



104 AVENUE CORRIDOR PLAN

Public Workshop #2 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 second public workshop, held on September 17, 2014.

The workshop took place at MacEwan University's Robbins Health Learning Centre and was attended by approximately 70 people. The purpose of the workshop was to share the results of technical mobility and market analyses as well as present and get feedback on three items: a set of draft guiding principles developed based on public input from the first workshop, three conceptual scenarios for the corridor and three alternative cross sections for 104 Avenue. Attendees were able to view information panels, speak to members of the project team and share their views on sticky notes. To collect feedback, participants were provided with individual workbooks that contained a series of questions about the draft guiding principles, conceptual scenarios and alternative cross sections. After a presentation, participants were asked to discuss the questions with others or complete their workbooks independently. The workbook was also made available online for a week following the workshop for those unable to attend.

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 the preferred design concept for the corridor that will be presented back to the community in early 2015 at a final public workshop.

Draft Guiding Principles

The draft guiding principles were created based on input received at previous public consultation events. The goal of the first two workbook questions was to find out what the community thought of the draft guiding principles and whether there was anything missing from the principles.

1. Create an improved pedestrian experience along the 104 Avenue corridor, recognizing transit users are pedestrians.

- Create a safe and visually interesting environment with clear buffers or transitions between pedestrian and vehicle zones through sidewalk widening, new or enhanced boulevards, and plantings;
- Ensure new development is oriented and situated in close proximity to the street edge, with active uses at grade in appropriate locations;
- Enhance the quality of linear open space along 104 Avenue to make it a more attractive landscape feature within the community;
- Improve experience and safety through additional street crossings, pedestrian scaled lighting, better signage and wayfinding, and street furniture.

2. Improve connectivity to and within the corridor

- Establish a fine-grained pedestrian and cycling network within the plan area through the introduction of new streets, mews, and pathways;
- Reconnect interrupted street segments when opportunities arise through redevelopment of adjacent properties;
- Establish a connected cycle network building on existing routes located on local streets and Shared Use Paths;
- Enhance connectivity to the plan area through new linkages and improved pedestrian and cyclist connections.

3. Improve the public realm and focus on enhanced place making

- Provide a diversity of open spaces, such as neighbourhood parks, squares, urban plazas, and pocket parks;
- Visually integrate the plan area with surrounding communities

by extending the surrounding neighbourhoods' tree canopy into the plan area;

- Encourage mixed-used development with retail at grade to animate streets and open spaces at all times of day;
- Improve green connections and linkages, in addition to adding more green space, to ensure an even distribution of amenity space within the plan area;
- Celebrate the corridor's history through the preservation, enhancement, or adaptive reuse of built heritage;
- Honour community history through public art;
- Foster community building through the inclusion of community gathering spaces and facilities such as community gardens, community centres, and spaces for events.

4. Leverage transit investment through transit-oriented development

- Direct the greatest development intensification to station areas in order to support transit and walking to major institutions, employment centres, retail areas and destinations;
- Provide appropriate connections and amenities for pedestrians and cyclists near LRT stations;
- Animate the public realm in station areas through the introduction of open spaces, seating, services, and amenities to make pedestrians and cyclists comfortable and welcome.

5. Encourage mixed use development utilizing a range of building form typologies to create an attractive and interesting built environment

- Utilize a range of built form typologies, such as mid-rise, base, and podiums to create a human-scaled environment while best accommodating desired intensification.

- Ensure development is sensitive to its context, transitioning in height to nearby low-rise areas;
- Provide a mixture of residential unit sizes to accommodate a diversity of people with differing needs including students, seniors, and families.

6. Recognize that the corridor will evolve over time

- Ensure near-term or interim development doesn't preclude future intensification.
- Development concepts are to be flexible, recognizing the market and future LRT construction will have the greatest impact on the timing of redevelopment within the corridor.

7. Pursue environmentally sustainable design excellence

- Ensure all new developments adopt a standard of design excellence that will complement the neighbourhood and enhance the character and image of the community over time;
- Focus on sustainable development forms and patterns including the introduction of a mixture of uses, housing types, and higher densities throughout the corridor;
- Introduce a high quality system of connected public spaces which features a variety of stormwater management solutions including collection, filtering and reuse;
- Explore new green infrastructure and building technologies, and encourage LEED certified building, the incorporation of green roofs, the use of renewable energy sources and innovative wastewater technologies.

1. Are there any guiding principles which you would like to see revised or augmented?

Frequently

- No, they look great
- More emphasis on pedestrian safety

More than once

- More emphasis on cyclist safety
- Less focus on cycling
- Stronger emphasis on north-south connectivity and the need to reduce 104 Avenue as a barrier between neighbourhoods

Once

- Do not reconnect streets, only paths and mews
- Complete streets
- Specific targets for environmentally sustainable design
- Renumber the principles so that environmentally sustainable design comes earlier; suggestion: 7, 4, 3, 1, 2, 5, 6
- Don't just "explore" green infrastructure, require it
- "Recognizing the market" should be eliminated as it means bowing to developers
- It's not just about quality design, also quality construction
- Put limits on building heights

2. Are there any additional principles which you would like to see incorporated or additional ideas which may support the above mentioned principles?

Frequently

- No, the principles seem complete
- Opportunities for small businesses

More than once

- Affordable housing for low-income families
- Winter city factors impacting pedestrian experience

Once

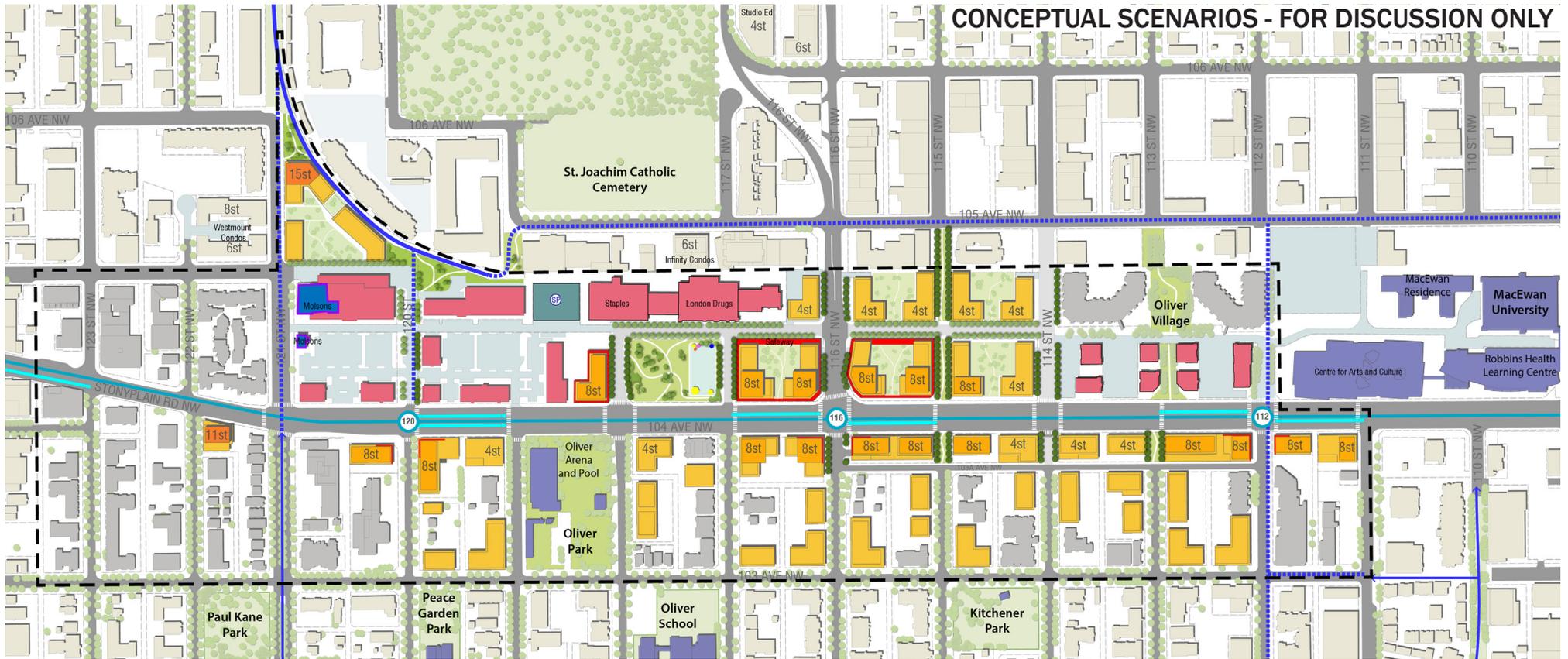
- Connectivity with other transit, pedestrian and cycling routes
- Businesses should promote healthy activities
- Integration of 104 Ave Corridor Plan with other redevelopment plans in the area
- Importance of City departments working together on this plan
- Encourage and retain nightlife options
- Economic resilience
- Opportunities for young families
- Minimize surface parking and car-focused development
- Parking for patrons of businesses

Alternative Conceptual Scenarios

The second set of questions was designed to assist the project team in determining what elements should be included in a preferred design concept for the corridor and what is the appropriate height range south of 104 Avenue. The community was asked what they liked and disliked about each of the three conceptual scenarios.

CONCEPTUAL SCENARIO 1:

Mid Rise Neighborhood Reinvestment and Creation of a Central Gathering Place



LEGEND

POTENTIAL LAND USE

- | | | | | |
|--------------------|--------------------------|--------------------|------------------------------|--------------------|
| Mid Rise 4 Storeys | Existing Retail | Office/Employment | Incremental Infill Over Time | Plan Area |
| 8 Storeys | Historical Buildings | New Retail | Existing Buildings | Existing Bike Lane |
| >8 Storeys | Cultural - Institutional | Structured Parking | Driveways/Surface Parking | Proposed Bike Lane |

What do you like about this concept?

Frequently

- North-south connections for pedestrians and cyclists
- Redevelopment of Long Street site
- Central gathering place
- Increased parks/green space
- New east-west connection

More than once

- New and extended cycling routes
- Vertical mixed-use
- Moving Safeway to the street
- Moderate height and density
- Connection of 114 Street

Once

- Pedestrian focus
- Greatest total surface redevelopment of the scenarios
- The focus of redevelopment at 116th Street
- Retail located close to the street
- Nice combination of retail and residential
- Retail focused around LRT stops
- Maintaining Oliver Village
- Retention of many existing buildings
- This scenario would be appropriate if current growth projections are overestimated
- Very pragmatic plan

What do you dislike about this concept?

Frequently

- Still too much surface parking
- Not enough density
- Single large open space
- Retaining Oliver Village and the Molson development

More than once

- Not enough pedestrian amenities
- Connectivity to and through 104 Avenue is still lacking
- Retaining 103A Avenue
- Doesn't go far enough to turn 104 Avenue into an urban corridor
- Retail is fragmented
- Location of central gathering space
- Nothing unique about the concept

Once

- Should be more bike boulevards
- Not enough vertical mixed use
- Buildings are too tall
- Potential for shadowing on south side of 104 Avenue
- Not enough green space
- Development is inward facing
- Not enough retail on south side of 104 Avenue
- Too much commercial development
- Not enough redevelopment
- Suburban/small city feel
- Concept is still vehicle-reliant

What height range do you consider appropriate for the neighbourhood south of 104 Avenue?

4 to 6 storeys – **21**

6 to 10 storeys – **19**

10 to 15 storeys – **8**

Comments:

- Prefer 4 storeys or less
- A mix of heights
- Taller buildings are more interesting to look at
- This should be a transition area from downtown to neighbourhoods
- Buildings should scale down to existing communities
- No need to be prescriptive about height as long as there are podiums for buildings over 3 storeys
- The height is less important than the design

Alternative Conceptual Scenarios

CONCEPTUAL SCENARIO 2: Re-Urbanizing 104 Avenue as a High Density Corridor



LEGEND
 --- Plan Area
 POTENTIAL LAND USE

- Mid Rise 4 Storeys
- 8-10 Storeys
- 12-15 Storeys

- Existing Bike Lane
- ⋯ Proposed Bike Lane

- Existing Retail
- Historical Buildings
- Cultural - Institutional
- Office/Employment
- New Retail
- Structured Parking

- Incremental Infill Over Time
- Existing Buildings
- Driveways/Surface Parking



What do you like about this concept?

Frequently

- Increased density and height
- Density and height clustered around LRT stops
- East-west greenway
- North-south connectivity
- Smaller open spaces distributed throughout
- Vertical mixed use
- Minimizing surface parking
- Additional cycling routes, particularly the bike path through the greenway from Molson to MacEwan

More than once

- Connection to Ribbon of Steel trail
- Urban form large format retail
- Pedestrian focus
- Removal of 103A Avenue

Once

- Urban plaza
- Redevelopment of Long Street site
- Reduced setbacks of buildings in Oliver
- Urban nature of development
- Mix of large and small format commercial
- Residential areas on both sides of 104 Avenue
- Street-oriented development on 104 Avenue
- This scenario positions the city well for growth
- Connection of 114 Street

What do you dislike about this concept?

Frequently

- Height and density are too high
- “Suburban” form large format retail

More than once

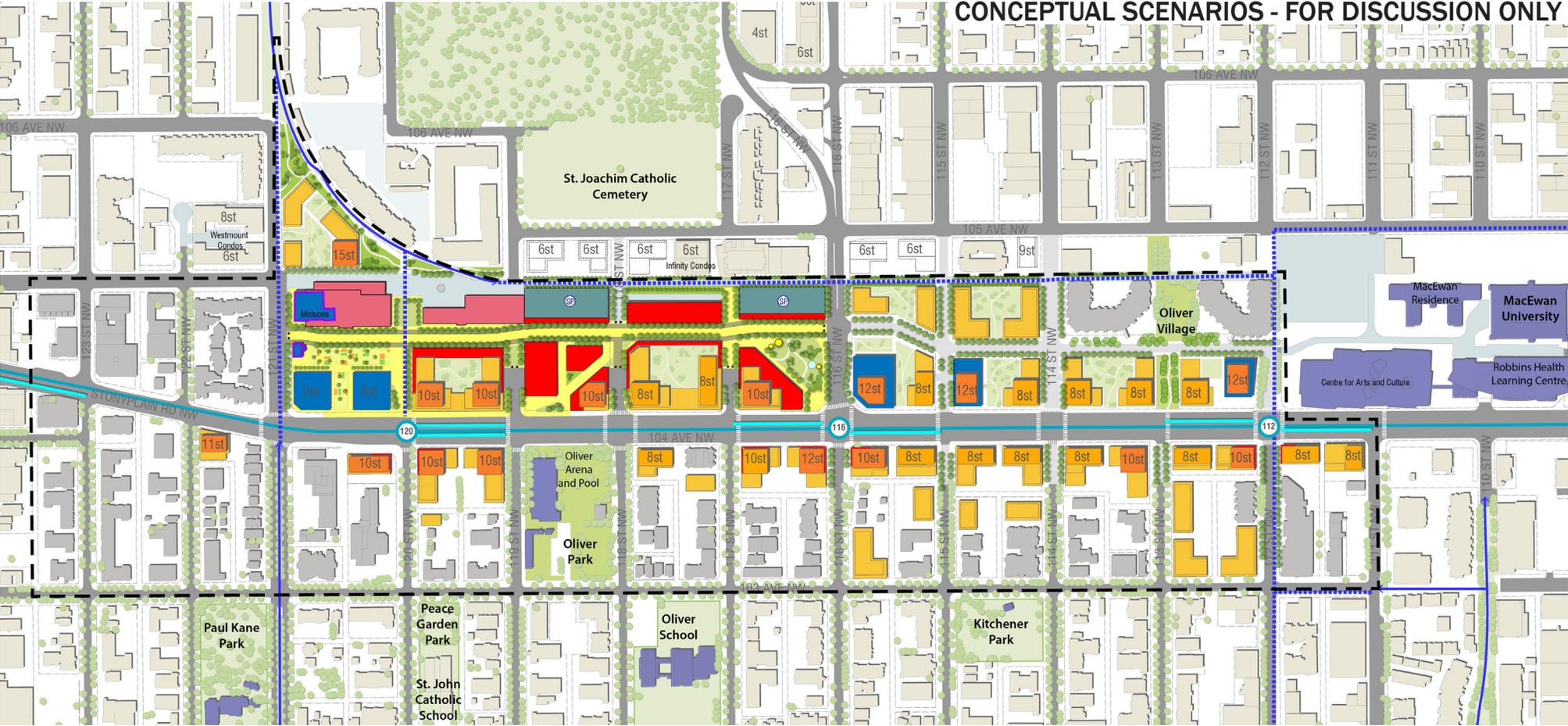
- 104 Avenue needs to be more pedestrian friendly
- Molson site not fully redeveloped
- Not enough parking for such a high density area
- There is no need to connect both 114 and 115 Streets as streets

Once

- Lack of offices misses opportunity to take advantage of LRT ridership
- Lack of mixed use on south side of 104 Avenue
- Oliver Village retail should stay
- Inward-focused buildings
- There should be a mix of housing types
- Bike path should be on a main street
- Greenway will create a clash between pedestrians and cyclists
- Parks should be on local streets
- Traffic will increase with this concept
- Extends the busy downtown feel
- Concern about impacts of tall buildings: shadows, wind tunnels, reduced view corridors

Alternative Conceptual Scenarios

CONCEPTUAL SCENARIO 3: A Pedestrian Focused Mixed-Use District



- LEGEND**
- Plan Area
 - Existing Bike Lane
 - Proposed Bike Lane
- POTENTIAL LAND USE

- Mid Rise 4 Storeys
- 8 Storeys
- > 10 Storeys
- Existing Retail
- Historical Buildings
- Cultural - Institutional
- Office/Employment
- New Retail
- Structured Parking
- Incremental Infill Over Time
- Existing Buildings
- Driveways/Surface Parking
- Pedestrian Area
- Potential Street Closure
- Bollards

What do you like about this concept?

Frequently

- This is the best scenario
- Internal pedestrian shopping district
- Pedestrian focus
- Amount of high density development
- North-south connectivity
- East-west connectivity
- Addition of office uses
- Removal of 103A Avenue

More than once

- Parks, open space, squares, plazas
- Vertical mixed-use
- Unique features make this scenario stand out
- Better utilization of Molson site
- Additional cycling routes
- Structured parking/reduced surface parking
- Pedestrian area makes it seem like a community
- Potential to close pedestrian shopping district to cars

Once

- Human-scale podiums
- Mix of building heights
- Tallest buildings at LRT stations
- Tall buildings located away from main pedestrian area
- Redevelopment of apartment buildings south of 104 Avenue
- Connection to Ribbon of Steel trail
- Redevelopment of Long Street site
- Almost no surface parking
- Low-rise retail
- Potential for people to hang out
- Flows well with MacEwan campus

What do you dislike about this concept?

Frequently

- Internal pedestrian district will take pedestrians off 104 Avenue
- Bike trail in back alley

More than once

- 104 Avenue itself needs to be more pedestrian friendly
- Not enough green space
- Buildings are too tall
- Large format retail

Once

- Pedestrian shopping area is too enclosed from surrounding area
- Retail spaces are too large and will not provide opportunities for smaller businesses
- Pedestrian shopping district may create dead pedestrian spaces
- Concern that commercial will compete with 124 Street
- Not enough density and height
- Buildings south of 104 Avenue are too tall
- Traffic will increase with this concept
- Structured parking should not be permitted – parking must be underground
- The urban plaza will be shaded – should be on the north side of the greenway
- Not enough variety in residential building height

Alternative Conceptual Scenarios

Of all three scenarios presented on the previous pages, which design elements do you like best and why?

Frequently

- Pedestrian shopping street in Scenario 3
- East-west greenway
- North-south connections – connecting Oliver and Queen Mary Park
- Pedestrian friendliness
- Reduced surface parking

More than once

- Introduction of office uses
- Higher density and height, particularly around LRT stations
- More green space, squares, plazas
- Low-rise buildings
- Vertical mixed use
- Uniqueness and originality of Scenario 3

Once

- Human scale of development
- Cycling routes from Scenario 2
- Variety of retail
- Move away from large format retail
- Multiple smaller open spaces
- Integrated public spaces
- Landscaping
- Making 104 Avenue vibrant



If you have any further comments or feedback on the information presented today, please feel free to include it below.

- LRT and pedestrians are the top priority, followed by bicycles, buses, carpools, then single occupant vehicles are the lowest priority
- Don't design the retail as a large central parking lot with retail chains around it
- A sidewalk should be created along the northern portion of 121st Street, along with more lighting
- There should be more well-lit green areas
- The City needs to think innovatively to make this plan happen. Tax incentives, land expropriation, assistance to help with business relocation.
- Concern that developers have already established the uses and character of the area and it will be difficult to change
- Built form guidelines with teeth are needed to prevent the type of low quality suburban style developments that are currently being built
- The area lacks a decent recreation facility and the new community rink is not enough
- It would be nice for the study area to be larger
- 104 Avenue Corridor Plan needs to be integrated with redevelopment plan for 105 Avenue
- How do you promote the right mix of shops, bars, restaurants to co-exist with residential?

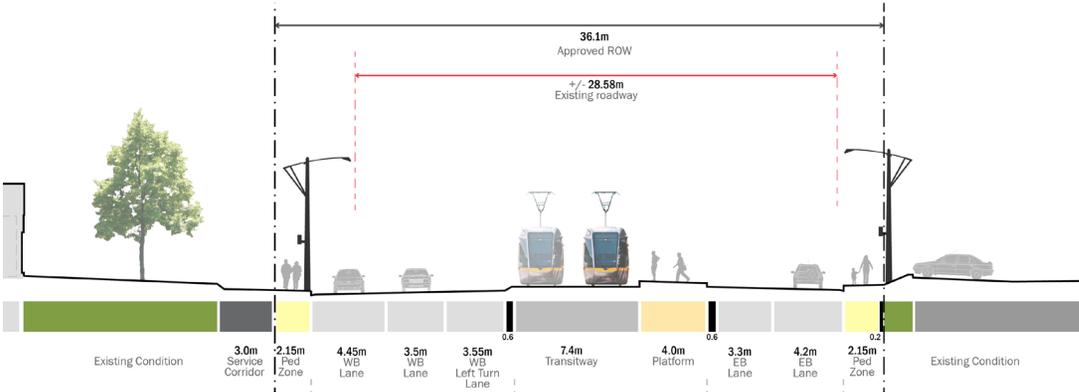


Street Cross Sections

The final set of questions asked respondents about three alternative cross sections for 104 Avenue. The responses will help determine what elements should be included in a recommended cross section.

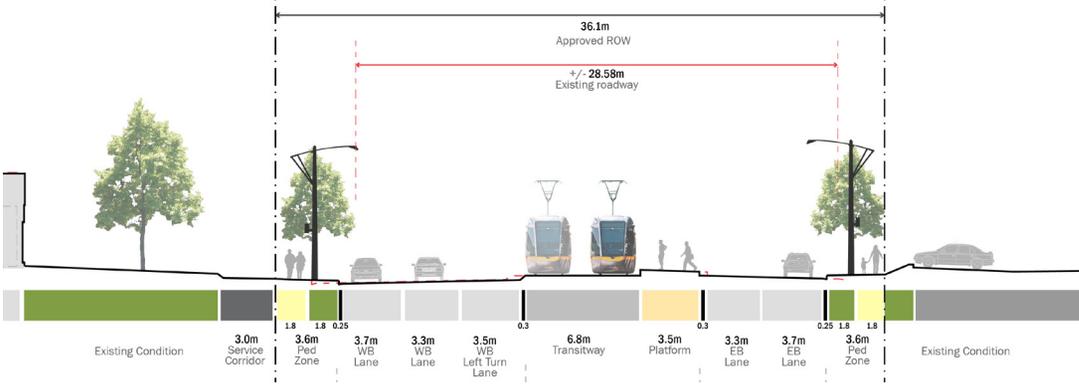
Approved Section

CONCEPTUAL SECTIONS - FOR DISCUSSION ONLY



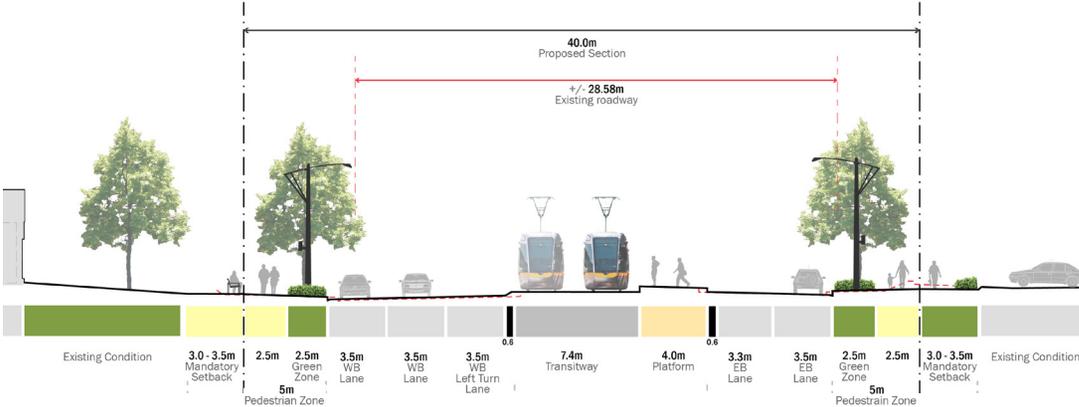
Alternative Section A

CONCEPTUAL SECTIONS - FOR DISCUSSION ONLY



Alternative Section B

CONCEPTUAL SECTIONS - FOR DISCUSSION ONLY



Which elements of the three cross sections do you like best, and why?

Frequently

- Alternative Section B is the best
- Wide boulevards for safe separation, snow storage, landscaping
- Mandatory setbacks for seating and patios
- Trees
- Wide sidewalks

More than once

- Narrower traffic lanes
- Alternative Section A is the best – more space without having to purchase more land
- Benches and other pedestrian amenities

Once

- Boulevard that allows for the use of green technology such as bioswales, rain gardens
- Approved section is acceptable to keep costs down and have LRT completed as soon as possible
- Alternative Section B is the best, but perhaps could be implemented only on the north or south side
- Eliminating the extra width in the curb lane is good because it would be unsafe for cyclists anyway
- Alternative Section A is good, especially if combined with the pedestrian-focused street from Scenario 3
- Traffic lanes could be even narrower
- Service corridor could be used for street furniture, etc

Which elements of the three cross sections do you like least, and why?

Frequently

- The approved section is unacceptable
- No boulevard for pedestrian safety in the approved section
- Wide traffic lanes in the approved section

More than once

- Narrow sidewalks
- No landscaping
- No dedicated cycle lanes
- Lack of trees
- Additional land acquisition to widen the road is not worth the cost

Once

- Approved Section does not improve the liveability of the 104 Avenue corridor
- Hard to see how the bus system aligns with these
- Concern about how reduced traffic lane widths affect safety
- Concern that having to acquire land will slow down improvements
- Need to look at design choices to reduce vehicle speeds
- The LRT will be a major barrier between the communities to the north and south of 104 Avenue and the plans don't offer a pedestrian friendly means of crossing 104 Avenue
- 104 Avenue should be reduced to three lanes with one where the direction of traffic can be reversed depending on time of day



Visit the project website for more information about the event, surveys, and regular project updates:
edmonton.ca/104AvenueCorridorPlan

