



# 104 AVENUE

## CORRIDOR PLAN

### Public Workshop #1 Feedback Summary





The City of Edmonton has initiated a planning process to guide future growth and change along 104 Avenue between 111 and 123 Streets. When complete, the 104 Avenue Corridor Plan will provide a framework for future Transit Oriented Development including recommendations for built form, mobility and public spaces. This report provides a summary of the input heard at the planning process's first public workshop held June 23, 2014.

Held at Robertson-Wesley United Church, over 85 City residents attended the event. The workshop was intended to inform Edmonton residents about the corridor planning process, provide an overview of the plan area, and to collect feedback about how the plan area is viewed today. Attendees were able to view information panels to learn about the project, as well as view a presentation. The next portion of the evening consisted of roundtable discussions. To collect feedback, participants were provided with individual workbooks that contained a series of questions about the area today and what they would like to see in the future. Participants were asked to discuss the questions with others at their table or to work independently. A group "report back" allowed workshop participants to hear other's responses. The workbook was also made available online for a week following the workshop.

This report provides a summary of feedback heard at this event and through the workbook. Responses to each workbook question have been analyzed and consolidated. Common responses have been consolidated and divided into three categories:

- Responses heard frequently
- Responses heard more than once
- Responses heard once

The feedback contained in this report will inform the development of design scenarios for the corridor that will be presented back to the community in the fall at a second public workshop. Attendees will be able to evaluate the options presented and inform the selection of a preferred scenario.

## Existing Conditions

The goal of the first set of workbook questions was to find out how the community views the 104 Avenue Corridor today, what is liked and disliked about the area, and what places are frequently visited. The following is a summary of the responses to each question:

### 1. Where do you go in the plan area? What do you use and what do you do?

#### Frequently

- Day-to-day Shopping (grocery, drug stores)
- Oliver Square (Safeway, London Drugs, Staples)
- General services (Hair salons, bank, exercise facilities)
- Bars & Restaurants
- Live in area

#### More than once

- Longstreet
- Parks (general)
- Oliver Park (including pool and playground)
- Peace Garden Park
- Paul Kane Park
- Commute through 104 Avenue
- Exercise (running/jogging/walking)

#### Once

- Park area around Rail Town
- Oliver Community League
- Take transit
- Cycle
- Places of worship
- Events/seminars at McEwan University

### 2. What do you like within and around the plan area and what are the areas key strengths?

#### Frequently

- Trees
- Walkable
- Variety/diversity of amenities & services

#### More than once

- Neighbourhood identity, character & history
- Community Garden (Peace Park Garden)
- Mobility options (transit, walking, driving)
- Quiet neighbourhood streets
- The parks
- An active & engaged community
- Well-lit, safe neighbourhood
- Molson building
- Shopping
- Oliver Park & Arena
- Supply/ease of parking
- Proximity to Downtown
- Proximity to River Valley

#### Once

- Very multicultural community
- Neighbourhood events (i.e. Canada Day pancake breakfast)
- A growing population
- Independent businesses
- Ease of getting around by car
- Character and scale of new mid-rise housing
- Well-lit & safe
- Proximity to Westmount

### 3. What do you dislike within and around the plan area and what are the key issues that need to be addressed?

#### Frequently

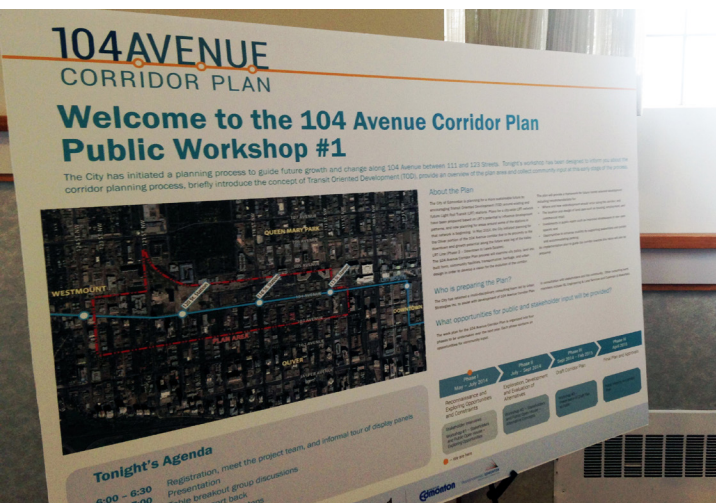
- 104 Avenue is a barrier - Lack of north-south connections across
- Unattractive interface between commercial and surrounding residential space
- Poor 104 Avenue streetscape and impacts on walkability
- Expansive parking lots & suburban character of 104 Avenue
- Impacts of traffic & parking in residential areas:
  - Parking on side streets by non-residents
  - Concerns future LRT may exacerbate this

#### More than once

- Molson Brewery Lands & Crosstown Lands ( Current vacancy, Future development plans)
- Vehicle-pedestrian-transit conflicts
- Too much surface parking
- Lack of cycling infrastructure
- Rising housing prices
- Inaccessibility for people with mobility restrictions (especially in winter)
- Poor wintertime maintenance (snow removal, icy sidewalks)

#### Once

- Design of new development has little architectural interest
- Lack of services/support for homeless population
- Traffic/Pedestrian signalization: Lights are timed for vehicles; Not enough time to cross road
- Not enough casual restaurants and cafés
- Neighbourhood isn't designed for winter use
- CSOs (combined sewers)
- Springtime flooding issues
- Lot configuration and few landowners on 104 avenue will pose challenges for redevelopment
- Multi-use paths do not connect to one another
- 103A Avenue is a problem area (antisocial activity and lack of surveillance)
- Busy & noisy traffic on 104 Avenue
- Not enough high density development



## Areas of Change and Stability

The second set of questions were designed to assist the project team in crafting a future direction for the plan area. The community was asked what areas seem likely to change over time (areas of change), the magnitude of this change, and what areas should be protected or enhanced while maintaining the original character (areas of stability). The following is a summary of the responses to each question:

### 4. What areas/uses do you think may change or should change within and around the plan area?

#### Frequently

- Commercial areas on north side of 104 avenue
- Molson & Crosstown site

#### More than once

- Surface Parking lots
- 104 Avenue itself (streetcape)
- All of 104 Avenue
- Vacant land
- Longstreet Plaza

#### Once

- Remove utility poles on sidewalks
- Oliver Square
- 103A Avenue
- 120 Street Catholic School





**5. What is the magnitude and type of change you envision in these areas? For example, do you envision new types of building? Taller buildings? Minor changes?**

**Magnitude of change:**

**Frequently**

- Parcels along 104 Avenue should see major change
- Mid-rise development (~4 – 6 storeys) along 104 Avenue

**More than once**

- Taller buildings along 104 Avenue (~8 – 12 storeys) but not towers
- Very tall Buildings along 104 Avenue (Towers)
- Row houses
- Buildings should not be as tall as “the Pearl”
- Higher density development should take into account sunlight, shadow and wind
- Building heights should be staggered and towers should be separated from one another

**Once**

- No taller buildings
- Would like to see 104 Avenue similar in character to 124 Street
- Taller buildings should be step backed from street
- Locate higher density residential away from the street (within couple block radius)

**Type of change:**

**Frequently**

- Mixed-use development (retail at ground level with residential above)
- Street-related retail (narrow storefronts, built closer to the street)

**More than once**

- New development should be of quality design
- Underground or structured parking instead of surface parking
- Incorporate family housing into area: In both higher density development and row houses
- Width of 104 Avenue should be reduced by one or two lanes
- Variety of housing (bachelor units; family units and everything in between)

**Once**

- More “play” areas – things to do, parks, restaurants, recreation
- More housing for students
- Change should include infrastructure to support increased population & hours of use (i.e. more policing, taxi bays, etc.)
- Better snow removal
- More bike lanes
- More north-south connections across 104 avenue/corridor
- More green space north of 104
- Redevelop underutilized former school properties into new green space
- Incorporate green building technology (solar energy, green roofs)

## 6. What areas/uses do you think may change or should change within and around the plan area?

### Frequently

- Maintain and enhance parks and recreation facilities
- Amenities of 104 Avenue
- Neighbourhood tree canopy
- Molson Building

### More than once

- Peace Garden Park
- Heritage buildings – General (Oliver School, old houses, places of worship)
- Walkability of surrounding neighbourhoods
- Protect character and scale of neighbourhood/residential areas
- Walkability of surrounding neighbourhoods

### Once

- Maintain and enhance Oliver arena and pool
- Maintain character/certain light industrial uses in the North Edge
- Ability of 104 Avenue to move cars
- Ability to cross 104 Avenue
- Existing multi-use trails
- Parking for residents
- Connections to River Valley and Top of Bank
- Single Family housing

# Creating Livable Communities

The final set of questions asked respondents to identify key initiatives and improvements they would like to see within and around the area. The responses will help formulate a vision for the area and develop an understanding of the plan area's potential. The following is a summary of the responses to each question:

## 7. What new uses and amenities could make this plan area a more interesting and attractive place to live, work and visit?

### Frequently

- More parks (especially north of 104 avenue)
- Mixed-use, pedestrian oriented development along 104 Avenue

### More than once

- Outdoor cafés and patios (especially fronting 104 avenue)
- Local/independent/boutique shops
- A public square
- Community recreation centres & indoor community gathering spaces/meeting facilities
- Health & wellness services (such as medical services, yoga studios, gyms)
- Underground or structured parking
- More off-leash dog parks
- Public art
- Pubs/bars
- Independent movie theatre

### Once

- Accessible washroom facilities at or near future LRT stations
- Surveillance at future LRT stations
- Winter activities
- Uses/activities for seniors
- More schools to support increased population

## 8. What kinds of public spaces, gathering places and parks could enhance the liveability and attractiveness of the plan area?

### Frequently

- Public squares/plazas
- Coffee shops/restaurants with outdoor seating/patios

### More than once

- Community gardens
- Outdoor spaces that function all seasons(outdoor heat lamps, ice sculptures, etc.)
- Band shell
- Inviting public spaces designed for people (including amenities such as movable chairs, seating with pleasant views, etc.)
- Indoor (independent) market or farmer's market
- Comfortable waiting places for transit (Weather-protection, attractive)

### Once

- Library
- Accessible public spaces
- Well-lit public spaces
- An outdoor rink
- A larger & improved community hall
- Skate park
- Any type is welcome
- No new gathering spaces



## 9. What improvements for pedestrians, cyclist, and transit users?

### Frequently

- Sidewalk improvements (wider, more attractive) along 104 Avenue
- More & Better cycling lanes (separated on or off street paths)

### More than once

- More & better bicycle parking (in general and integrated with LRT stops)
- Wider boulevards on each side of street to buffer pedestrians from traffic
- Safe pedestrian & cycling connections across 104 Avenue
- More north-south access across 104 Avenue and from 104 avenue to 105 avenue
- Better/more attractive connections to Oliver Community (specifically at Longstreet Mall)
- Connect bike paths and Shared Use Paths to one another
- Reduce 104 by one lane in each direction to reduce traffic
- Connect bike routes to LRT stations
- Integrated and secure bike storage at LRT stations
- Street lighting for pedestrians
- Signals for pedestrians should be programmed with realistic crossing times
- Orient businesses towards pedestrians rather than cars to make more interesting environment for walking

### Once

- Plant street trees along 104 Avenue
- Maintain side streets for cycling priority
- Wind protection at LRT stops
- Implement LRT curbside loading (not centre)
- Install signage, wayfinding and murals to assist orientation and area legibility
- Appropriate grade separation to ensure pedestrians and cyclist can cross the future LRT line
- Limit left turns along 104 Avenue
- Introduce more Shared Use Paths
- Provide better snow clearance on streets and sidewalks in the winter
- Ensure curb cuts for wheelchair access
- Locate amenities around LRT stops (i.e. coffee shops, news stands, etc.)
- Increase density and reduce parking along 104 Avenue
- Create attractive connections between LRT stations and shopping areas
- Consider a bicycle sharing program

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

[www.edmonton.ca/104AvenueCorridorPlan](http://www.edmonton.ca/104AvenueCorridorPlan)

