

BUILDING GREAT NEIGHBOURHOODS

Boyle Street & McCauley
Neighbourhood Renewal Newsletter
Fall 2022

Edmonton

Thank you to everyone who engaged and provided local knowledge and preferences over the last two years of planning for Boyle Street and McCauley's Neighbourhood Renewal. We appreciate everyone who took the time to provide their feedback through the survey, online events, emails and phone calls with the Project Team.

The Project Team has been busy preparing detailed plans for the construction team. In early 2023, we will be connecting with you again to share detailed schedules and other important information to help prepare you for construction in your neighbourhood.

If you missed seeing the Final Design for your neighbourhood's renewal, you can still review the street by street design booklet on the project web page: edmonton.ca/BuildingBoyleStreetandMcCauley

Corner Store Program public space 108A Avenue and 95 Street





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

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!

What We Heard – Final Design

We shared the neighbourhood final design for Boyle Street and McCauley with the public and asked for feedback. Here are some highlights of what we heard from that engagement.

What are you most looking forward to?

Active transportation improvements

- + Shared pathways
- + Pedestrian-focused alleys
- + Bike routes on 108 Avenue and 96 Street
- + Protected bike lanes
- + Curb extensions
- + Sidewalks added where missing
- + Walking connections through Giovanni Caboto Park

Public space improvements

- + Parking reduced to add wider sidewalks and trees
- + 108 Avenue/108A Avenue Corner Store opportunities that encourage future events/festivals
- + Low impact development

Driving

- + Road repaving

“ Boyle Street: First of all, I am excited by all of the changes. If I had to pick one it would be the shared pathways. I walk a lot in this neighbourhood and I'm sure those upgrades will make those walks even more enjoyable.”

“ I'm really excited that the city is adding more active transportation routes within the area and widening sidewalks/creating more bump-outs to reduce car traffic. I think McCauley has so much potential but it can be difficult to walk/bike in the neighbourhood because of the amount of pedestrian traffic and how narrow the sidewalks are.”

“ Boyle Renaissance Phase 3 – Alley 103 to 102A Ave and Alley connecting 104 Avenue to 105 Avenue all look phenomenal. The alley connection to Latta Bridge is also great. Great job!”

What are you most concerned about?

Active Transportation

- + Pedestrians and cyclists not being prioritized enough
Suggestions:
 - Add more 'pedestrian only' spaces
 - Add more protected bike lanes (suggest 92 Street)
 - Further reduce parking and use space for active transportation
 - Add more raised crossings
 - Separate vs shared spaces are preferred to avoid conflicts (pedestrian/bike/car)
- + Paving stones used in enhanced pedestrian crossings tending to deteriorate – ensure maintenance plan in place

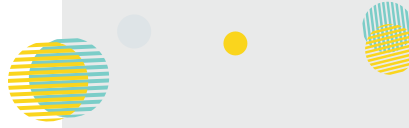
Driving

- + Planned changes on 92 Street impacting traffic on 93 Street between 107A Avenue and 108 Avenue – should consider additional traffic calming measures
- + Alleys deteriorating – should be included in the renewal
- + Loss of parking in business areas such as Chinatown and along 96 Street – needs to be a priority
- + One-way roadways restricting resident and visitor movements

Social Issues

- + Encampments and crime that have not been addressed in the design
- + Designs that encourage loitering and encampments are a concern, for example, the wide sidewalks planned in Chinatown
- + Mary Burlie Park's considerable social issues that design alone will not solve

You can review the full Final Design What We Heard report online.



“ I do not see the need to install shared pathways for bikes and pedestrians. E-bikes and fast-moving cyclists can pose a danger to walkers. Sidewalks for pedestrians, streets for bicycles and scooters.”



“ We need more parking – the reduction of parking in McCauley Central is unacceptable for us who live here, and for our businesses and churches. Especially to all the churches located so close to each other on 96 Street, a reduction of parking is detrimental!”



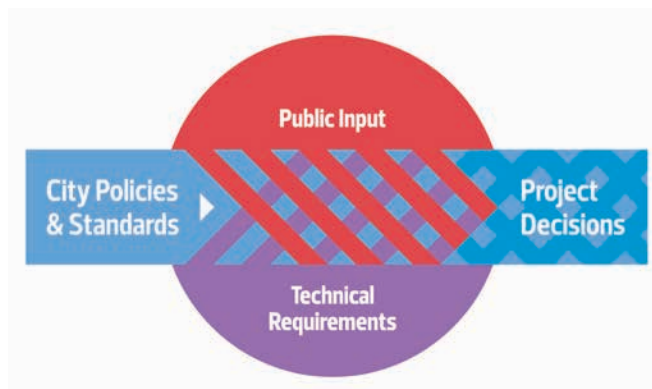


How design decisions are made

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
 - Art – Integrated details in common elements such as poetry in a sidewalk or within the street furnishings
 - Language – Signage and wayfinding that reflect the local context of language and dialect
 - Culture – Cultural elements such as colour that evoke cultural context (such as red streetlight poles in Chinatown and green in Little Italy)
 - Heritage – Recognize historic resources/ events through an interpretive program of some sort, e.g. original house numbers in sidewalks, heritage plaques, etc.





Local Improvement Updates / Sidewalk Reconstruction

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

A sidewalk reconstruction 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.

The cost of sidewalk reconstruction is shared equally between property owners and the City at large. Sidewalk reconstruction Local Improvement costs include some of the following: removal of existing concrete, excavation, new gravel base, new concrete with reinforcing steel and re-landscaping. Property owners pay 50 per cent of the sidewalk reconstruction based on their lot length. Reconstruction costs are calculated differently for corner lots, multi-unit condos and pie or odd-shaped lots.

Property owners have two payment options for the Sidewalk Reconstruction Local Improvement costs:

1. **Lump sum payment:** One-time full cost payment.
2. **Amortized payment:** The cost is paid gradually on your yearly property taxes over 20 years (includes interest charges). The Local Improvement tax stays with the property and if you sell, the next owner will continue to pay the balance.

The City Of Edmonton is currently preparing the Local Improvement Plan for the neighbourhood. Information about cost sharing with the City on sidewalk reconstruction and the process to provide your feedback will be shared via a package that will be sent to property owners in early 2023.

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, but property owners can DECIDE to upgrade the street lights with decorative options.



Church Street and 108 Avenue Streetscapes



103 Avenue Streetscape looking west



Next Steps

McCauley

FEBRUARY 2023 Preparing for Construction & Local Improvement Decisions Session

This will be an opportunity to view the final designs for your neighbourhood, learn more about what to expect during the planned multi-year construction and have your questions answered by the Project Team. Property owners will also have the opportunity to participate in the Local Improvement decision and have their questions answered.

SPRING 2023 – FALL 2025 Construction on Your Streets

McCauley's neighbourhood renewal construction is scheduled to begin in spring 2023 and is expected to take three years to complete. For a breakdown of how construction is planned year-by-year, see the year split map to the right.

Boyle Street

EARLY 2024 Preparing for Construction & Local Improvement Decisions Session

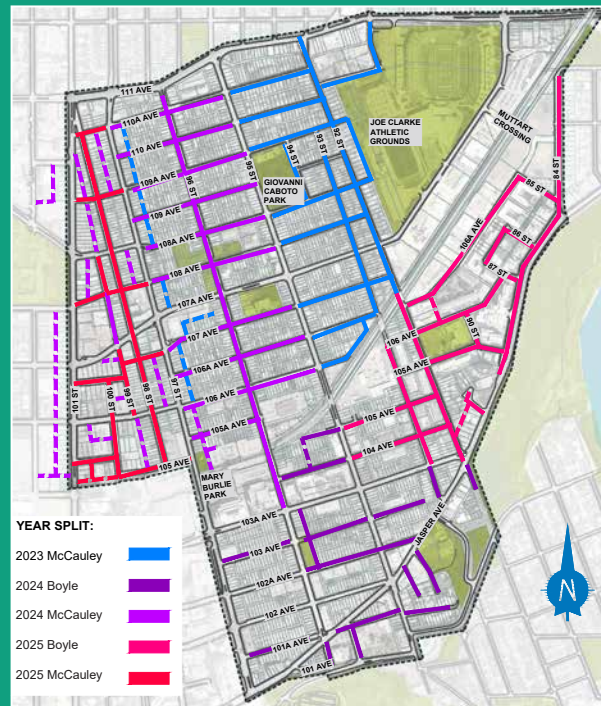
This event will be similar to the February 2023 McCauley Session.

SPRING 2024 – FALL 2025 Construction on Your Streets

Boyle Street's neighbourhood renewal construction is scheduled to begin in spring 2024 and is expected to take two years to complete. For a breakdown of how construction is planned year-by-year, see the year split map below.

Year Split Map

Please have a look at the map to see when construction is scheduled for your area.



Stay informed

For more information, and to sign up for project updates, go to: edmonton.ca/BuildingBoyleStreetandMcCauley

Email: buildinggreatneighbourhoods@edmonton.ca

Call: 311



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