BUILDING A BRIGHTER 101 AVENUE

WHAT WE HEARD SUMMARY

Workshop Date: Thursday, September 29, 2016
Number of attendees: 218

Thank you to everyone who attended our last workshop. Thank you also to the Forest/Terrace Heights and Fulton Place Community Leagues and the Greater Hardisty Community Sustainability Coalition for all their help. All comments from the 101 Avenue Workshop are summarized anonymously below into broad topic categories. To see all comments recorded verbatim please see the workshop display boards.

FOR MORE INFORMATION
If you have any questions about this document or the 101 Avenue Vision and Corridor Study please contact Kirstin Pacheco, Project Manager at 780-508-9450 or 101AvenueCorridorStudy@edmonton.ca

PROPOSED VISION, GOALS AND STRATEGIES	
In general there was support for the vision, goals and strategies for 101 Avenue. Please see below a few key points participants noted beside each proposed goal.	
Connect 101 Avenue to a broad network of transportation options and destinations and prioritize more vulnerable users to ensure a safe and vibrant avenue.	• Support for better cycling infrastructure • Support for improving walkability by creating better crosswalks, more buffer between cars and sidewalks, wider sidewalks and slower speed limits • Desire for more accessibility to transit, the ravine and multi-use trails in other areas
Support residential and commercial development that promotes active, vibrant spaces along 101 Avenue.	• Support for mixed use development to increase population, which will support schools and businesses • Desire for high quality commercial development, with more diversity of businesses ty in businesses • Focus on more interesting storefronts and quality space in front of businesses • Concerned about impacts on residents along 101 A Avenue if parking is behind buildings and there is increased traffic in the alley
Create a unique sense of place and foster pride in 101 Avenue with enhancements to public spaces.	• Strong support for more trees, shrubs and planters • Suggestion to add security cameras or other features to make the Avenue safer • Desire for all season activity spaces (skating, indoor track, outdoor adult fitness centre, playgrounds) • Support for patio spaces, businesses contributing to beautification and making better use of empty lots

BUILDING A BRIGHTER 101 AVENUE

CONCEPT OPTIONS FOR THREE SECTIONS OF 101 AVENUE	
For each section of 101 Avenue we asked for feedback on how we could activate the street, ways to create a sense of place, parameters for new development, and options for mobility (for pedestrians, cyclists and drivers). To see all feedback go to the display boards. Below is a summary of the key points we heard.	

Forest Heights: 79 Street to 75 Street	• General preference for 3 to 4 storey buildings in this area, with some people noting that 6 to 9 stories could work. Many noted conditions that should be considered when adding density to this part of 101 Avenue, including:
	  ◦ a desire for sustainability features in new buildings
	  ◦ including housing for seniors
	  ◦ improving access to transit
	  ◦ ensuring a proper transition from taller buildings to surrounding residential
	• Strong support for improved bike infrastructure and connections to key destinations, such as the ravine. Some support for the greenway bike path option, and some support for on-street bike paths. A clear consensus however that bikes should have some type of separation from traffic and that bike paths must be well maintained in order to be effective.

Main Street: 75 Street to 71 Street	• General preference for 3 to 4 storey buildings, with some support for buildings up to 9 stories in height. • A lot of discussion on the type of commercial (whether it is big box store or local), but general consensus that commercial developments should be easy to walk to, have nice store fronts and provide services to residents. • Support for increased residential development along 101 Avenue (in the form of mixed use buildings) to increase the population that could support commercial. • No clear preference on the type of bike lane facilities suggested, but a general note that snow removal is very important to ensure bike lanes are usable all year. • General concern with speeding along all sections of 101 Avenue and a hope that traffic can be slowed down with improvements to the Avenue.
East Village: 71 Street to Terrace Road/ 50 Street	• Desire to ensure good access to Fulton Ravine, the future library and the skate park for people walking and biking and those with limited mobility. • Suggestions for creating a community gathering spot close to the library, with suggestions for recreational activities (skating, workout equipment), a farmers market, a community garden, a gazebo, a picnic area, or a playground. • Fewer comments on the proposed scale/height of buildings in this area. Suggestion to limit it to 5 to 8 stories, and other suggestions to allow buildings taller than 9 stories.

	• Support for changing the access to 101 Avenue from 50 Street and for reducing the number of lanes on 101 Avenue.

BIKES, TRANSIT AND GREEN INFRASTRUCTURE	
We had representatives from the City's Urban Transportation Section (cycling), Edmonton Transit Service (bus routes), and the Low Impact Development Group (sustainability related to rainwater) to get your feedback on potential improvements to 101 Avenue. Below is a summary of the key points we heard.	
Bikes	• Consensus for bike facilities that are separated from traffic on 101 Avenue. Some suggestions for bike lanes on quieter streets rather than 101 Avenue. • Strong desire for bike connection across Fulton Ravine. • Concern about the multiple driveways on 101 Avenue creating possible conflict points with cyclists.
Transit	We had 83 responses to our transit survey. Here are some of the results: • 53% of people typically travel by car, while 26.5% of people typically travel by transit. • The following destinations were most important to those responding to the survey: Downtown, Bonnie Doon, Capilano, Whyte Avenue, University of Alberta, and Sherwood Park • The most common use of transit is for trips to work. • The following time periods were most important for people to have good transit service: weekday AM Peak (6am to 9am) and weekday PM peak (3pm to 6pm). • The following changes were most important to people to make them use transit more often: shorter transit travel times and more frequent service during weekday peak hours (6am to 9am and 3pm to 6pm).
Green Infrastructure	• Interest in native species and community fruit tree garden. • Support for rain gardens/swales and trees as long as they are maintained over time. • Suggestion to incentivise green roofs and solar roofs on businesses.

101 VISION AND CORRIDOR NEXT STEPS

If you were not able to make it to the workshop or thought of something you want to add, please send us an email at 101AvenueCorridorStudy@edmonton.ca

Over the next few months the project team will be refining the concept options for changes to the roadway, suggestions for improvements to public space, and recommendations for land use along 101 Avenue. We will

be back in the community in the new year to share our report for council and get input on our final proposals. We hope to see you then!

GLOSSARY OF TERMS

BUILDING A BRIGHTER 101 AVENUE

Active Edges
At-grade uses and building design features that support pedestrian activity. Active edges make streets more interesting by promoting a high degree of visual and physical interaction between the inside of a building and the adjacent public realm (sidewalks).

Inactive Edges
Areas along a street that are the opposite of active, with uses and design that do not support pedestrian activity. Inactive edges may have vacant buildings, blank walls with no windows, narrow sidewalks, and a lack of interesting features in the public realm.

Auto-oriented Development
Buildings and public spaces that are designed to accommodate vehicles first, rather than pedestrians and cyclists. This type of development typically has easily accessible parking lots, wider roads and less attention to bike and pedestrian facilities.

Density
The number of dwelling units, square meters of floor space, or people per acre or hectare of land. What is determined low, medium and high density can vary, but typically low density would be single family homes, duplexes and row housing, medium density would be 4 to 8 storey apartment buildings and high density would be anything larger.

Grid Street Pattern
A way of organizing streets and land so that streets run at right angles to each other, forming a grid. A grid street pattern is typically easy to navigate and has more frequent intersections than other street patterns. These two factors make the grid street pattern good for pedestrian movement.

Mixed Use Development
Development that includes a mixture of different land uses such as residential, commercial, and institutional. Mixed use development includes horizontal mixed use, where different uses are provided adjacent to one another on the same site, and vertical mixed use, where different uses are provided within one building.

Modified Grid Street Pattern
A way of organizing streets and land that is similar to a grid pattern, except that not all streets connect. This pattern is often used to limit the intersections on main, busy roads into residential areas. A modified grid street pattern may include more curved streets and can adapt more to natural terrain.

Pedestrian Friendly
Designed in a manner that responds to the needs of pedestrians, for example by providing direct routes, wide sidewalks, and amenities such as pedestrian scaled lighting and benches.

Transit Oriented Development (TOD)
Urban development that is integrated with transit to make the most efficient use of both land and infrastructure. In TOD, housing, shopping and employment are concentrated along a network of walkable and bikeable streets within 400 metres of a transit station.

Road Right-of-Way
Land between property lines that accommodates the pedestrian and vehicle circulation network. Road right-of-way includes traffic lanes, bike lanes, boulevards and public sidewalks. Road right-of-way can sometimes be wider than expected and cover land that is not currently being used for transportation purposes.