

105 Avenue Streetscape and Plaza (Columbia Avenue)

Frequently Asked Questions

Edmonton

1. Why was this project looked at again?

This project was looked at again to:

- Apply the new City of Edmonton Complete Streets Design and Construction Standards
- Provide protected (separated) bike lanes to provide a safe, accessible cyclist network for all ages and abilities
- Improve drainage for existing and future users
- Provide on-street waste collection zones for residential developments south of 105 Avenue from 112 Street to 115 Street
- Prepare updated cost estimates to take to Council for construction funding. Note: Construction may be broken up into stages dependent on funding. Funding for the next phase, 109 Street - 116 Street was approved by City Council during the 2019-2022 Capital Budget deliberations. Further phases of the project will be discussed in future budget cycles.

2. What happened to the work done in earlier studies?

Significant time and effort has been put into this project in the past by community members and the City of Edmonton (initial preliminary design 2006, updated preliminary design 2013 and construction of 116 to 119 Street in 2015-16). This work is very important and provided the starting point for this project. The 2018 design considerations looked at accommodating the ultimate vision in the future while meeting the needs of today.

3. Why was 105 Avenue selected for the protected bike lane?

105 Avenue was identified as a key cycling route in the Downtown North Edge in a number of planning studies, including the 2006 105 Avenue Preliminary Design Study and the City's 2014 Bicycle Transportation Plan. These studies identified 105 Avenue as part of a high quality cycling network as it provides key connections between existing cycling trails and a number of community and employment areas.

Protected bike lanes on 105 Avenue are part of City Council's initiative to develop a network of high quality bike lanes that provide opportunities for Edmontonians of all ages and abilities to travel around the central area.

4. Where are the bike lanes?

105 Avenue between 105 and 116 Street will have two one-way bike lanes that flow with the direction of motor vehicle traffic, to best meet the needs of the cyclist and driver. These lanes will be placed between the sidewalks and roadway.

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5. How will the bike lanes connect through MacEwan University to the bike network south of 104 Avenue?

The City is working with MacEwan University to provide access through the campus at 106 Street and 110 Street, which would connect to the Downtown Bike Network and further connections throughout Edmonton.

6. Will the overhead utility lines be buried?

All overhead utility lines on 105 Avenue will be placed underground before the streetscape improvements begin. Burying overhead lines may require landowners currently serviced from these overhead lines to add utility infrastructure such as pedestals or transformers within their property as well as pay for costs of any changes within their private property to connect to the new services. Property owners will be notified ahead of time if this change affects them.

7. How many parking stalls exist today and will there be parking on 105 Avenue?

Currently there are approximately 81 on-street parking stalls between 109 Street and 116 Street and approximately 12 on-street parking stalls between 97 Street and 100 Street.

The design decisions will provide approximately 12 on-street parking stalls for existing businesses between 109 and 112 Streets. They may be used as flex spaces for temporary parklets, patios, bike corrals, or other uses in the interim. City permits will be required for temporary uses.

These 12 parking stalls will be available for the interim, and in the future, they will be converted to pedestrian space. The timing of this change will depend on redevelopment in the area.

8. How will parking be restricted and monitored along 105 Avenue?

113 Street to 116 Street will be a 30 minute loading zone from 7am to 10pm on the south side of the road.

Parking between 109 Street and 112 Street will have a 2 hour time restriction 24/7 on the south side and will not be part of the E-Park pay zones.

E-Park has been implemented between 105 Street and 109 Street.

Once construction is complete, this area will be part of the regular Bylaw Enforcement to ensure compliance.

9. When will this be built?

Funding was approved in December 2018 as a part of the 2019-2022 Capital Budget for the portion of 105 Avenue between 109 and 116 Streets. Construction is anticipated to start in 2020, beginning with the relocation of utilities. Construction for the remainder of 105 Avenue may occur in stages over several years as funds are available.

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10. How will traffic signals at intersections be affected?

It is expected that the traffic signals will be similar to what is on the street today. No additional traffic signals are being considered as part of the project, but signal equipment specific to cyclists will be added.

11. Why was engagement for the plaza separate from the streetscape?

A plaza between 112 and 113 Streets was proposed in the 2006 and 2013 preliminary designs but did not receive any further design development during the 2018 preliminary design update. The intent was to have stakeholder engagement specifically on the plaza once the preliminary design for the roadway was endorsed by City Council's Urban Planning Committee. This occurred in late 2018, along with the Council's budget approval for the next phase of construction from 109 Street to 116 Street. This phase will also include the plaza construction from 112 Street to 113 Street. Construction will start in 2020.

12. Will the plaza be built in the next phase of construction?

Yes, the plaza is part of the construction for this project. Utility relocation is planned for 2020 with roadway construction anticipated to start in 2021.

13. Who will program the plaza?

The plaza will be open for day-to-day activities year round.

The City will not provide programming for the site. Special interest groups (such as a farmers market, an art class or exercise class), community leagues and other groups will be able to book the plaza for functions and activities through the Neighbourhood Recreation Coordinator for Queen Mary Park neighbourhood.

Smaller events may take place within the plaza. Larger events (such as a concert) may require a temporary road closure to provide the space required for the event. A permit is required for a road closure.

14. Are additions to the plaza, such as art or a structure, possible in the future?

The plaza is part of the road right-of-way and it will need to follow the Traffic Bylaw 5590. Depending on the type of addition, any organization that would like to add art or a structure to the plaza would have to enter into an agreement or obtain a permit from the City to support the installation and clarify roles and responsibilities around operations and maintenance of the feature. The City's Right-of-Way and Parkland Management Group would be the contact to start this process.

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15. What is the process to name the plaza?

The City of Edmonton has a naming process which involves research, some public engagement and an application to the naming committee. City Policy C509B provides the principles and criteria for naming parks, roads and development areas. Citizens-at-large or a group may initiate this process. More information can be found at:

https://www.edmonton.ca/city_government/city_organization/naming-committee-process.aspx

16. What is the process for adding features to the plaza?

There are two options for installing a new element or feature into the plaza:

Option 1: If the design/commission of the addition, funding and the agreements with the City are in place prior to the 105 Avenue construction start in 2020, the City would coordinate the installation. Discussions with the City would be required to finalize how this would work.

Option 2: If the installation is to occur in the future, all costs for the feature, from design through installation, would be the responsibility of the proponent. An agreement, likely in the form of a Servicing Agreement, would be required to support review, approval and installation of the feature.

17. Who will maintain any additions to the plaza?

For both options described above, the City would maintain the addition to meet base level operations and maintenance requirements. If above base operations and maintenance are required, the proponent would have to enter into a maintenance agreement with the City and provide funds to support the above base operations and maintenance activities. This would be determined between the proponent and the City during the design review and approval process.

Should the City determine in the future that the addition is not operating as intended, the City has the right to remove the addition with no compensation to the owner.

18. Can an addition to the plaza be sponsored financially by a private group?

Financial assistance from businesses and groups for an addition into the plaza can be provided. Any recognition of sponsorships would require a separate review by the corporate sponsorship team. Potentially, a separate agreement associated with the sponsorship would be required.