

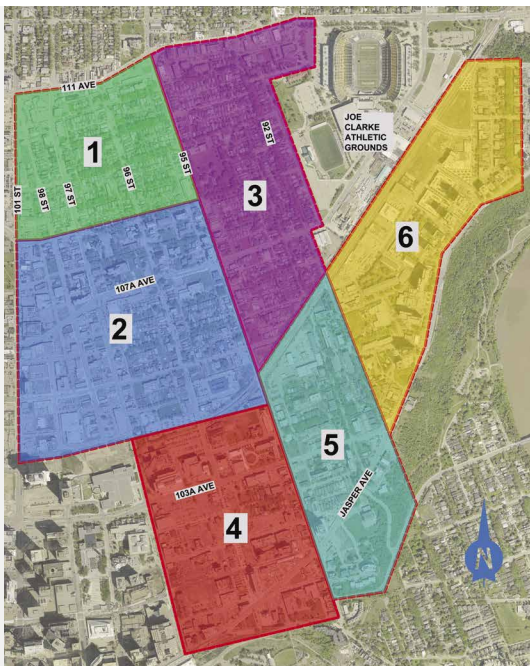
# BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL DRAFT DESIGN

## SECTION 1

### 111 to 108A Avenue (101 to 95 Street)

The draft design for Boyle Street and McCauley has been strategically prepared with considerations for walking, biking, rolling, driving and gathering. The draft design focuses on making the streets and public spaces safe, accessible and enjoyable for all ages, genders and mobility levels and in all seasons. To achieve this, the design includes a network of active transportation (walking, biking and rolling) connections, traffic calming measures and improved green spaces.

As the renewal area for these two neighbourhoods is quite large, the information has been divided into smaller sections to make it easier to see the details of the designs proposed on each street.

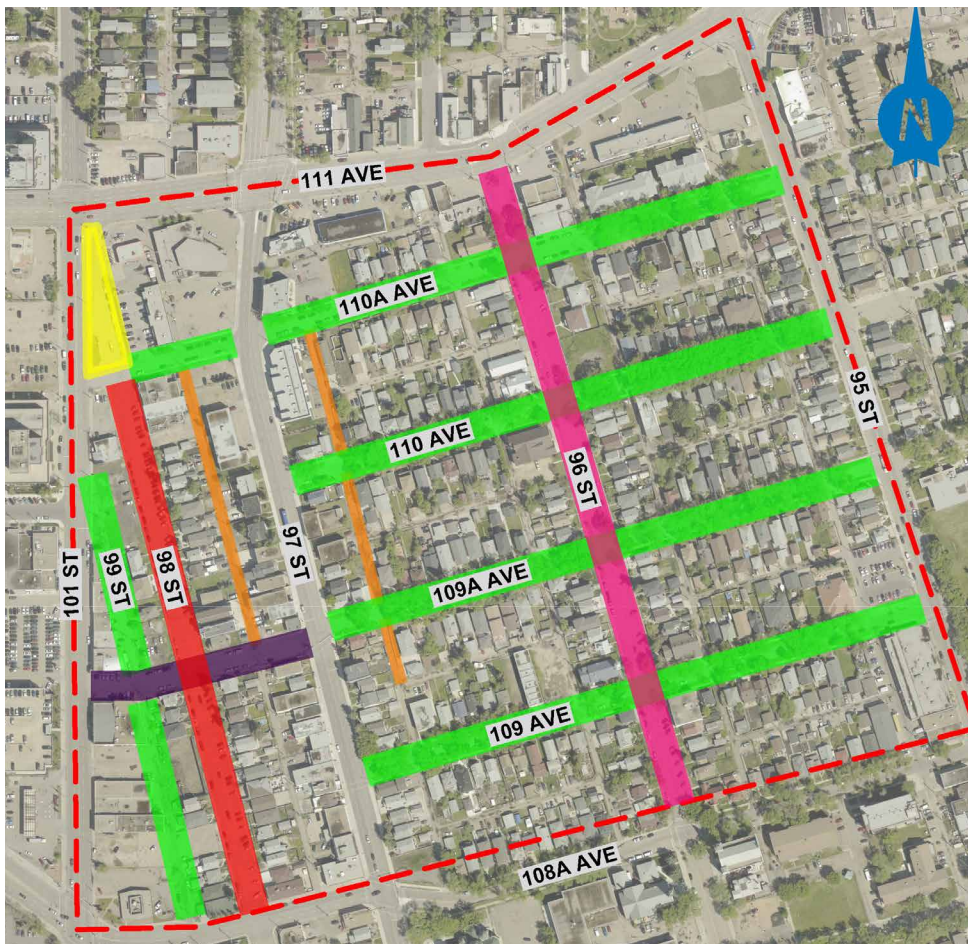


This booklet highlights the designs for **SECTION 1**, however, it is important to understand that no design decision is made in isolation. The Project Team considers how a change to the function of one street, installing a bike lane or a one-way for example, can also change how other streets in the neighbourhood will function. It is important to view the designs as a system, working together to provide the best experience for all users.



## Section 1 includes designs for:

- + 109A Avenue – 101 to 97 Street
- + 96 Street – 111 to 107A Avenue
- + 98 Street – 110A to 105 Avenue
- + 101 Street / 110A Avenue / 98 Street Intersection
- + Alleys – Chinatown Business Improvement Area only



-  Road and Sidewalk Reconstruction Only
-  109A Avenue Sidewalk Additions
-  96 Street Bike Lanes
-  98 Street Road Narrowing
-  101 Street / 110A Avenue / 98 Street Intersection Changes
-  Chinatown Business Improvement Alleys

*Note: Arterials and residential alleys are not included in the scope of work for Neighbourhood Renewal.*



## Tell us what you think!

Once you have reviewed the Section 1 designs in this booklet, please tell us what you think in the [online survey](#).

Your feedback at this phase helps us understand concerns and issues as we work towards a final neighbourhood design.

### **Related Information:**

#### **Policies guiding Neighbourhood Renewal:**

Summary of some of the City policies and strategies that guide the direction of Neighbourhood Renewal design considerations and decisions.

#### **Definitions:**

A list of commonly used terms in Neighbourhood Renewal.

#### **Local Improvement – Cost-sharing opportunities:**

All sidewalks throughout Boyle Street and McCauley will be replaced, subject to the Local Improvement outcome for sidewalk reconstruction.

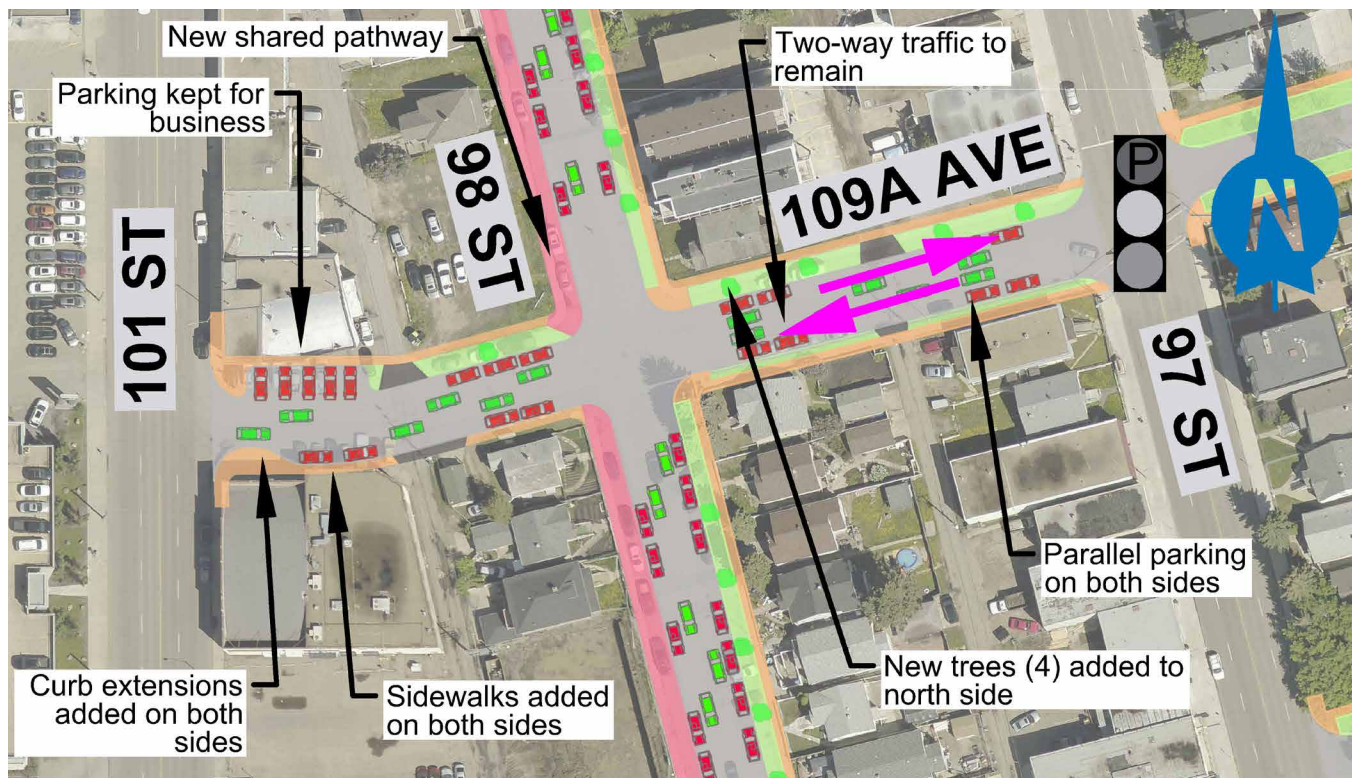
- + New sidewalks installed where they are currently missing are 100 per cent City funded.



# 109A Avenue 101 to 97 Street

## What the draft design includes:

- + Curb extensions added at 101 Street to reduce crossing distances and improve sightlines
- + New tree plantings on the north side
- + Two-way vehicle traffic (as exists today)
- + Parking reconfigured near businesses to allow for sidewalks to be implemented on both sides of 109A Avenue between 101 and 98 Street
- + Parallel and angle on-street parking (90 per cent of parking retained on the north side and 40 per cent retained on the south side, from what exists today)





## 96 Street – 111 to 107A Avenue

96 Street was identified as an area that could benefit as a multi-use street with active transportation connections and special areas where the road could be closed to host events and markets.

### What the draft design includes:

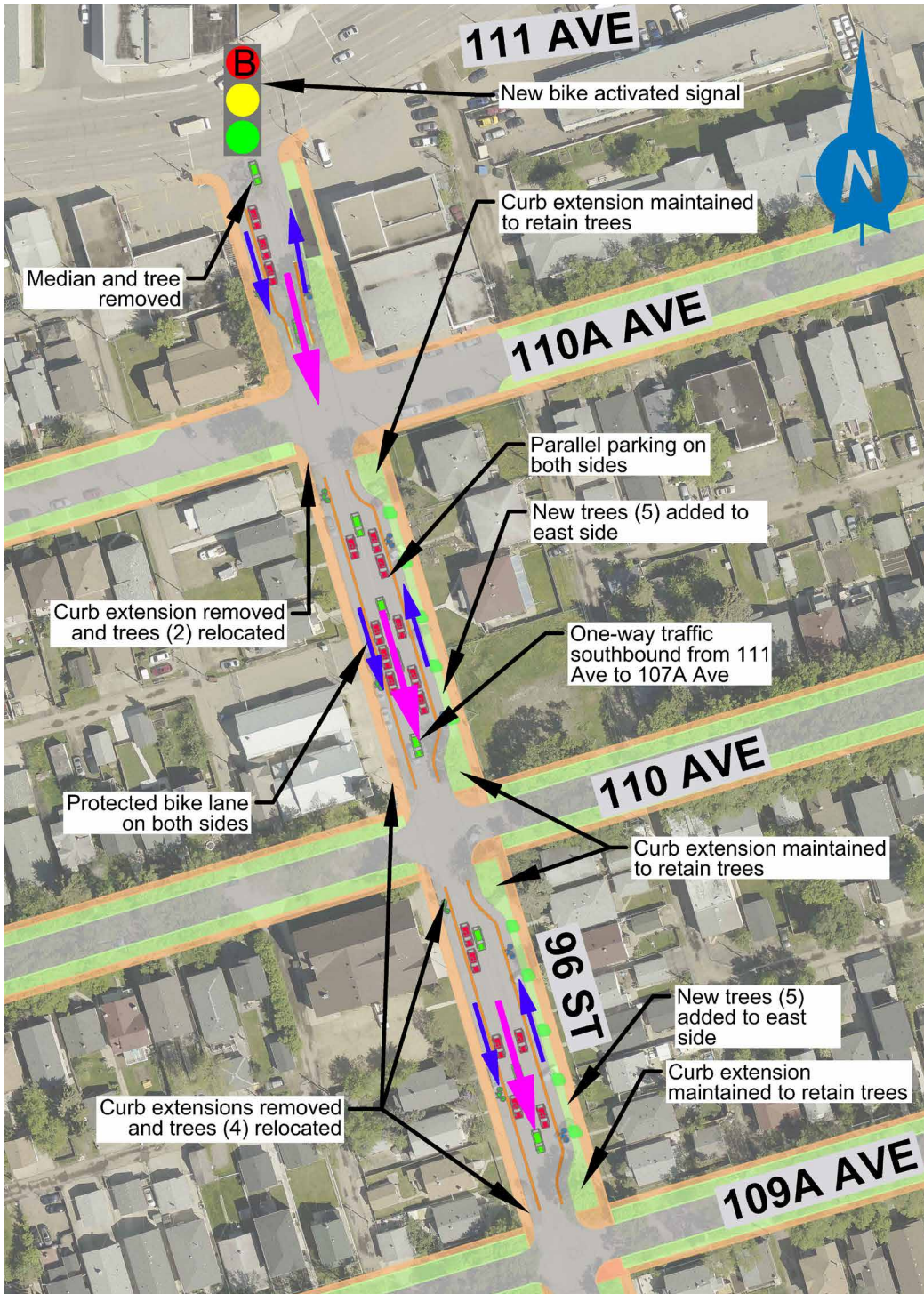
- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A bike activated signal located at 111 Avenue
- + A narrowed road width and a change to parallel parking that will create public space for:
  - + Wider sidewalks
  - + New tree plantings
- + One-way southbound vehicle traffic (change from what exists today)
- + Curb extensions to slow traffic and support the new one-way southbound driving direction
- + Parallel on-street parking (70 per cent of parking retained from what exists today)





# 96 Street – 111 to 107A Avenue

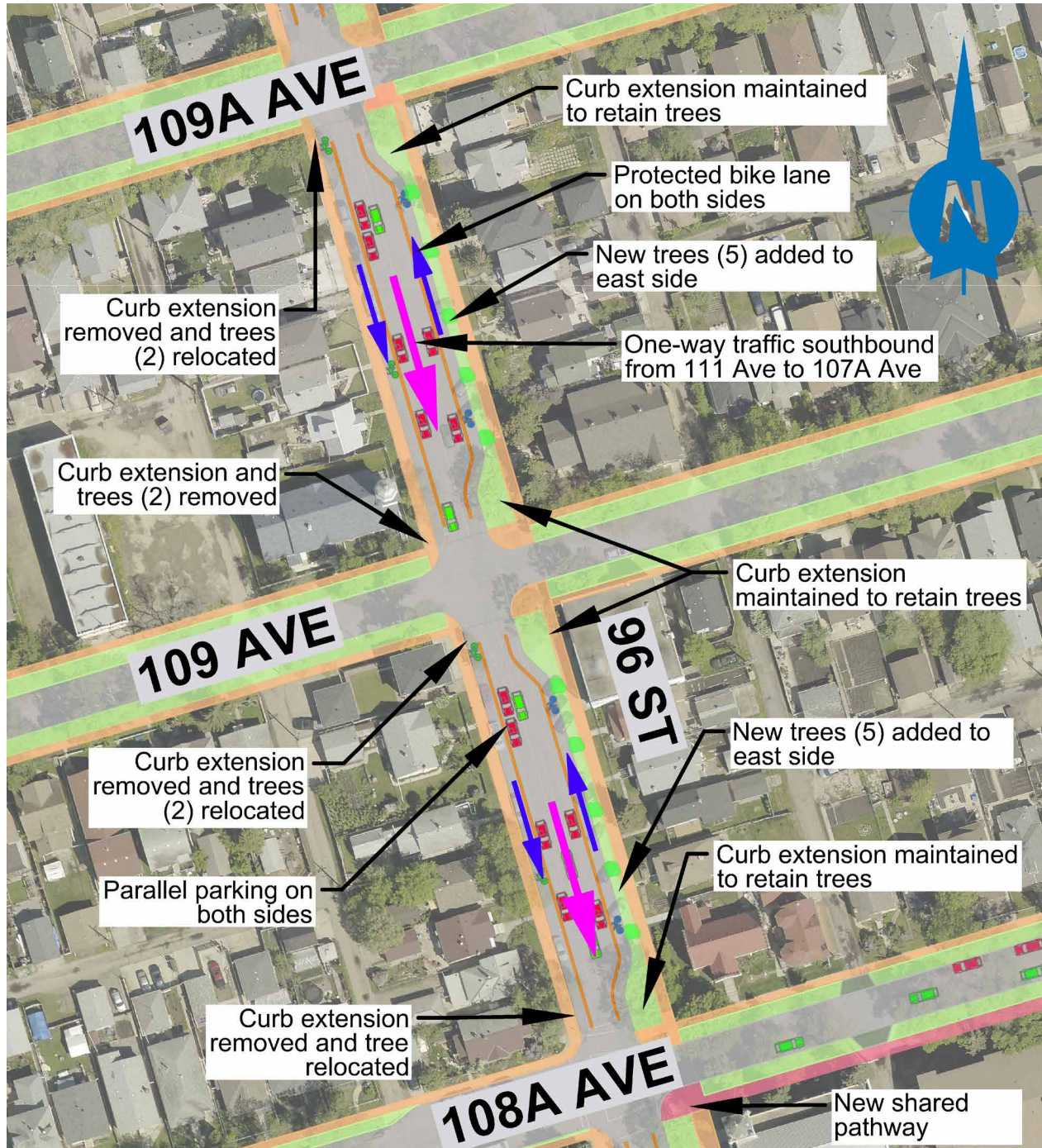
## 111 TO 109A AVENUE





## 96 Street – 111 to 107A Avenue

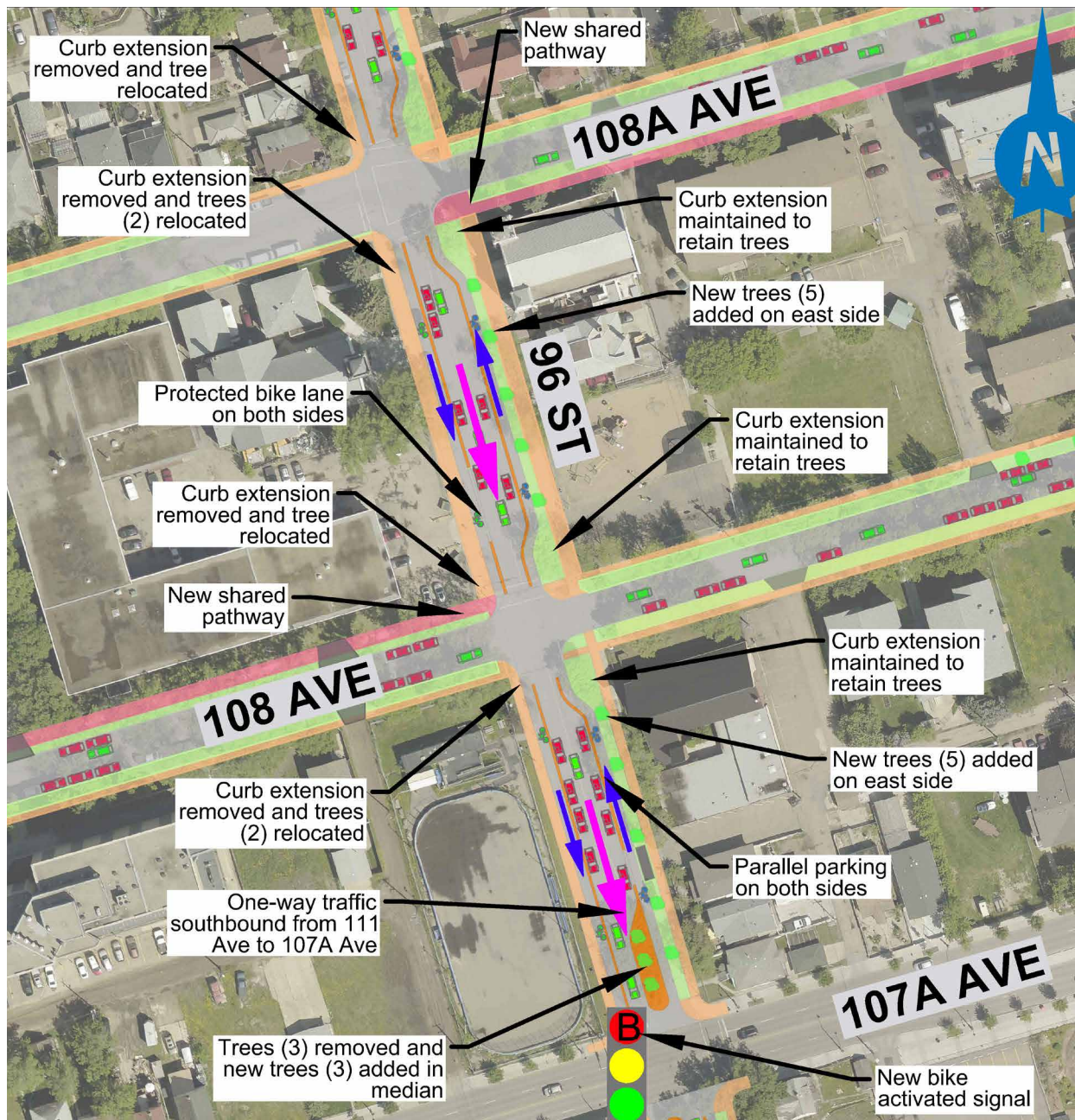
### 109A TO 108A AVENUE





## 96 Street – 111 to 107A Avenue

### 108A TO 107A AVENUE





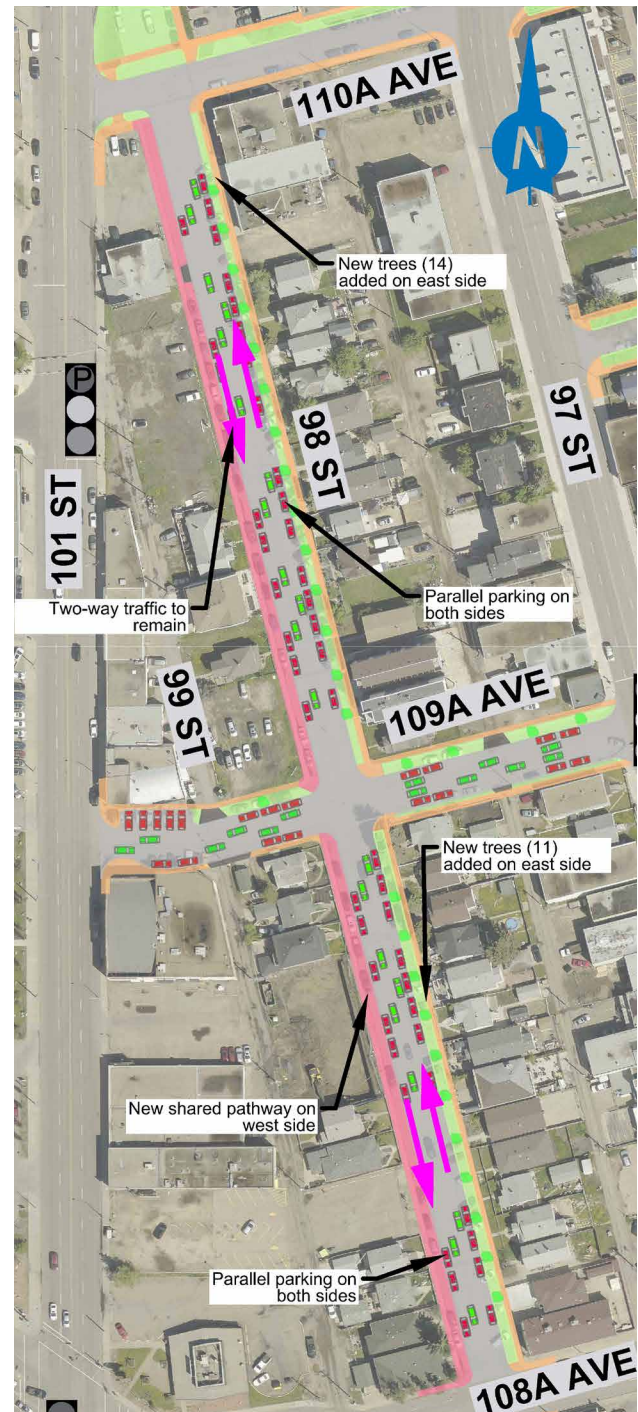


# 98 Street – 110A to 105 Avenue

## What the draft design includes:

- + A narrowed road width and a change to all parallel parking that will create space for:
  - + A shared pathway to improve 98 Street's potential as an enjoyable walking and gathering destination
  - + New tree plantings
- + Two-way vehicle traffic (as exists today)
- + On-street parallel parking (70 per cent of parking retained from what exists today)

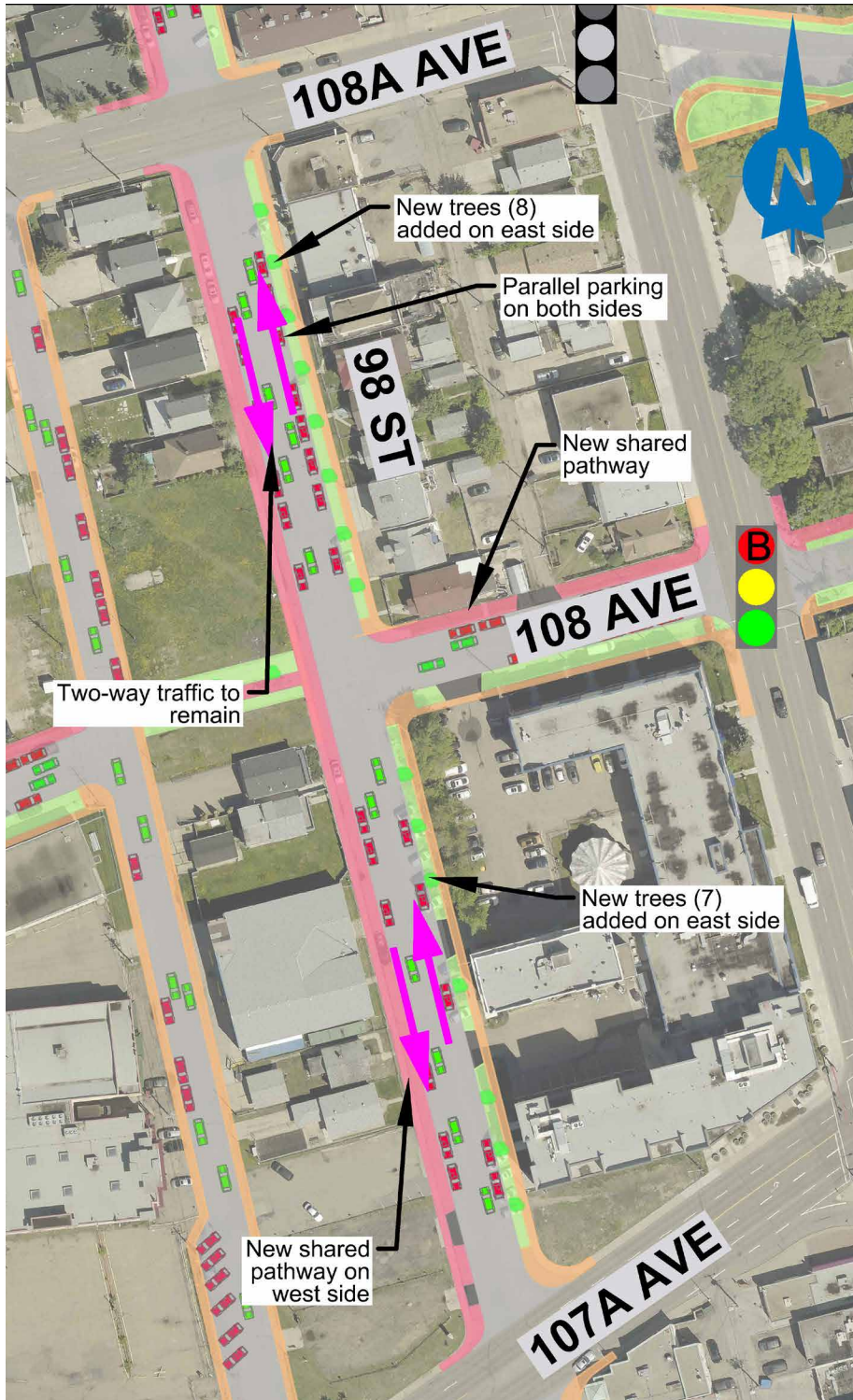
### 98 STREET – 110A TO 108A AVENUE





## 98 Street – 110A to 105 Avenue

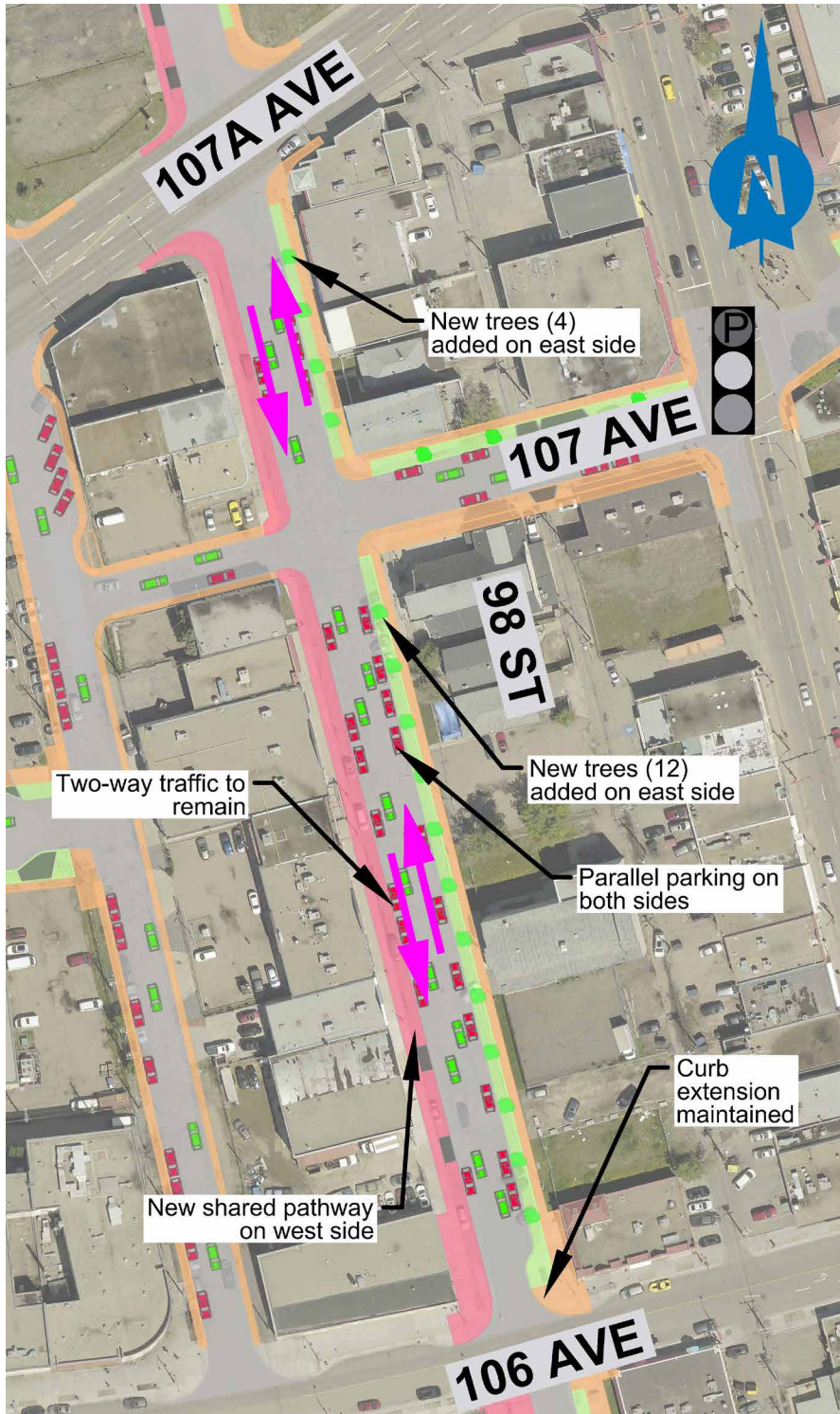
### 98 STREET – 108A TO 107A AVENUE





## 98 Street – 110A to 105 Avenue

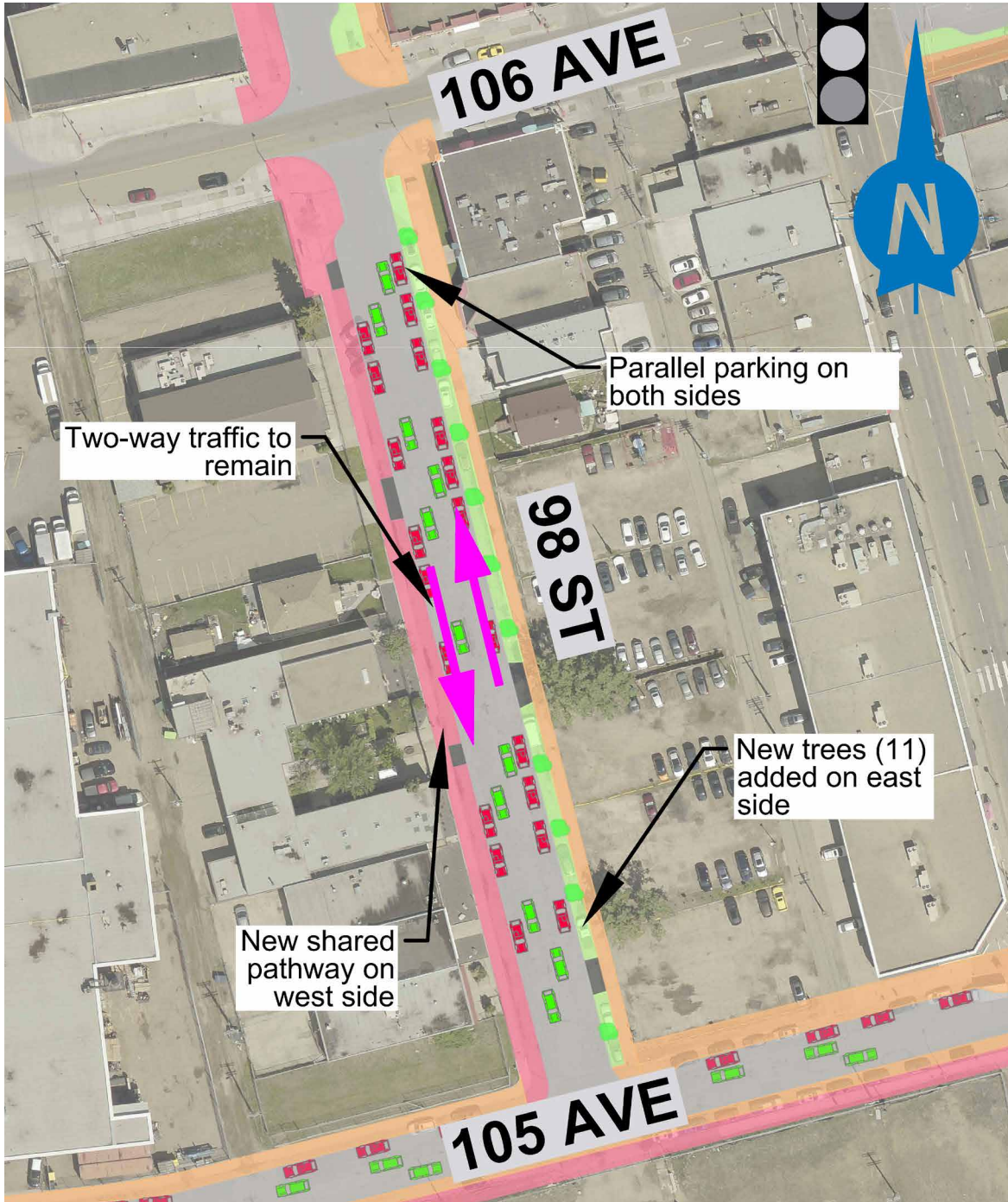
### 98 STREET – 107A TO 106 AVENUE





## 98 Street – 110A to 105 Avenue

### 98 STREET – 106 TO 105 AVENUE

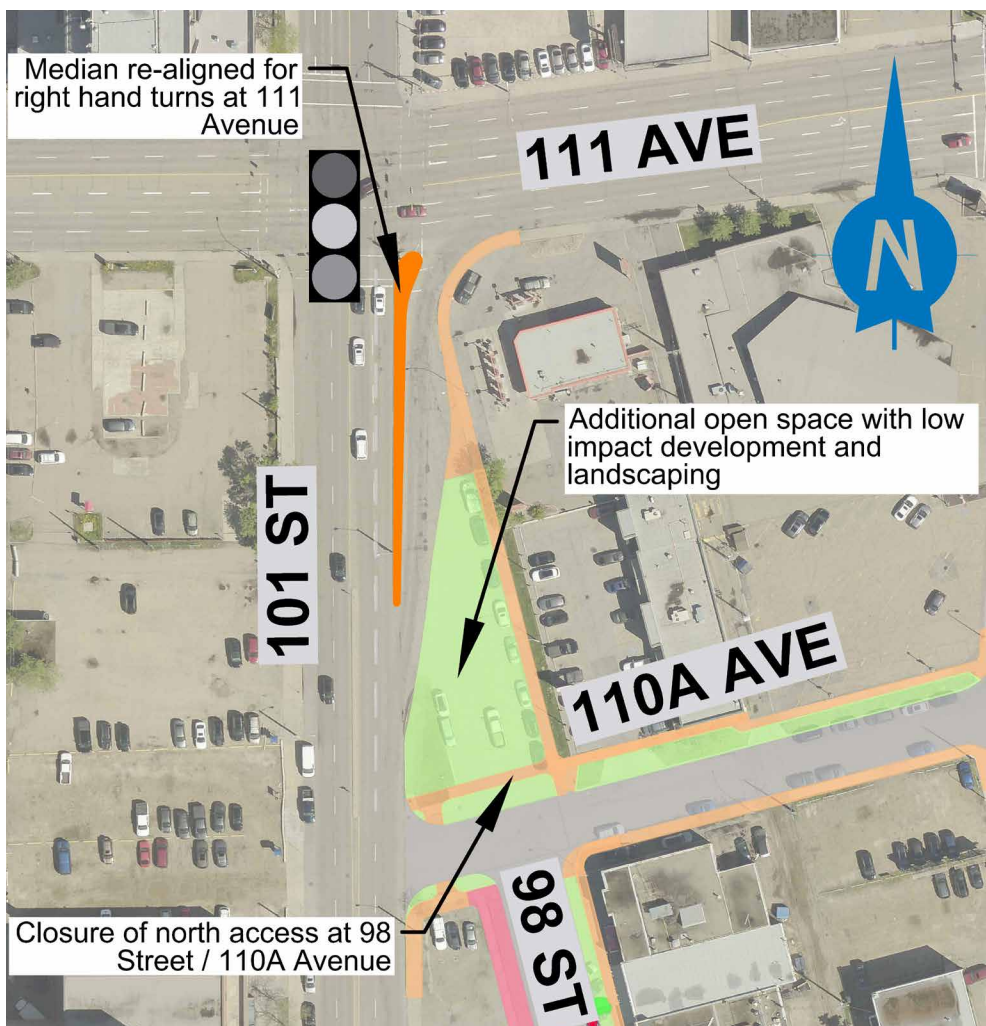




# 101 Street / 110A Avenue / 98 Street – Intersection

## What the draft design includes:

- + 98 Street closed between 110A and 111 Avenue to simplify this intersection
- + Landscaping with low impact development (LID) added to beautify the new open space



# Chinatown Alleys (Business Improvement Area)

As per Council direction, alleys located in the Chinatown Business Improvement Area (BIA) are included in the scope of work for Neighbourhood Renewal.

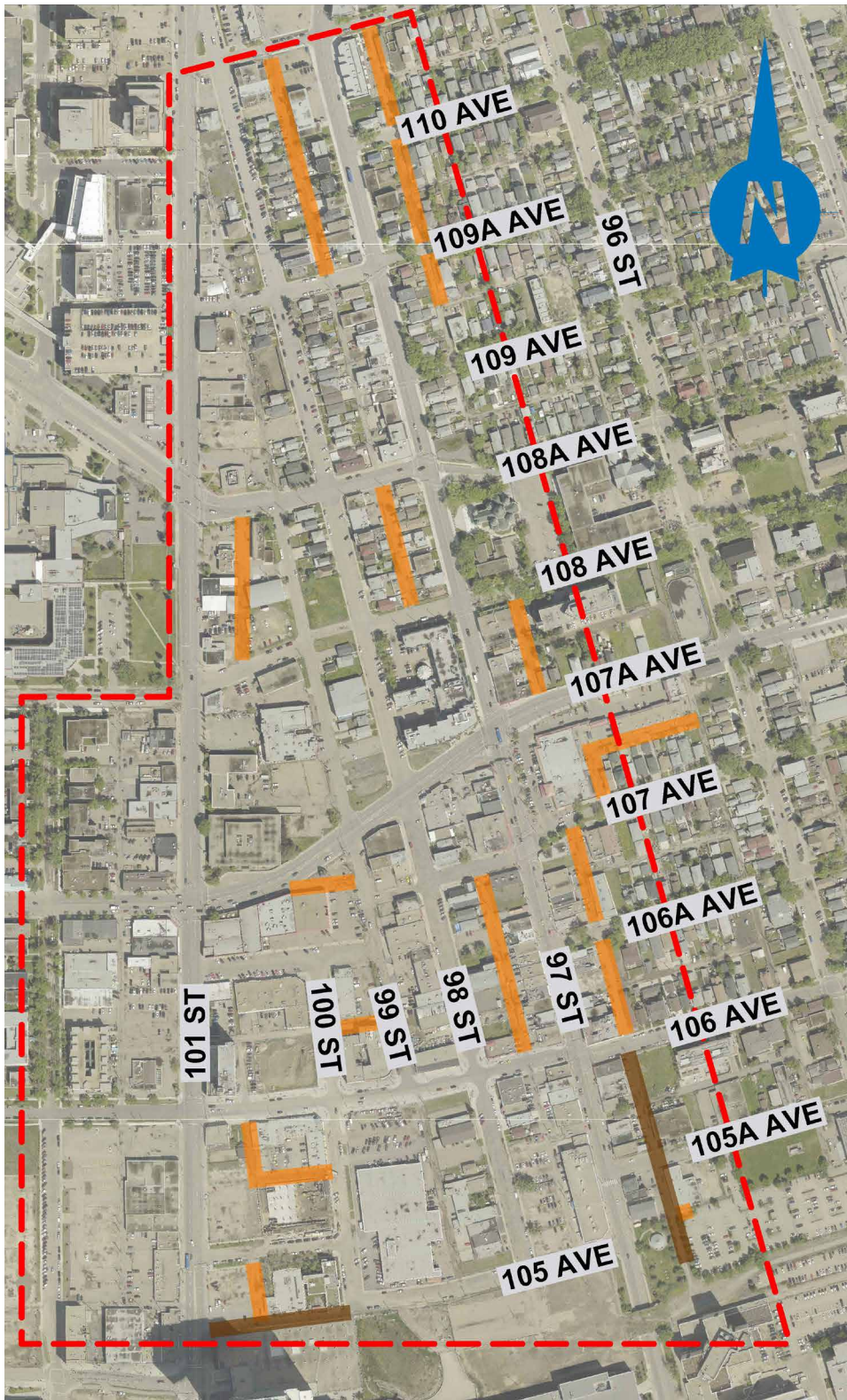
## What the draft design includes:



- + New paved road surfaces
- + Lighting upgraded to LED
- + Two shared streets (pedestrian-oriented alleys\*) to improve connectivity in the area located:
  - + East of Mary Burlie Park up to 106 Avenue running north-south
  - + West end of 105 Avenue between 100 and 101 Street running east-west

**\*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.



## Chinatown Alleys (Business Improvement Area)

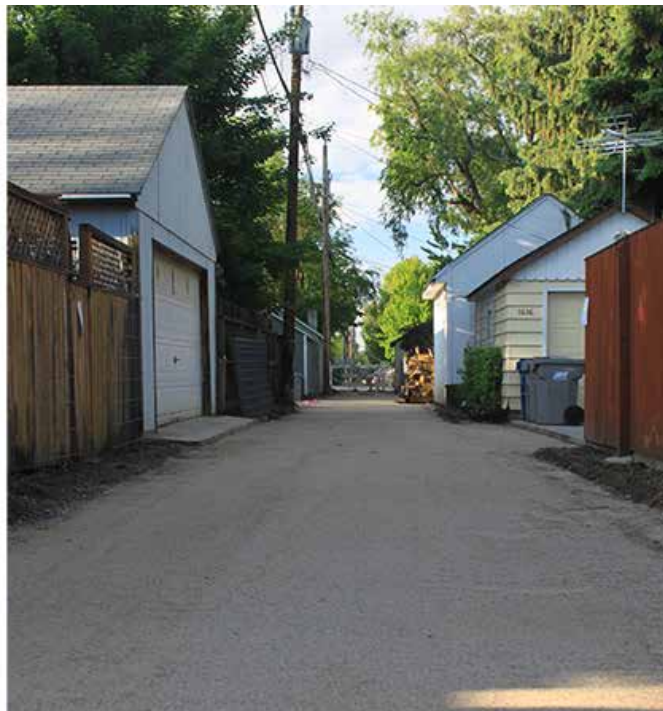


-  Chinatown Business Improvement Alleys
-  Shared Street (Pedestrian Oriented Alley)



## Chinatown Alleys (Business Improvement Area)

### PAVED ALLEY EXAMPLE



### SHARED ALLEY EXAMPLE

