

Building Great Neighbourhoods

# BOYLE STREET AND MCCAULEY NEIGHBOURHOOD RENEWAL

DRAFT DESIGN

## NEIGHBOURHOOD DRAFT DESIGN OVERVIEW

### Active transportation, streets, intersections, parks and public spaces

The draft design for Boyle Street and McCauley has been created with considerations for how residents and other users walk, bike, roll, drive and gather in your neighbourhoods. 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.

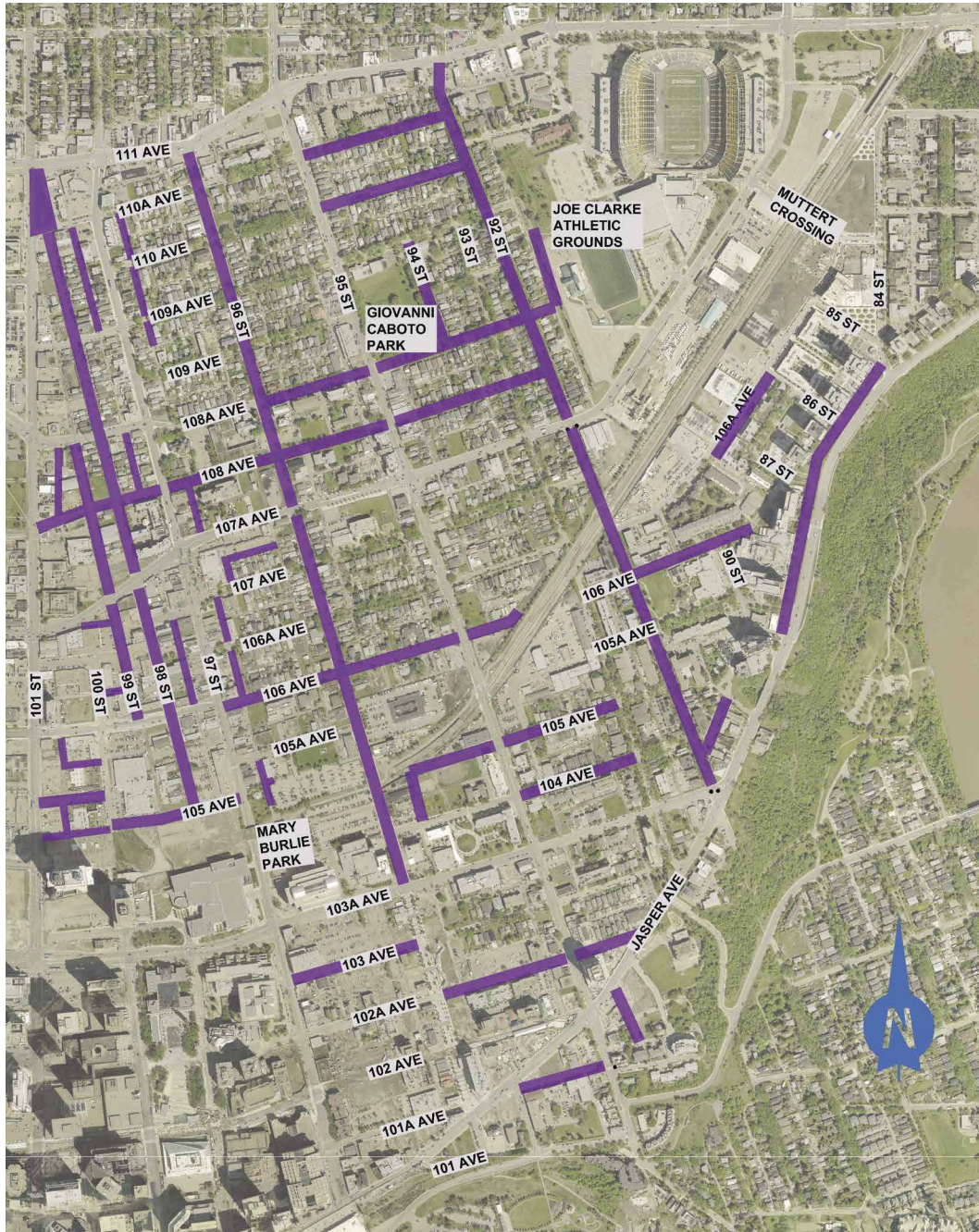
This overview of the draft design shows how the network of active transportation connections and changes to streets and intersections work together as a system to provide the best experience for all users. It is important to understand that no design decision has been made in isolation. The Project Team 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.

There may be one or more changes to roads, sidewalks, bike lanes or open spaces near your residence or property that may affect how you experience walking, biking, rolling, driving and gathering in Boyle Street and McCauley.

Please take this opportunity to review the draft design overview and provide your feedback in the online survey. Tell us what you think as we move towards a final design (spring 2022) and construction in 2023.



### OVERALL CHANGES MAP



*Note: This information booklet shows a general neighbourhood overview of what the draft design includes. If you would like to see close up maps and drawings and learn the details on what is being planned for a specific street or area, you can do so by viewing the design information booklets for sections 1-6 online at [edmonton.ca/BuildingBoyleStreetandMcCauley](http://edmonton.ca/BuildingBoyleStreetandMcCauley)*



## Tell us what you think!

Once you have reviewed the neighbourhood design overview 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.

# Active Transportation\* Connections (walking, biking, rolling)

City Policy provided the direction to increase opportunities to walk, bike and roll in Edmonton, regardless of age, ability, or socio-economic status. Technical studies and public input guided the design including the locations and types of connections that would work best in Boyle Street and McCauley.

## The draft design includes:

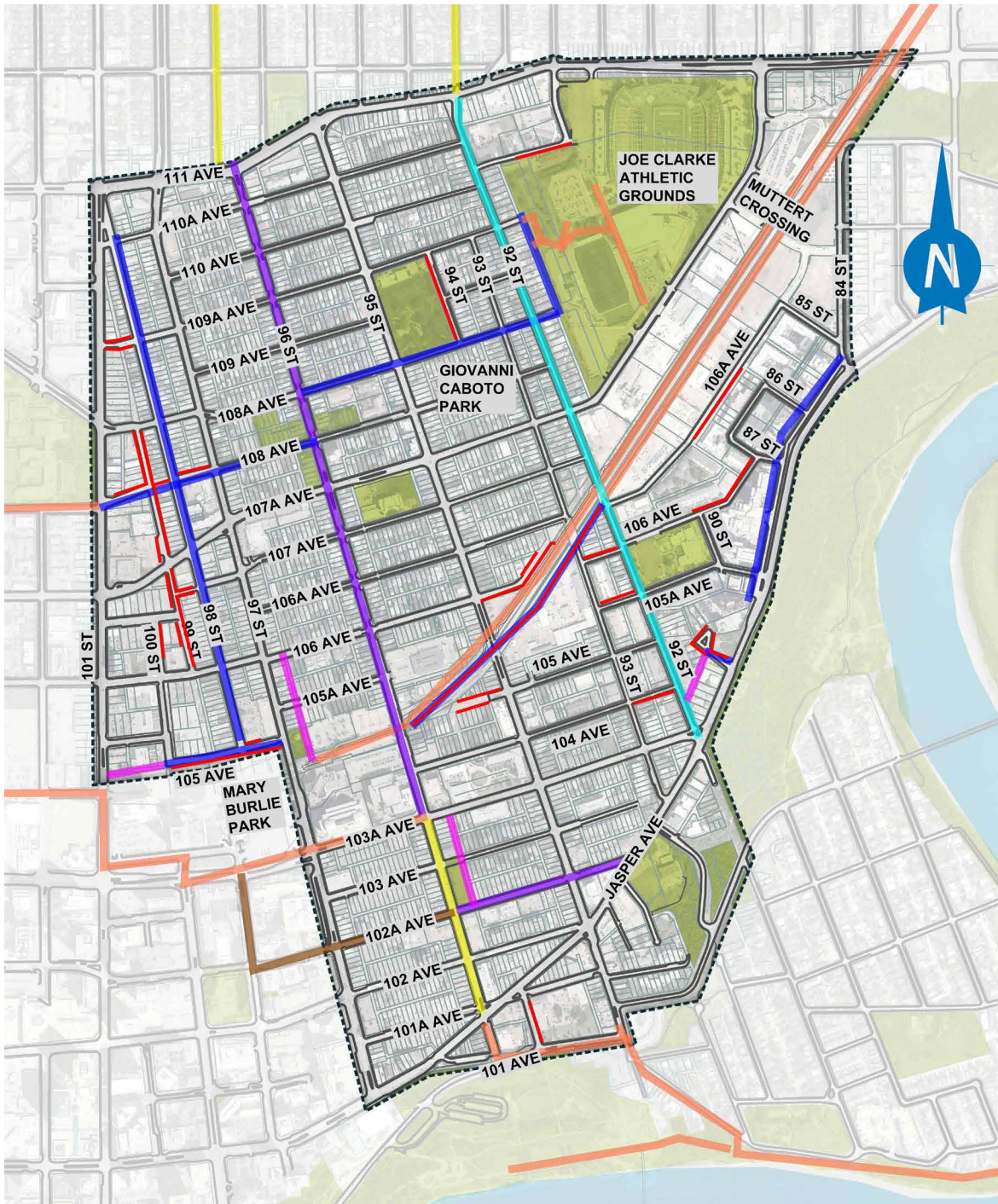
- + All existing sidewalks replaced; wider where possible
- + Sidewalks added where missing
- + Additional east-west bike connections
- + Additional north-south bike connections
- + Shared pathways added
- + Shared streets (pedestrian-oriented alley) connections

**\*Active transportation:** Using your own power to get from one place to another including:

- |            |  |   |
|------------|--|---|
| + walking  | + manual / motorized wheelchairs or scooters | + pushing bicycles                                  |
| + running  | + canes or walkers                           | + various other low-speed forms of human locomotion |
| + standing | + pushing strollers or carts                 |   |



### ACTIVE TRANSPORTATION



- New shared pathway: —
- New protected bike lane (on-street): —
- New enhanced shared roadway (bike boulevard): —
- New shared street (pedestrian oriented alley): —
- Existing shared pathway: —
- Existing protected bike lane: —
- Missing sidewalk link: —

# Streets: traffic directions, crossings, intersections and closures

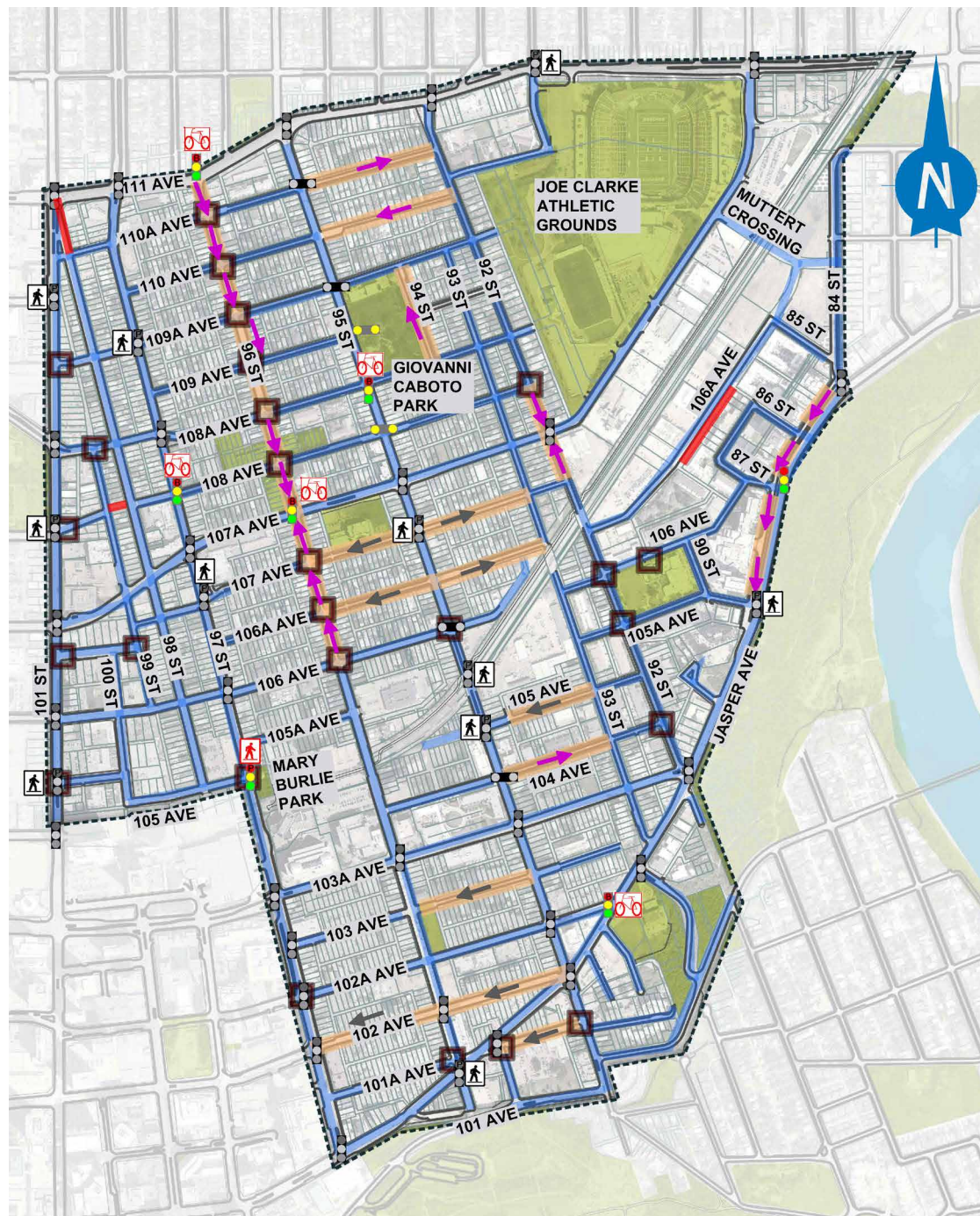
City policies and standards provided direction to the Project Team to address traffic issues and design liveable, safe streets for residents and all road users. Technical studies and public input guided the design including the locations for enhanced crosswalks, traffic calming measures and improved traffic flow and intersections that would work best in Boyle Street and McCauley.

## The draft design for streets in Boyle Street and McCauley includes:

- + New road surfaces on all residential roadways
- + Improved pedestrian/cycle crossings
- + New intersection designs to decrease confusion and increase safety
- + Traffic calming measures to slow traffic such as curb extensions, narrowing of road widths and traffic diverters
- + Traffic direction changes and road closures to improve traffic flow and gain space for other elements
- + Alley renewal in Chinatown's Business Improvement Area (residential alley renewal does not fall under the scope of work for this project)



**STREETS AND INTERSECTIONS**



- Two-way traffic:
- Road Closure:
- Existing one-way traffic:
- New one-way traffic:
- New traffic signal:

- New pedestrian signal:
- New amber flasher:
- New bike activated signal:
- Existing signals:
- Curb Extension:



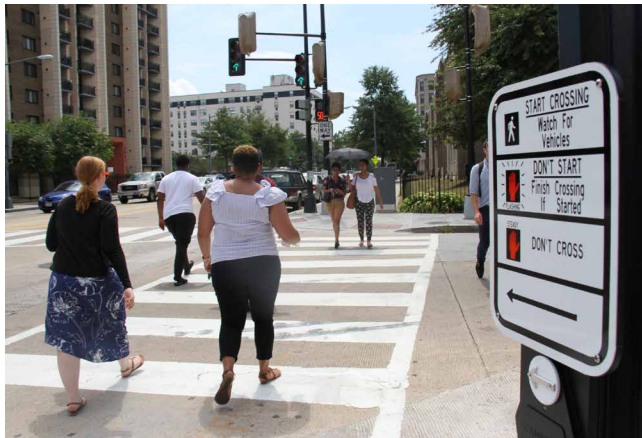
**PEDESTRIAN FLASHER EXAMPLE**



**CURB EXTENSION EXAMPLE**



**FULL SIGNAL EXAMPLE**



**MARKED CROSSWALK EXAMPLE**



**RAISED CROSSWALK EXAMPLE**





# Parks and public space improvements

City policies and standards provided direction to the Project Team to design a network of high-quality, accessible and connected open spaces in Edmonton that also consider climate resilience. Technical studies and public input guided the designs that include multi-use public spaces, active transportation connections to and through parks and locations for low impact development (LID) that would work best in Boyle Street and McCauley.

## Mary Burlie Park

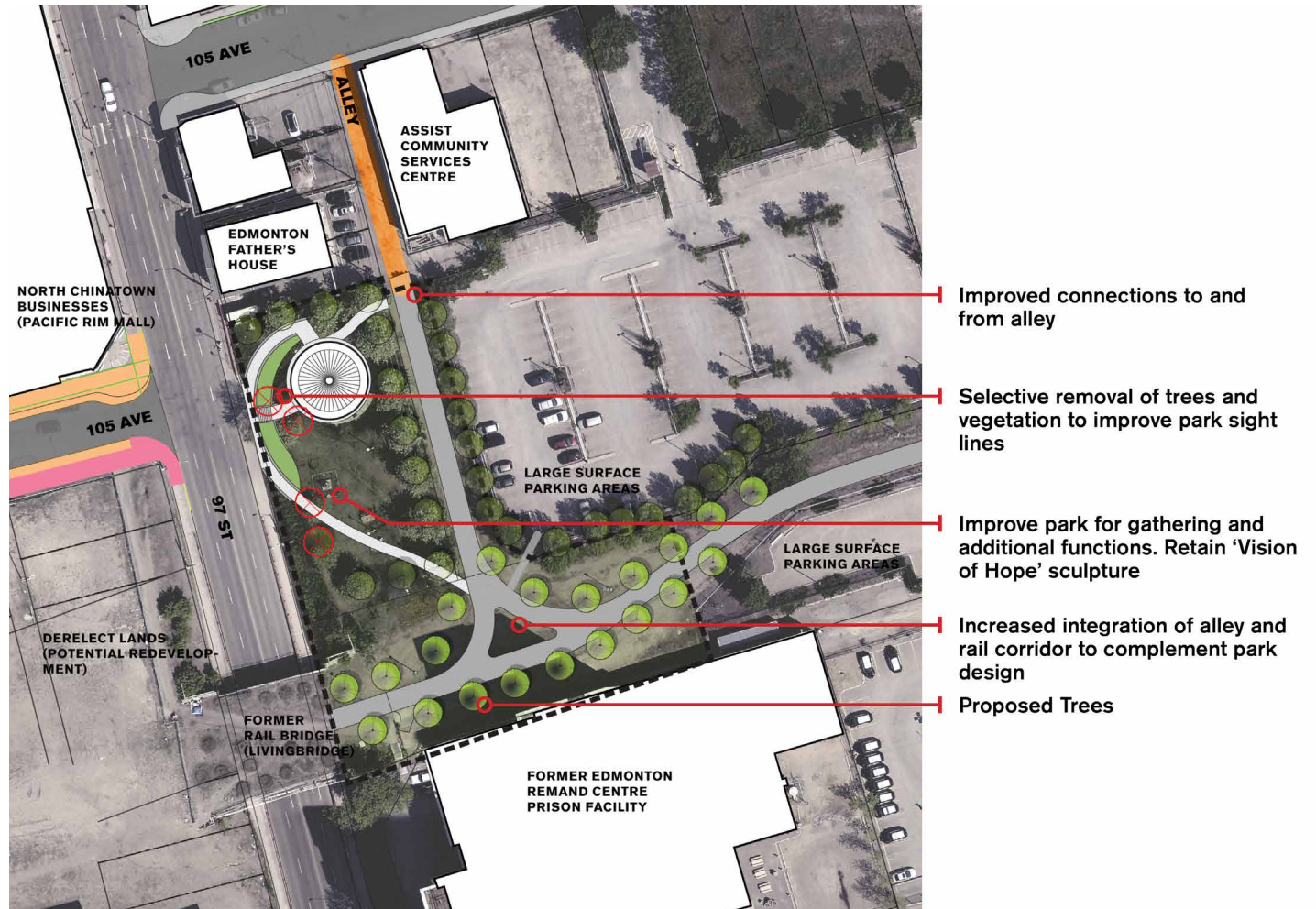
### The draft design includes:

- + Improved sight lines and safety within the park achieved by removing some trees and bushes from the west side of the park
- + A new north-south shared pathway starting at the LRT shared pathway and connecting to the shared street (pedestrian-oriented alley) on the east side of the park to improve connectivity in the area
- + Additional green space and new trees added along the south end of the park near the LRT shared pathway to expand the usable park area
- + Additional entry features and new seating. These are included in the design although they are not currently funded

*Note: Mary Burlie 'A Vision of Hope' sculpture and commemorative trees will remain untouched*



### MARY BURLIE PARK





## Giovanni Caboto Park and 94 Street

### The draft design includes:

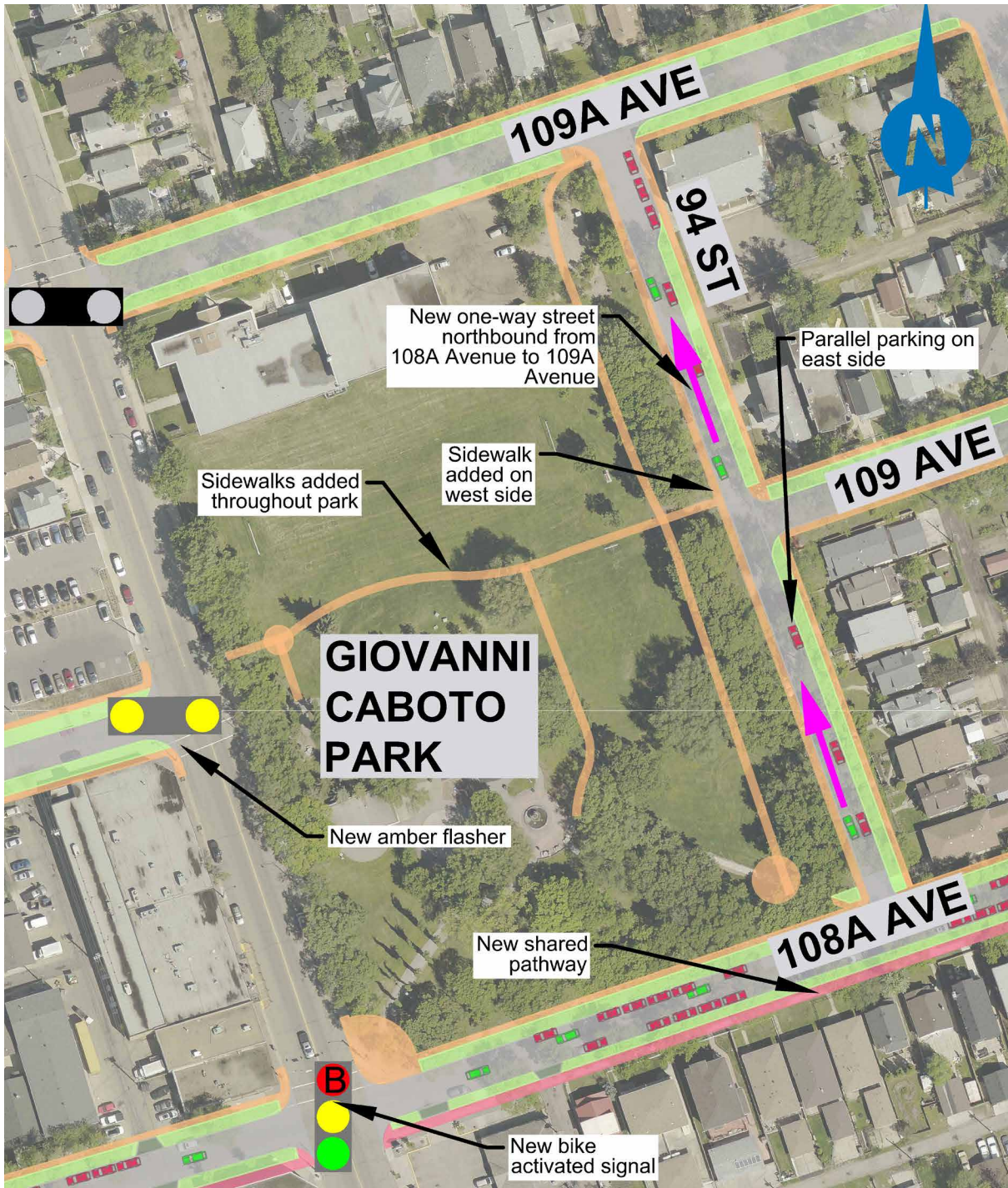
- + A new east–west path through the middle of the park to improve walking connections through the park
- + A new north–south path through the east side of the park to improve walking connections through the park
- + A new amber flasher signal for enhanced pedestrian crossing at 95 Street and 109 Avenue
- + A new welcoming entry plaza located at the south–east corner\*
- + A new seating area at the west side of the park.\*
- + A new north–south sidewalk on west side of 94 Street to improve connections around the park
- + One–way northbound vehicle traffic direction on 94 Street to create space for new sidewalk (change from what exists today)
- + Parallel on–street parking limited to the east side to create space for the new westside sidewalk without impacting any trees

*\*Not funded by Neighbourhood Renewal – other sources will be investigated*

*Note: Building improvements, washrooms, tree lights, water fountains are not in scope of work for this project*



# Giovanni Caboto Park and 94 Street





### GIOVANNI CABOTO PARK





## Public space improvements

Open public spaces contribute to a healthy, active, and open Edmonton. We can enhance user experiences in our public spaces through the addition of elements like wider sidewalk, seating, trees, unique paving and gathering areas. Locations where such enhancements are being considered include, but are not limited to:

- + 98 Street
- + 106 Avenue
- + 108/108A Avenue
- + 96 Street
- + 103 Avenue
- + Jasper Ave Service Road
- + Alley east of Kinistinâw Park
- + Boyle Renaissance Phase 3 Connection

## Low Impact Development (LID) opportunities:

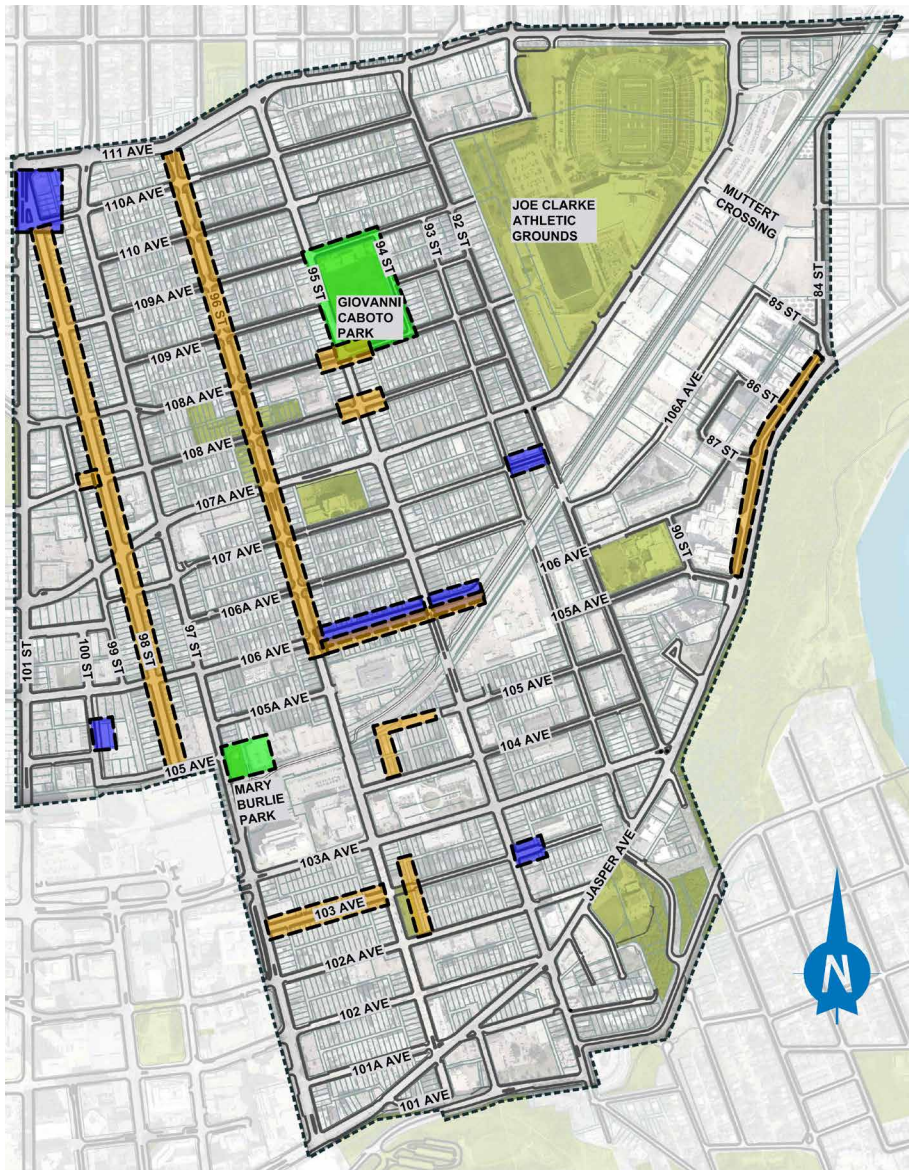
Throughout the neighbourhood, locations for Low Impact Development (LID) features have been identified in partnership with EPCOR. Low Impact Development is an engineering and design approach to manage stormwater runoff as part of green infrastructure. Although most of the elements are below ground and cannot be seen after construction, stormwater is directed into the facility to be absorbed by plants, therefore reducing runoff and improving the quality of water released to the North Saskatchewan River.



## The draft design incorporates LID at:

- + 106 Avenue between 96 and 95 Street
- + 107 Avenue between 93 and 92 Street
- + 103 Avenue east of 95 Street
- + 100 Street north of 105A Avenue
- + 101 Street / 110A Avenue / 98 Street - Intersection

### LOW IMPACT DEVELOPMENT (LID) OPPORTUNITIES



-  Parks
-  Public Space Features
-  Low Impact Development Features