

BUILDING GREAT NEIGHBOURHOODS

Boyle Street & McCauley
Neighbourhood Renewal Newsletter
June 2022

Edmonton

Final designs for your streets, sidewalks and public spaces are ready for your review!

Conversations for your Neighbourhood Renewal began in November 2020 and we want to thank everyone who engaged with us and shared neighbourhood experiences, concerns, preferences and local knowledge. Whether you have been along for the entire journey or just recently tuned in, we are pleased you have joined us and are eager to share Boyle Street and McCauley's final designs to make the sidewalks, streets and public spaces comfortable and accessible in all seasons for all ages, genders and mobility levels. We hope you take the time to review the designs as there may be one or more proposed changes near your residence or property that may affect how you experience your neighbourhood.

This newsletter highlights some of the changes you will experience as you walk, roll, bike, drive and gather in Boyle Street and McCauley. Details of the final design are available online.

Stay engaged and informed

Visit edmonton.ca/BuildingBoyleStreetandMcCauley

Final Design Information Booklet

View the entire neighbourhood final design for Boyle Street and McCauley!

Live Online Event

(Registration required) Learn more and have your questions answered.

+ Boyle Street

Wednesday, June 22: 6:30 – 7:30 p.m.

+ McCauley

Thursday, June 23: 6:30 – 7:30 p.m.

Share your thoughts!

Survey open from June 16 until June 30, 2022.

No access to online resources?

Please contact Emily McDonald, Project Manager at 780-919-1155 for paper copies of the design booklet and/or survey to be mailed to you.



Boyle Street & McCauley Neighbourhood Renewal Schedule

SEPTEMBER–DECEMBER 2020

Building a Project Vision Together

JANUARY–APRIL 2021

Exploring Opportunities

MAY–OCTOBER 2021

Exploring Options and Tradeoffs

NOVEMBER 2021–MARCH 2022

Community Feedback on Draft Design

WE ARE HERE

APRIL–JULY 2022

Community Feedback on Final Design

FEBRUARY 2023

Preparing for Construction & Local Improvement Decisions in McCauley

SPRING 2023–FALL 2025

Construction on Your Streets in McCauley

EARLY 2024

Preparing for Construction & Local Improvement Decisions in Boyle Street

SPRING 2024 – FALL 2025

Construction on Your Streets in Boyle Street

FALL 2025

Celebrate with Us!

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What is Neighbourhood Renewal?

Neighbourhood Renewal rehabilitates residential roads, replaces street lights, sidewalks, curbs and gutters, and adds missing sidewalk links where possible. Other opportunities to improve how people walk, bike, roll, drive and gather in the neighbourhood, and how they enjoy City-owned parks and open space, are also explored.

Jasper Avenue service road looking south



Shared Pathway

Parking



Draft Design

In our previous phase, we shared with you the first look at the draft design. We gathered your feedback through our Community Conversations, stakeholder meetings, surveys, emails and phone calls. The feedback received was considered by the Project Team to refine the draft design and bring us to the phase we are now at: Community Feedback on Final Design.

If you want to review a summary of all public engagement and what we heard in the draft design phase, visit our website and look for the What We Heard – Draft Design.



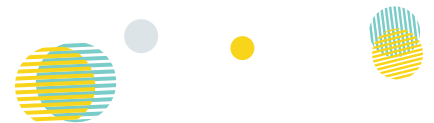
Final Design

Your Neighbourhood Renewal is now in the final design phase. Which means the Project Team is finalizing “what” will be built on your sidewalks, streets and open spaces. We want to ensure the streets and sidewalks of Boyle Street and McCauley are included in the big picture plans and are prepared as the City changes around it. Now is the time to plan for the future and growing population, as this infrastructure will be in place for another 30-50 years.

While only minor modifications will be considered at this point, the Project Team would like to hear what you think about the design and if there are any tweaks that can be added to make it better for you and your neighbours. The Project Team will spend the next 10 months working out the details of the designs and getting them ready for the construction team to take over in spring 2023.

As the project progresses into construction, some elements you see in the final design may be adapted due to technical constraints and funding available.

The projects will be separated for construction with McCauley construction beginning in 2023 and Boyle Street construction beginning in 2024. Both neighbourhoods will be completed by 2025.



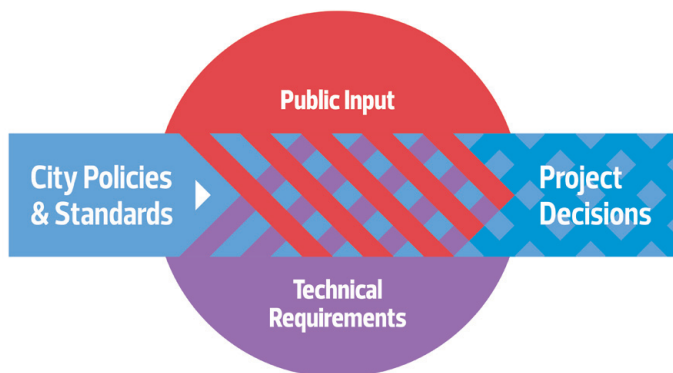


How design decisions are made

City policies and programs such as the Complete Streets Design and Construction Standards, Vision Zero Edmonton, and Winter City Strategy provide the overall direction for Neighbourhood Renewal designs. As each neighbourhood is unique, the Project Team asks for input from residents who live, work and play in the neighbourhood and considers technical aspects such as roadway widths, and conflicts with utilities and trees to determine what will fit in the neighbourhood.

Over 10,000 residents live in Boyle Street and McCauley, each with needs and opinions on how they envision its future. Over the last two years resident feedback has been collected in a number of ways – stakeholder discussions, surveys, community conversations, emails and phone calls to the Project Manager. Early public input was used to develop the project Vision and Guiding Principles that, along with ongoing public engagement, continue to guide the Project Team when prioritizing design and budget decisions.

Know that all input shared by residents in Boyle Street and McCauley was heard. It provided the Project Team with a high level of understanding of what is important to you and your neighbours. You may not always see your ideas reflected in these designs as it's simply not possible to meet every need, but know that all compromises and tradeoffs have been made for the good of the neighbourhood as a whole, for today's needs and for the years to come.



Boyle Street and McCauley Community Vision/Guiding Principles

Project Vision:

To enhance how residents and visitors walk, bike, drive, access transit and use public spaces in Boyle Street and McCauley through building of new public infrastructure that considers how residents live, work and play in the area. Sidewalks and roads will be resurfaced, street lights will be upgraded, and features such as bike lanes, traffic calming measures and enhancements to outdoor public gathering spaces will be explored to improve the liveability of each neighbourhood.

Guiding Principles

Boyle Street and McCauley are two distinct communities located in the heart of Edmonton and are each home to a diversity of active residents who want to:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.

The Project Team will, along with replacing or resurfacing all sidewalks, roads and upgrading street lights, **explore ways to:**

- + Provide pedestrian and biking connections to key destinations including transit stops
- + Prioritize City owned spaces for those who walk and bike (wider sidewalks and bike lanes vs wider roads)
- + Improve crossing safety (slow traffic, shorter crossing distances)
- + Improve pedestrian visibility (pedestrian lighting, clear sight lines, raised crosswalks, curb extensions)



- + Include the needs of all ages, genders and mobility levels
- + Design infrastructure that is usable in all seasons
- + Include comfortable seating areas along highly used walking and biking routes
- + Beautify high-use areas (tree plantings, artwork, garbage cans)
- + Provide bike lock-up locations (clear sight lines)



2. Use outdoor public and green open spaces that are welcoming, vibrant and provide an inviting and thriving extension of living spaces where they, and their visitors, feel safe to relax, gather, socialize and play year round.

The Project Team will explore ways to:

- + Improve the visibility of users (lighting, clear sight lines)
- + Beautify spaces (tree plantings, artwork, garbage cans)
- + Create welcoming gathering areas (communal / picnic tables, shade structures, plazas)
- + Incorporate active and passive recreation and activity areas (open green spaces, dog park)
- + Explore opportunities to add additional green space



3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

The Project Team will, along with replacing roads and alleys, and upgrading street lights, explore ways to:

- + Enhance the safety of intersections
- + Design roadways that encourage slow speeds (traffic calming measures)
- + Improve the visibility of wayfinding and traffic signage (reduce unexpected maneuvers / collisions)
- + Meet on-street public parking needs



4. Visually celebrate the unique character areas and rich history of each neighbourhood.

The Project Team will explore ways to:

- + Bring visual identity to specific areas of the neighbourhoods using different colours, patterns or textures in elements such as sidewalks or street furniture (lighting / benches)
- + Incorporate urban design elements such as
 - i. Art – Integrated details in common elements such as poetry in a sidewalk or within the street furnishings
 - ii. Language – Signage and wayfinding that reflect the local context of language and dialect
 - iii. Culture – Cultural elements such as colour that evoke cultural context (such as red streetlight poles in Chinatown and green in Little Italy)
 - iv. Heritage – Recognize historic resources/ events through an interpretive program of some sort, e.g. original house numbers in sidewalks, heritage plaques, etc.





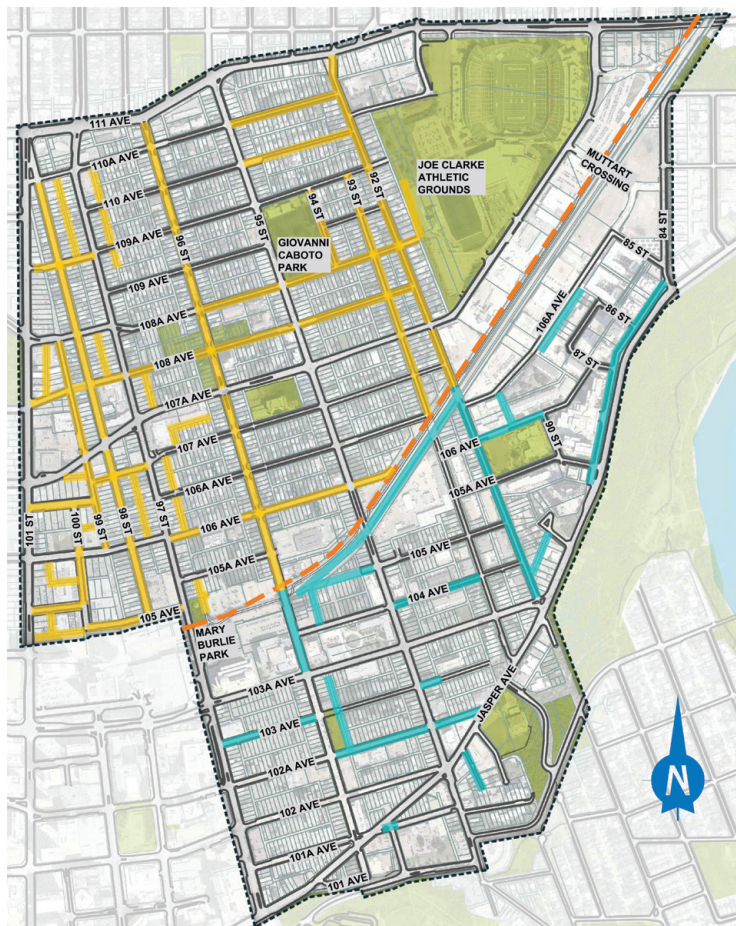
What's in the final design?

The final design for Boyle Street and McCauley includes enhancements to the routes and connections where people walk, roll, bike and drive within the neighbourhood and surrounding areas. The plan also includes improvements to public spaces where people gather, measures to slow traffic and changes to street crossings to help improve the feeling of safety throughout the neighbourhoods.

Note: All designs are subject to final approvals and funding.

The map below shows all streets (yellow in McCauley, blue in Boyle Street) with significant enhancements or changes to street functions that are different from today.

The following pages will provide highlights of what is included in the final design for each street. You can review street specific details and drawings in the project design information booklet available online at edmonton.ca/BuildingBoyleStreetandMcCauley



Included in the Boyle Street and McCauley final designs:

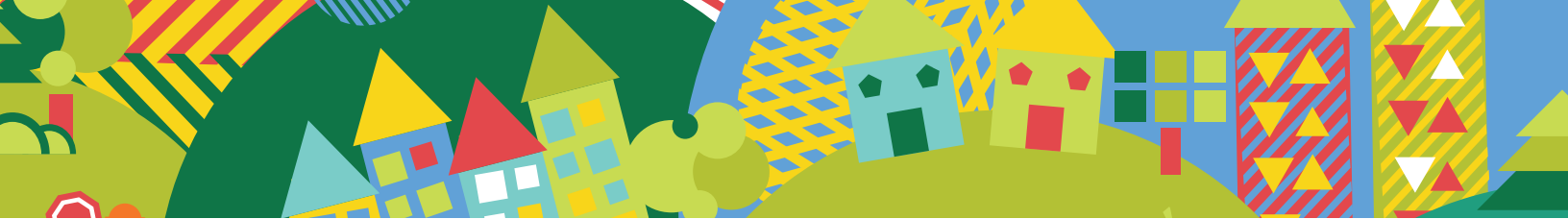
- + Active transportation improvements including new sidewalk connections, shared pathways, pedestrian crossings and bike connections
- + Changes to the direction of traffic flow, intersection movements and parking
- + Public space improvements
- + Improvements to City-owned parks – Giovanni Caboto and Mary Burlie
- + Alley paving (Chinatown Business Improvement Area area only)
- + Low Impact Development (LID) (in partnership with EPCOR)

Not shown at this stage of design but included in Neighbourhood Renewal:

- + Upgrades to street lighting (standard galvanized poles)
- + Road pavement replacement on all residential streets
- + Changes to traffic controls – e.g. four way stops, stops and yield sign changes
- + Sidewalk replacement (pending Local Improvement decision)
- + Curb ramps added/replaced on all residential streets
- + Wider sidewalks (in areas where possible, without impact to boulevard trees)
- + New street blades with decorative options
- + Additional curb extensions and raised crosswalks (in areas where possible)

Alley Renewal (residential alleys)

Residential alleys in Boyle Street and McCauley are in the queue for the 2023 - 2026 budget cycle and will not be included in Neighbourhood Renewal.



Final design: street by street

The following are the highlights and key changes included in the final design.

For a closer look at maps, images and explanations, please visit edmonton.ca/BuildingBoyleStreetandMcCauley

Location of design	Design highlights and key changes
101A Avenue at 95A Street	<ul style="list-style-type: none"> + Curb extension enhancement + Sidewalk added to the east side of 95A Street from Grierson Hill to Jasper Avenue
Boyle Renaissance Phase 3 – Alley – 103 to 102A Avenue (east side of Kinistinâw Park)	<ul style="list-style-type: none"> + Shared street (pedestrian oriented alley*)
102A Avenue – 96 Street to Jasper Avenue	<ul style="list-style-type: none"> + Bike lane connection
103 Avenue – 97 to 96 Street	<ul style="list-style-type: none"> + Road width narrowed + Multi-functional on-street event space added
104 Avenue – 95 and 93 Street	<ul style="list-style-type: none"> + 104 Avenue – one-way eastbound vehicle traffic; 105 Avenue will remain as one-way westbound vehicle traffic from 93 Street to the alley east of 95 Street; two-way from the alley to 95 Street intersection
Boyle Renaissance Phase 3 – Alley connecting 105 Avenue to 104 Avenue and the LRT shared pathway	<ul style="list-style-type: none"> + Shared street (pedestrian oriented alley*) – 105 to 104 Avenue (between 96 and 95 Street) + Shared pathway – south side of LRT tracks + New sidewalk on both sides – 105 Avenue: 95 Street to LRT shared pathway
105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT shared pathway	<ul style="list-style-type: none"> + Shared pathway – south side of 105 Avenue (100 to 97 Street) + Shared street (pedestrian oriented alley*) 101 to 100 Street + Shared street (pedestrian oriented alley*) east side of Mary Burlie Park (LRT shared pathway to 106 Avenue) + New signal for enhanced pedestrian/bike crossing added at 105 Avenue and 97 Street (amber flasher removed at 105A Avenue)
105A Avenue – 101 to 100 Street	<ul style="list-style-type: none"> + Road width narrowed
106 Avenue – 97 Street to LRT Shared Pathway	<ul style="list-style-type: none"> + Wider sidewalk – north side + Road width narrowed + New tree plantings with low impact development (LID) – south side
106A Avenue Service Road	<ul style="list-style-type: none"> + Re-alignment of service road
107 Avenue – 101 to 97 Street	<ul style="list-style-type: none"> + Sidewalk connections added on both sides where missing + Curb extensions added + New tree plantings
108 Avenue – 101 to 97 Street	<ul style="list-style-type: none"> + Shared pathway – north side + 99 to 98 Street – closed to vehicle traffic + Bike activated signal at 97 Street



Location of design	Design highlights and key changes
108 Avenue – 97 to 96 Street	<ul style="list-style-type: none"> + Shared pathway – north side + Parallel parking on both sides including weekends
108 Avenue – 96 to 92 Street / 108A Avenue – 96 to 92 Street	<ul style="list-style-type: none"> + 108 Avenue <ul style="list-style-type: none"> + Wider sidewalks + Public space improvement opportunities** + Parallel on-street parking + New amber flasher signal for enhanced pedestrian crossing at 95 Street + 108A Avenue <ul style="list-style-type: none"> + Shared pathway – south side + Public space improvement opportunities** + Amber flasher upgraded to a signal light for enhanced pedestrian and bike crossing at 95 Street
108/108A Avenue Corner Store Program	<ul style="list-style-type: none"> + Multi-functional public space
109A Avenue – 101 to 97 Street	<ul style="list-style-type: none"> + New sidewalk added to the north side + Curb extensions added
110A and 110 Avenue – 95 to 92 Street	<ul style="list-style-type: none"> + 110A Avenue <ul style="list-style-type: none"> + One way eastbound vehicle traffic + Two-way vehicle traffic from the alley to 95 Street + 110 Avenue <ul style="list-style-type: none"> + One-way westbound vehicle traffic from 92 Street to the alley east of 95 Street + Two-way vehicle traffic from the alley to 95 Street
92 Street – 111 to 103A Avenue	<ul style="list-style-type: none"> + Enhanced shared roadway (bike boulevard) + Restricted traffic movement from 107A Avenue to north 92 Street + Curb extensions added + Wider sidewalks on the east side of 92 Street
Alley connection to Latta Bridge (between 92 and 91 Street)	<ul style="list-style-type: none"> + Shared street (pedestrian oriented alley*)
93 Street – 109A to 106A Avenue	<ul style="list-style-type: none"> + Wider sidewalks + Road width narrowed
94 Street – 109A to 108A Avenue	<ul style="list-style-type: none"> + Sidewalk along west side of 94 Street + One-way northbound vehicle traffic on 94 Street + Parallel on-street parking on east side
94A Street	<ul style="list-style-type: none"> + Cul-de-sac turnaround



Location of design	Design highlights and key changes
96 Street – 111 to 107A Avenue	<ul style="list-style-type: none"> + Protected bike lanes + Bike activation added to crossing signal at 111 Avenue + Curb extension changes + One-way southbound vehicle traffic + Parallel on-street parking + Public space improvement opportunities**
96 Street – 107A to 106 Avenue	<ul style="list-style-type: none"> + Protected bike lanes + Bike activation added to crossing signal at 107A Avenue + Curb extension changes + One-way northbound vehicle traffic + Parallel on-street parking + Public space improvement opportunities**
96 Street – 106 to 103A Avenue	<ul style="list-style-type: none"> + Protected and painted bike lanes + Curb extension changes + Two-way vehicle traffic + Parallel and angle on-street parking + Public space improvement opportunities**
98 Street – 110A to 105 Avenue	<ul style="list-style-type: none"> + Shared pathway added to the west side + Road width narrowed + Parallel on-street parking + New tree plantings + Public space improvement opportunities**
99 Street – 108A to 106 Avenue	<ul style="list-style-type: none"> + New sidewalks added on both sides + Road width narrowed + Parallel and angle on-street parking + Note: 106 to 105 Avenue and 110A to 108A Avenue will continue to function as an alley and be replaced as it is today
100 Street – 107 to 105A Avenue	<ul style="list-style-type: none"> + New sidewalks added to the east side (107 to 106 Avenue) + New tree plantings with low impact development (LID) on the east side of 100 Street between 106 to 105A Avenue
101 Street / 110A Avenue / 98 Street Intersection	<ul style="list-style-type: none"> + This work to be completed in alignment with 101 Street Project

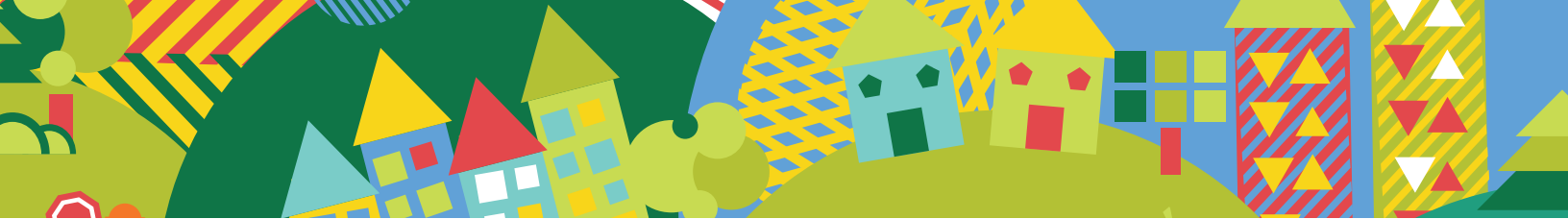


Location of design	Design highlights and key changes
Jasper Avenue Service Road – 90 to 84 Street	<ul style="list-style-type: none"> + Shared pathway – east side of service road + One-way southbound vehicle traffic + 90 and 84 Street – direct access to Jasper Avenue + New signal at 90 Street and Jasper Avenue (subject to funding and approval)
Chinatown Alleys (Business Improvement Area)	<ul style="list-style-type: none"> + Paved road surfaces + Shared street (pedestrian oriented alley*) <ul style="list-style-type: none"> + East of 97 Street – Mary Burlie Park to 106 Avenue + West end of 105 Avenue between 101 and 100 Street + Existing lighting upgraded to LED
LRT Shared Pathway Connection ***	<ul style="list-style-type: none"> + Shared pathway – south side of LRT tracks from 96 to 92 Street
Giovanni Caboto Park	<ul style="list-style-type: none"> + East–west path through middle of park + New amber flasher signal for enhanced pedestrian crossing at 95 Street and 109 Avenue
Mary Burlie Park	<ul style="list-style-type: none"> + Improved sight lines (tree/bush removal) + Shared pathway – 97 Street to alley on east side + New tree plantings
Stadium Alley / Berm 109A to 108A Avenue	<ul style="list-style-type: none"> + Shared pathway – east side of alley from 108A Avenue to south of 109A Avenue
St. Teresa School (90 Street / 105A Avenue)	<ul style="list-style-type: none"> + Mid-block crossing on 106 Avenue + Curb extensions on 92 Street at 105 and 106 Avenue + Alley paving north of 106 Avenue

***Shared street (pedestrian-oriented alley):** An alley that is designed as a shared street to prioritize people walking, while still permitting people who drive and bike to use the space at low volumes and speeds. It may include visual cues such as signage or physical cues such as special paving to alert drivers that they are entering a shared space.

****Public Space Opportunities:** Changes to a roadway such as narrowing road width or changing traffic direction to one-way provides space for public space features such as wider sidewalks, trees, landscaping, street furniture and events.

***These elements have not yet received funding



Local Improvements and Funding

What is a Local Improvement?

A Local Improvement is a construction project undertaken near or next to residents' properties which is considered more beneficial to the property owner and local area than to the City as a whole. Local improvements are part of the Neighbourhood Renewal discussions with you and your neighbours.

Sidewalk Reconstruction Local Improvement

A sidewalk reconstruction Local Improvement is initiated by the City as part of Neighbourhood Renewal. As a property owner, you will be able to DECIDE on whether you would like to proceed with sidewalk reconstruction or not. Information about cost-sharing with the City on sidewalk reconstruction and the process to provide your feedback will be mailed out directly to impacted property owners in early 2023 for McCauley and early 2024 for Boyle Street.

For general information on the sidewalk local improvement please see the cost-sharing opportunities handout on the project webpage or call Emily McDonald at 780-919-1155 to send you a copy of the information sheet.

Decorative streetlight options

Boyle Street and McCauley did not submit a decorative street light option to be pursued through the Local Improvement process. Standard street lights will be replaced as part of the Neighbourhood Renewal process at no additional cost to property owners.

Decorative street blades may be pursued in each neighbourhood. These can be installed at no additional cost to property owners. Community conversations will be taking place in the coming months to determine the interest and design for decorative street blades.



How is Neighbourhood Renewal paid for?

The Neighbourhood Renewal Program is paid for through a City-wide property tax reserve fund dedicated to the program. However, two specific improvements—decorative street lights and sidewalk reconstruction—are cost-shared by the City and property owners in the neighbourhood, as they are considered a Local Improvement. Standard street lights will be replaced as part of the Neighbourhood Renewal process for Boyle Street and McCauley.



Corner Store Program public space 108A Avenue and 95 Street

Next steps

February 2023

Pre-construction and Local Improvement Information for McCauley

Spring 2023 – Fall 2025

Construction on your streets in McCauley

Early 2024

Pre-construction and Local Improvement Information for Boyle Street

Spring 2024 – Fall 2025

Construction on your streets in Boyle Street

For more information:

Web: edmonton.ca/BuildingBoyleStreetandMcCauley

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311

