

Boyle Street and McCauley FINAL DESIGN INFORMATION BOOKLET

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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 public spaces. The designs reflect Edmonton's big picture plans and prepares Boyle Street and McCauley as the City continues to change and grow. Now is the time to plan for the future and growing population, as this infrastructure will be in place for another 30–50 years.

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 the designs to make your sidewalks, streets and public spaces comfortable and accessible in all seasons for all ages, genders, and mobility levels. To achieve this, the design includes a network of improved active transportation connections, traffic calming measures and enhancements to gathering spaces.

We hope you take the time to review the designs as there may be one or more changes to roads, sidewalks, bike lanes or public spaces near your residence or property that may affect how you experience walking, biking, rolling, driving and gathering in your neighbourhood.



Included in your Neighbourhood Renewal:

The following changes will be included as part of the neighbourhood renewal designs in Boyle Street and McCauley:

- + New sidewalk connections and pathways
- + Wider sidewalks
- + Shared pathways
- + Pedestrian crossing enhancements
- + Curb extensions
- + Protected and shared road bike lanes
- + Improvements to Giovanni Caboto Park and Mary Burlie Park
- + Public space enhancements
- + New tree plantings with Low Impact Development (LID)
- + Alley paving (Chinatown Business Improvement area only)

You will also note that the final design includes alterations to how some of your streets will function in the future including changes to:

- + Traffic flow directions
- + Intersection movements
- + Parking



**Also included in your Neighbourhood Renewal
(but not shown on maps at this stage) are:**

- + Upgrades to street lighting (standard galvanized poles)
- + Full road pavement replacement on all residential streets
- + Changes to traffic controls – e.g. four way stops, stops and yield signs
- + Sidewalk replacement (pending Local Improvement decision)
- + Curb ramps added/replaced on all residential streets
- + Additional wider sidewalks (in areas where possible, still under review)
- + New street blades with decorative options
- + Additional curb extensions and raised crosswalks (in areas where possible, still under review)

Note:

- + *All designs are subject to final technical review, approvals and funding*
- + *Arterials and residential alleys are not included in the scope of work for Neighbourhood Renewal*
 - *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*
- + *In the previous stages, draft design for the 101 Street / 110A Avenue / 98 Street intersection was shown. However, this work will be completed in alignment with the 101 Street Project*



What we considered when developing the final designs

City policies and programs

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. This sets the foundation for the Project Team to develop designs for the neighbourhood while technical studies and public input are used to make adjustments for your neighbourhood needs.

Technical studies

As each neighbourhood is unique, the Project Team conducts studies of the neighbourhood and considers technical aspects such as roadway widths, and conflicts with utilities and trees to determine what will fit in the neighbourhood. Other studies provided information on traffic flow, parking usage and intersection concerns.

Public input

To understand resident concerns and gather local knowledge, community conversations and surveys began in November 2020. Thank you to everyone who engaged with us and shared neighbourhood experiences, concerns and design preferences.

There are over 10,000 residents living in Boyle Street and McCauley, each with specific needs and opinions on how they envision the neighbourhood's future. All input shared by residents throughout this project was heard and provided the Project Team with a high level of understanding of what is important to you and your neighbours. 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. [Click here](#) to view the Vision and Guiding Principles and [here](#) to navigate the project webpage for What We Heard Public Engagement Reports for each phase of the project.



Decisions

You may not always see your ideas reflected directly in the design decisions as it is simply not possible to include every idea or to meet every need on one street. For every decision, the Project Team consulted City policies and considered technical studies to make some hard decisions that had to include compromises and tradeoffs to ensure the outcome was good for the neighbourhood as a whole – for today and the future.

Share your thoughts!

Once you have reviewed the final design, please share your thoughts in the [online survey](#).

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.

Next steps

The Project Team will consider public input and 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.



The final design

This map shows all streets that will experience significant enhancements or have changes to how the street will function in the future.

McCauley West:

105 to 111 Avenue and
97 to 101 Street
(in red)

McCauley Central:

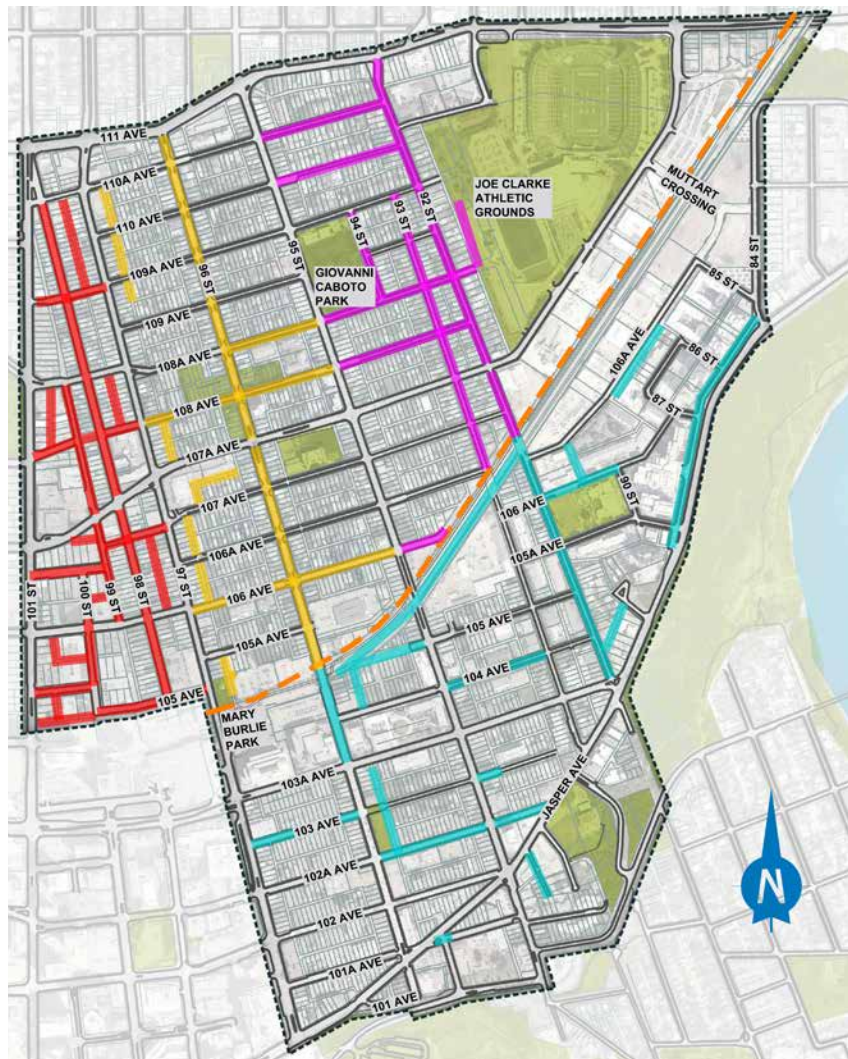
Capital Line LRT to
111 Avenue and
95 to 97 Street
(in yellow)

McCauley East:

Capital Line LRT to 111
Avenue and East of 95
Street (in purple)

Boyle Street

(full neighbourhood –
in blue)



Neighbourhood boundary between Boyle Street and McCauley:
Changes within McCauley West—105 to 111 Avenue and 97 to 101 Street:
Changes within McCauley Central—Capital Line LRT to 111 Avenue and 95 to 97 Street:
Changes within McCauley East—Capital Line LRT to 111 Avenue and East of 95 Street:
Changes within Boyle Street:



Final design: Overviews

[Connections for people who walk, bike and roll](#)

[Streets: traffic directions, crossings, intersections, closures and parking](#)

[Parks, public spaces and low impact development](#)

Final design: Street by street

To see street/area specific designs, click on any of the location links below:

AREA	LOCATION
McCauley West: 105 to 111 Avenue and 97 to 101 Street	105A Avenue – 101 to 100 Street
	105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT shared pathway
	107 Avenue – 101 to 97 Street
	108 Avenue – 101 to 97 Street
	109A Avenue – 101 to 97 Street
	98 Street – 110A to 105 Avenue
	99 Street – 108A to 106 Avenue
	100 Street – 107 to 105 Avenue
	Chinatown Alleys (Business Improvement Area)



AREA	LOCATION
McCauley Central: Capital Line LRT to 111 Avenue and 95 to 97 Street	106 Avenue – 97 Street to LRT shared pathway
	108 Avenue – 97 to 96 Street
	108 Avenue – 96 to 92 Street
	108A Avenue – 96 to 92 Street
	108/108A Avenue Corner Store Program
	96 Street – 111 to 107A Avenue
	96 Street – 107A to 106 Avenue
	96 Street – 106 to 103A Avenue
	Chinatown Alleys (Business Improvement Area)
	Mary Burlie Park
McCauley East: Capital Line LRT to 111 Avenue and East of 95 Street	106 Avenue – 97 Street to LRT shared pathway
	108 Avenue – 96 to 92 Street
	108A Avenue – 96 to 92 Street
	108/108A Avenue Corner Store Program
	110A and 110 Avenue – 95 to 92 Street
	92 Street – 111 to 103A Avenue
	93 Street – 109A to 106A Avenue
	94 Street – 109A to 108A Avenue
	Giovanni Caboto Park
	Stadium Alley / Berm 109A to 108A Avenue



AREA	LOCATION
Boyle Street (full neighbourhood)	101A Avenue at 95A Street
	102A Avenue – 96 Street to Jasper Avenue
	103 Avenue – 97 to 96 Street
	104 Avenue – 95 to 93 Street
	106A Avenue service road
	94A Street
	92 Street – 111 to 103A Avenue
	96 Street – 106 to 103A Avenue
	Boyle Renaissance Phase 3 – Alley – 103 to 102A Avenue (east side of Kinistinâw Park)
	Boyle Renaissance Phase 3 – Alley connecting 105 Avenue to 104 Avenue and the LRT shared pathway
	Jasper Avenue service road – 90 to 84 Street
	LRT shared pathway connection
	St. Teresa School (90 Street/105A Avenue)
	Alley connection to Latta Bridge (between 92 and 91 Street)

Connections for people who walk, bike and roll

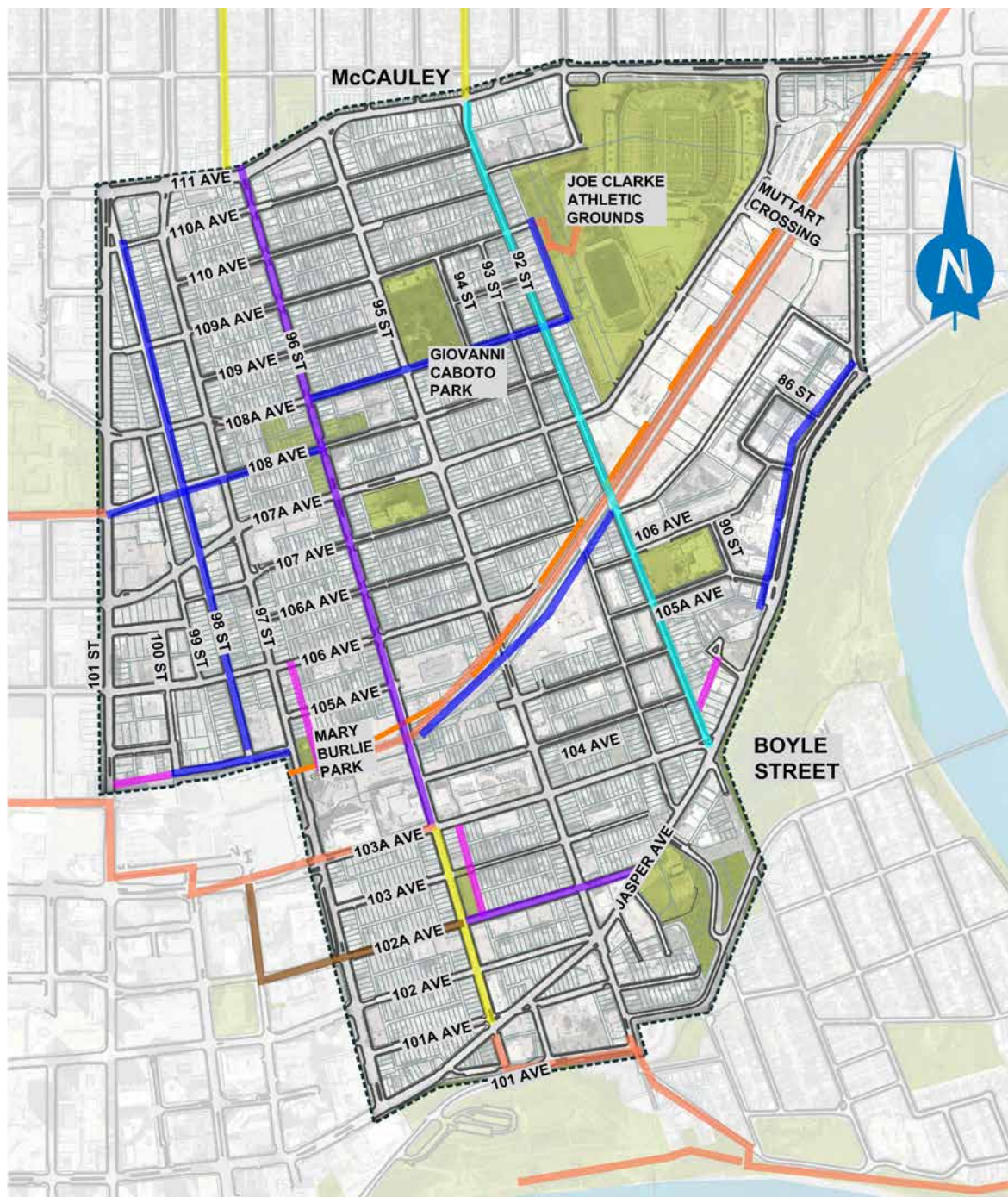
City policy provided the direction to increase opportunities to walk, bike and roll in Edmonton, regardless of age, ability, or socio-economic status. Technical studies and public input guided the design including the locations and types of connections that would work best in Boyle Street and McCauley.

The final design includes:

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



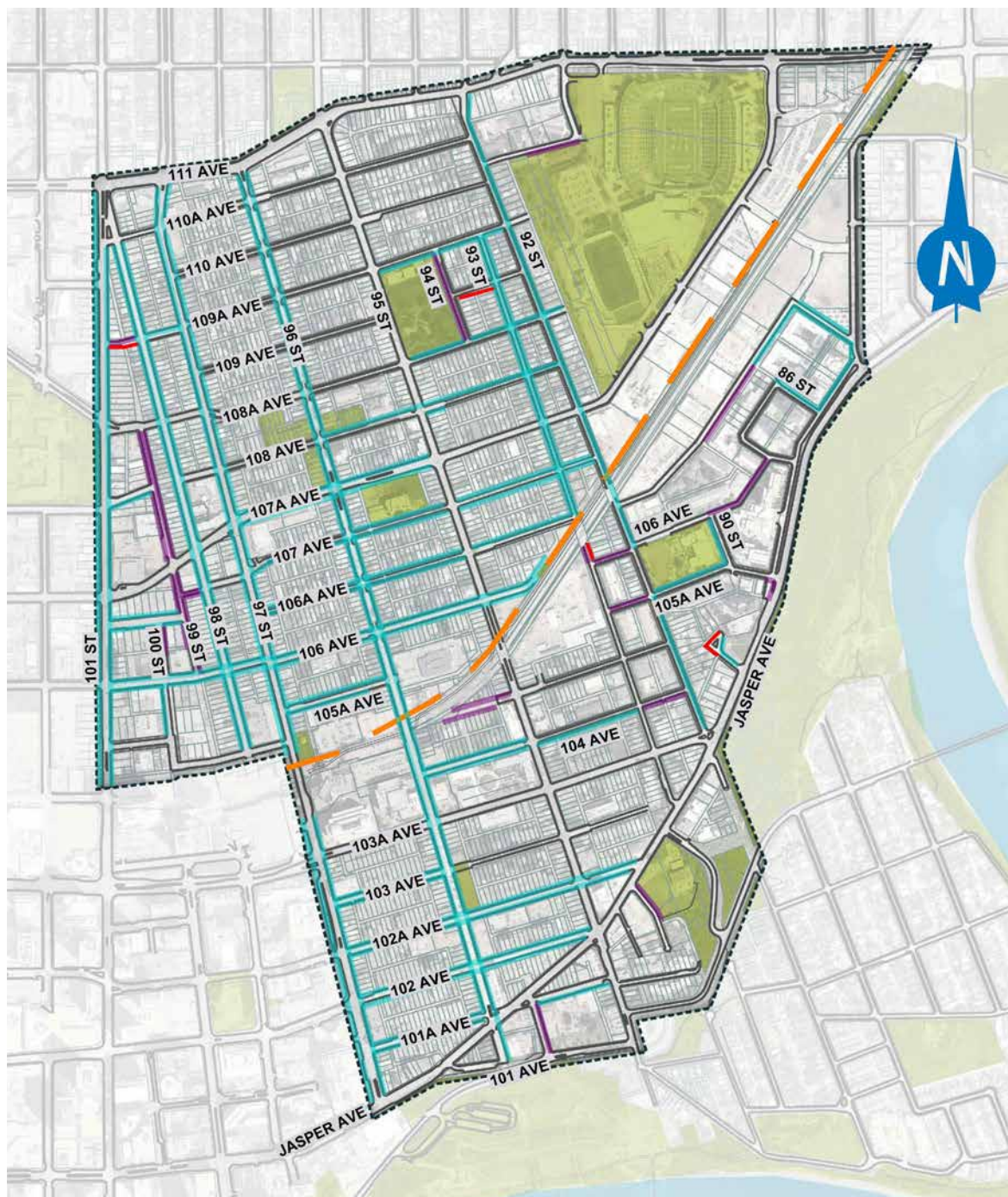
BIKING



Neighbourhood boundary: ————
 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: ————



WALKING



Neighbourhood boundary: ————
Wide sidewalks: ————
New sidewalk links: ————
Missing sidewalk links (Cannot be added due to utility or grading conflicts): ————

Streets: traffic directions, crossings, intersections, closures and parking

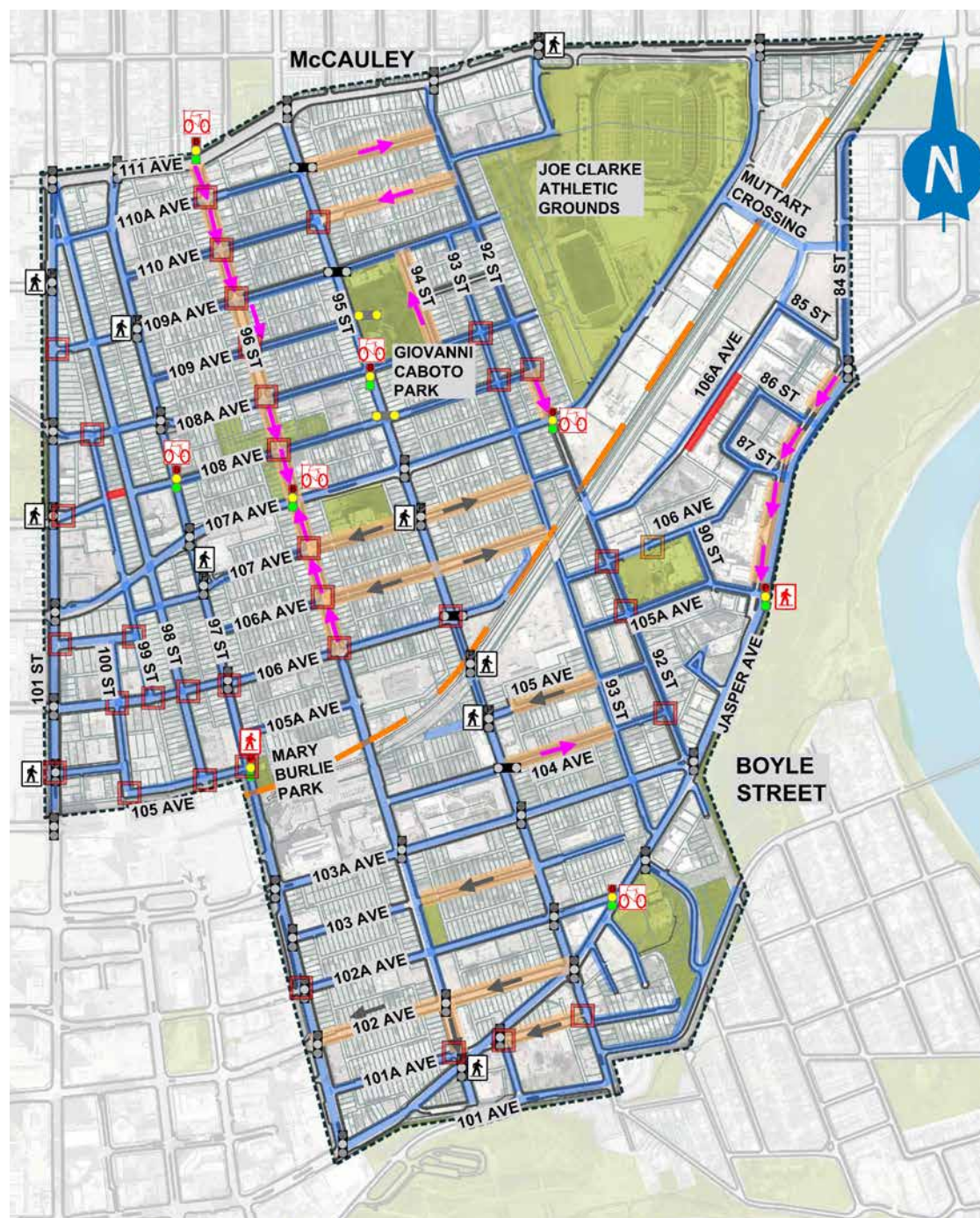
City policies and standards provided direction to the Project Team to address traffic issues and design liveable, safe streets for residents and all road users. Technical studies and public input guided the design including the locations for enhanced crosswalks, traffic calming measures and improved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

The final 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 and parking 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



Neighbourhood boundary:
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:
Raised crosswalk:



PEDESTRIAN FLASHER EXAMPLE



CURB EXTENSION EXAMPLE



FULL SIGNAL EXAMPLE



MARKED CROSSWALK EXAMPLE



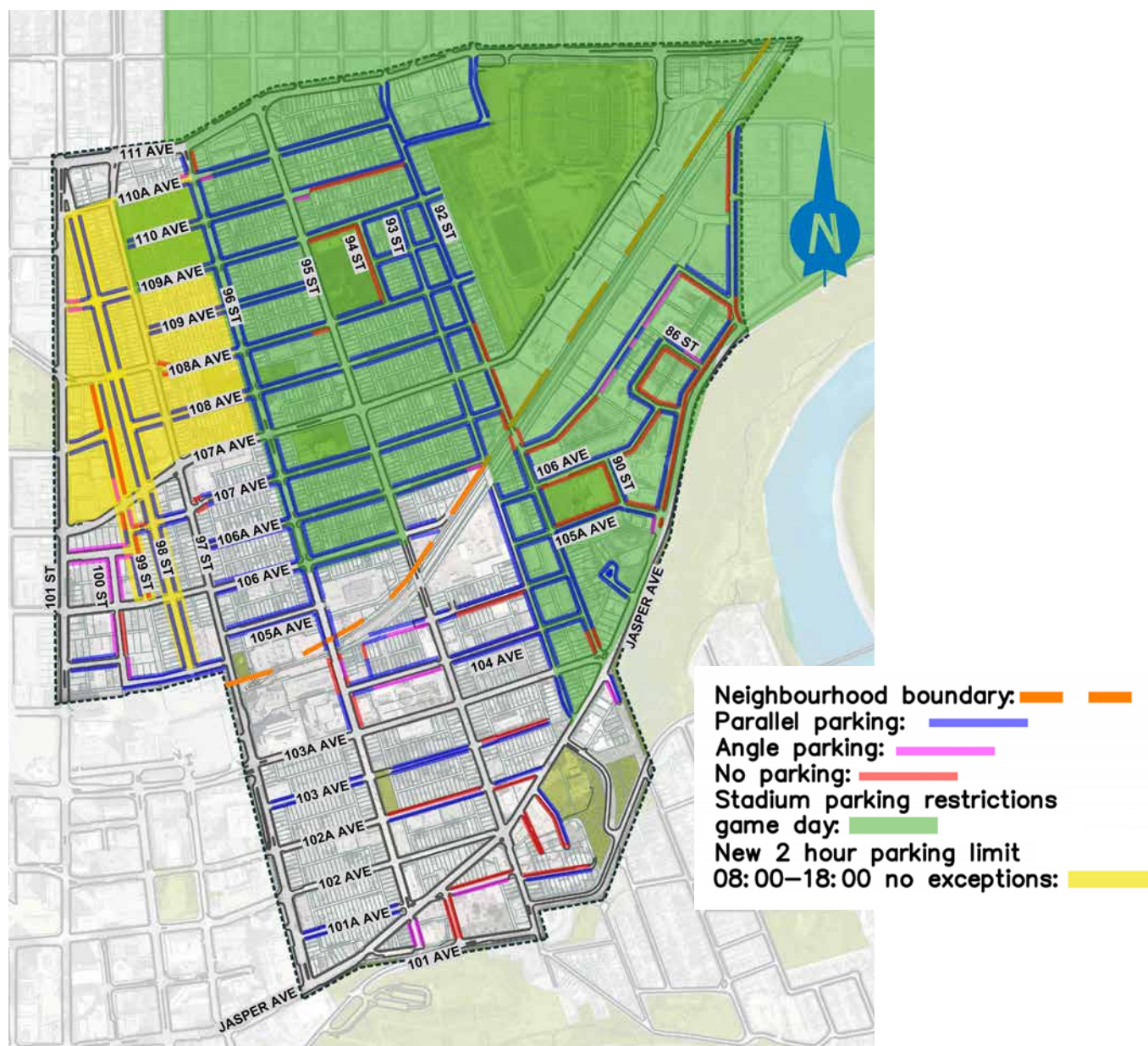
RAISED CROSSWALK EXAMPLE





PARKING

To make space for new bike lanes, sidewalks, trees and enhanced public spaces some parking was removed. The Project Team heard throughout public engagement that parking is important and has added additional parking in alternate locations based on space available. Adjustments were also made to some parking restrictions to help improve accessibility of available on-street parking. Some areas will experience more impacts to their parking while others won't see a change. Overall there is a slight decrease in the total stalls within the neighbourhoods.





Parks, public spaces and low impact development

PARKS

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 active transportation connections to and through parks that would work best in Boyle Street and McCauley.

- + Mary Burlie Park
- + Giovanni Caboto Park

PUBLIC SPACES

We can enhance user experiences in our public spaces through the addition of elements like wider sidewalks, seating, trees, unique paving and gathering areas. Locations where such enhancements are being added include, but are not limited to:

- + 98 Street
- + 106 Avenue
- + 108/108A Avenue
- + 96 Street
- + 103 Avenue
- + Jasper Avenue service road
- + Alley east of Kinistinâw Park
- + Boyle Renaissance Phase 3 connection

LOW IMPACT DEVELOPMENT (LID):

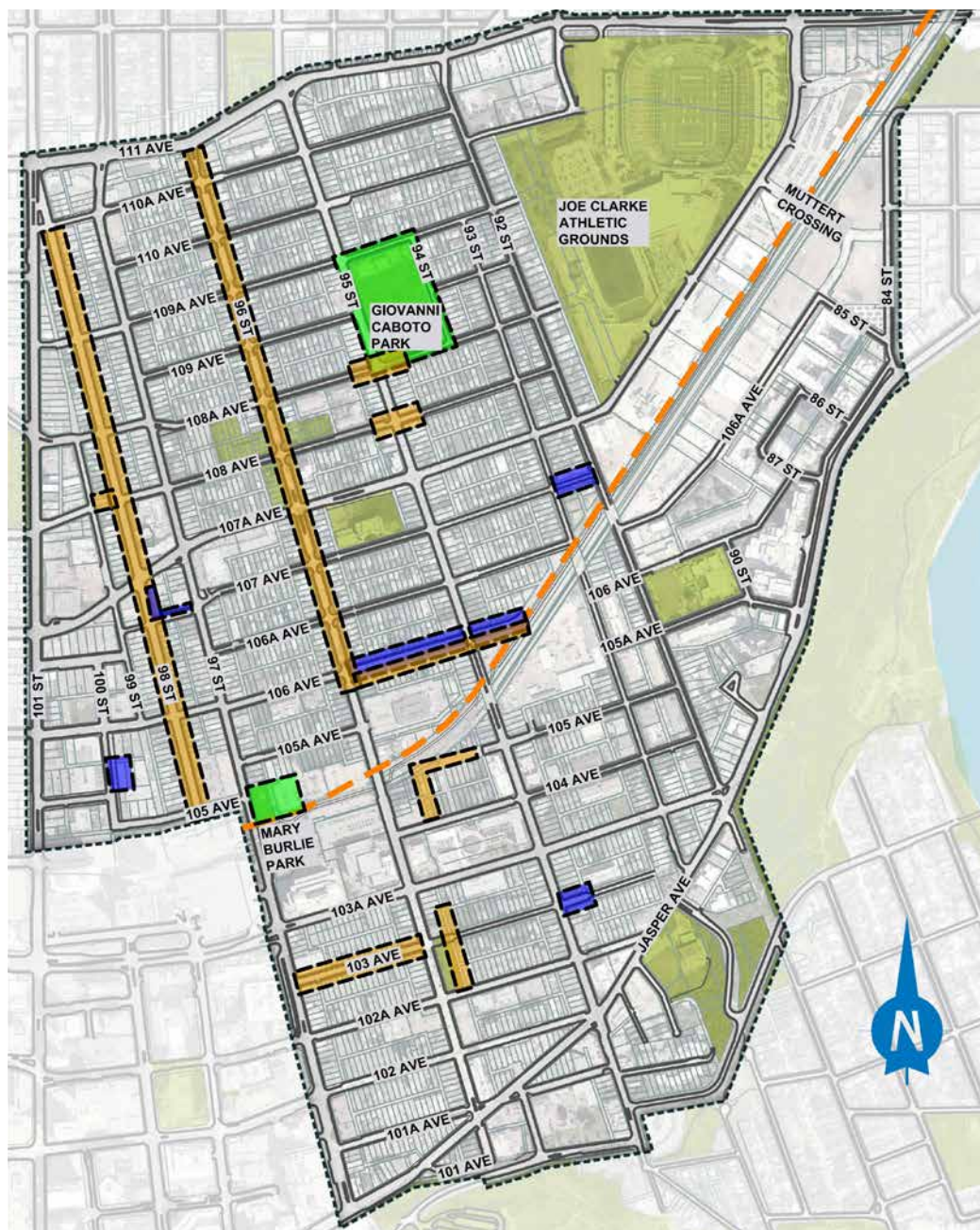
Throughout the neighbourhood, locations for Low Impact Development (LID) features have been identified in partnership with EPCOR. Low Impact Development is an engineering and design approach to manage stormwater runoff as part of green infrastructure. Although most of the elements are below ground and 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 final design incorporates LID at:

- + 106 Avenue between 96 and 95 Street
- + 107 Avenue between 93 and 92 Street
- + 107 Avenue between 98 and 97 Street
- + 98 Street between 107 and 107A Avenue
- + 103 Avenue east of 95 Street
- + 100 Street north of 105A Avenue



Parks, public spaces and low impact development



Neighbourhood boundary: ———
Parks: ■■■
Public space features: ■■■
Low impact development features: ■■■

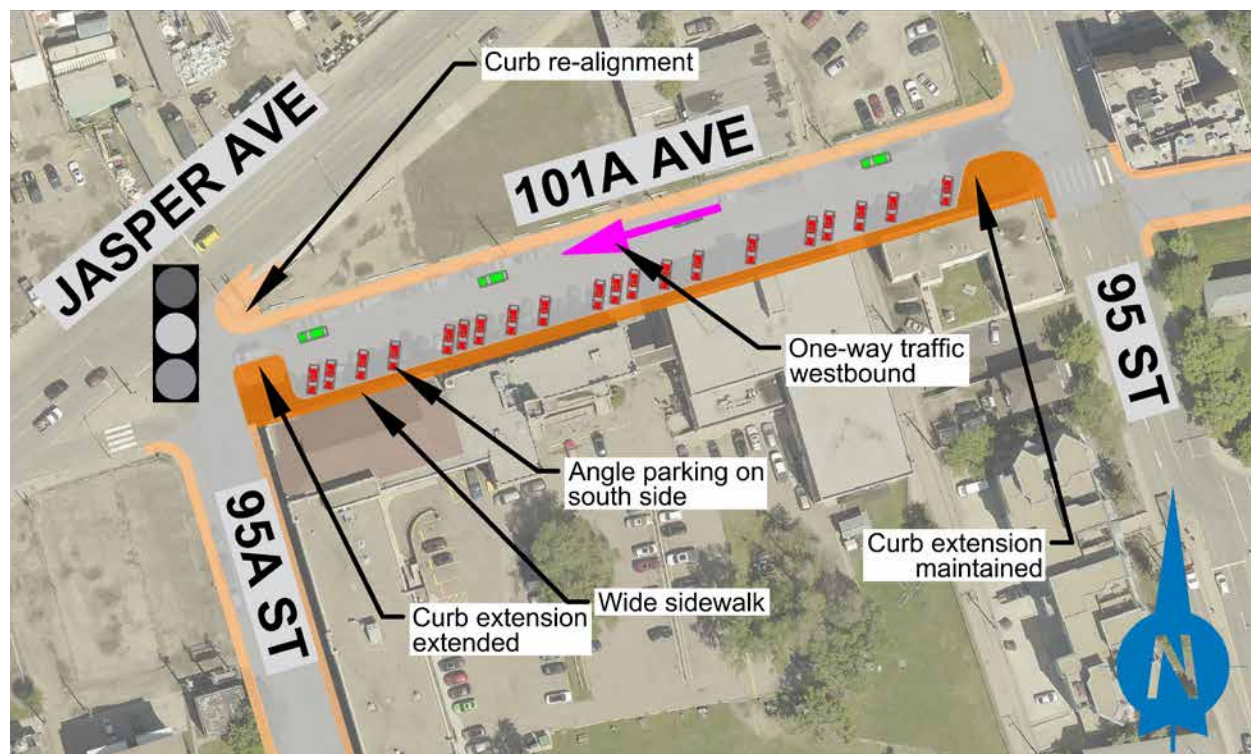


101A Avenue at 95A Street

Boyle Street

What the final design includes:

- + An enhanced curb extension to narrow the entrance of 101A Avenue off of 95A Street to reduce confusion and deter wrong-way vehicle movements onto 101A Avenue
- + Wide sidewalk on south side



Aligns with Vision and the following Guiding Principles:



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

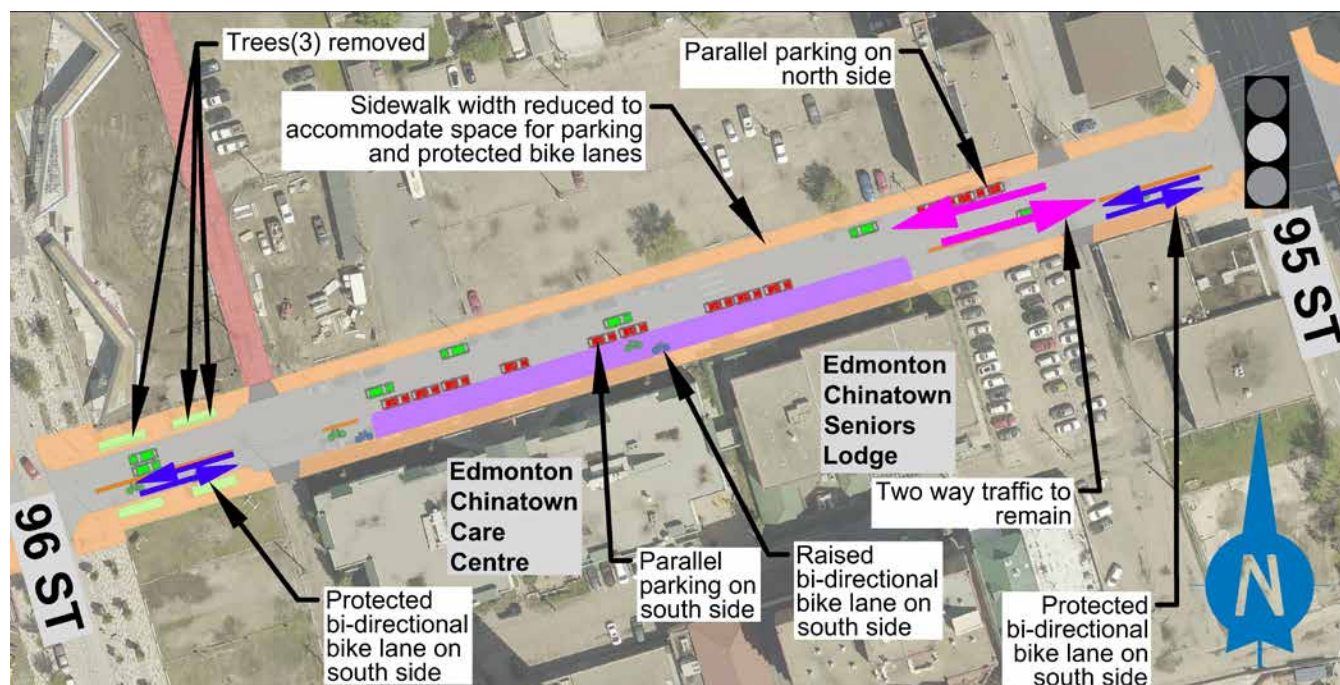
102A Avenue – 96 Street to Jasper Avenue

Boyle Street

What the final design includes:

- + A protected bi-directional bike lane (one side of street) from 96 Street to Jasper Avenue to improve active transportation connectivity in the area
- + Parallel on-street parking on the south side in front of the Care Centre and the Seniors Lodge to accommodate accessibility parking. Parallel on-street parking on the north side east of the Seniors Lodge to Jasper Avenue. (50 per cent of parking retained from what exists today)*
- + Two-way vehicle traffic between 96 and 95 Street (as exists today)
- + New two-way vehicle traffic between 95 Street and Jasper Avenue
- + Bike activated signal at Jasper Avenue and 102A Avenue

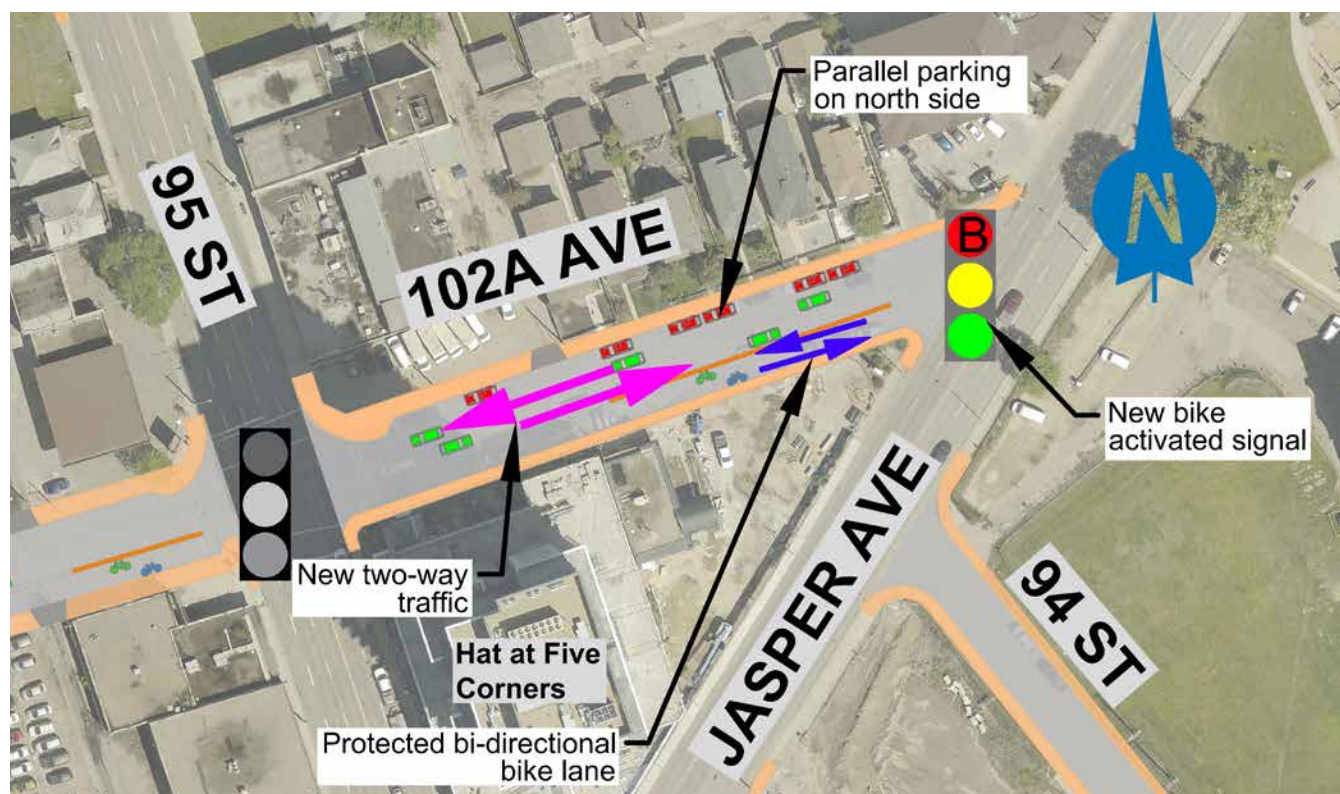
96 TO 95 STREET





102A Avenue – 96 Street to Jasper Avenue

95 STREET TO JASPER AVENUE



Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



103 Avenue – 97 to 96 Street

Boyle Street

What the final design includes:

- + An on-street, multi-use area with unique pavement treatment to be used as parking and tent space for farmers market/events
- + Two-way vehicle traffic direction (as exists today)
- + Parallel on-street parking on both sides within the multi-use area (as exists today)





103 Avenue between 97 to 96 Street

103 AVENUE LOOKING EAST FROM 97 STREET





103 Avenue between 97 to 96 Street

103 AVENUE LOOKING WEST



Aligns with Vision and the following Guiding Principles:



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



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.



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



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

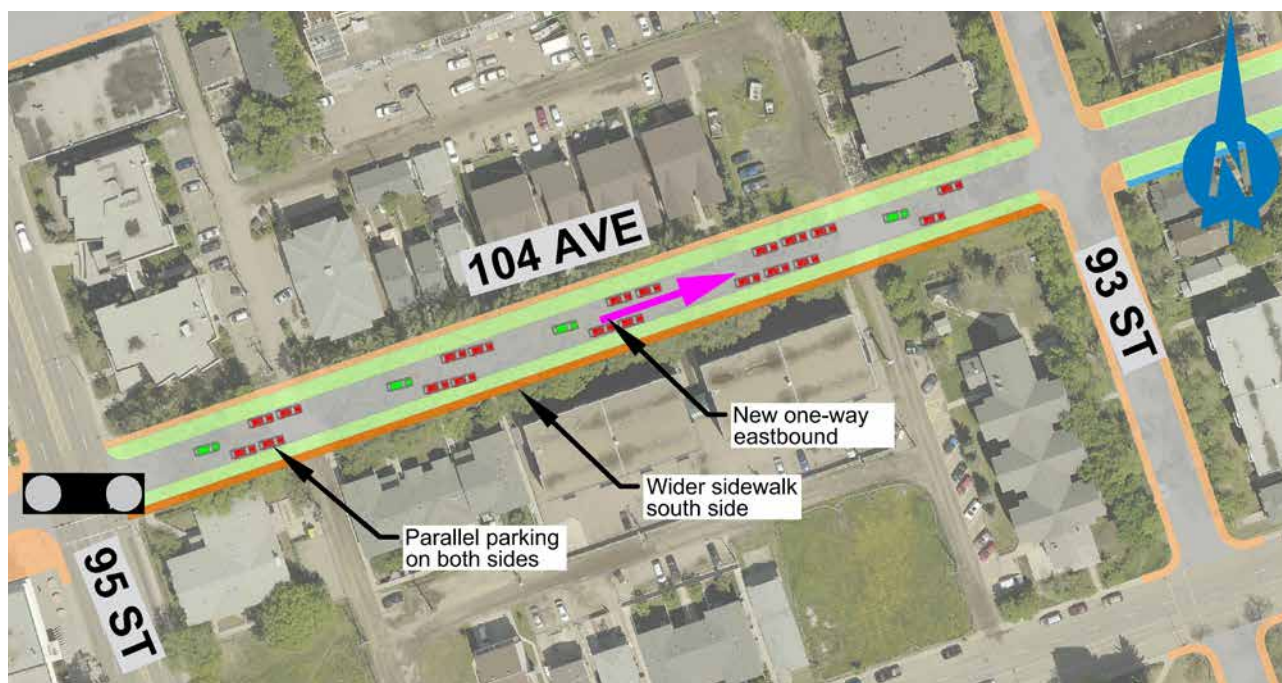


104 Avenue – 95 to 93 Street

Boyle Street

What the final design includes:

- + One-way eastbound vehicle traffic (change from existing) to allow access east off of 95 Street and improve traffic flow in the neighbourhood (105 Avenue provides the westbound one-way traffic flow)
- + Parallel on-street parking (as exists today)
- + Wider sidewalk on south side



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT shared pathway

McCauley West

What the final design includes:

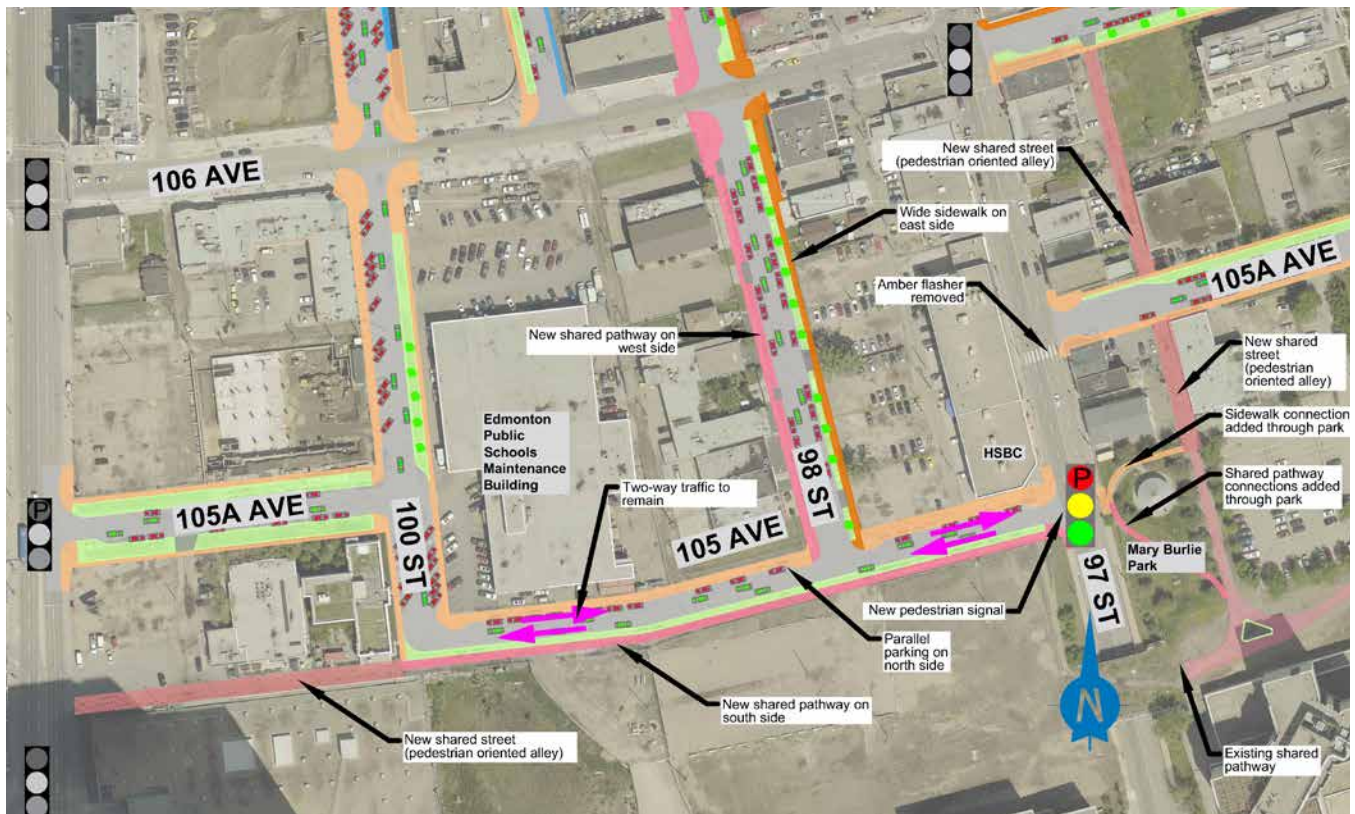
- + A new shared street (pedestrian-oriented alley)** between 101 and 100 Street that will connect to a new shared pathway along the south side of 105 Avenue from 100 to 97 Street. This design was previously approved as part of the Columbia Avenue Project to improve active transportation connections around Mary Burlie Park.
- + A new shared street (pedestrian-oriented alley)** located on the east side of Mary Burlie Park to connect the existing LRT shared pathway to 106 Avenue
- + A new signal for enhanced pedestrian and bike crossing located at 105 Avenue/97 Street (the amber flasher is removed from 105A Avenue)

Note: The Living Bridge over 97 Street is not owned by the City of Edmonton and is NOT in scope for this project.

****A 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.



105 Avenue – 101 Street connecting to Mary Burlie Park and the LRT shared pathway



SHARED STREET (PEDESTRIAN-ORIENTED ALLEY)



Aligns with Vision and the following Guiding Principles:



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



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

105A Avenue – 101 to 100 Street

McCauley West

What the final design includes:

- + Curb extension added to 105A Avenue at 101 Street along with a slight narrowing of road width that will:
 - + Reduce the crossing distance for people walking
 - + Create public space for new tree plantings on the north side near 100 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (as exists today)



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

106 Avenue – 97 Street to LRT shared pathway

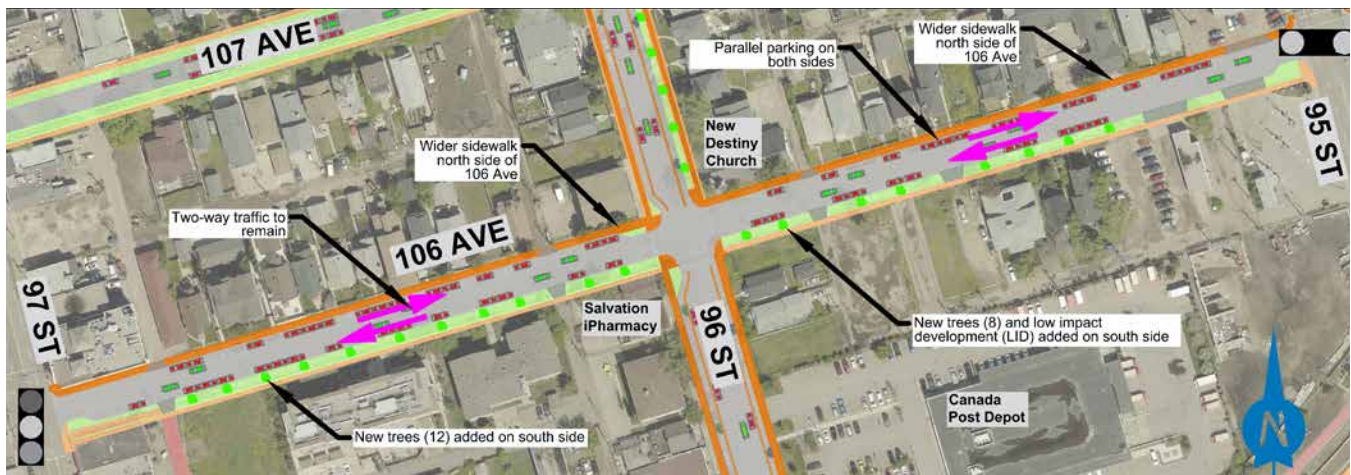
McCauley East

McCauley Central

What the final design includes:

- + A narrowed road width that will create public space for:
 - + Wider sidewalks on north side of the road
 - + New tree plantings and low impact development (LID) on the south side
- + Two-way vehicle traffic (as exists today)
- + Two curb extensions on the south side of 106 Avenue at 95 Street to reduce the crossing distance for people who walk
- + A sidewalk connection between the east end of 106 Avenue and the LRT shared pathway
- + Parallel on-street parking on both sides of the road (as exists today)

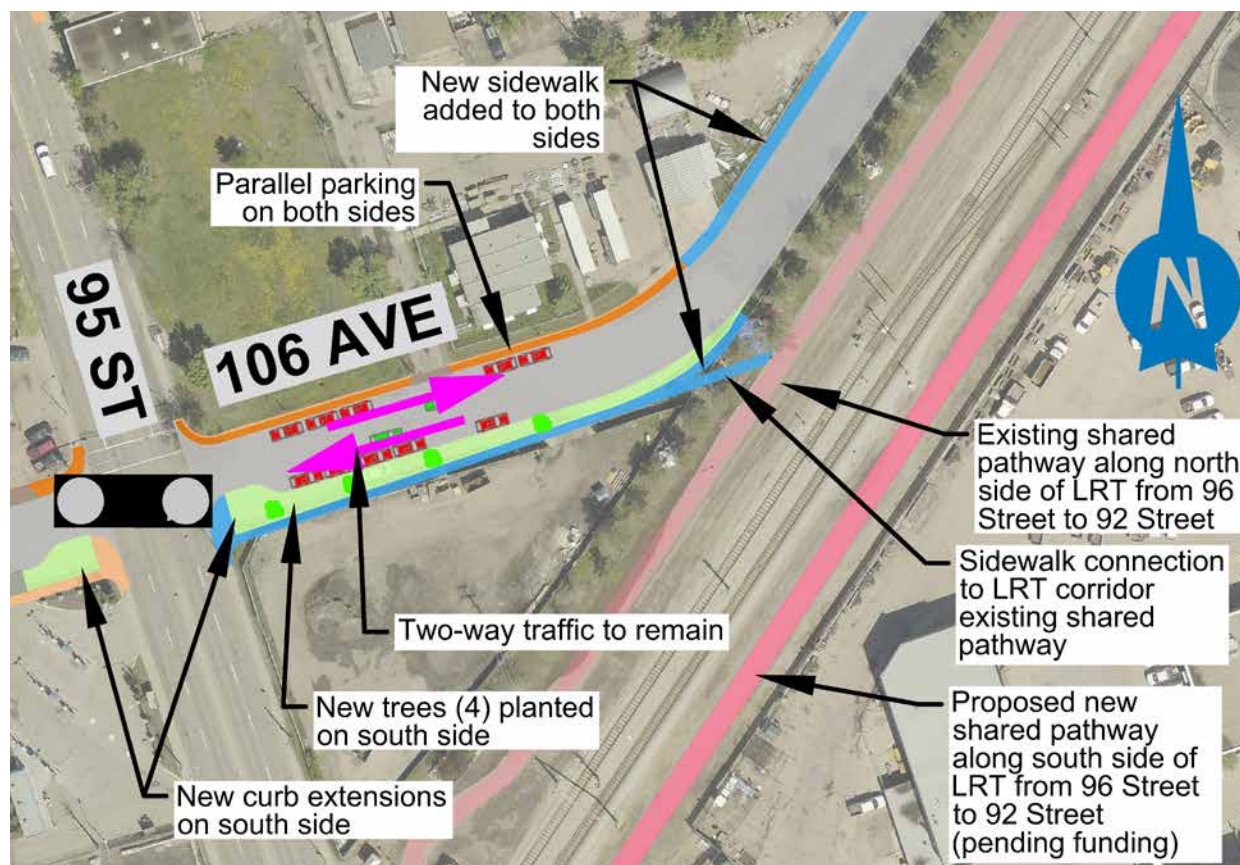
106 AVENUE 97 TO 95 STREET





106 Avenue – 97 Street to LRT shared pathway

95 STREET TO LRT SHARED PATHWAY



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



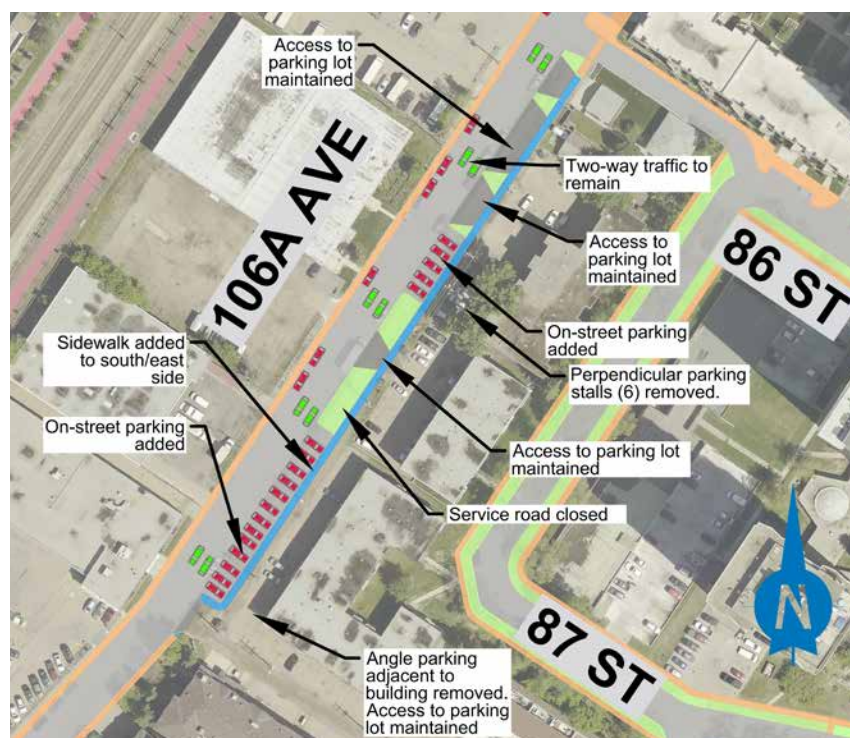
106A Avenue service road

Boyle Street

What the final design includes:

- + Closure of the service road on the south/east side of 106A Avenue
- + Sidewalk added to the south/east side of 106A Avenue
- + Two-way vehicle traffic (as exists today)
- + Perpendicular on-street parking added to the south/east side
- + Parallel on-street parking on the north side (as exists today)
- + Access to parking lots for apartment buildings (as exists today)

Proposed changes to the service road are subject to final review of the license of occupation.



Aligns with Vision and the following Guiding Principles:



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



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

107 Avenue – 101 to 97 Street

McCauley West

What the final design includes:

101 to 99 Street

- + Curb extensions added to 107 Avenue between 101 and 99 Street along with a slight narrowing of road width that will:
 - + Reduce the crossing distance for people walking
 - + Create public space for new tree plantings on the south side
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking on both sides of the road (as exists today)

99 to 98 Street

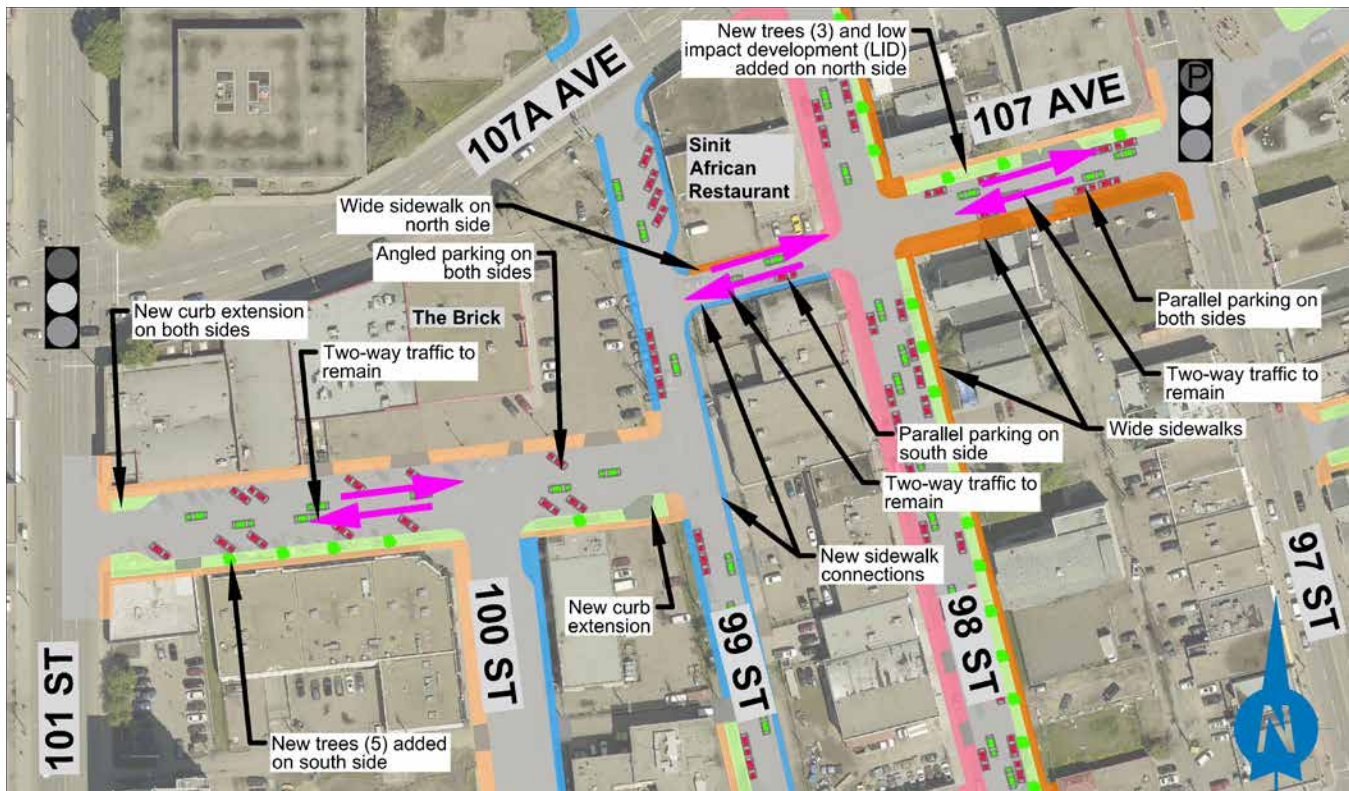
- + Wider sidewalks added to the north side between 99 and 98 Street to improve connections for people walking
- + New sidewalk added to the south side
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on the south side of the road (as exists today)

98 to 97 Street

- + New tree plantings with low impact development (LID) on the north side between 98 and 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)



107 Avenue – 101 to 97 Street



Aligns with Vision and the following Guiding Principles:



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



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.



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

108 Avenue – 101 to 97 Street

McCauley West

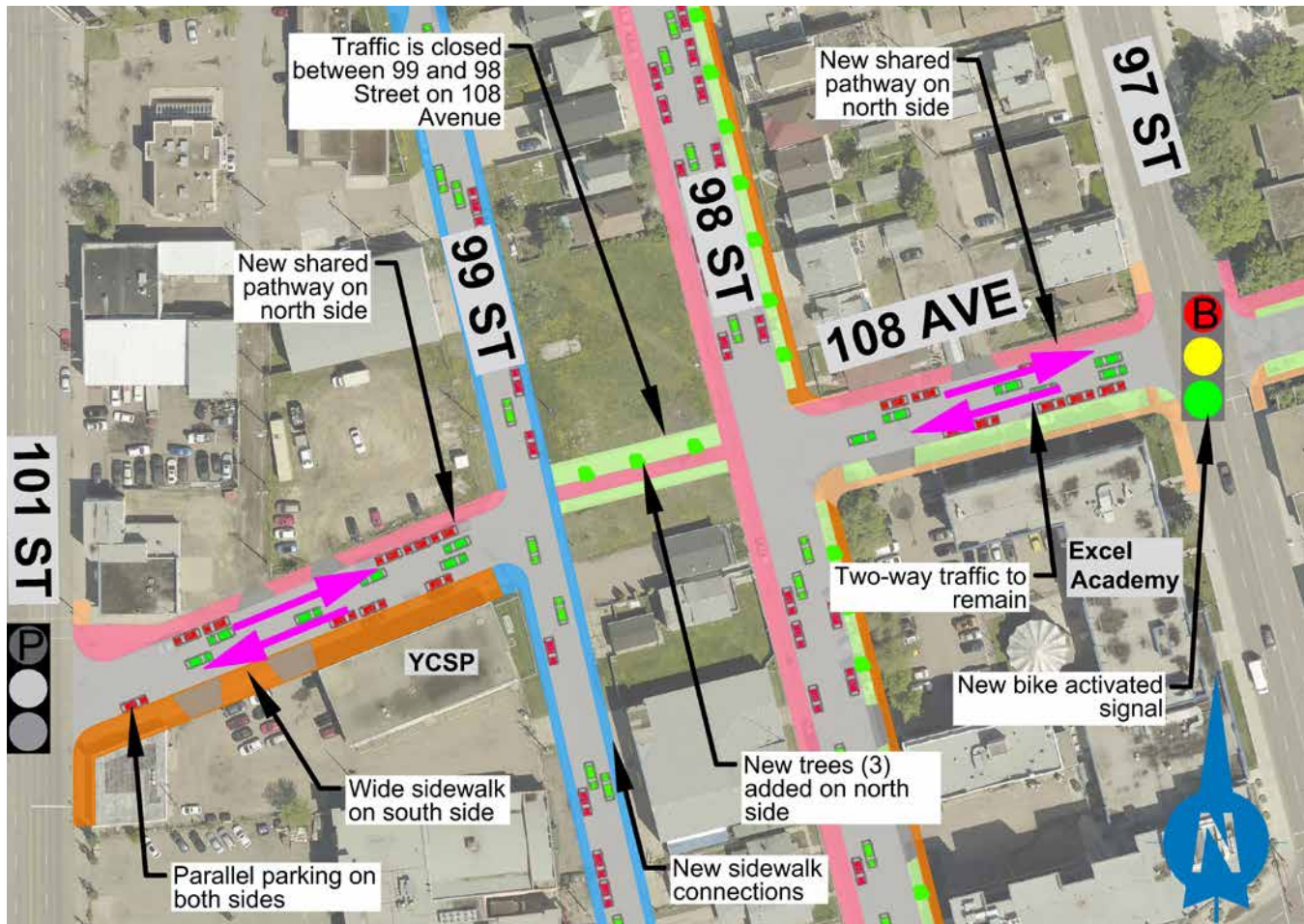
What the final design includes:

- + A shared pathway added to the north side of 108 Avenue between 101 and 97 Street to improve active transportation connections to and from the area (with minimal impacts to trees)
- + Wider sidewalk added to south side between 101 and 99 Street*
- + 108 Avenue closed to vehicle traffic between 99 and 98 Street
- + New trees added on the north side of the shared pathway between 99 and 98 Street
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic between 101 and 99 Street and between 98 and 97 Street (as exists today)
- + Parallel on-street parking on both sides of the road (as exists today)

**Changed from draft design*



108 Avenue – 101 to 97 Street



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

108 Avenue – 97 to 96 Street

McCauley Central

What the final design includes:

- + A shared pathway (97 to 96 Street*) added to the north side of 108 Avenue to improve active transportation connections to and from the area (with minimal impacts to trees)
- + A bike activated signal added at 97 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of road (as exists today during weekdays). Parking added on the north side on weekends*

**Changed from draft design*



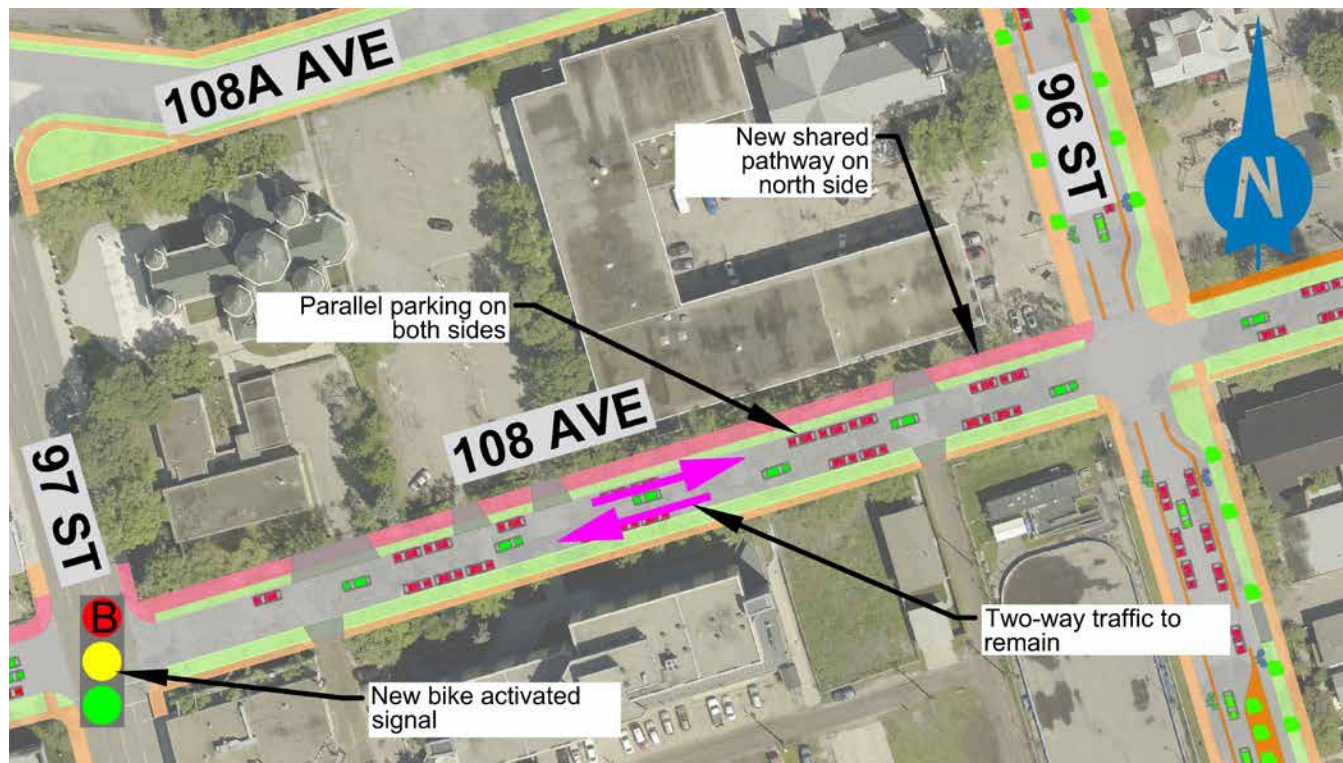
Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



108 Avenue – 97 to 96 Street

97 TO 96 STREET



108 AVENUE LOOKING WEST





108 Avenue – 96 to 92 Street

McCauley East

McCauley Central

These streets were identified as opportunities for on-street gathering areas with unique pavement treatment that would make the road favourable to be closed for special events or street markets that could interact with Giovanni Caboto Park, the south side piazza and other Little Italy area businesses.

What the final design includes:

108 Avenue:

- + Parallel on-street parking (replacing angle parking) west of 95 Street to create public space for landscaping and wider sidewalks
- + Wider sidewalks on the north side between 96 and 93 Street and on the south side between 93 and 92 Street*
- + New curb extension on the south side of 108 Avenue at 95 Street to reduce the crossing distance for people who walk
- + An amber flasher signal to enhance pedestrian crossing at 95 Street
- + New tree plantings on the north and south side near 95 Street
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking (80 per cent of parking retained from what exists today)

**Changed from draft design*



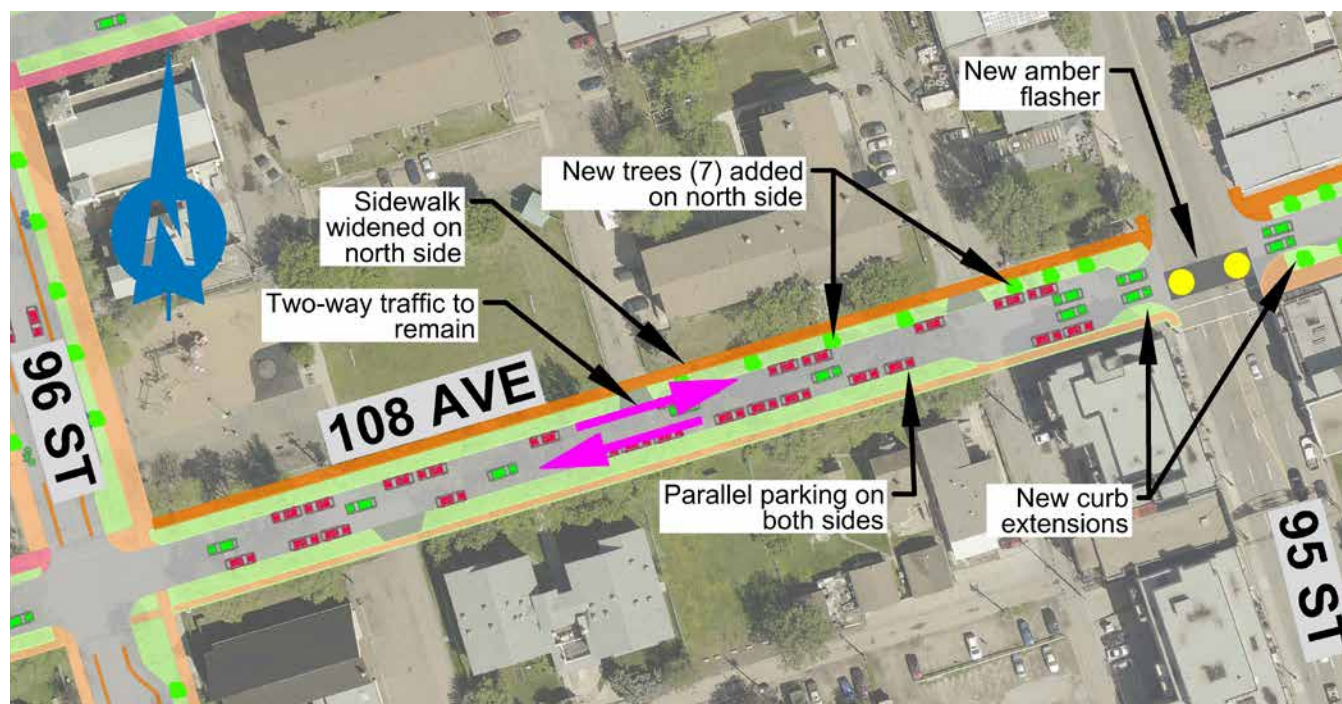
Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
4. Visually celebrate the unique character areas and rich history of each neighbourhood.

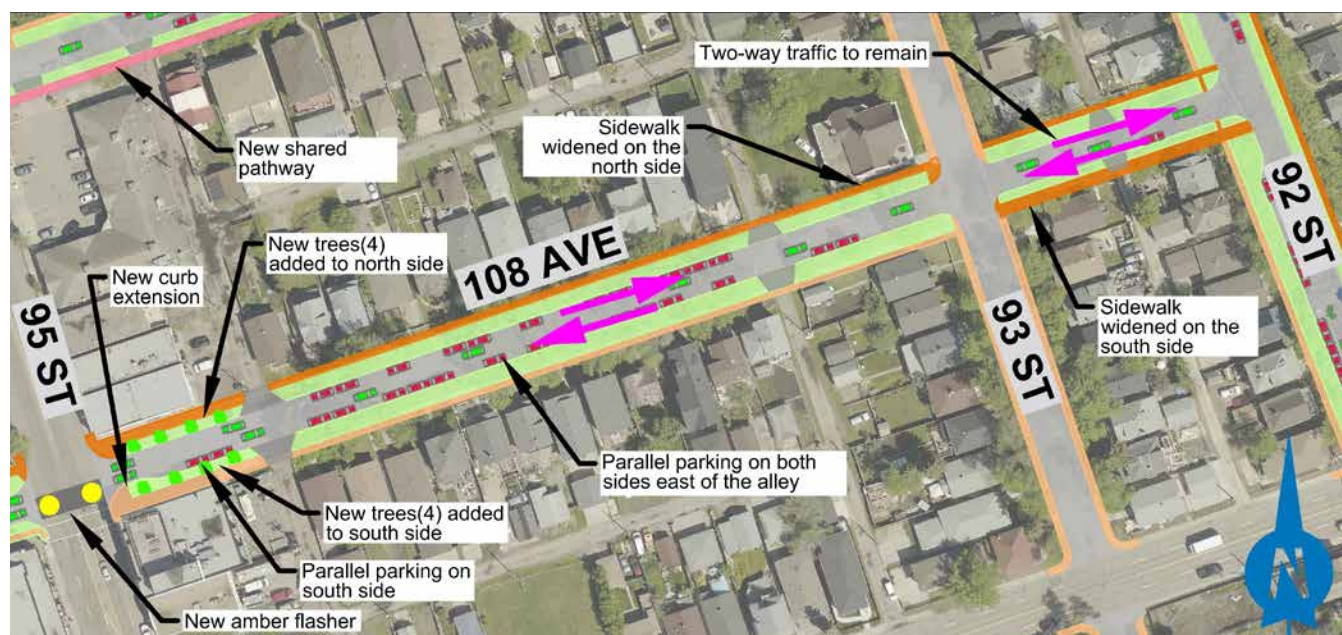


108 Avenue – 96 to 92 Street

96 TO 95 STREET



95 TO 92 STREET



Note: Refer to 108/108A Avenue Corner Store Program location for additional design details planned near 95 Street

108A Avenue – 96 to 92 Street

McCauley East

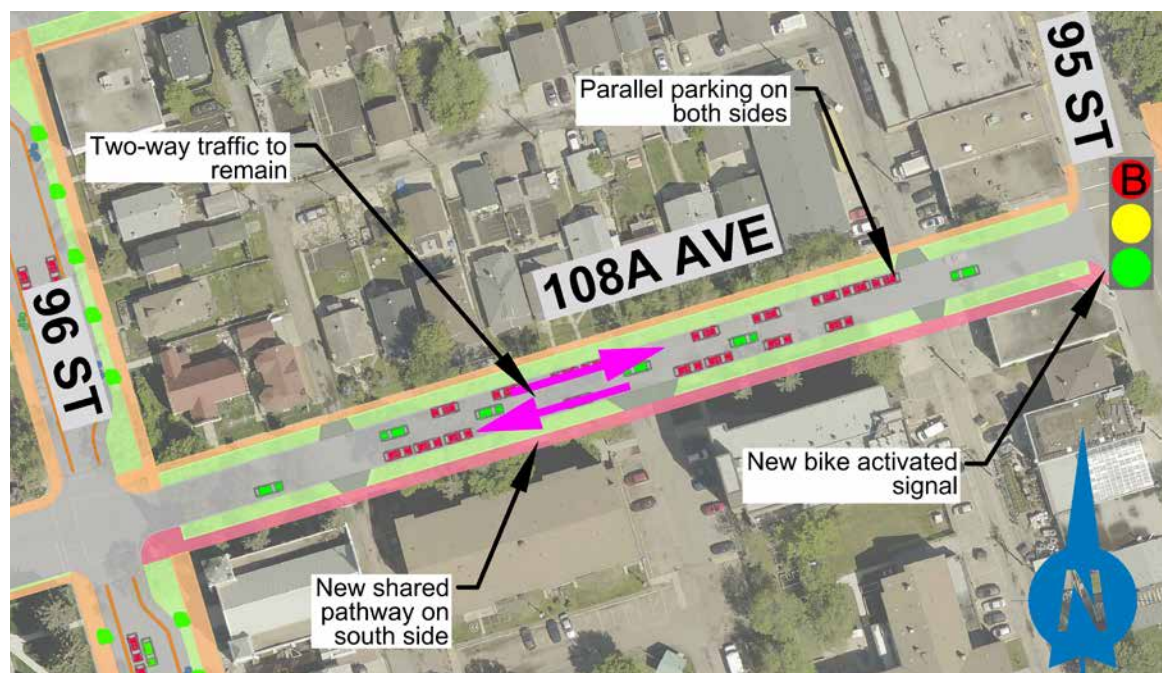
McCauley Central

What the final design includes:

- + A shared pathway on the south side of 108A Avenue between 96 and 92 Street to improve active transportation connections to and from the area
- + A new signal (upgraded from existing amber flasher signal) to enhance pedestrian and bike crossing at 95 Street (will impact a few trees along the south side)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking on both sides of the street; doubles parking from what exists today*

**Changed from draft design*

108A AVENUE – 96 TO 95 STREET



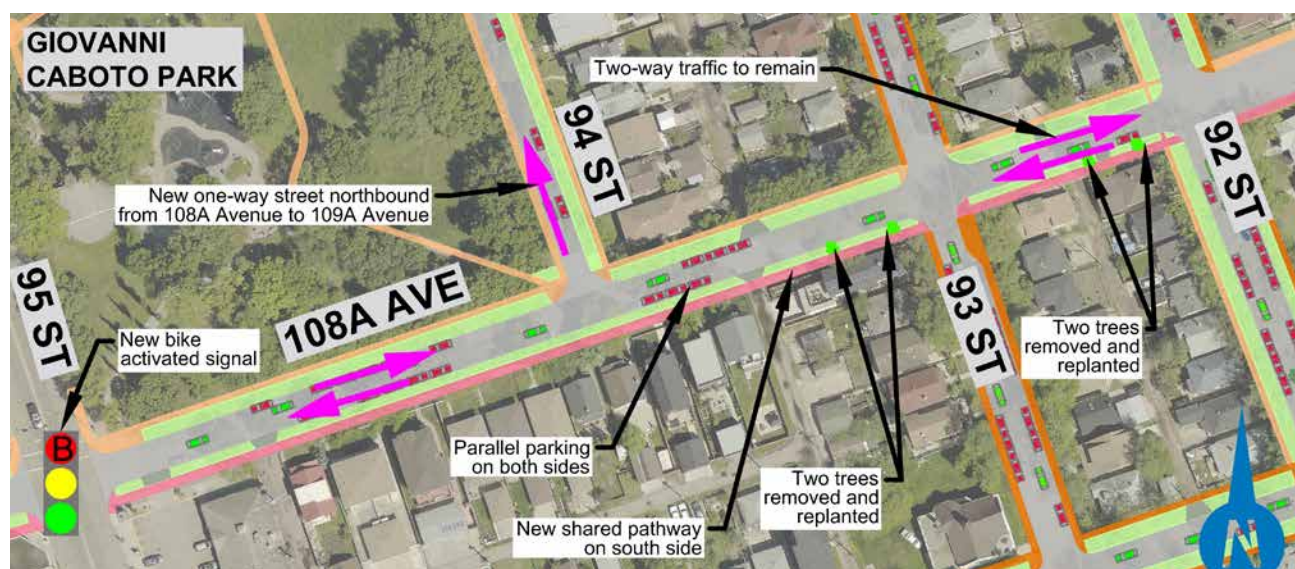


108A Avenue – 96 to 92 Street

108A AVENUE LOOKING WEST TOWARD 95 STREET



108A AVENUE – 95 TO 92 STREET



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
4. Visually celebrate the unique character areas and rich history of each neighbourhood.

Note: Refer to 108/108A Avenue Corner Store Program location for additional design details planned near 95 Street



108/108A Avenue Corner Store Program

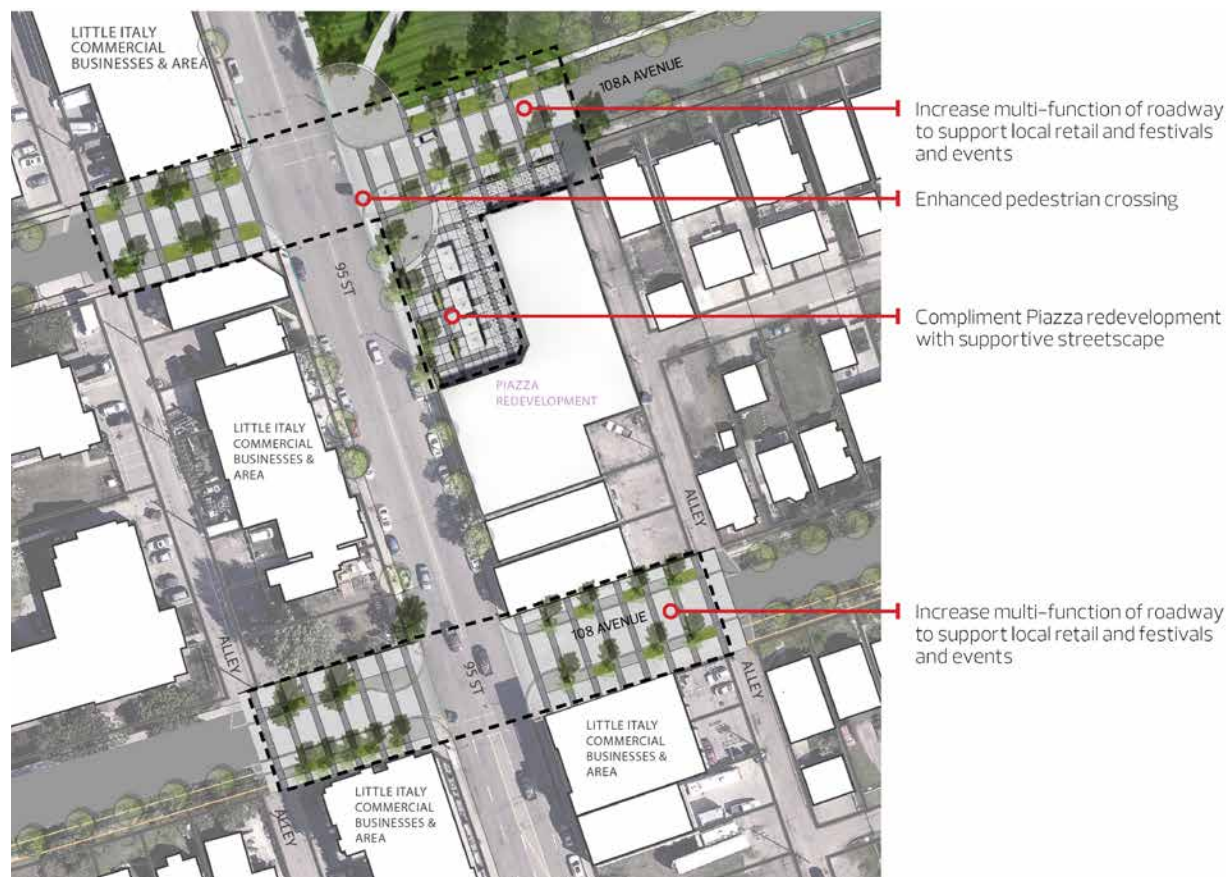
McCauley East

McCauley Central

This area has been selected for the Corner Store Program, a partnership between the City and business owners who are not part of a Business Improvement Area. This means that these areas will receive additional funding for public streetscape improvements.

The final design includes:

- + Roadway/public space improvements including different surface treatment to create a multi-functional space for road closure events
- + An enhanced pedestrian crossing





108/108A Avenue Corner Store Program

SOUTHEAST CORNER OF 108A AVENUE AND 95 STREET





108/108A Avenue Corner Store Program

108 AVENUE LOOKING WEST FROM 95 STREET



108 AVENUE LOOKING EAST FROM 95 STREET



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
4. Visually celebrate the unique character areas and rich history of each neighbourhood.

109A Avenue – 101 to 97 Street

McCauley West

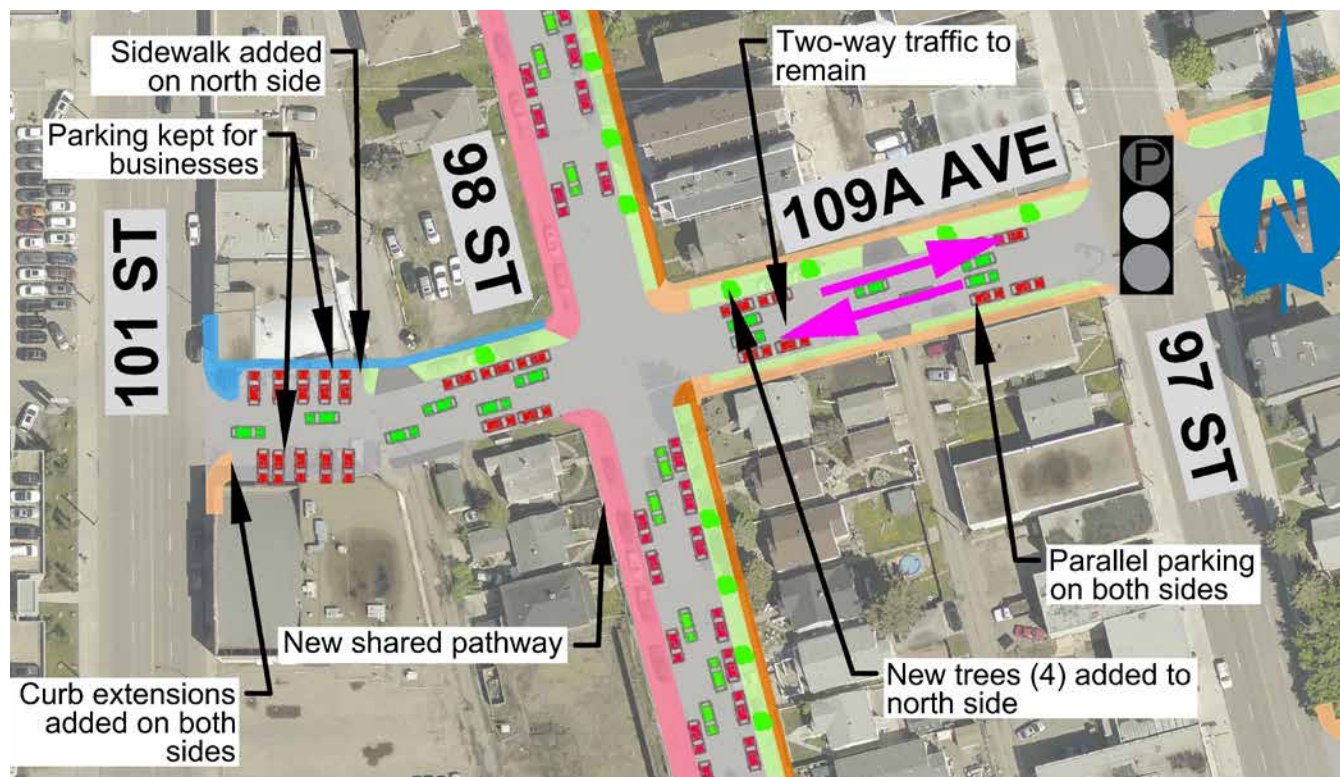
What the final design includes:

- + 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 sidewalk to be added to the north side between 101 and 98 Street (no sidewalk added to south side due to utility conflicts)*
- + Parallel and angle on-street parking (90 per cent of parking retained on the north side and 100 per cent retained on the south side)*

**Changed from draft design*



109A Avenue 101 to 97 Street



Aligns with Vision and the following Guiding Principles:



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



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.



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

110A and 110 Avenue – 95 to 92 Street

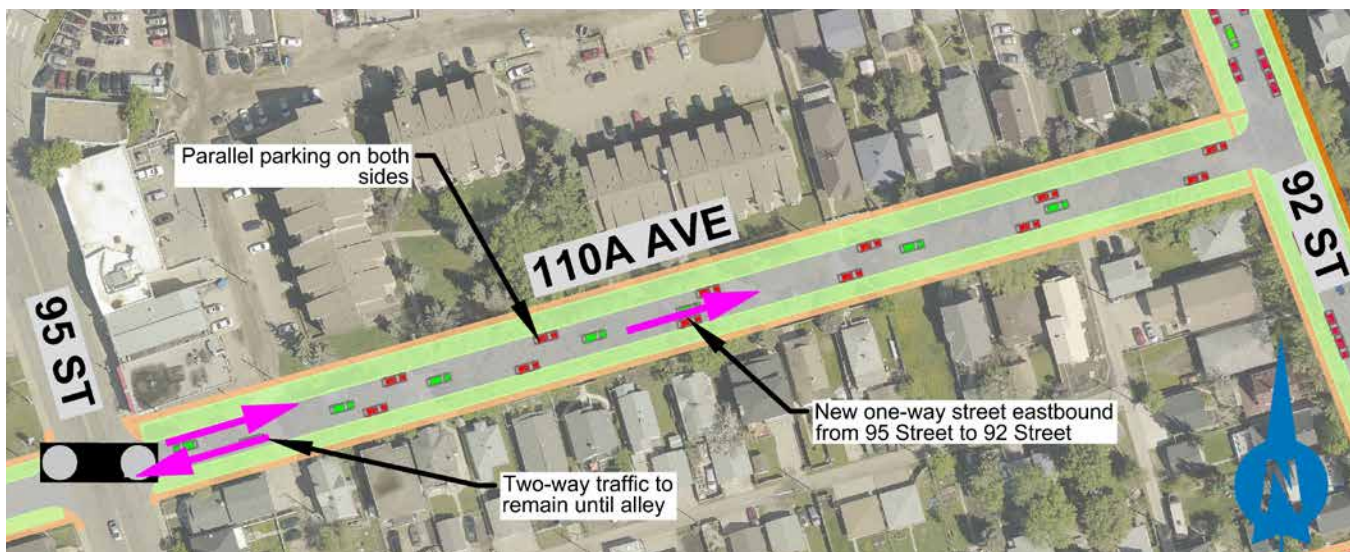
McCauley East

What the final design includes:

110A Avenue

- + One-way eastbound vehicle traffic direction from the alley to 92 Street to reduce conflicts on this very narrow road (change from existing)
- + Parallel on-street parking on both sides of the road
- + Two-way traffic from 95 Street to the alley*

**Changed from draft design*

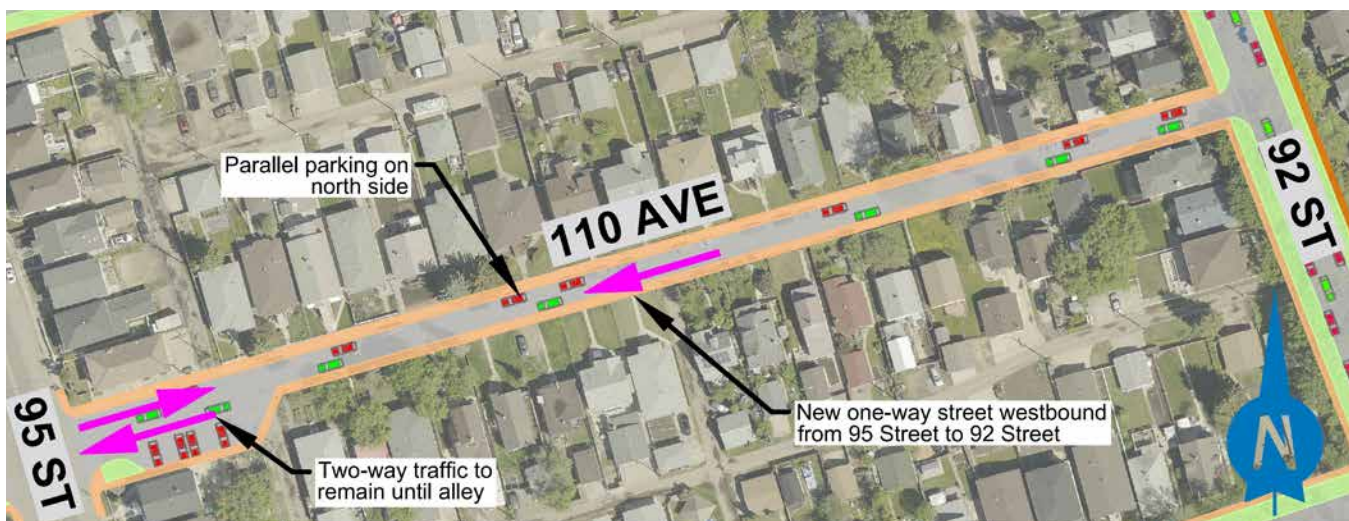




110A and 110 Avenue – 95 to 92 Street

110 Avenue

- + One-way westbound vehicle traffic direction from 92 Street to the alley east of 95 Street to complement the changes on 110A Avenue (change from existing)
- + Two-way vehicle traffic from the alley to 95 Street
- + Parallel on-street parking on the north side of the road (as exists today)



Aligns with Vision and the following Guiding Principles:



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

92 Street – 111 to 103A Avenue

McCauley East

Boyle Street

What the final design includes:

- + An enhanced shared roadway (bike boulevard**) to provide north–south cycle connectivity to area bike routes and key destinations within the neighbourhood such as Commonwealth Stadium
- + Bike activated signal at 107A Avenue*
- + New sidewalk on the west side of 92 Street that leads directly to the intersection for crossing 111 Avenue*
- + Wider sidewalk added on the east side*
- + Curb extensions along both sides of 92 Street, where utilities and drainage allow, to help slow traffic
- + Vehicles will be restricted from turning north onto 92 Street from 107A Avenue in an effort to reduce area traffic and support the needs of the all ages and abilities bike plan
- + South side diverter removed at 107A Avenue and two–way traffic and parking maintained on the west side of 92 Street between 107 to 107A Avenue*
- + Two–way vehicle traffic (as exists today). Exception is between 107A and 108 Avenue new one–way southbound vehicle traffic
- + Parallel on–street parking (as exists today north of 107A Avenue). Exception is between 107A and 108 Avenue where parking is removed along the east side of the road*
- + Parking added to the east side of the road south between 106A Avenue and 104 Avenue*
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 92 Street between 111 and 103A Avenue

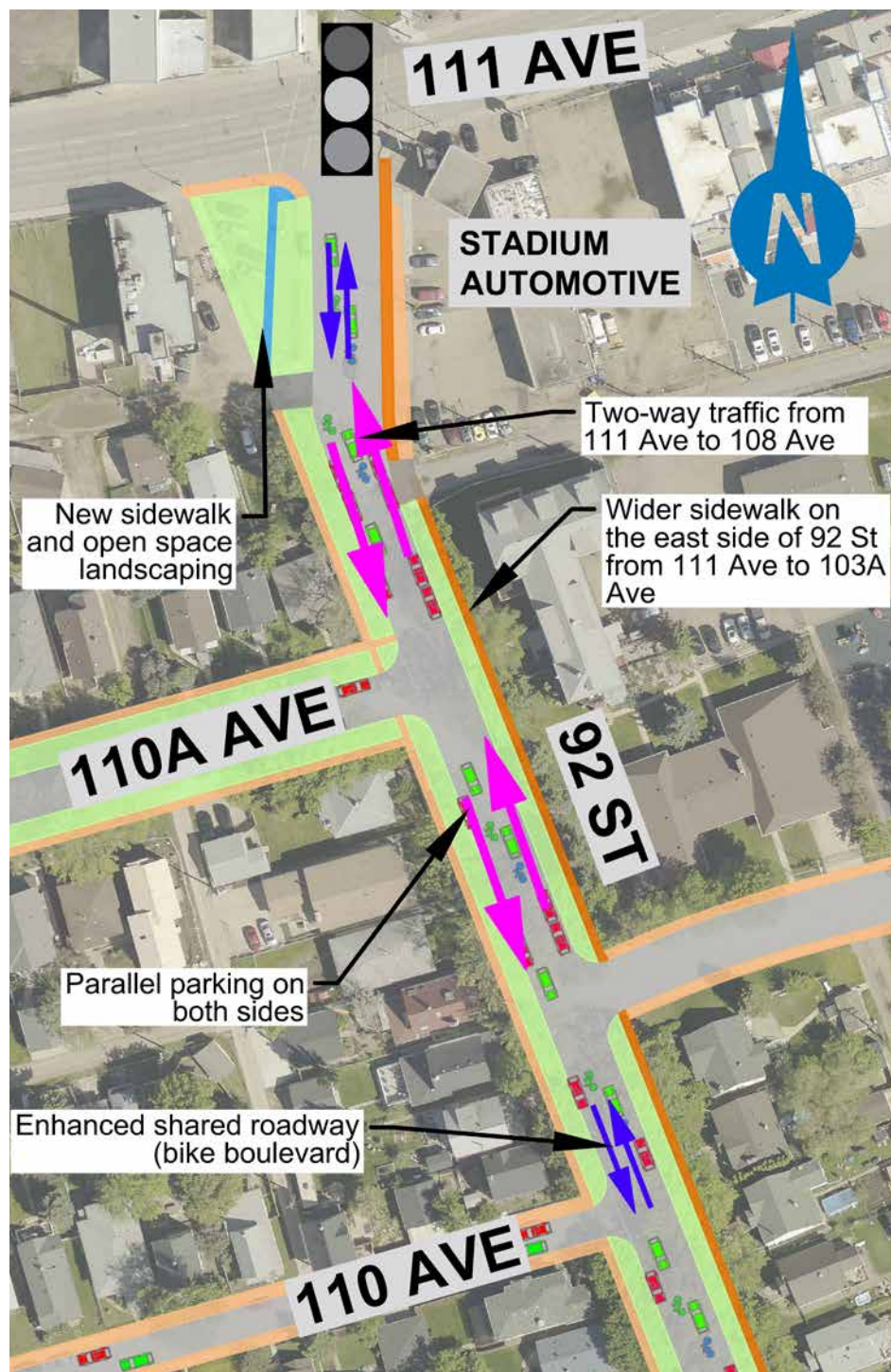
****Enhanced shared roadway (also known as a bike boulevard):** A bikeway that is located on the street and shared with low–volume, low–speed motor vehicle traffic. This design includes speed and volume management techniques to ensure the space is suitable for all ages and abilities.

**Changed from draft design*



92 Street – 111 to 103A Avenue

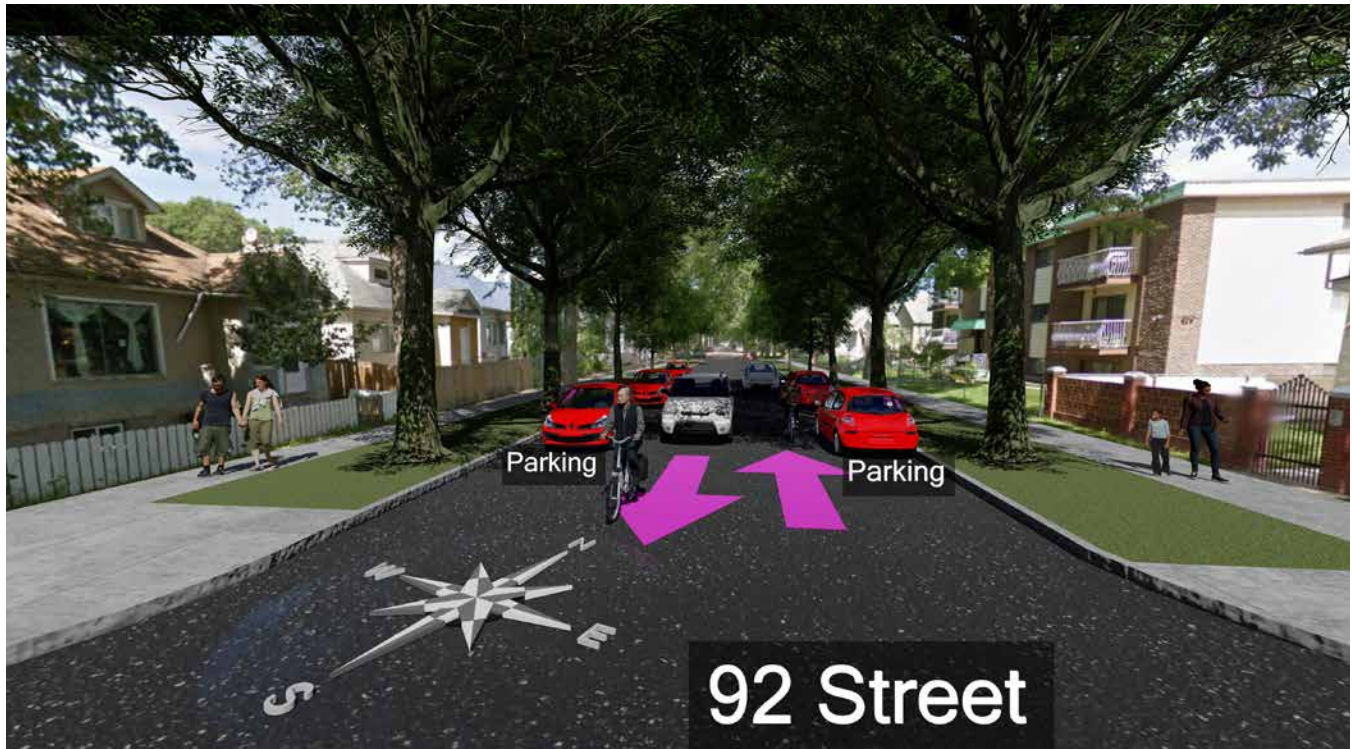
92 STREET – 111 TO 110 AVENUE





92 Street – 111 to 103A Avenue

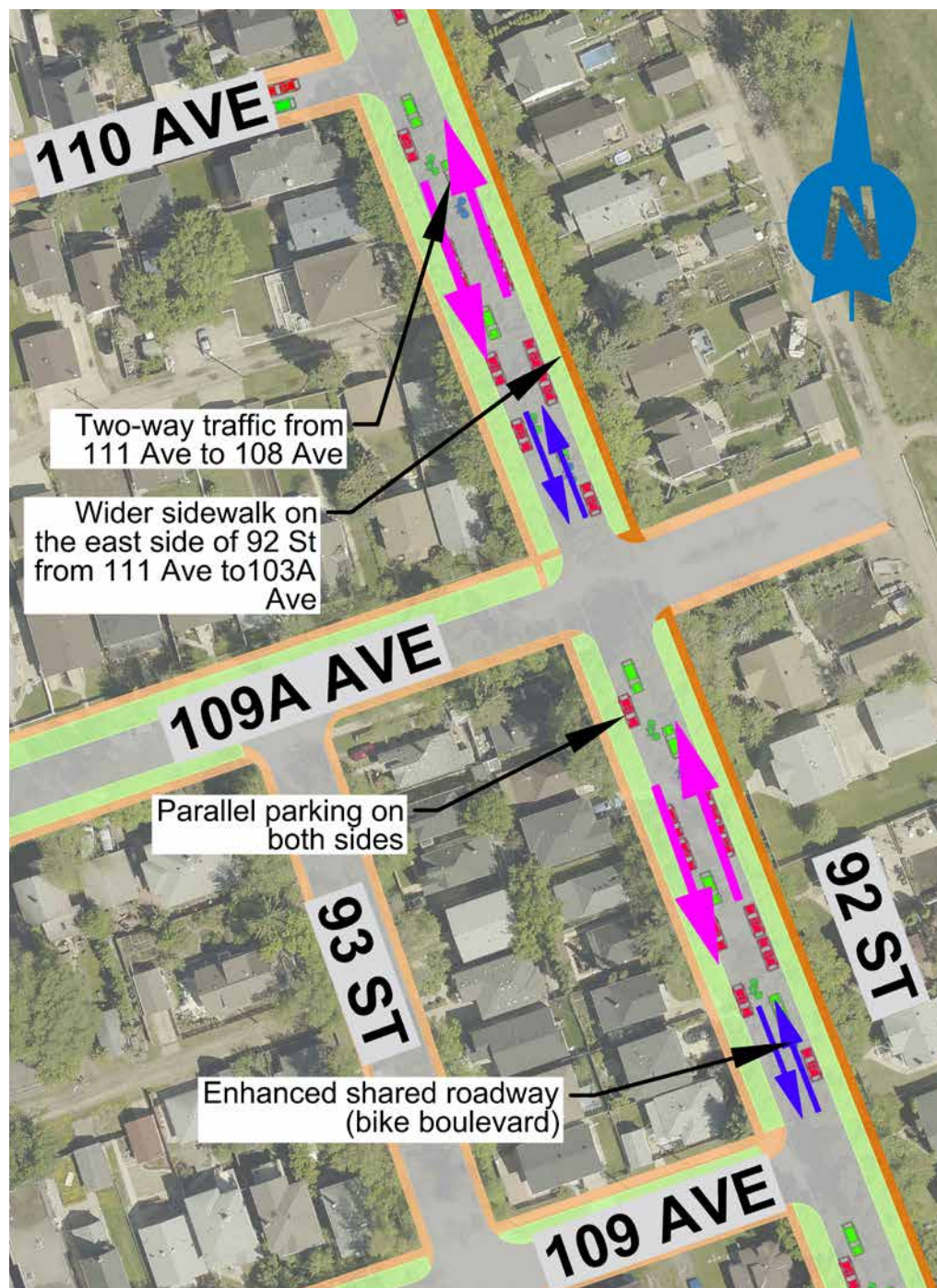
92 STREET – 111 TO 110 AVENUE LOOKING NORTH





92 Street – 111 to 103A Avenue

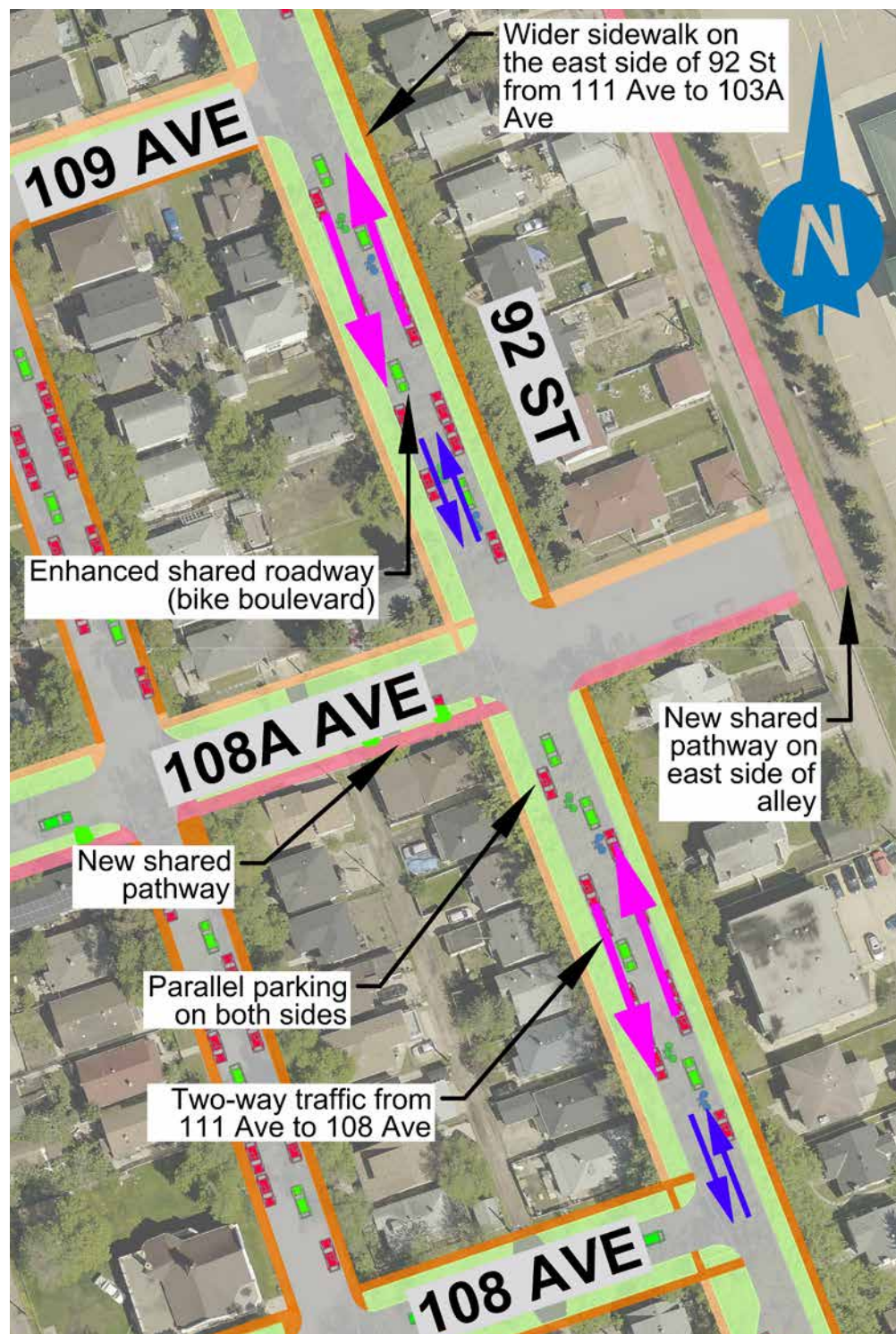
92 STREET – 110 TO 109 AVENUE





92 Street – 111 to 103A Avenue

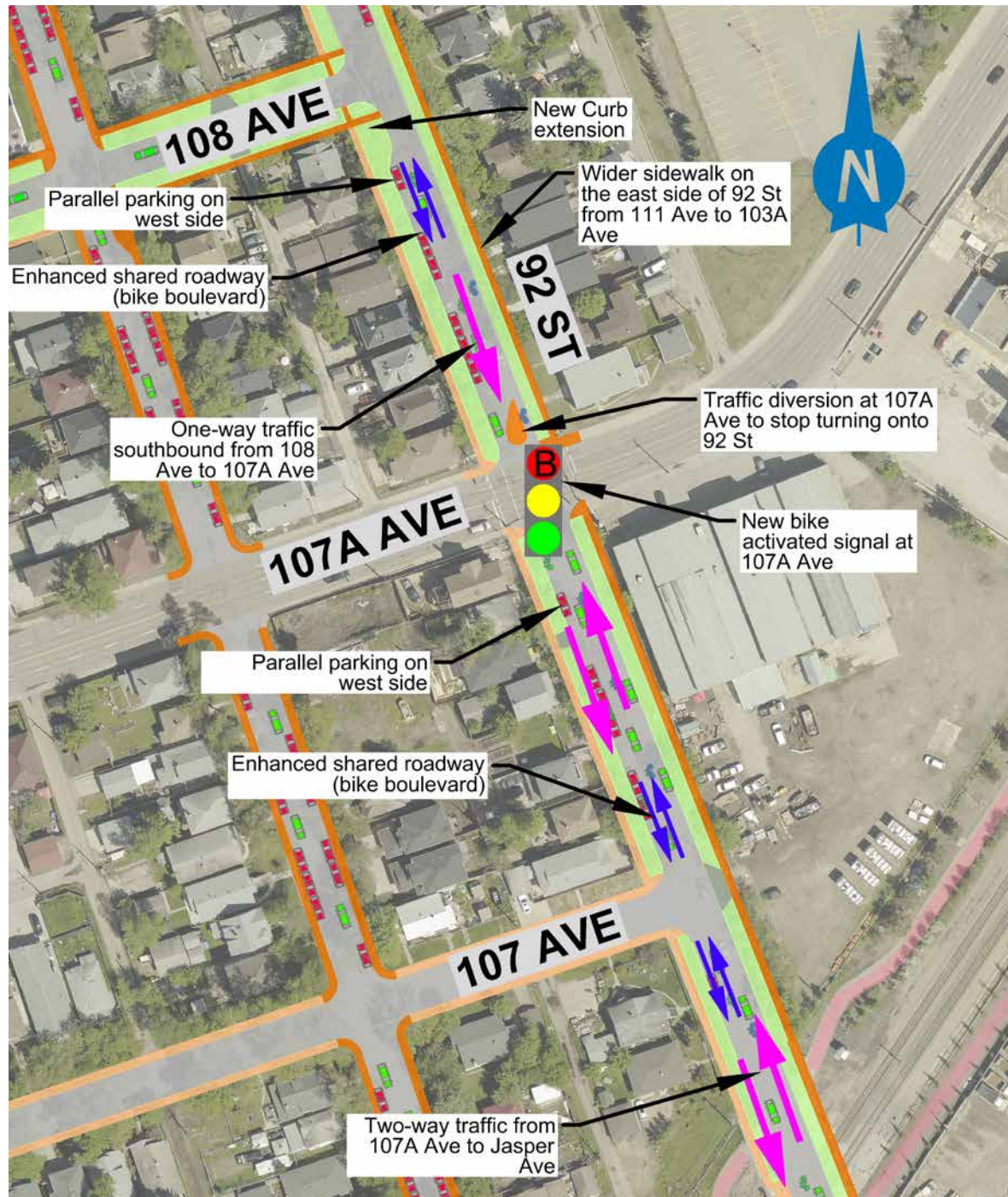
92 STREET – 109 TO 108 AVENUE





92 Street – 111 to 103A Avenue

92 STREET – 108 TO 107 AVENUE





92 Street – 111 to 103A Avenue

LOOKING SOUTH ALONG 92 STREET TOWARDS 107A AVENUE



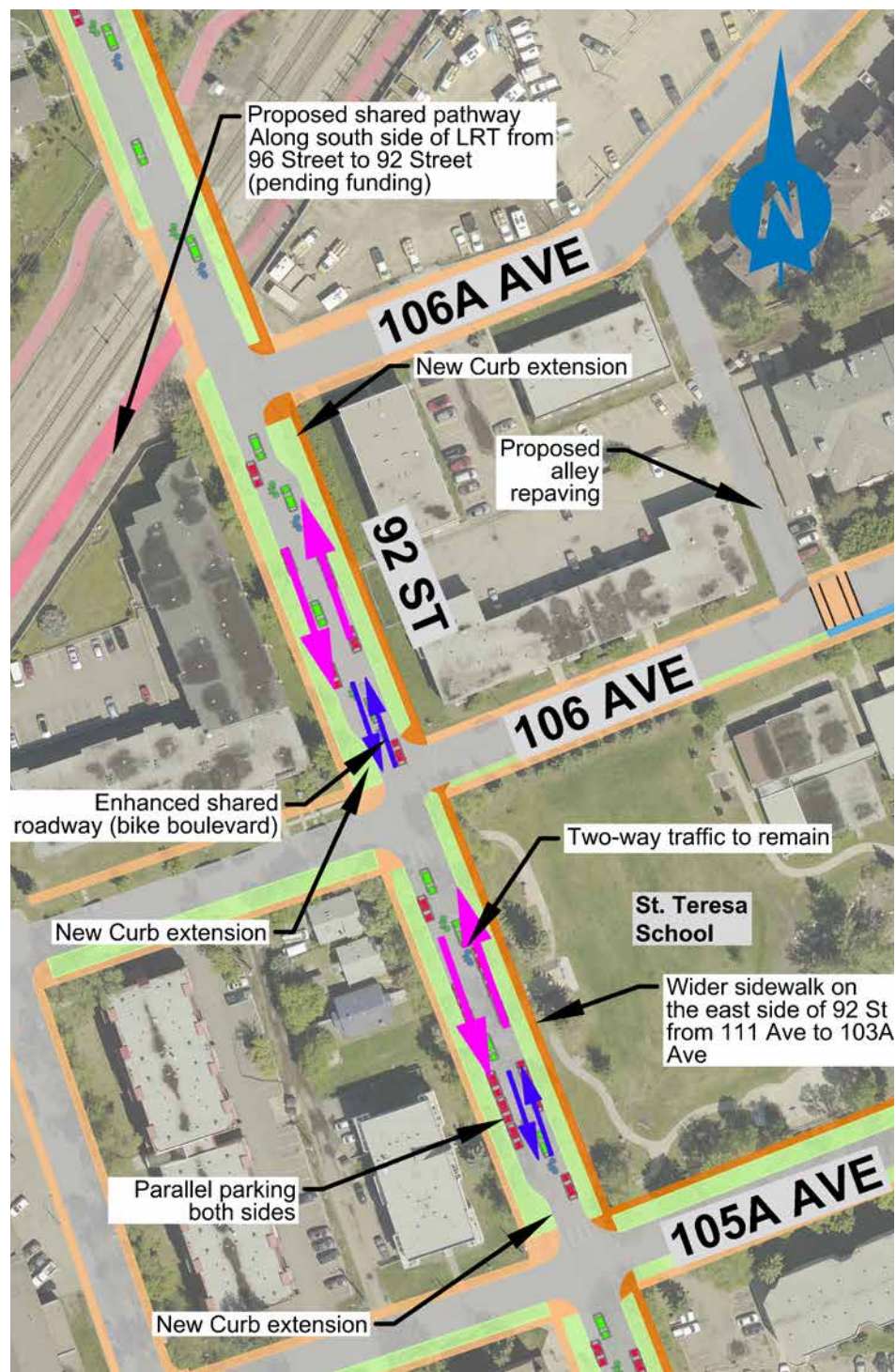
LOOKING NORTH ALONG 92 STREET TOWARDS 107A AVENUE





92 Street – 111 to 103A Avenue

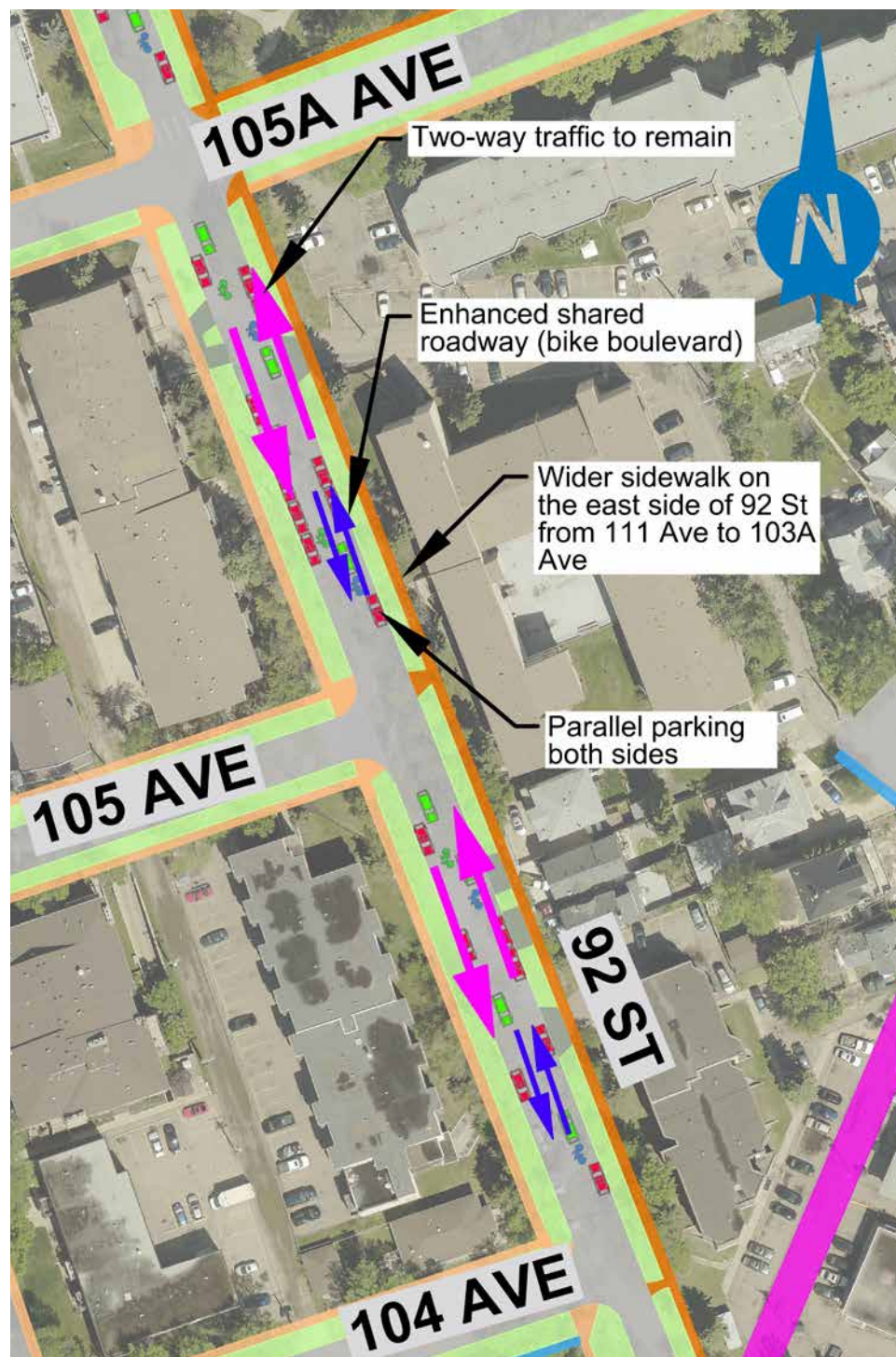
92 STREET – 107 TO 105A AVENUE





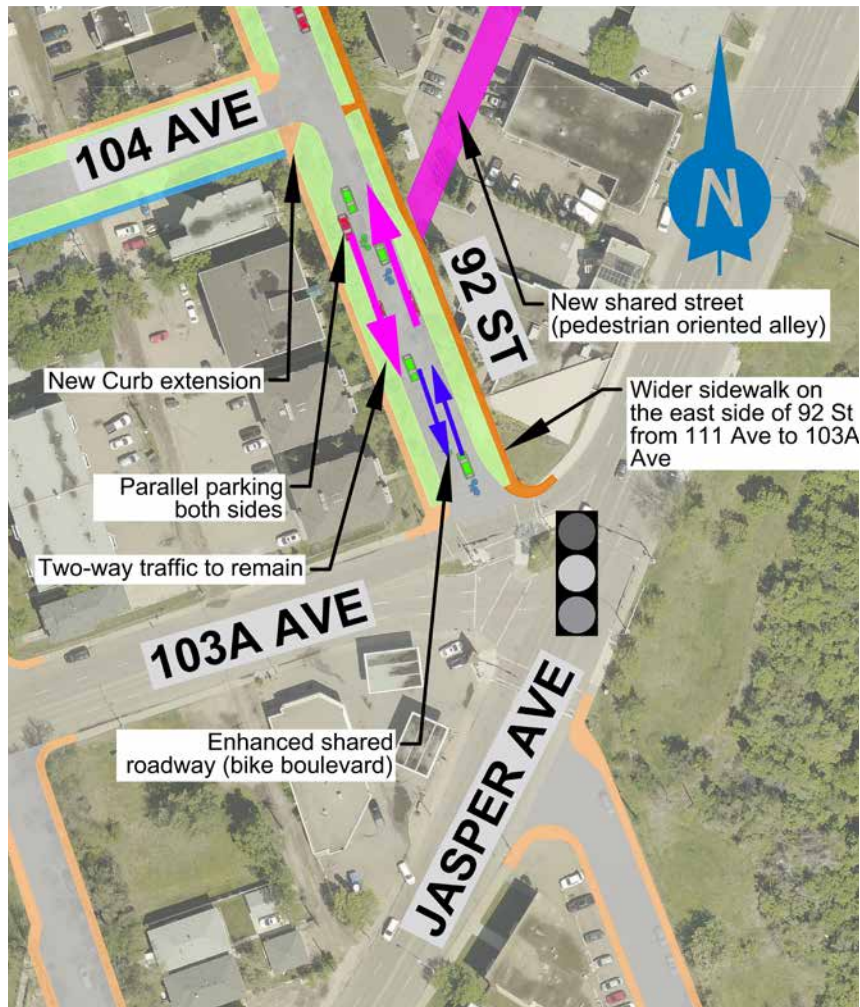
92 Street – 111 to 103A Avenue

92 STREET – 105A TO 104 AVENUE



92 Street – 111 to 103A Avenue

92 STREET – 104 TO 103A AVENUE



Aligns with Vision and the following Guiding Principles:



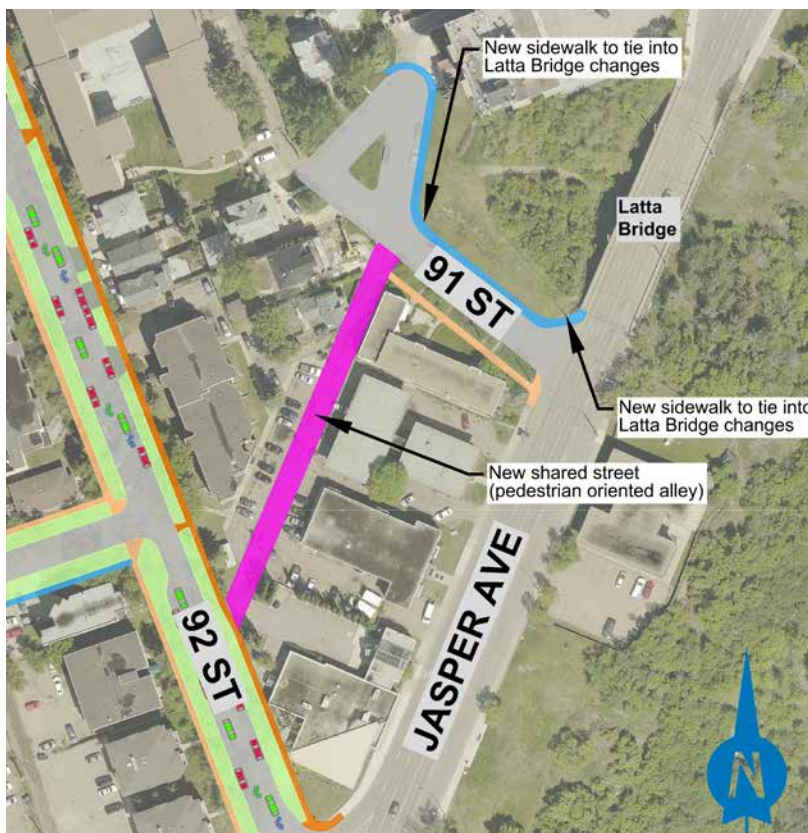
1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
4. Visually celebrate the unique character areas and rich history of each neighbourhood.

Alley connection to Latta Bridge (between 92 and 91 Street)

Boyle Street

What the final design includes

- + A shared street (pedestrian-oriented alley)** from 92 to 91 Street to better connect people to the Latta Bridge and Dawson Park. The shared street will connect to wider sidewalks on the east side of 91 Street that lead onto wide sidewalks on the Latta bridge and connect to destinations to the east.



Note: The green open space leading to and under the Latta Bridge and any paths heading into the river valley are NOT in the scope of work for this project. Information regarding the desires to improve those areas have been relayed to the appropriate City departments for consideration.

****A 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.



Aligns with Vision and the following Guiding Principles:

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



93 Street – 109A to 106A Avenue*

McCauley
East

What the final design includes:

- + Slightly narrowed road to make room for wider sidewalks on both sides
- + Curb extension added at 108 and 108A Avenue
- + Two-way traffic (as exists today)
- + Parallel parking on both sides (as exists today)

**Changed from draft design*

109A TO 108A AVENUE



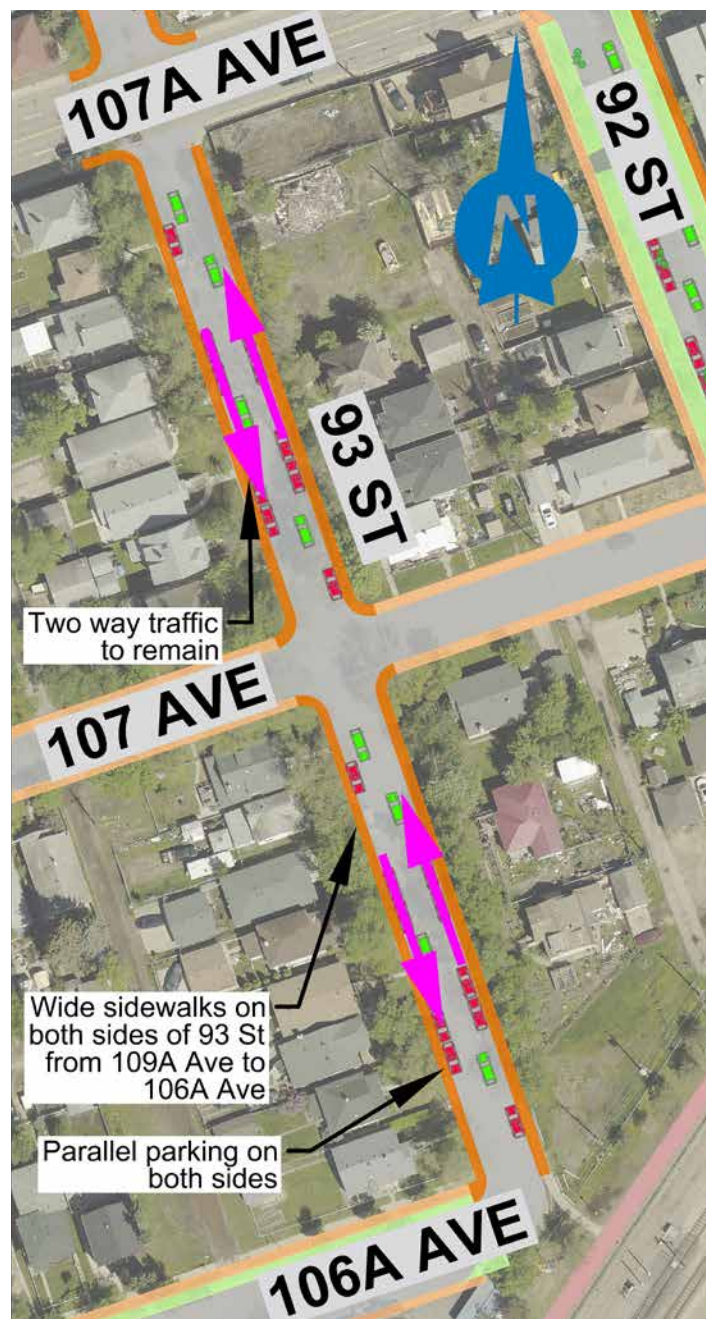
108A TO 107A AVENUE





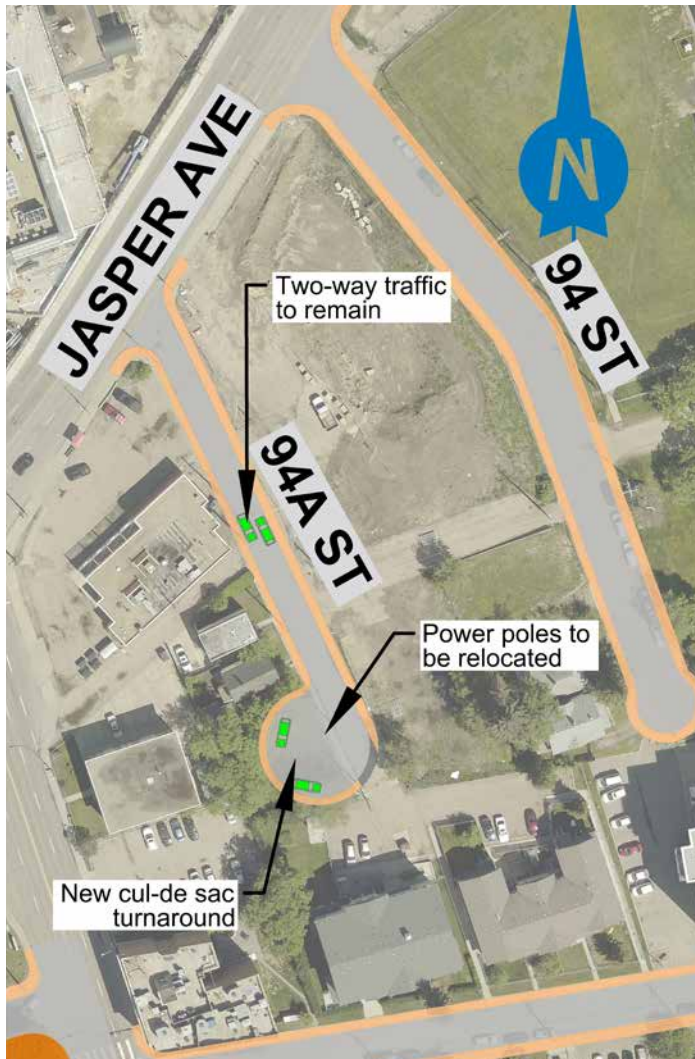
93 Street – 109A to 106A Avenue

107A TO 106A AVENUE



94A Street

Boyle Street



What the final design includes:

- + A cul-de-sac turnaround at the end of 94A Street to improve traffic flow. If power poles cannot be relocated, then area will stay the same.



Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

96 Street – 111 to 107A Avenue

McCauley Central

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 final 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
- + Special pavement treatment and additional seating areas added between 108 and 108A Avenue that could be closed for special events/markets
- + 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 on both sides* and new tree plantings
- + Enhanced streetscape and public space for public events between 108A and 108 Avenue
- + 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).
- + On-street parking added to the following side streets: 108, 108A and 110A Avenue*
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

**Changed from draft design*



96 Street – 111 to 107A Avenue

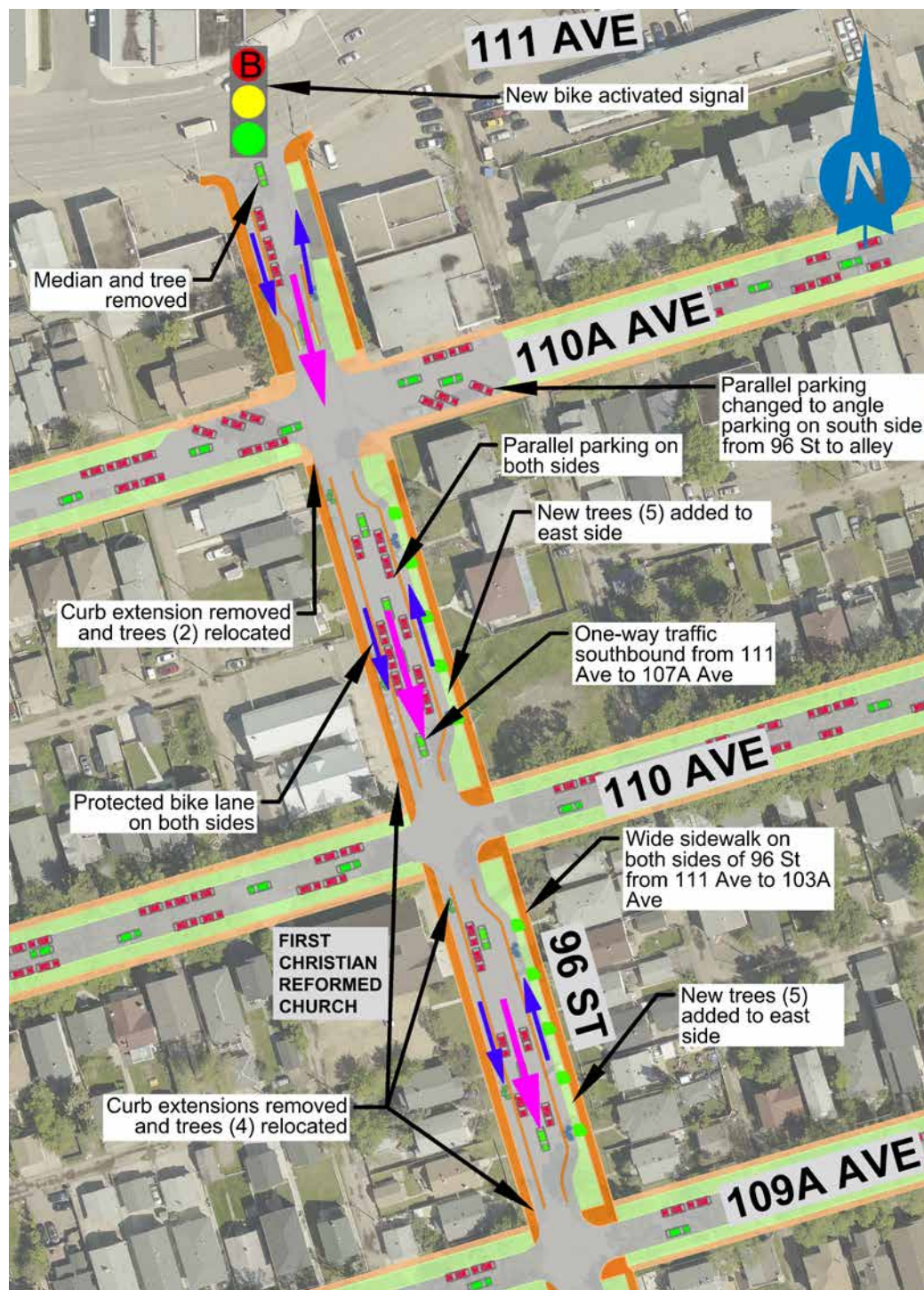
LOOKING SOUTH ALONG 96 STREET





96 Street – 111 to 107A Avenue

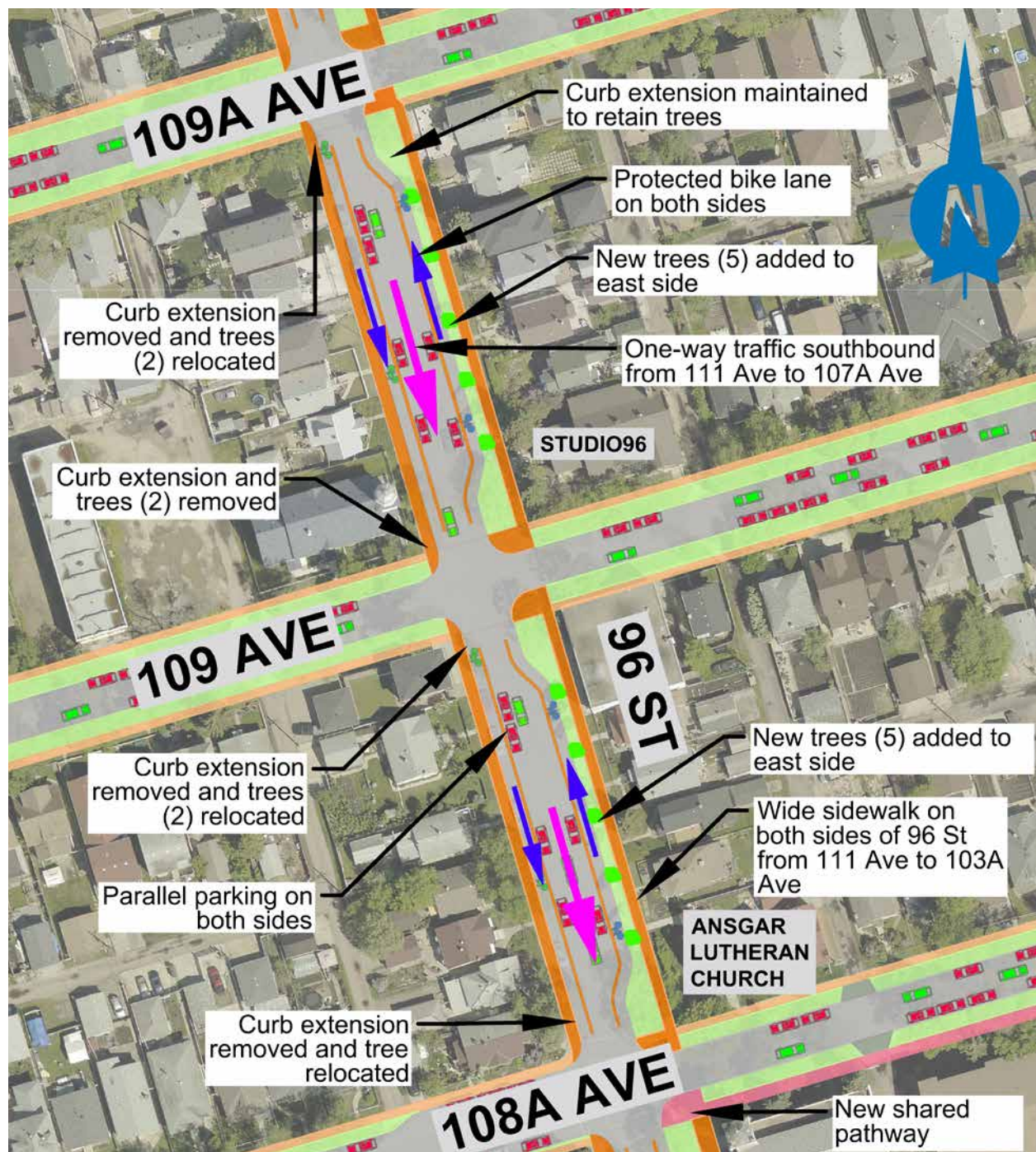
111 TO 109A AVENUE





96 Street – 111 to 107A Avenue

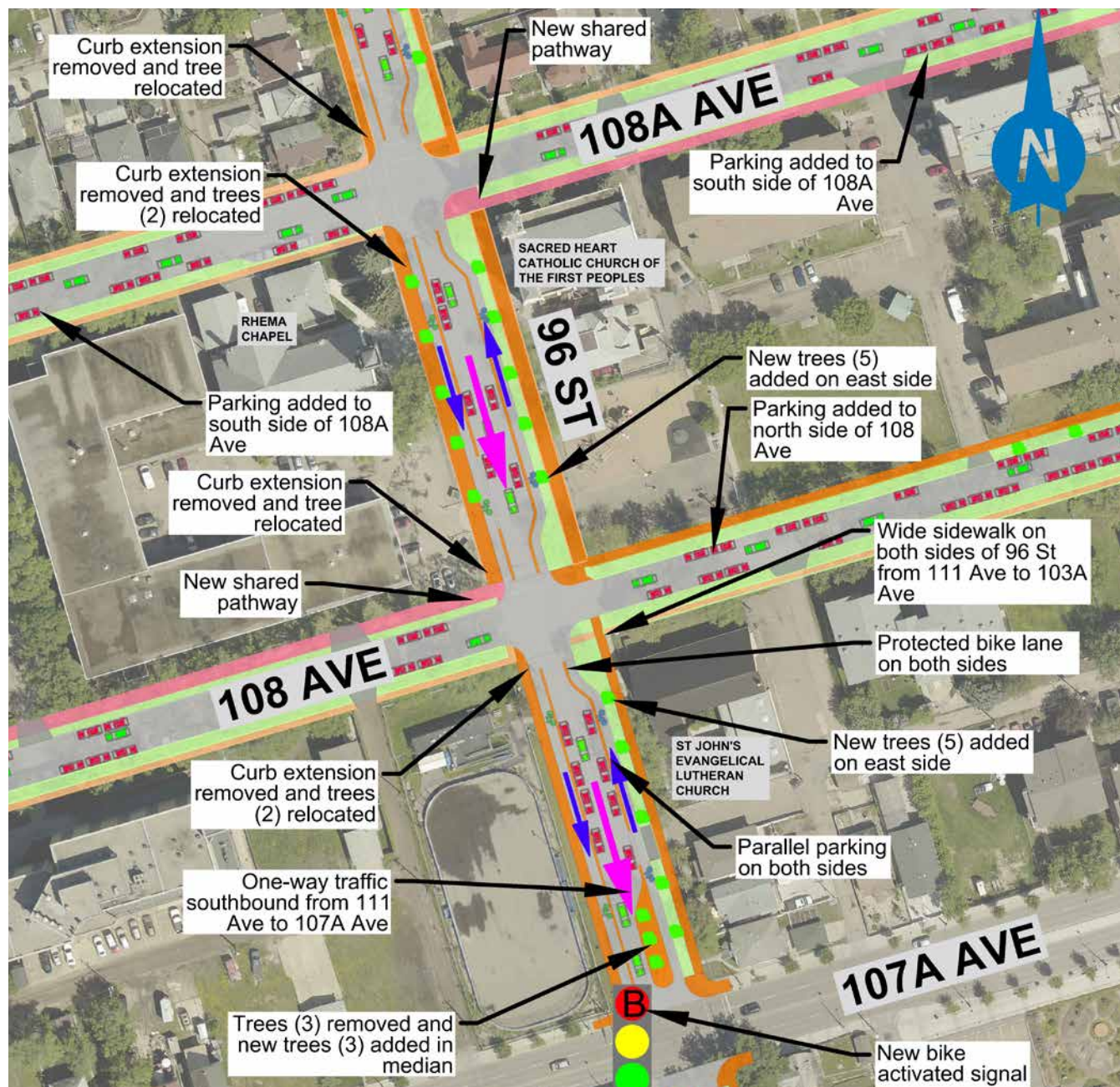
109A TO 108A AVENUE





96 Street – 111 to 107A Avenue

108A TO 107A AVENUE



Note: Refer to 96 Street Enhanced Streetscape location for additional design details planned between 108A to 108 Avenue



96 Street – 111 to 107A Avenue

96 Street enhanced streetscape

96 Street between 108A and 108 Avenue will be enhanced with treatments such as planting beds and unique paving to identify it as a special gathering area that could be closed to traffic for community events.

108A TO 108 AVENUE





96 Street – 111 to 107A Avenue

96 Street enhanced streetscape

96 STREET LOOKING SOUTH FROM 108A AVENUE



96 STREET LOOKING EAST AT SACRED HEART CHURCH





96 Street – 111 to 107A Avenue

96 Street enhanced streetscape

96 STREET NEAR SACRED HEART CHURCH



96 STREET LOOKING WEST NEAR THE RHEMA CHAPEL





96 Street – 111 to 107A Avenue

96 Street enhanced streetscape

96 STREET LOOKING NORTH FROM 108 AVENUE



96 STREET LOOKING NORTH FROM 108 AVENUE (CLOSED FOR STREET EVENTS)



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.
4. Visually celebrate the unique character areas and rich history of each neighbourhood.



96 Street – 107A to 106 Avenue

McCauley Central

What the final design includes:

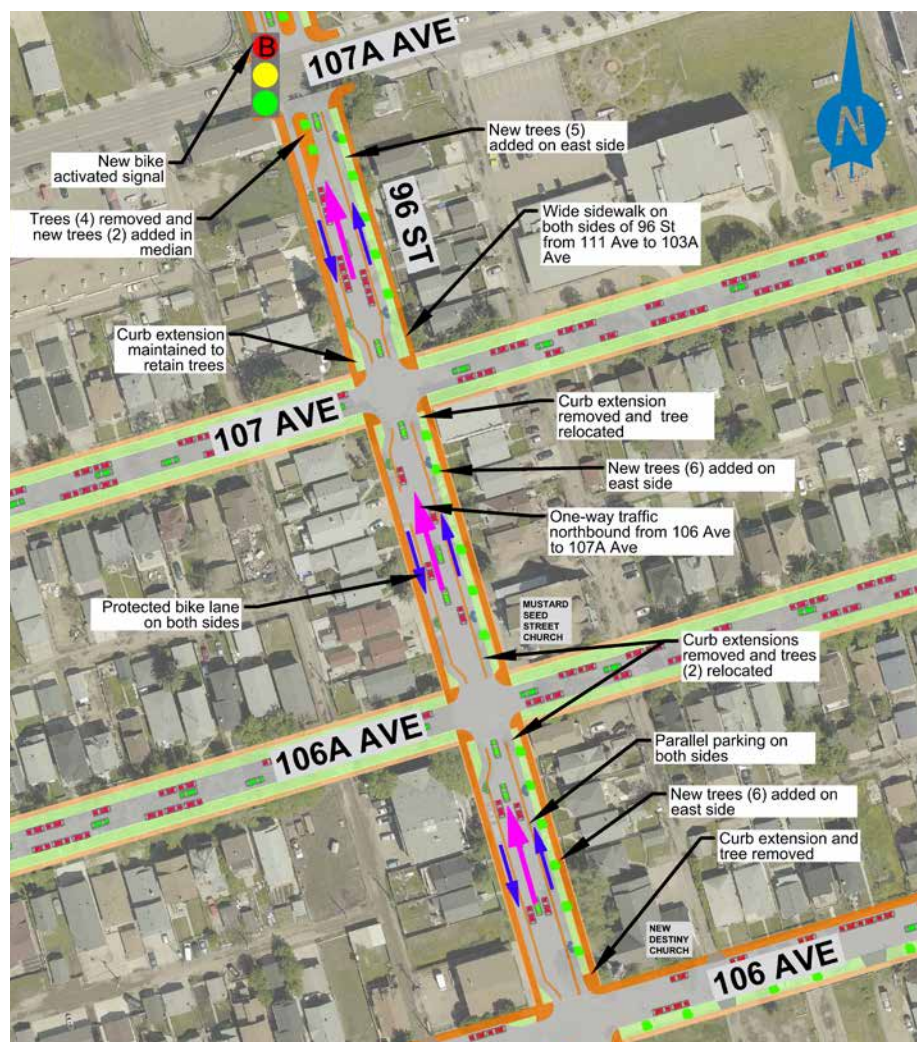
- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A bike activated signal located at 107A Avenue
- + One-way vehicle traffic northbound (change from what exists today)
- + Removal of some curb extensions to make space for the protected bike lane. Some curb extensions are being maintained to reduce crossing distances and preserve mature trees along the street.
- + Parallel on-street parking (70 per cent of parking retained from what exists today)
- + A change to parallel parking that will create public space for wider sidewalks on both sides* and new tree plantings
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

**Changed from draft design*



96 Street – 107A to 106 Avenue

107A TO 106 AVENUE



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
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.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

96 Street – 106 to 103A Avenue

Boyle Street

McCauley Central

What the final design includes:

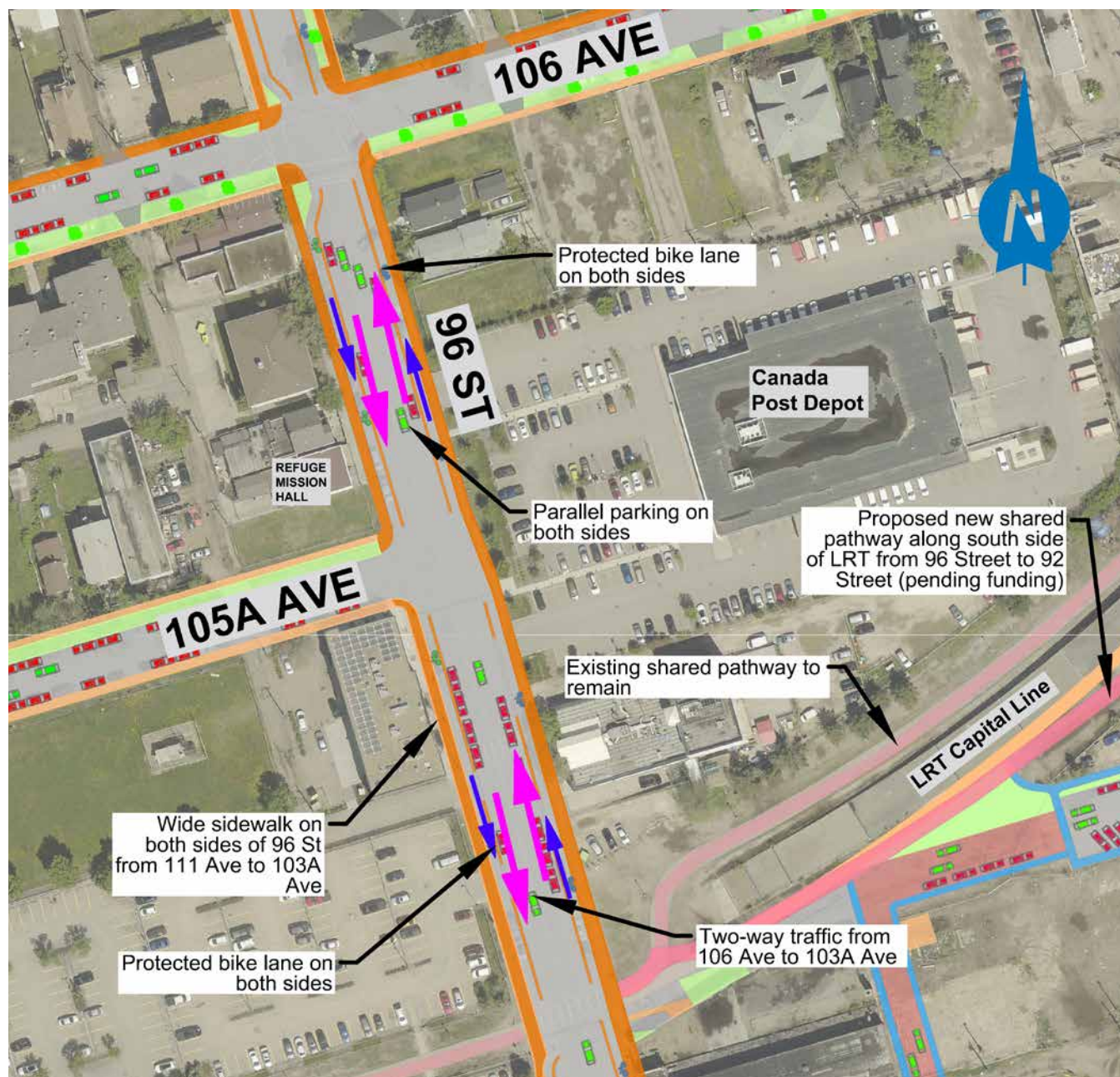
- + An on-street protected bike lane, located on both sides of 96 Street that will provide a key north-south cycle connection to other area bike lanes and key destinations within the neighbourhood
- + A curb extension to slow traffic (as exists today)
- + Two-way vehicle traffic (as exists today)
- + Parallel on-street parking north of LRT tracks (70 per cent of parking retained from what exists today)
- + Parallel and angle on-street parking south of LRT tracks (as exists today)
- + A painted bike lane on the east and west side of 96 Street between 104 and 103A Avenue to accommodate Edmonton Police Services and Fire Station parking (as exists today)
- + A change to parallel parking that will create public space for wider sidewalks on both sides*
- + The existing street lighting post top poles replaced with an updated style in the same colour
- + Pedestrian level lighting added to new galvanized street lights along 96 Street between 111 and 103A Avenue

**Changed from draft design*



96 Street – 106 to 103A Avenue

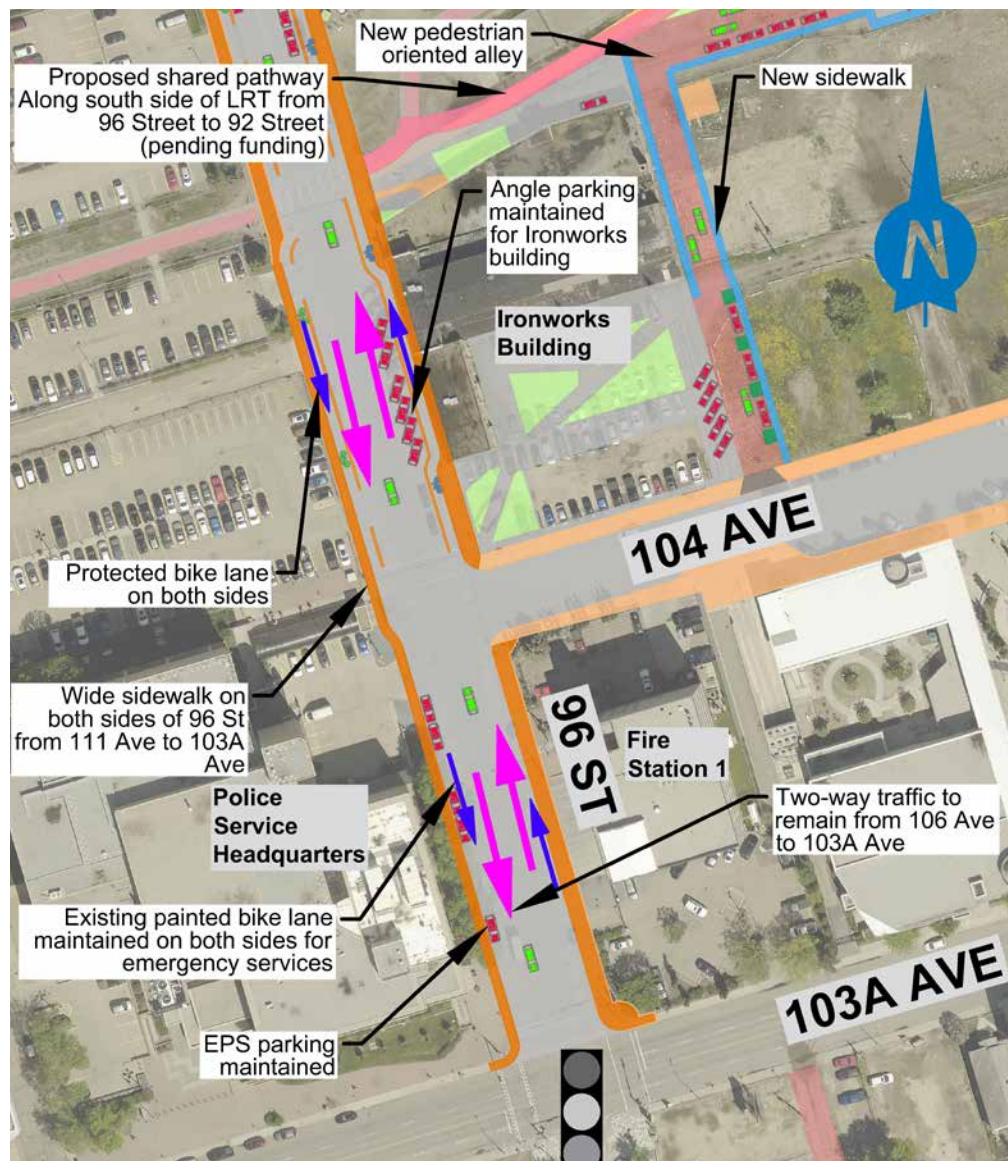
106 AVENUE TO LRT TRACKS





96 Street – 106 to 103A Avenue

LRT TRACKS TO 103A AVENUE



Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.



98 Street – 110A to 105 Avenue

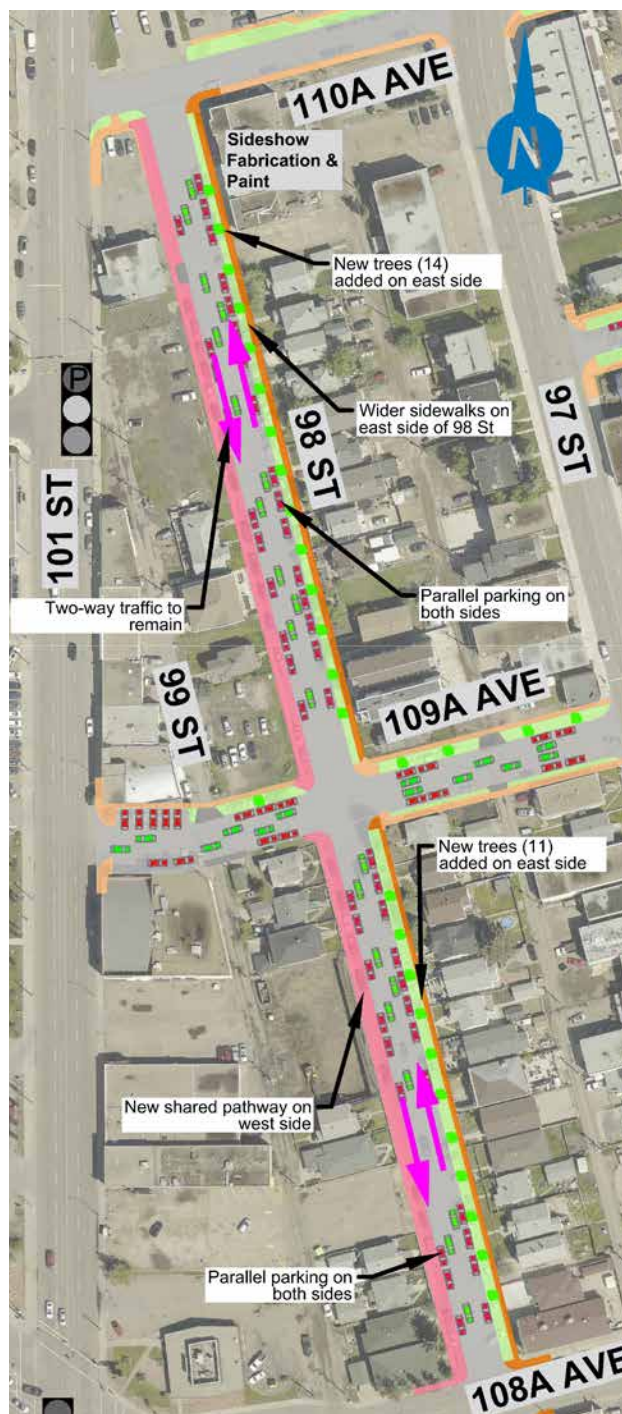
McCauley West

What the final design includes:

- + A narrowed road width and a change to all parallel parking that will create space for:
- + A shared pathway on the west side and wider sidewalks on the east side to help create 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)
- + Special pavement and sidewalk treatment between 106 to 107A Avenue to enhance the area as a gathering space (subject to funding)*

**Changed from draft design*

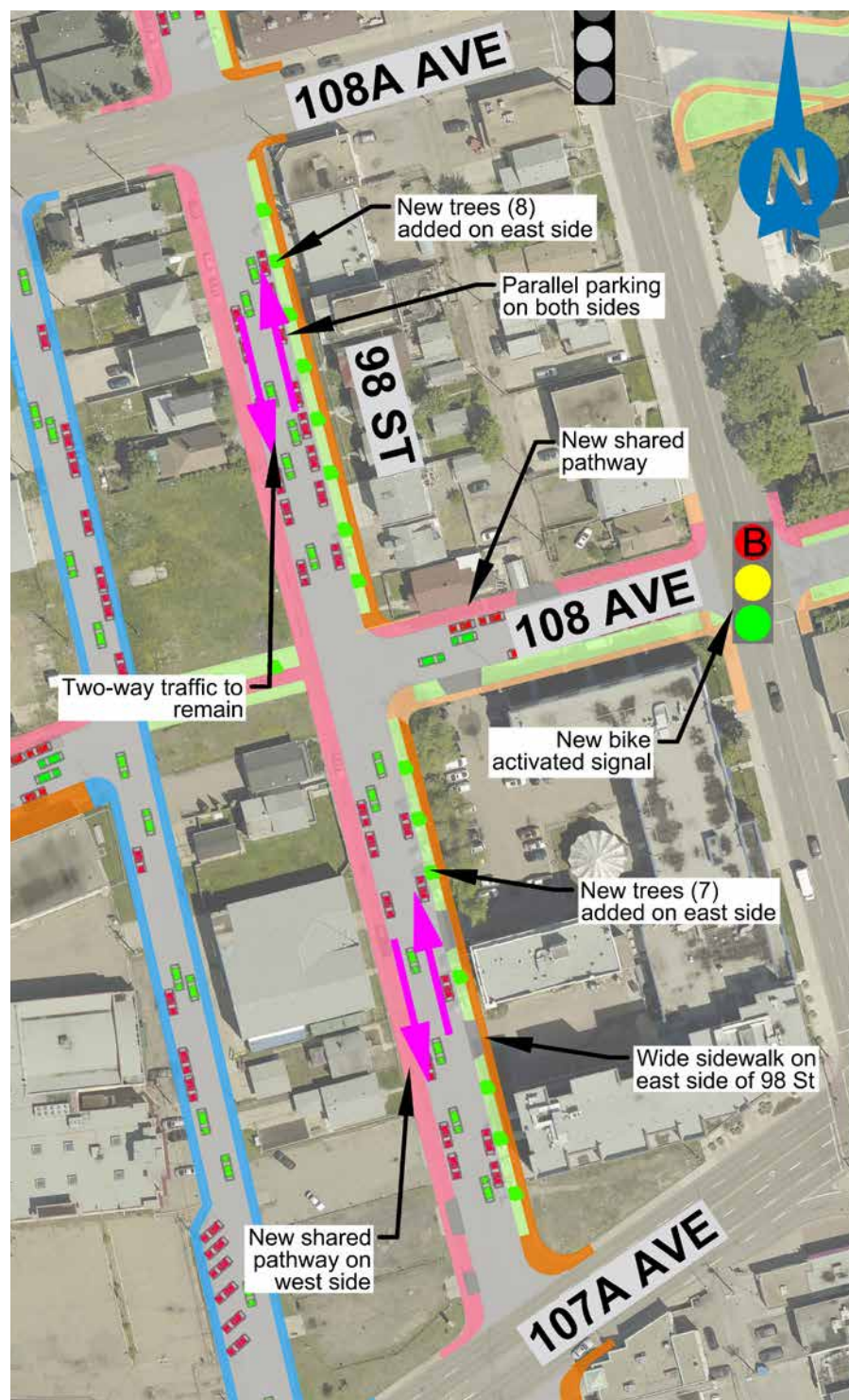
98 STREET – 110A TO 108A AVENUE





98 Street – 110A to 105 Avenue

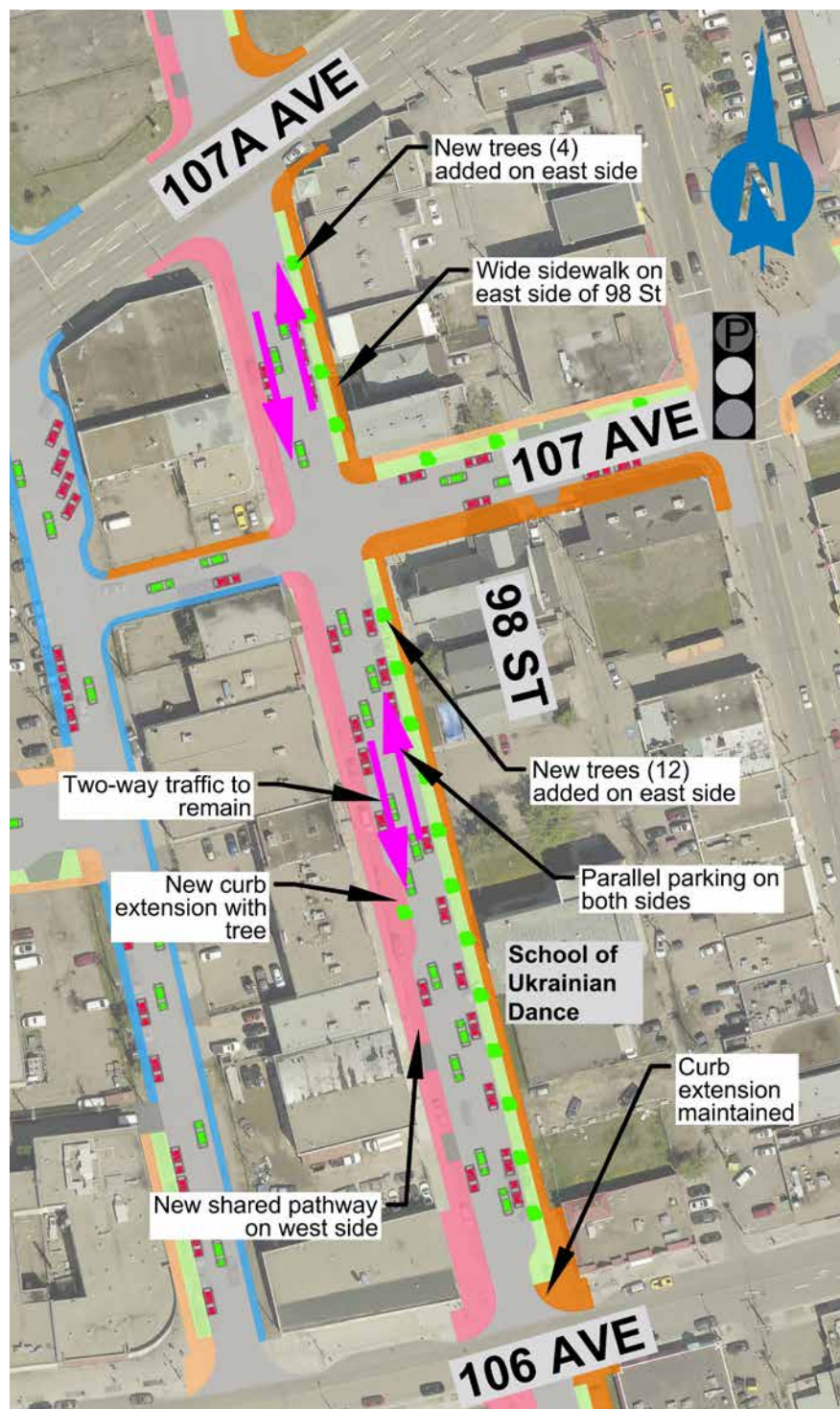
98 STREET – 108A TO 107A AVENUE





98 Street – 110A to 105 Avenue

98 STREET – 107A TO 106 AVENUE

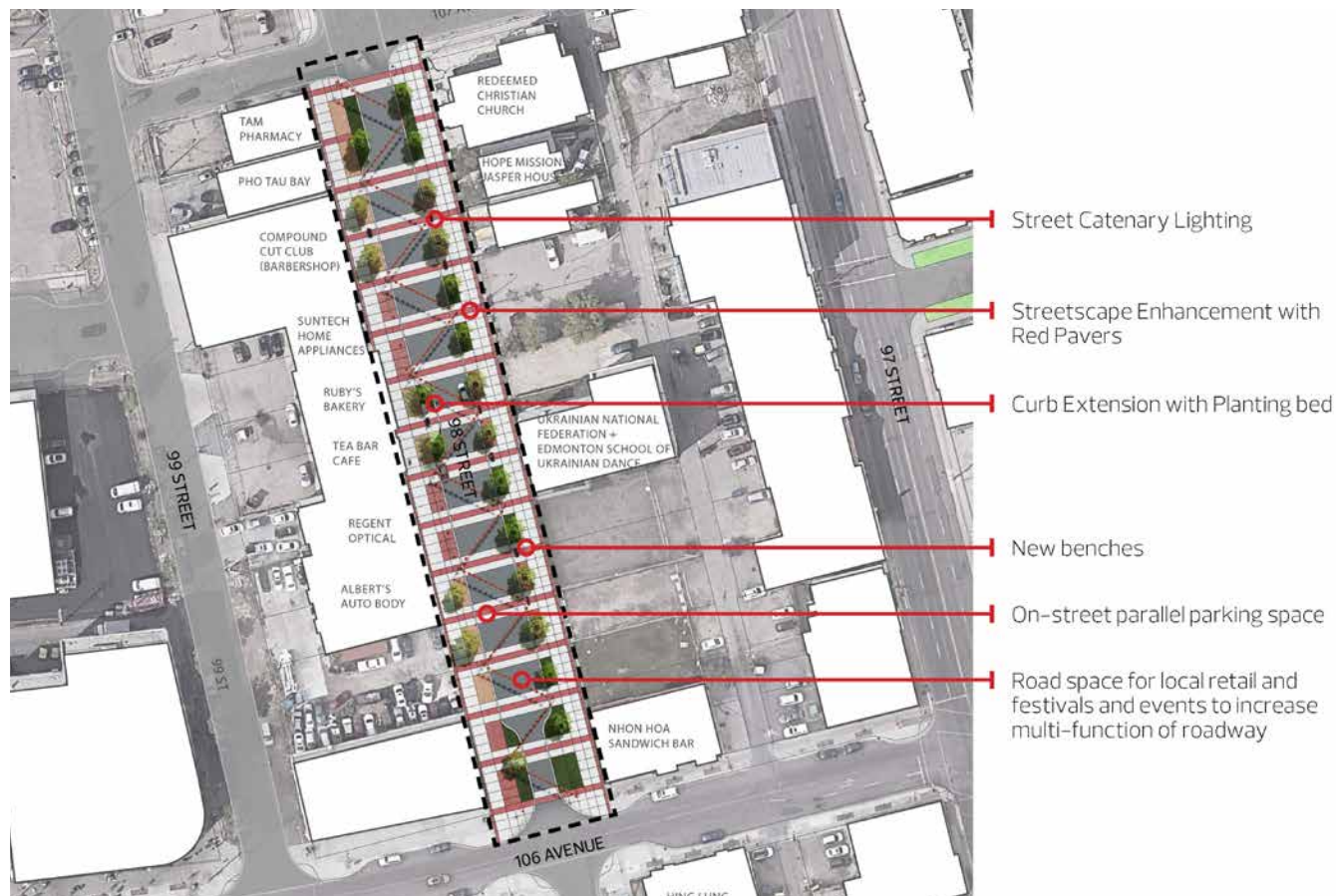


Note: Refer to 98 Street enhanced streetscape location for additional design details planned between 107 to 106 Avenue



98 Street – 110A to 105 Avenue

98 Street enhanced streetscape

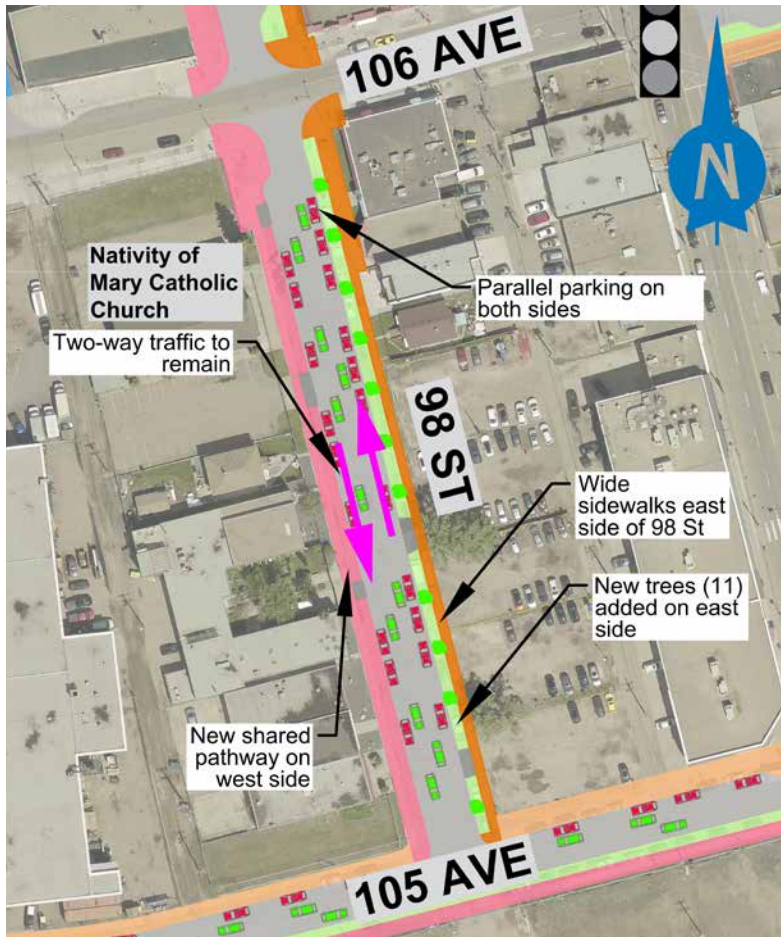


98 STREET LOOKING NORTH



98 Street – 110A to 105 Avenue

98 STREET – 106 TO 105 AVENUE



Aligns with Vision and the following Guiding Principles:



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



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.



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



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



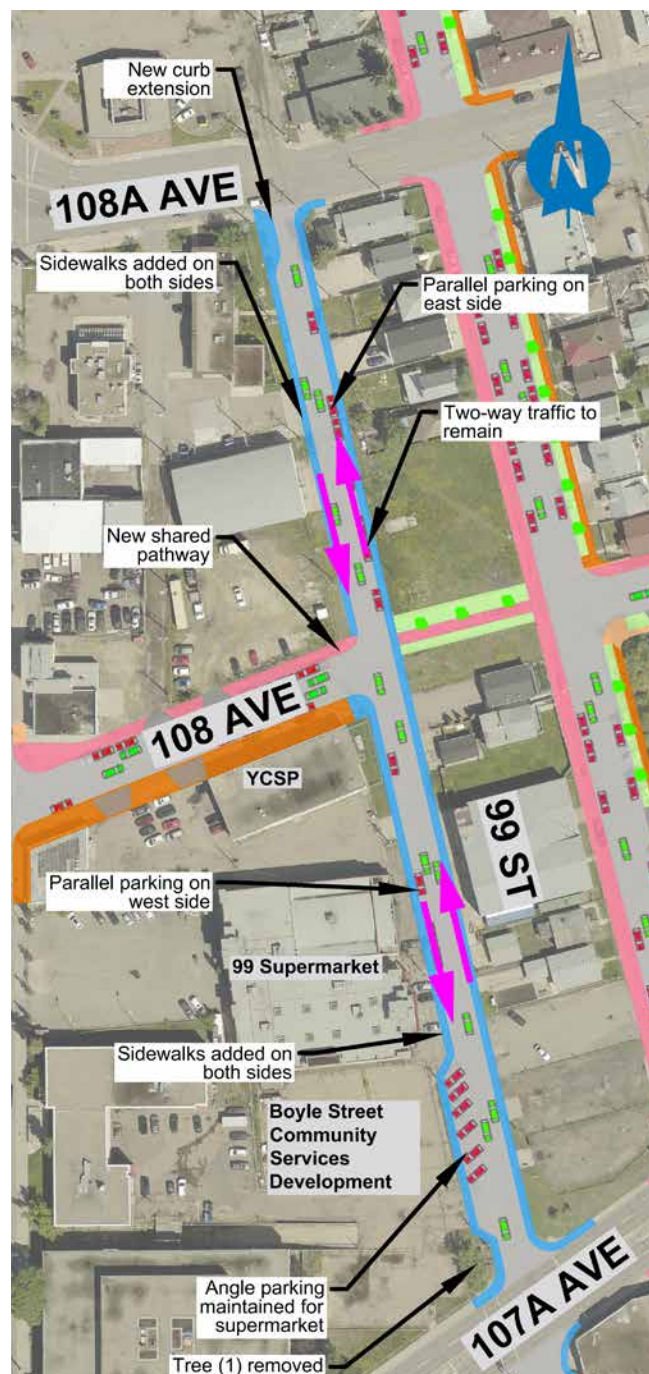
99 Street – 108A to 106 Avenue

McCauley West

What the final design includes:

- + A narrowed road width that will create public space for:
 - + New sidewalks on both sides of 99 Street to improve pedestrian connectivity
- + A curb extension added at 108A Avenue to reduce crossing distances and improve sightlines
- + Two-way vehicle traffic (as exists today)
- + Angle on-street parking near businesses and parallel parking east side of the road north of 108 Avenue and west side of the road south of 108 Avenue

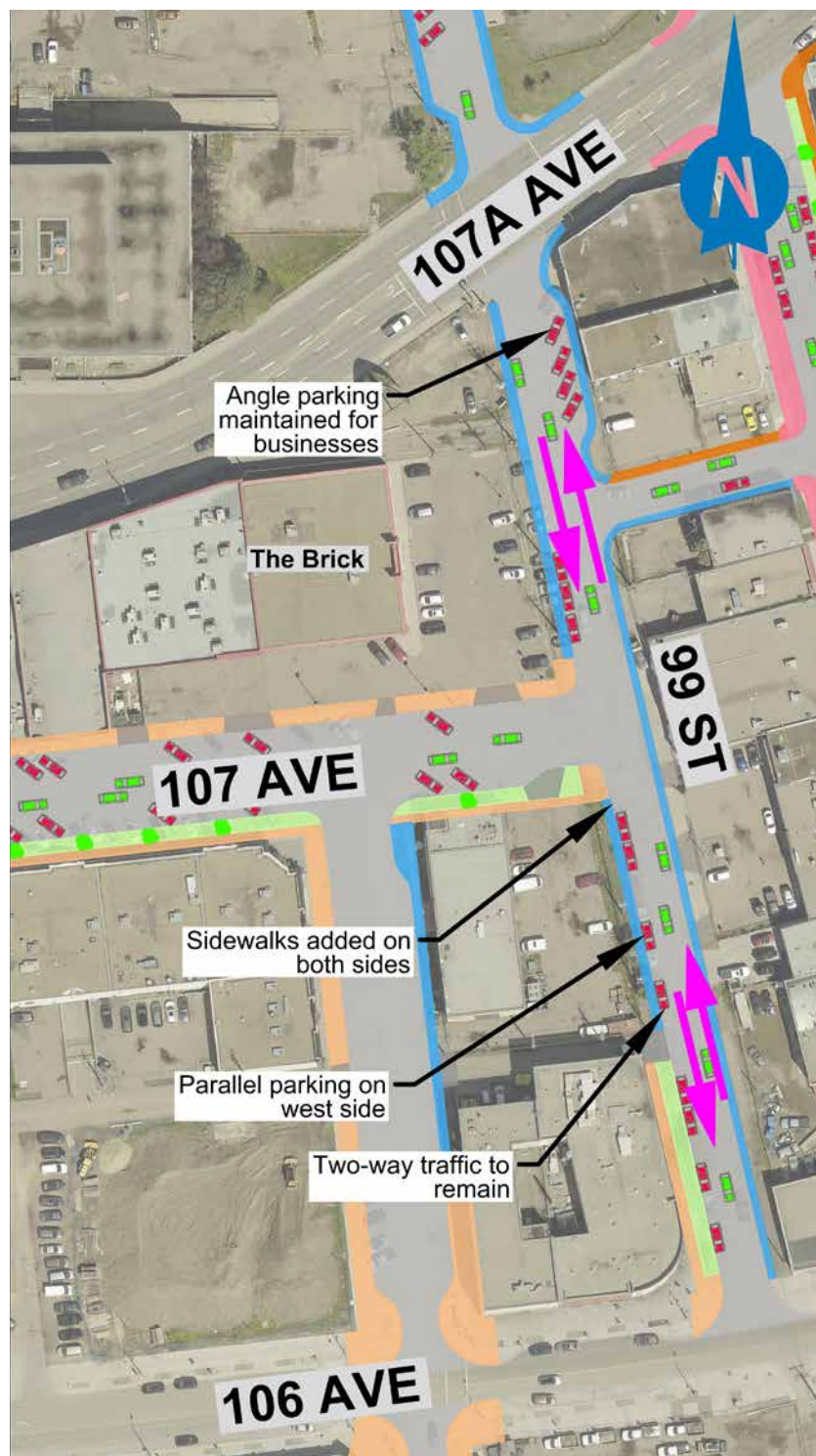
99 STREET – 108A TO 107A AVENUE





99 Street – 108A to 106 Avenue

99 STREET – 107A TO 106 AVENUE



Aligns with Vision and the following Guiding Principles:



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



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



100 Street – 107 to 105 Avenue*

McCauley West

What the final design includes:

- + Sidewalk added to the east side
- + New trees with low impact development added to the east side
- + Two-way traffic (as exists today)
- + Angle parking (as exists today)

**Changed from draft design*

Aligns with Vision and the following Guiding Principles:



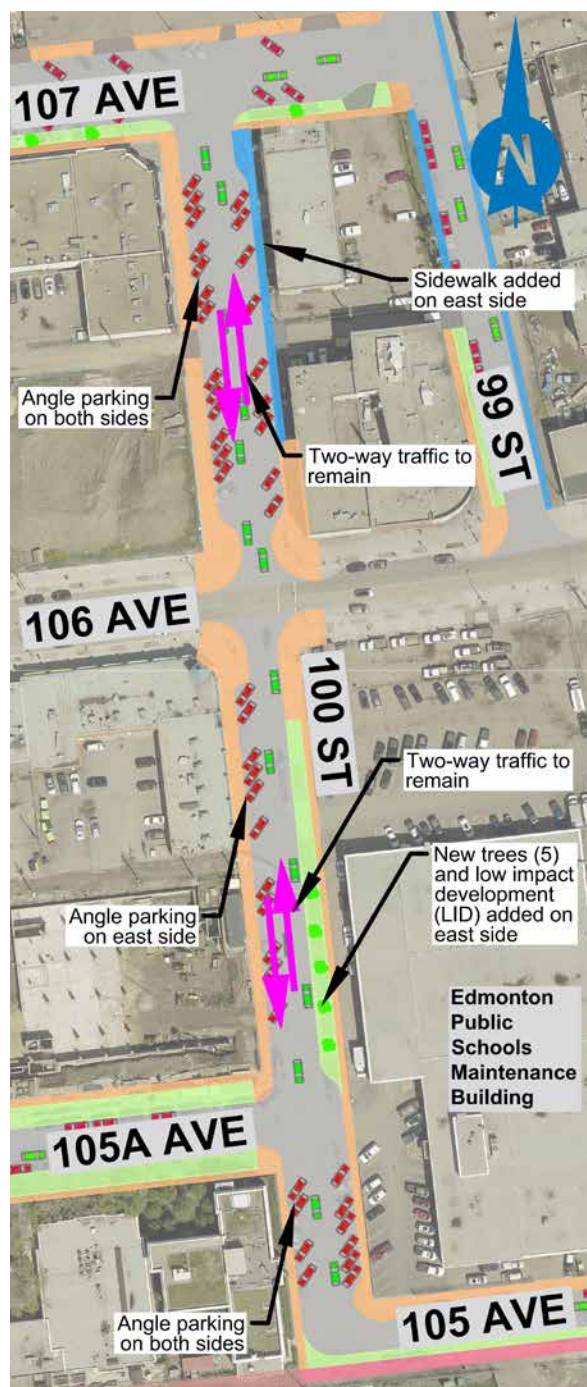
1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.



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.



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





Boyle Renaissance Phase 3 – Alley – 103 to 102A Avenue (east side of Kinistinâw Park)

Boyle Street

What the final design includes:

- + A shared street (pedestrian-oriented alley)** lining the east side of Kinistinâw Park between 103A and 102A Avenue to provide a multi-modal connection to the park, facilitate a public-use space and accommodate future development adjacent to the park. This design aligns with the Quarters' Boyle Renaissance future building development plans.

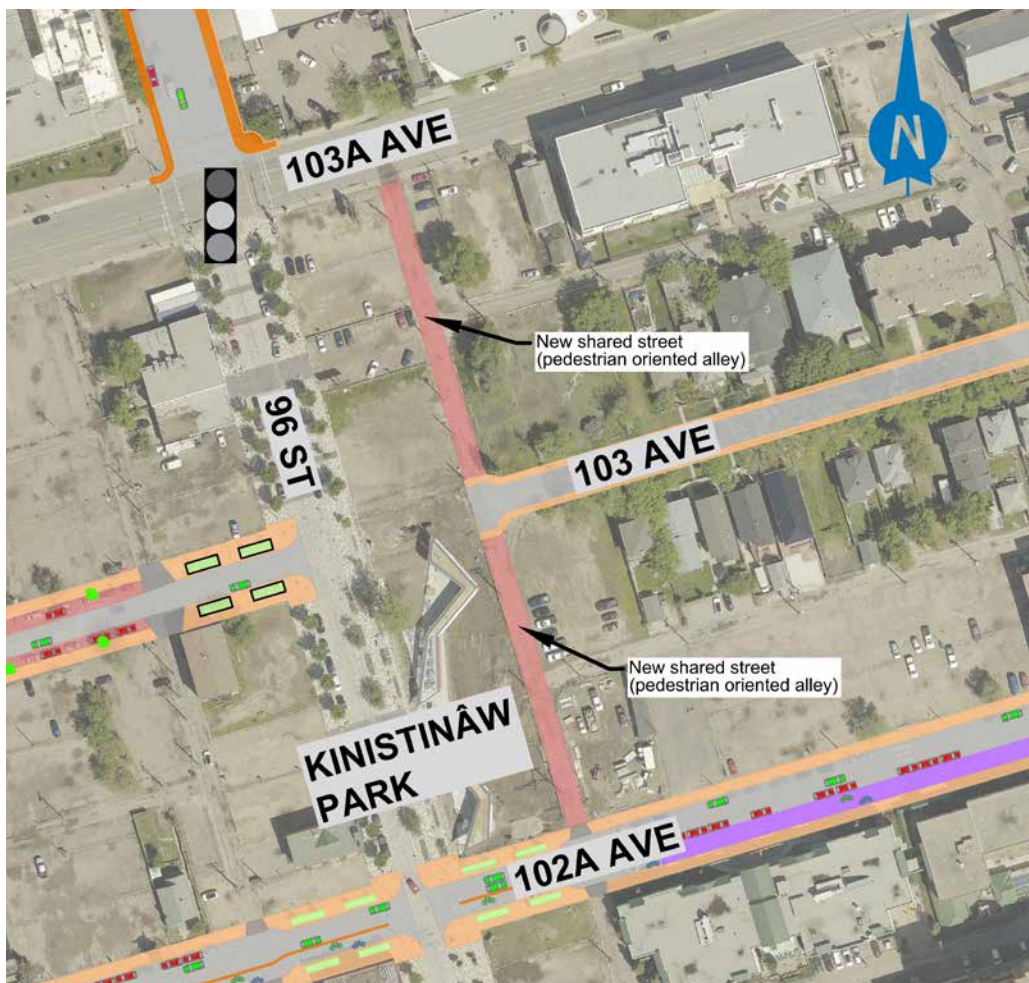
SHARED STREET (PEDESTRIAN ORIENTED ALLEY) EXAMPLES



****A 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.



Alley – 103A Avenue to 102A Avenue (east side of Kinistinâw Park)



Aligns with Vision and the following Guiding Principles:



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



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.



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



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

Boyle Renaissance Phase 3 – Alley connecting 105 Avenue to 104 Avenue and the LRT shared pathway

Boyle Street

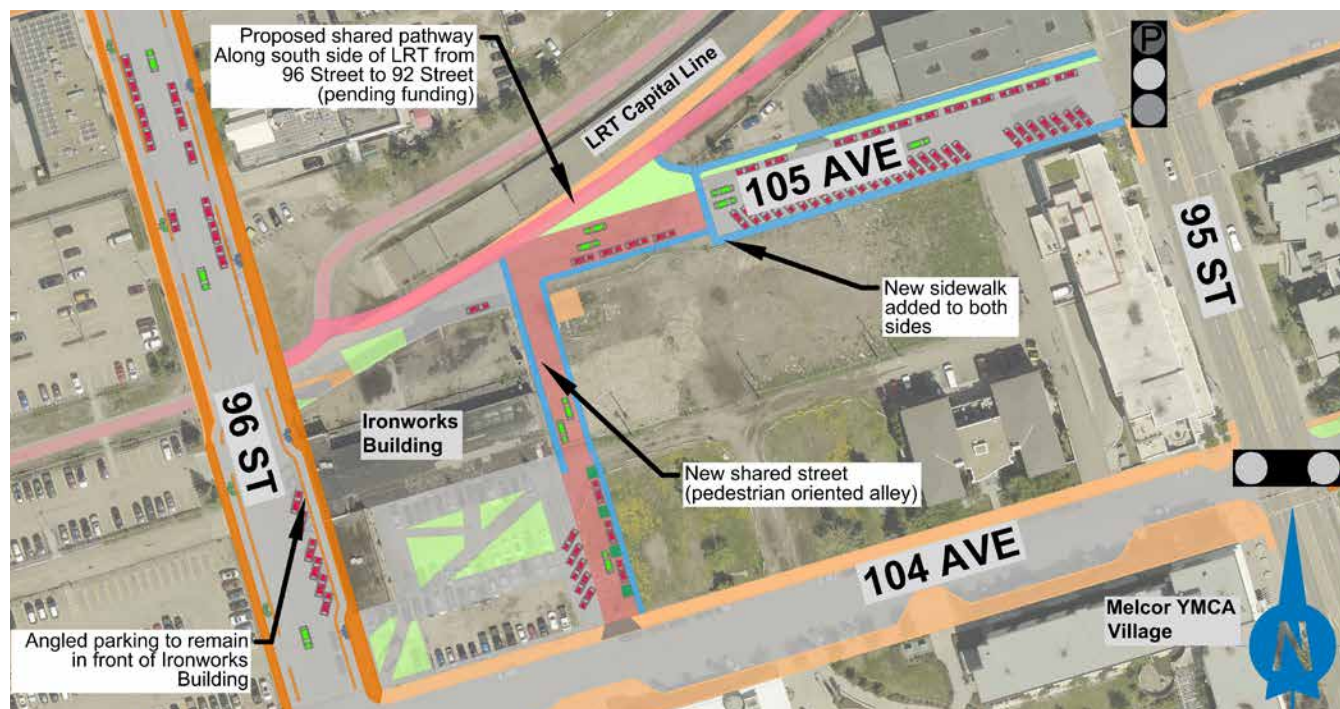
What the final design includes:

- + A north-south shared street (pedestrian-oriented alley)** connecting 105 to 104 Avenue between 96 and 95 Street to improve active transportation connections in this area
- + A shared pathway along the south side of the LRT tracks (subject to funding)
- + A new sidewalk on 105 Avenue to connect 95 Street to the LRT shared pathway

****A 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.



Boyle Renaissance Phase 3 – Alley connecting 105 Avenue to 104 Avenue and the LRT shared pathway



Aligns with Vision and the following Guiding Principles:



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



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.



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



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



Jasper Avenue service road – 90 to 84 Street

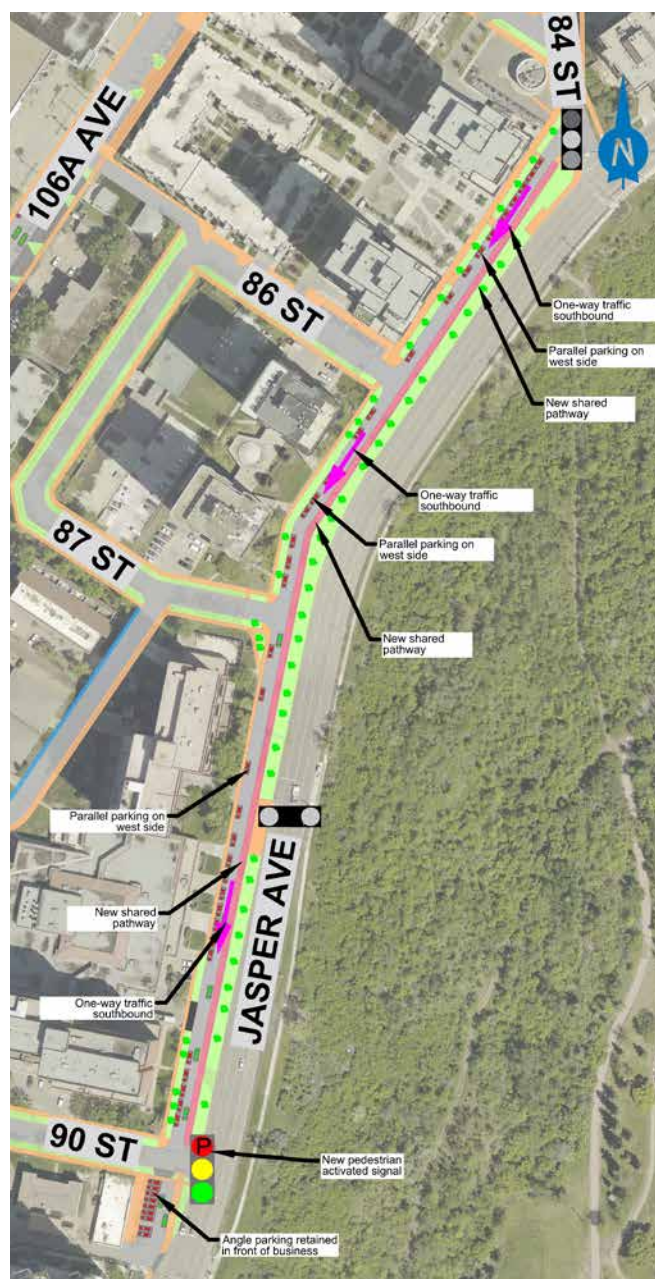
Boyle Street

The design for the Jasper Avenue service road has changed significantly since draft design due to utility, grading and sight line conflicts for the direct access onto Jasper Avenue from 86 and 87 Street*.

What the final design includes:

- + A shared pathway on the east side of the service road to improve the active transportation connections along the northwest side of Jasper Avenue
- + One-way southbound vehicle traffic on the service road (change from what exists today)
- + Parallel and angle on-street parking along north/west side of service road (100 per cent of parking retained from what exists today*)
- + Direct access to Jasper Avenue at 84 and 90 Street as exists today*
- + Relocate existing pedestrian activated signal north of the Latta bridge to 90 Street*

**Changed from draft design*





Jasper Avenue service road – 90 to 84 Street

SERVICE ROAD LOOKING SOUTH FROM 87 STREET



LOOKING SOUTHEAST FROM 84 STREET



Aligns with Vision and the following Guiding Principles:

1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

Chinatown Alleys (Business Improvement Area)

McCauley West

McCauley Central

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

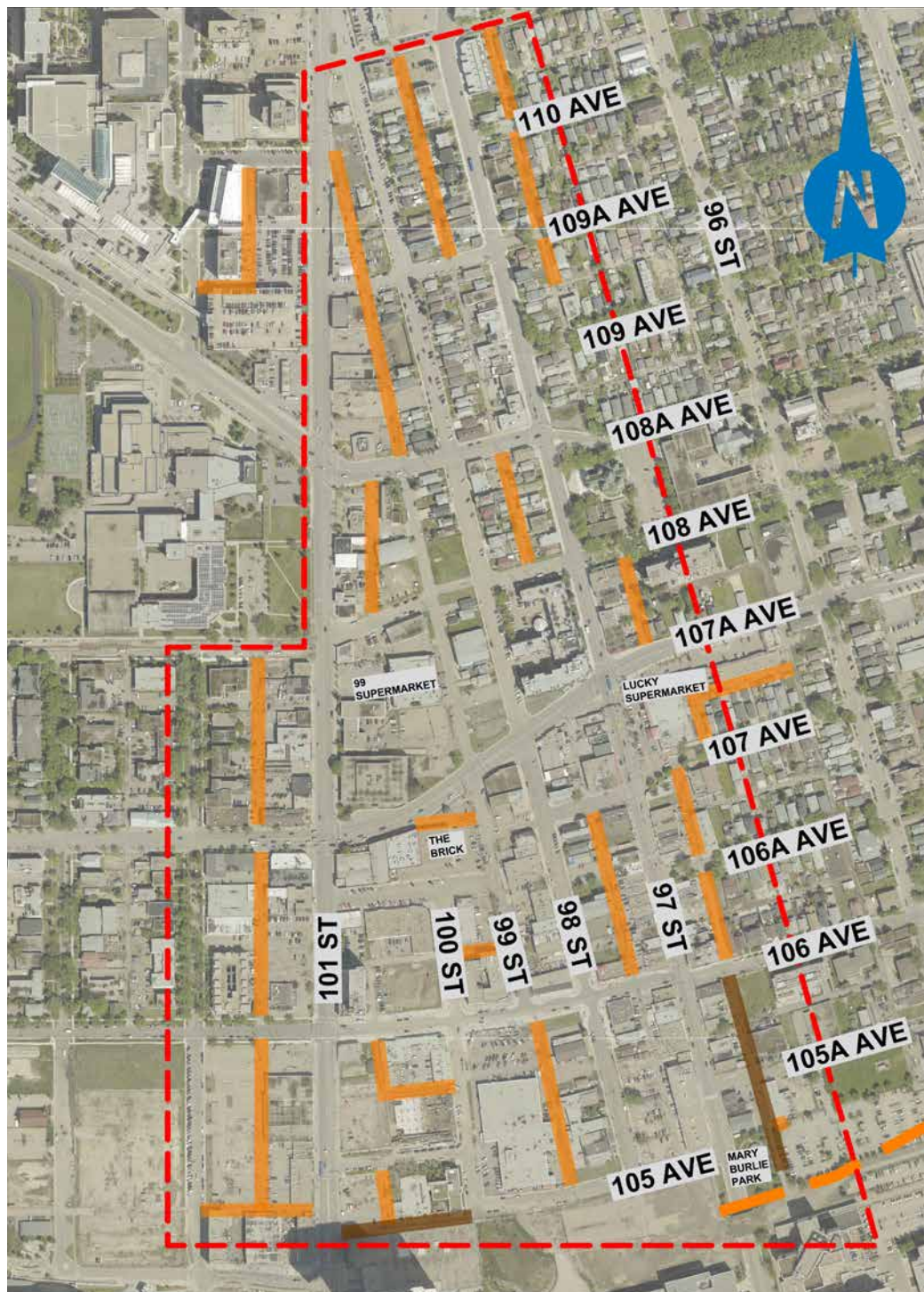
What the final design includes:

- + 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



Aligns with Vision and the following Guiding Principles:



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

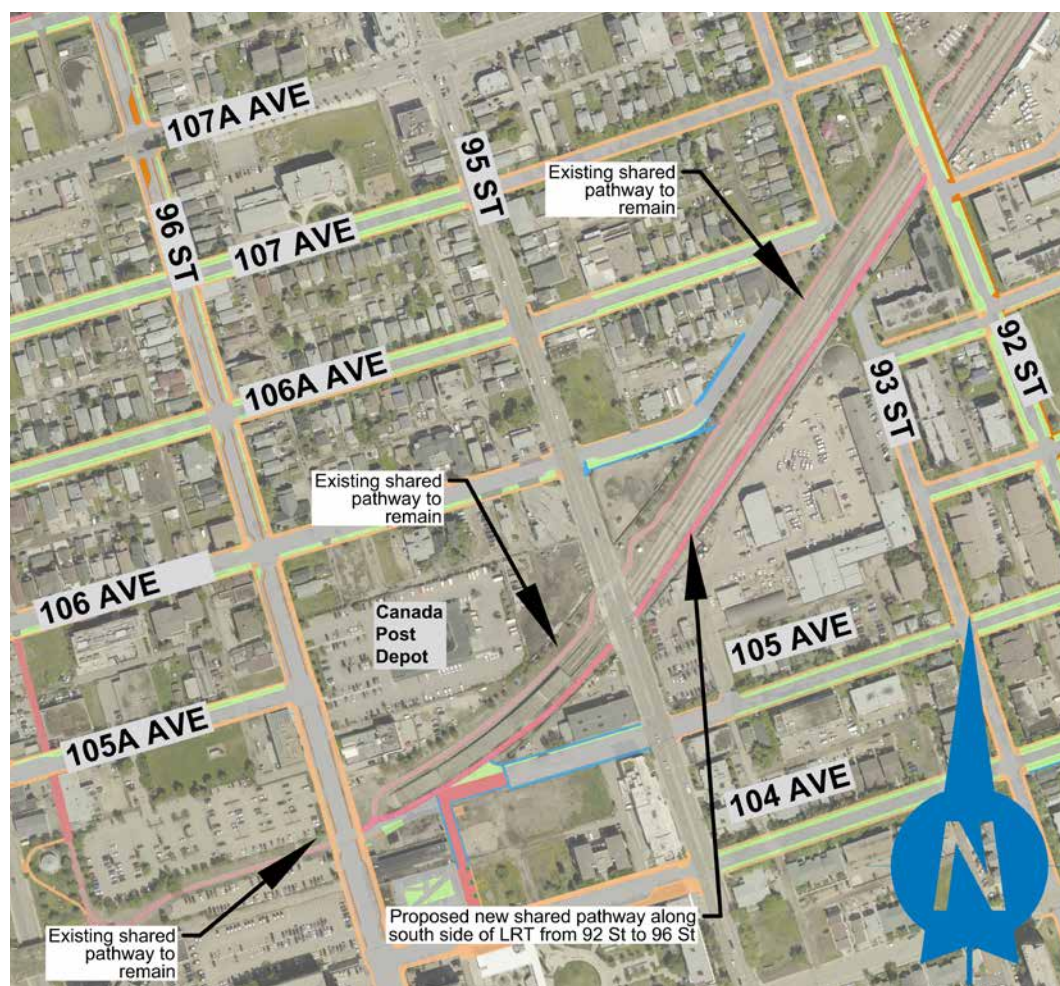


LRT shared pathway connection

Boyle Street

What the final design includes:

- + A new shared pathway along the south side of the LRT tracks between 96 Street and 92 Street to improve active transportation connectivity in the area (subject to funding)



Aligns with Vision and the following Guiding Principles:

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

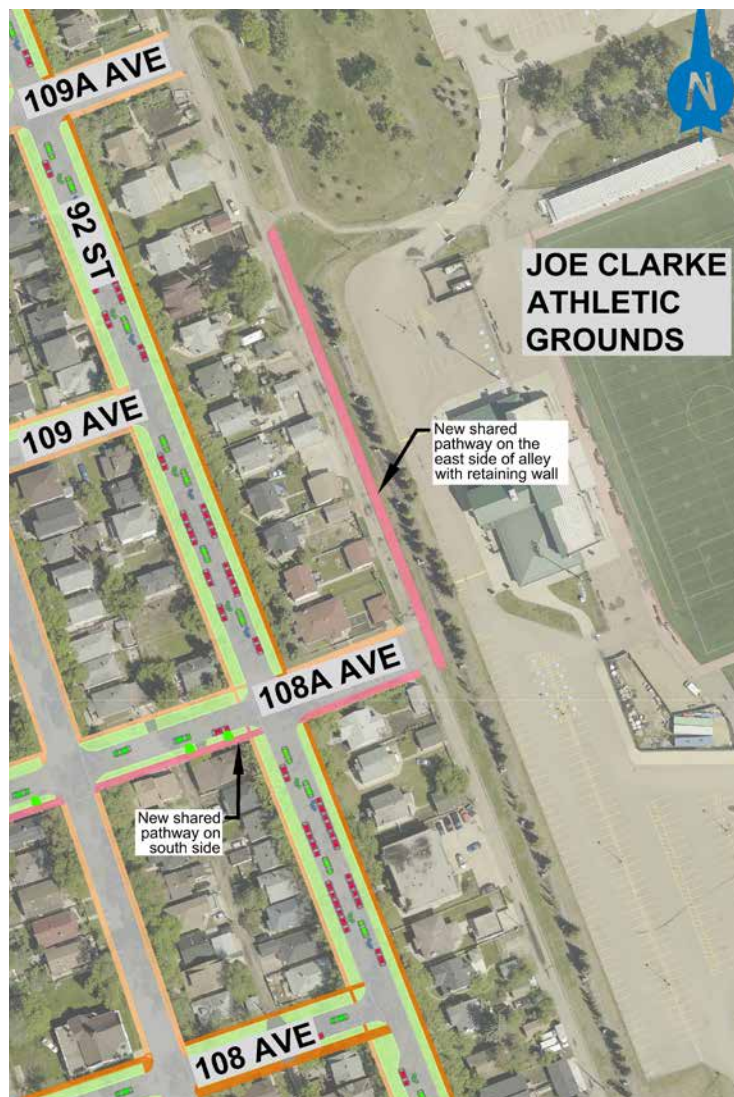


Stadium Alley / Berm (109A to 108A Avenue)

McCauley East

What the final design includes:

- + A new shared pathway added along the east side of the alley from 108A Avenue to the existing Joe Clarke pathway south of 109A Avenue to improve connectivity along this popular walking route (pending approval of land use)



Aligns with Vision and the following Guiding Principles:

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

St. Teresa School – 90 Street / 105A Avenue

Boyle Street

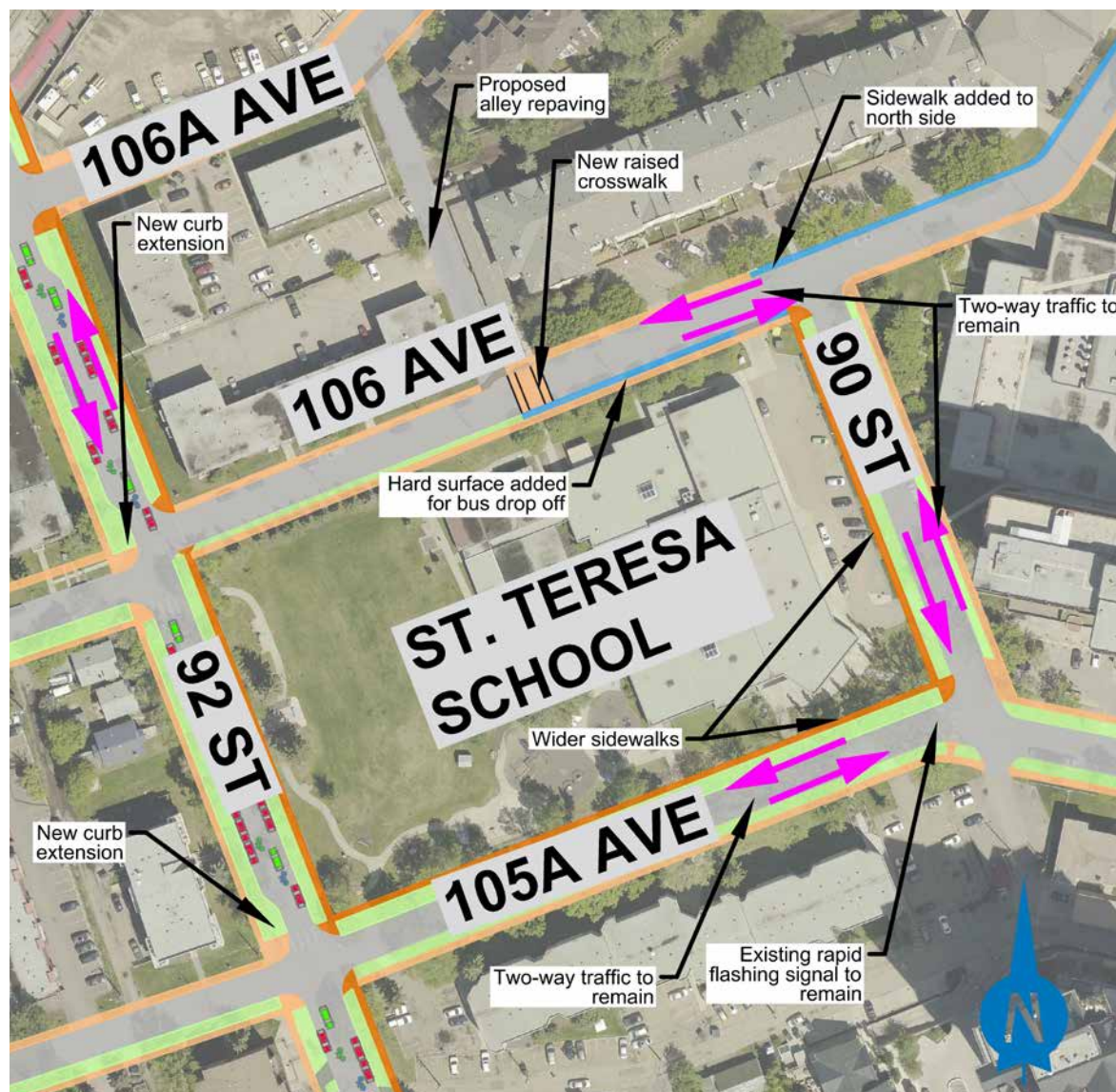
What the final design includes:

- + A mid-block crossing on 106 Avenue at St. Teresa School to improve pedestrian connectivity to and from the school
- + New sidewalk added to north side of 106 Avenue near 90 Street*
- + Hard surface added to the school bus drop off location on the south side of 106 Avenue
- + Wider sidewalks added to the east, west and south sides of the school*
- + Curb extensions added to 92 Street on 105A and 106 Avenue to improve visibility and reduce crossing distances
- + Alley repaving to improve connection from 106A Avenue to new mid-block crossing on 106 Avenue*

**Changed from draft design*



St. Teresa School – 90 Street / 105A Avenue



Aligns with Vision and the following Guiding Principles:



1. Enjoy walking or biking using clean, smooth, comfortable connections that take them to their desired destinations.
3. Drive around their neighbourhoods on smooth roads and alleys that are user-friendly and easy to navigate.

Giovanni Caboto Park and 94 Street

McCauley East

What the final design includes:

Giovanni Caboto Park

- + A new east–west path through the middle of the park to improve walking connections through the park. (No north–south path through the east side of the park*)
- + A new amber flasher signal for enhanced pedestrian crossing at 95 Street and 109 Avenue

94 Street

- + 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 west side sidewalk without impacting any trees

**Changed from draft design*

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



Giovanni Caboto Park





Giovanni Caboto Park



Aligns with Vision and the following Guiding Principles:



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



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.



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



Mary Burlie Park

McCauley Central

What the final design includes:

- + Improved sight lines 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

Note: Mary Burlie 'A Vision of Hope' sculpture and commemorative trees are not in the scope of work for this project.





Mary Burlie Park

LOOKING EAST FROM 97 STREET



LOOKING NORTH THROUGH THE PARK



LOOKING AT WEST SIDE ENTRANCE



Aligns with Vision and the following Guiding Principles:



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