



104 AVENUE

CORRIDOR PLAN

Public Workshop #3 Feedback Summary



The City of Edmonton is preparing an Area Redevelopment Plan (ARP) to guide future growth and change along 104 Avenue between 111 and 123 Streets. The 104 Avenue Corridor ARP will provide a framework for future Transit Oriented Development, including recommendations for mobility, the public realm, land use and built form. This report summarizes the input heard at the third and final public workshop, held on February 2, 2015.

The workshop took place at MacEwan University's Robbins Health Learning Centre and was attended by approximately 75 people. The purpose of the workshop was to share the draft 104 Avenue Corridor ARP and get feedback on its recommendations. Attendees were able to view information panels, speak to members of the project team, ask questions and share their views on issues of interest. After a presentation by the Consultants and City Staff, participants were asked to complete a questionnaire regarding the major components of the plan and return it

that evening, or complete it online, where it was available for 10 days following the workshop. This report provides a summary of feedback heard at this event and through the questionnaire. Responses to each question have been analyzed and consolidated into categories. The feedback will inform further revisions to the draft ARP, scheduled for consideration by Council in spring 2015.

1. Do you agree with the proposed Road and Active transportation network?

Support– 65%

New Connections

- Increased north-south connectivity is greatly needed *
- New east-west greenway is a great feature *
- Comments about implementing the new connections –should be implemented as quickly as possible; roads should be public
- New greenway is not wide enough to support proposed activities and competes with 105 avenue.
- Comments regarding converting 103A Avenue to a Commercial Alley – concern about feasibility due to elevation changes; preference for a greenspace rather than an alley
- Road widths are too wide
- Consider winter active transportation

LRT

- Safety and access to the LRT is very important
- LRT must be well connected to existing transit to facilitate easy transfers for everyone including those with mobility issues and in the winter

Pedestrians

- Focus on pedestrians and pedestrian safety is good *
- Comments on pedestrian crossings of 104 Avenue – should be every direction at every intersection; pedestrians should be able to use the entire LRT platform to cross; consider underpasses for pedestrians crossing 104 Avenue
- There should be two way stops at all intersections

Bicycles

- Bike lanes are needed and should be a City requirement
- There needs to be more consideration for bicycle safety – grade or barrier separated infrastructure; safe ways for cyclists to turn off bikeways
- Comments about where bike lanes should be located – off main roads because of safety concerns; separated infrastructure on 104 Avenue rather than relegated to secondary streets

Traffic:

- Concern that reducing lanes for LRT on 104 Avenue will exacerbate traffic problems *
- There should be traffic calming on 104 Avenue through means such as lower speed limits and lane restrictions *
- Concern about traffic short cutting

Parking

- It is important to minimize surface parking

*Frequently heard comments are noted with an asterisk.

2. Do you agree with the proposed improvements to the parks and open spaces, pedestrian priority areas, and enhanced streetscaping particularly on 104 Avenue?

Support – 68%

Parks and Open Spaces

- Great new greenspaces *
- There should be more greenspaces/public spaces *
- Greenspaces should be small, accessible and well-kept

Streetscaping

- The enhanced streetscaping throughout the area is welcome, particularly on 104 Avenue *
- Comments on Pedestrian Priority Areas – they will make the area more walkable; areas should be expanded
- Comments on the pedestrian boulevard – additional width for pedestrian boulevard is great combined with building setbacks to create spacious walkways and patios; extra space for pedestrians is not necessary/will negatively impact traffic
- Encourage boulevard trees to support urban tree canopy

Implementation

- The City needs to ensure that the parks and open spaces are implemented through the development process *
- Improvements should be implemented quickly

*Frequently heard comments are noted with an asterisk.



3. Do you agree with the proposed Land Use of a mix of uses along and north of 104 Avenue and maintaining the residential character of areas south of 104 Avenue?

Support – 75%

Mixed use

- Support for a mix of uses along 104 Avenue *
- 104 Avenue should be the priority for mixed use in order to achieve a critical mass *

Active at-grade frontages

- Active at-grade frontages on 104 Avenue will increase vitality of the street and the plan should require more of them *

Residential

- Medium density residential respects the surrounding neighbourhoods
- Mixed income housing would add character and vibrancy to the neighbourhood
- There should be no ground floor residential on 104 Avenue

Balance of uses

- Plan offers a good balance between uses
- Need more distinctions than just commercial and residential
- Need more emphasis on residential density and less on office/retail space

*Frequently heard comments are noted with an asterisk.



4. Do you agree with the proposed Built Form in terms of building heights, massing and transitioning of development, and site and building design?

Support – 71%

Building heights and density

- Plan locates higher heights and densities well *
- Concentrating density around LRT stations is a good idea
- Plan provides a nice mix of density while respecting the market drivers
- Concerns about building heights – heights should be higher to fully optimize the potential of the corridor; the proposed heights are too high and would block views and sunlight; too many tall buildings will bring too much density to the area; tall buildings do not work in a winter city climate
- Building podiums should be human scaled – 2-4 storeys
- Concern about the transition from new to existing buildings, especially south of 104 Avenue
- Concern about ability of infrastructure to sustain added traffic, servicing needs, etc

Building design

- It's good that the character of Oliver will be maintained with new development
- Comments about materials and design – encourage more natural building materials; new development should respect the historical age of the neighbourhood; new development should have an urban rather than suburban look

Implementation

- The City needs to ensure that the heights and densities in the plan are respected in new development *
- Density bonusing should be incorporated in the zoning

*Frequently heard comments are noted with an asterisk.



5. Overall, do you like the Draft Area Redevelopment Plan? Why or why not?

Support – 74%

Areas of support

- Increased density *
- North-south connectivity *
- Focus on active transportation – increased walkability; modal shift on 104 Avenue; encouraging businesses to cater to pedestrians *
- The plan beautifies the corridor and is sensitive to existing residents

Areas of concern

- Concern about reduced car accessibility to downtown *
- Concerns with the Road and Active Transportation Networks – not enough bicycle routes; too bike friendly; road network needs to be redesigned; 104 Avenue should remain primarily for cars *
- This plan could be better integrated with the 105 Avenue plan
- The principles are good but they are not translated into an achievable reality

Implementation

- Implementation will be key to achieving the plan *
- The City needs to ensure that new development respects the policies of the plan *
- The City should look for ways to start implementation before the LRT comes in
- A funding plan should be included

*Frequently heard comments are noted with an asterisk.



More information about the 104 Avenue Corridor Plan can be found on the project website at:

www.edmonton.ca/104AvenueCorridorPlan

