stakeholder engagement.</p> <p>5.4.1.3 Manage and protect the watershed and water supply to maintain the quality of Edmonton's drinking water supply.</p> <p>5.4.1.6 Prevent, mitigate and respond to environmentally harmful events to minimize the impact to the urban environment.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>6.0 Create</p> <p>6.1.1 Promote city-building solutions with communities through prototyping, partnerships and piloting.</p> <p>6.1.1.1 Encourage diverse representation of Edmonton's population on advisory boards and committees through civic education.</p> <p>6.1.1.4 Create opportunities for residents to explore and generate solutions through information sharing and open data.</p> <p>6.1.1.6 Use City land, buildings and equipment to pilot innovative ideas and solutions.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>6.1.2 Promote community-based placemaking to retrofit and redevelop open spaces and public facilities.</p> <p>6.1.2.1 Encourage community led park redevelopment through coordination, planning and design.</p> <p>6.1.2.2 Encourage activation of public rights-of-way to allow formal and informal gathering spaces.</p> <p>6.1.2.4 Encourage activation of underutilized public space through urban design and programming.</p> <p>6.1.2.5 Partner to align public art programs and resources with infrastructure and renewal projects.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Relevant Transportation & Land Use Policies	Project Alignment
<p>6.2.2 Promote a well connected, attractive and delightful city through beautiful architecture, animation and urban design excellence.</p> <p>6.2.2.1 Encourage excellence in design through advocacy, education, competitions and partnerships.</p> <p>6.2.2.2 Incorporate a high standard of design for public and private development with an emphasis at nodes, corridors and city entrances.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
Community Traffic Management Policy (2017)	
<p>Policy Statement 1 The Community Traffic Management program will enhance safety and community live-ability in accordance with Edmonton's Transportation Master Plan and Council's approved Road Safety Strategy ("Vision Zero").</p> <p>Policy Statement 4 Whenever possible, implementation of the Community Traffic Management program will rely on a collaborative relationship with Neighbourhood Renewal to leverage the effectiveness of both programs</p>	<ul style="list-style-type: none"> + in alignment
Active Transportation Policy (2009)	
<p>Policy Statement 1 Enhance accessibility, safety, security, and convenience through strategic improvement, expansion, and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bicycle and shared-use lanes, and end-of-trip facilities.</p>	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase

Design Standards & Guidelines	Project Alignment & Support
Winter City Design Guidelines	
2.2.1 – Sidewalks and Boulevards <ul style="list-style-type: none"> + Design wide sidewalks in Pedestrian and Transit Priority Areas to provide a clear, barrier-free pedestrian through zone. Adequate space for street-cleaning and snow-clearing equipment must be considered in the design. + Give preference to boulevards over monowalks. Boulevards are an important snow-storage area, and result in reduced operational snow removal costs. They also act as a buffer to protect pedestrians from road spray. Use of monowalks must be justified + Reduce automobile lane widths in Pedestrian, Transit and Bicycle Priority Areas. Narrow lanes result in less road surface to clear of snow during the winter, and extended sidewalks with shared-use paths accommodate a variety of active transportation modes. Consider how any reallocation of space or roadway redesign would best accommodate all modes safely in all weather conditions. Needs of municipal maintenance, operation and emergency vehicles must always be taken into account. 	<ul style="list-style-type: none"> + In alignment
2.2.2 – Street Crossing <ul style="list-style-type: none"> + Locate catch basins for surface runoff away from pedestrian crossings and bus stops. Pooled water at crosswalks may splash onto pedestrians from vehicles during warmer temperatures. During freeze-thaw cycles, freezing runoff water will create a slip-and-fall hazard. + Provide mid-block crossings with curb extensions on long blocks to reduce long distances pedestrians must travel to reach their destinations. Curb extensions that minimize pedestrian crossing distances are recommended where curbside parking lanes exist. + Research, test and evaluate innovative street design features. For example, pedestrian platforms, that is raised street crossings, aligned curb cuts, and/or heated sidewalks and crosswalks are commonly found on pedestrian-oriented streets in other winter cities. 	<ul style="list-style-type: none"> + Supported, where possible. Existing catch basin locations are already set, and these opportunities are evaluated for feasibility based on coordination with existing infrastructure
2.2.3 Street Lighting <ul style="list-style-type: none"> + Provide decorative, pedestrian-scaled lighting. Focus illumination towards the ground to reduce light pollution. Use fully shielded fixtures to eliminate glare. 	<ul style="list-style-type: none"> + Supported, subject to coordination and evaluation through existing street lighting and Local Improvement policies and programs

Design Standards & Guidelines	Project Alignment & Support
<p>2.2.6 – Wayfinding</p> <ul style="list-style-type: none"> + Incorporate a signage and wayfinding system as part of the planning process, with design considerations for winter conditions. For example, approximate walking, cycling or cross-country skiing times, in addition to distances. + Design adaptable and seasonal wayfinding strategies to support changing uses and functions throughout the year; digital or automated systems are preferred. + Provide signage along cycling routes that are prioritized for snow removal or grooming in winter. This could be as simple as a snowflake logo added to existing wayfinding elements to let users know that the routes will be maintained and/or cleared of snow on a regular basis throughout the winter. 	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.4.1 – Shared-Use Paths and Open Space Connections</p> <ul style="list-style-type: none"> + Provide lighting and clear wayfinding signage along priority trails. 	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.4.6 – Lighting</p> <ul style="list-style-type: none"> + Establish and prioritize possible lighting of high-use parks and trails for nighttime use. 	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.4.7 – Public Art in Public Spaces</p> <ul style="list-style-type: none"> + Provide opportunities for the installation of outdoor public art to provide colour and illumination in public spaces. + Support and encourage the incorporation of functional public art in high pedestrian traffic areas that may provide seating and weather protection. 	<ul style="list-style-type: none"> + in alignment + Opportunities will be examined for technical feasibility and alignment with the scope of the Renewal program during Options & Tradeoffs Phase
<p>2.2.9 – Bicycle Routes and Storage</p> <ul style="list-style-type: none"> + Prioritize higher volume corridors with cleared and dedicated routes to provide a safer environment for cyclists year round. + Connect existing and new bicycle routes through community hubs and larger sites, such as schools and district parks, to provide the most direct route for winter cyclists. 	<ul style="list-style-type: none"> + Supported

Relevant Bylaws + Governing Processes	Project Alignment & Support
<p data-bbox="207 321 959 352">Residential Neighbourhood Street Lighting Renewal Policy</p> <p data-bbox="188 394 857 426">Residential street light reconstruction has five main goals:</p> <ul data-bbox="188 447 1019 741" style="list-style-type: none"> + Replace deteriorated and inefficient residential street light systems; + Reduce and minimize obtrusive light, light pollution and light trespass; + Minimize disruptions impacts to adjacent residents by maintaining existing pole locations where possible; + Maintain or reduce existing light levels where possible while ensuring pedestrian, cyclist or motorist safety; + Ensure proper lighting where necessary to improve pedestrian, cyclist or motorist safety. <p data-bbox="188 758 781 789">Residential Street Light Reconstruction Objectives:</p> <ul data-bbox="188 810 987 1062" style="list-style-type: none"> + To upgrade street light infrastructure so that it improves safety; + To upgrade street light infrastructure so that it provides efficient operation and minimizes maintenance requirements; + To create residential street light infrastructure that minimizes greenhouse gas generation, light trespass and other environmental impacts; + To support mature neighbourhoods that are livable and adaptable. 	<ul data-bbox="1057 394 1419 573" style="list-style-type: none"> + In alignment. The choice of decorative versus standard street lights will be chosen through the Local Improvement process. See following section regarding this.

Relevant Bylaws + Governing Processes	Project Alignment & Support
<p>Local Improvement</p> <p>A Local Improvement is a construction project that is completed near or adjacent to a property which is deemed to be more beneficial to the area than the City as a whole. Local Improvements are governed by the Municipal Government Act (MGA).</p> <p>In Edmonton the neighbourhood reconstruction process includes a budget to replace the street lights with a standard street light consisting of a galvanized pole with a LED luminaire. The opportunity for the standard street lights to be replaced with decorative street lights can be facilitated through a request for a Local Improvement. The City of Edmonton has developed an Expression of Interest (EOI) process that provides the City with enough confidence that the majority of property owners would like the improvement prior to moving forward with the decorative street light Local Improvement.</p> <p>As the City budgeted for the standard street lights in the neighbourhood reconstruction, the property owners are only responsible for the incremental cost of the decorative street lights through a Local Improvement tax.</p> <p>Under the MGA, property owners after they receive the formal Local Improvement notice with the estimated Local Improvement taxes can petition against the Local Improvement during the 30 day petition period. If 50% plus one of the owners within a project petition against the Local Improvement during the formal petition period, the project will be defeated and will not be included in the Local Improvement bylaw that City Council approves.</p>	<p>+ In alignment. The Local Improvement process is in effect for neighbourhood residents to approve or petition against relevant neighbourhood improvements.</p>