

Let's talk

106 & 107 Street Streetscaping

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton



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Executive Summary

The City is improving and revitalizing downtown streets to support safe and comfortable movement for all modes of transportation. The 106 and 107 Streets Streetscape Project supports a sustainable, vibrant, and green community.

Streetscaping is the process of designing an area for the use of all modes, including walking, cycling/e-scooters, public transit, and vehicles. Items in a streetscape can include sidewalks, street lights, street furniture, and functional spaces to define the character of an area. Streetscaping also includes adding more trees and plants to create a greener space in the corridor.

As part of the Capital City Downtown Plan, 106 Street and 107 Street were selected for green and walkable streetscaping. This project will develop a vision and concept plan for the 106 and 107 Streets Streetscape.

Phase 1 of public and stakeholder engagement occurred between September 26 and October 11, 2019. Engagement activities consisted of a project webpage, online survey, two public drop-in events, and seventeen one-on-one stakeholder meetings with businesses and organizations in the area. Participants and stakeholders were asked to share their perspectives on their vision for the area, including sharing opportunities and constraints.

Seven high-level themes emerged from public and stakeholder engagement: simplicity, access, safety, traffic flow, transit, parking, and amenities. Current issues and future opportunities were identified, providing the project team with a better understanding of how the public and stakeholders would like to see 106 and 107 Streets transform over time.

Feedback from Phase 1 engagement will be considered in the development of draft concepts, which will be presented in the second phase of engagement. A public event and stakeholder meetings will be held in early 2020, to seek further feedback which will inform the preferred concept design.

01 Background

The City is improving and revitalizing 106 Street, between 100 Avenue and 104 Avenue, and 107 Street, between 99 Avenue and Jasper Avenue. These improvements were identified in the Green and Walkable Catalyst Project as part of the Capital City Downtown Plan, which calls for improvements to downtown roadways and streetscapes that support safe and comfortable pedestrian movement, sidewalk vibrancy, quality urban design, and increased greenery.

The 106 and 107 Streets were selected based on several criteria, including the imminent road rehabilitation of 107 Street, multiple proposals for private residential developments along 106 Street, and the development and construction of a future Warehouse Campus Neighbourhood Cental Park. To understand citizen input and ideas, various public engagement opportunities were held in September and October 2019. These opportunities provided information about the project and sought public/stakeholder feedback to develop a vision and design options. What We Did and What We Heard during the engagement in Phase 1 is summarized below.

106 AND 107 STREETSCAPING PHASE 1 ENGAGEMENT	
Dates and Locations	<ul style="list-style-type: none">September 26 to October 11, 2019Online Survey, edmonton.ca/106and107streetsPublic Drop-ins, Matrix Hotel, 10640 100 Ave, EdmontonStakeholder Meetings, throughout project area
Contact Information	<ul style="list-style-type: none">Ali Alou, P. Eng106and107Streets@edmonton.ca
Level of Public Engagement	



02 What We Did

Phase 1 of the 106 and 107 Streets Streetscapes project focused on generating a vision for the area that could help shape the concept design. Between September 13 and October 11, 2019, the project team met with internal City of Edmonton stakeholders, external stakeholders, and the general public to provide information about the project and to understand public/stakeholder input.

2.1 Advertisement

Several activities were used to raise awareness of the project and engagement:

- Created a project webpage with up-to-date information
- Hand delivered posters to businesses in the project area
- Placed posters at MacEwan University and at Norquest College
- Mailed 2,769 postcards in the project area
- Advertised drop-in events on sandwich boards and A-Frames outside of the Matrix Hotel and locations and 106 and 107 Streets

2.2 Engagement

Four primary methods of engagement were used to generate feedback for the project:

- Provided opportunities through the website for information sharing and email feedback
- Posted an online survey, open from September 26 to October 11, 2019
- Hosted two public drop-in events on September 26, 2019
- Conducted seventeen one-on-one stakeholder meetings

“ I was impressed at the open conversation and acceptance of our issues or complaints. ”

– Participant, drop-in event



2.2.1 Project Website

Providing different methods for people to participate in a project conversation is important. A project webpage was created within the City of Edmonton website (edmonton.ca/106and107Streets). Posted information included:

- A project summary
- Interactive map of project locations
- Fact Sheet
- Link to the online survey from September 26 to October 11, 2019

2.2.2 Online Survey

There were 34 people who completed the seven-question survey. The online survey asked what was working well, what could be improved, and what an ideal vision would look like for the street. Questions were separated by 106 Street and 107 Street.

2.2.3 Public Drop-In Events

A total of 66 people attended both sessions, which aimed to introduce the project to the public and encourage participants to share their vision for the area including opportunities and constraints. Participant evaluations were available for all attendees.

Storyboards were set up around the room to explain the project, provide cross-section examples, and provide opportunities for input and feedback. Subject matter experts interacted with participants to answer questions and draw out ideas. A monitor played images of potential streetscape ideas. A map of the project area was available in the middle of the room, which attracted the most comments and discussion.



2.2.4 Stakeholder Meetings

Stakeholders in the Project area including businesses, property owners, associations, and the Government of Alberta were sent invitations to meet one-on-one with the project team.

We met with the following stakeholders:

- Boston Pizza
- Cine Audio
- Diamond Parking Services
- Edgar Developments
- Downtown BIA
- Alberta Infrastructure
- Harvard Property Management
- Alberta Health Services
- Alberta Seniors and Housing
- BOMA
- CBRE
- Edmonton Historical Resources Board
- Norquest College
- Peace Hills Trust
- Pangman Development Corporation
- Downtown Edmonton Community League
- Westrich Pacific Corporation

Discussions at stakeholder meetings focused on the project scope, vision, constraints, and opportunities that can inform the streetscape design. For convenience of and respect for stakeholders, as well as to maximize participation, meetings took place at the location convenient to the stakeholder and often included the stakeholder's office, the Stantec Tower, or the Edmonton City Tower.

In some cases, this is the only meeting that these stakeholders have had with the Project team and the stakeholders had many questions. The meetings provided an opportunity for the City to build and strengthen relationships with these stakeholders.

2.3 Accessibility

The public engagement was accessible through the use of an online survey, public drop in session held during the day as well as the evening, and making sure the venue for the public drop in session was centrally located, had an elevator and was easily accessed by public transit.

“ If you walk on 106 street now, it has mature trees and wide sidewalks, but the sidewalks are in bad shape. We are very glad to hear that this is happening. ”

– Project stakeholder

03 What We Heard

3.1 Summary

The project team identified seven themes consistent throughout public and stakeholder engagement, which will be focus areas for upcoming phases of engagement and design.

THEME	SAMPLE COMMENTS
Simplicity	<ul style="list-style-type: none">· Keep it simple, fix the sidewalks, plant more trees.
Access	<ul style="list-style-type: none">· Hotels, parkades, and loading zones need to be accessible.· Access to WCB is hindered by bike lanes and many people arriving by taxi find it difficult to find a safe and accessible drop off location.
Safety	<ul style="list-style-type: none">· Concern with alleys – drug usage.· Improve pedestrian lighting.· Bike lanes are not safe, especially on 107 Street at 100 Avenue.
Traffic Flow	<ul style="list-style-type: none">· Exiting parkades at rush hour is a problem – get backed up due to lack of dedicated left turn lane.· One-way streets are not ideal for businesses.
Transit	<ul style="list-style-type: none">· Need to maintain access coming in and out of the transit centre.· Many employees in area take transit.
Parking	<ul style="list-style-type: none">· Parking in front of retail is good. What about angle parking?· No parking for visitors walking to the legislature grounds.· People expect free parking when coming to the festivals.· Accessible parking is not available along 106 Street.
Amenities	<ul style="list-style-type: none">· Consider maintenance for landscaping.· Patios and food trucks in sunny area.· Create destinations.



For the One-on-one meetings with external stakeholders, comments generally fell into two categories: the function of the street; and the look or feel of the street. Access was the largest functional concern. A variety of opinions on how this could be achieved were heard, however clear themes arose including enhanced pedestrian experience, improving bicycle lane integration, and ensuring vehicle access and parking. Concerning the look and feel of the street, landscaping and lighting were key considerations, with a number of precedent streetscapes and cross sections being referred to as models for development including Granville Island (Vancouver), East Village (Calgary) and 104 Street (Edmonton).

At the public drop-in, attendees either lived in the area, owned businesses in the area, or, for the most part, worked in and commuted to the area. People who commuted focused on access: need for parking; keeping transit easy to access; and concerns with traffic flow especially during rush hour. There was interest in better landscaping, more trees, and improving the sidewalks (especially on 106 Street) but also managing costs. There were concern about the traffic flow created by bike lanes and how they hinder drop off and pick up for those with disabilities. There was general interest in improving safety and creating destinations in the area.

Feedback from the online survey is discusses in the following section.

“ Lots of cities are bringing back angle parking. In some cases you can double your parking. We are hoping that people walk to the park, but it will become a destination so there will be people who drive too. ”

- Project stakeholder



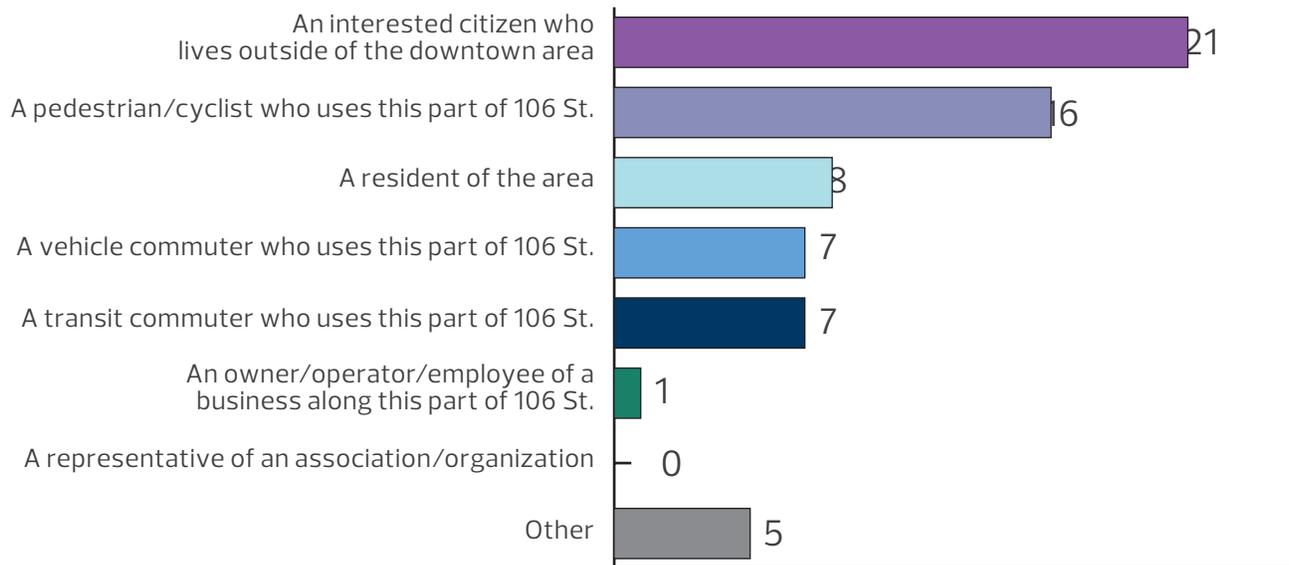
3.2 Online Survey Results

In general, the 34 survey respondents identified that bicycle lanes, landscaping and boulevard trees, and local businesses were positive elements of 106 and 107 Streets. There was also support for the existing low car volumes, connectivity to transit, and high pedestrian volumes. Potential improvements focused on the utilization of vacant lots, maintenance, and walkability.

Visions for the streets focused on safety, efficient multi-modal transportation flow, all-season design, and a strong pedestrian connection between the future downtown park and the Legislature. Popular visionary words included vibrant, welcoming, green, and mixed use.

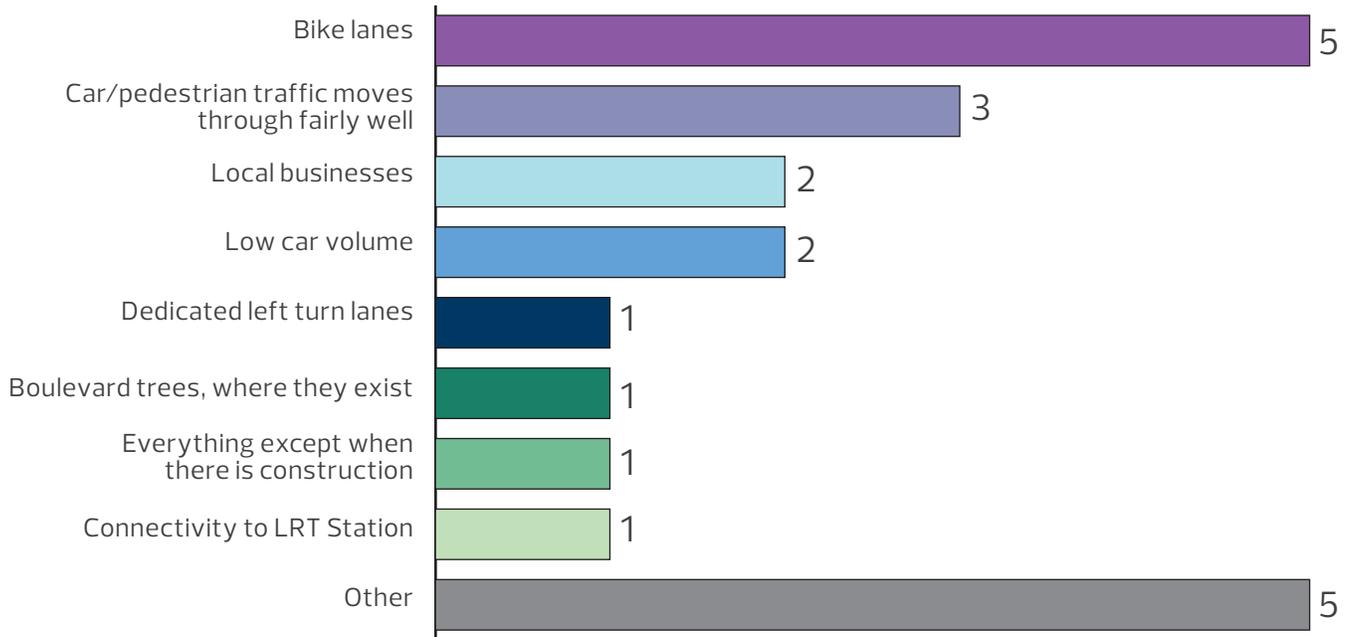
The graphs below summarize the online survey results. As the survey asked open-ended questions, these graphs provide a general synopsis of participant comments placed in categories.

Question 1: I am...

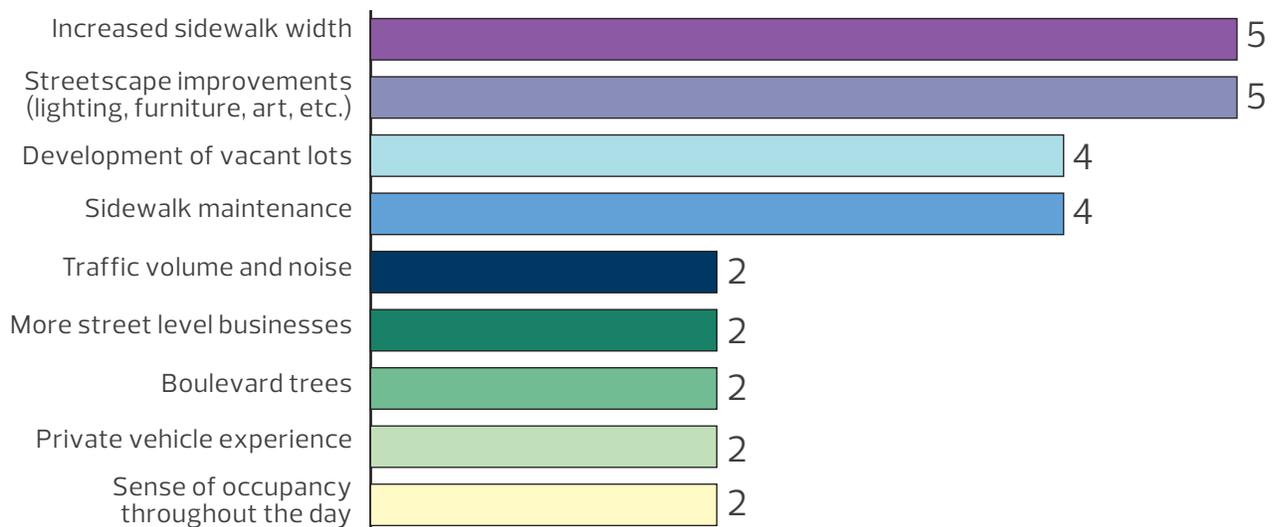


The largest category of participants were interested citizens who live outside of the downtown area. Those who responded "Other" were either employees on other surrounding streets (107 Street, 108 Street, 99 Avenue), or attended meetings in this area.

Question 2A: What is working well on 106 Street?



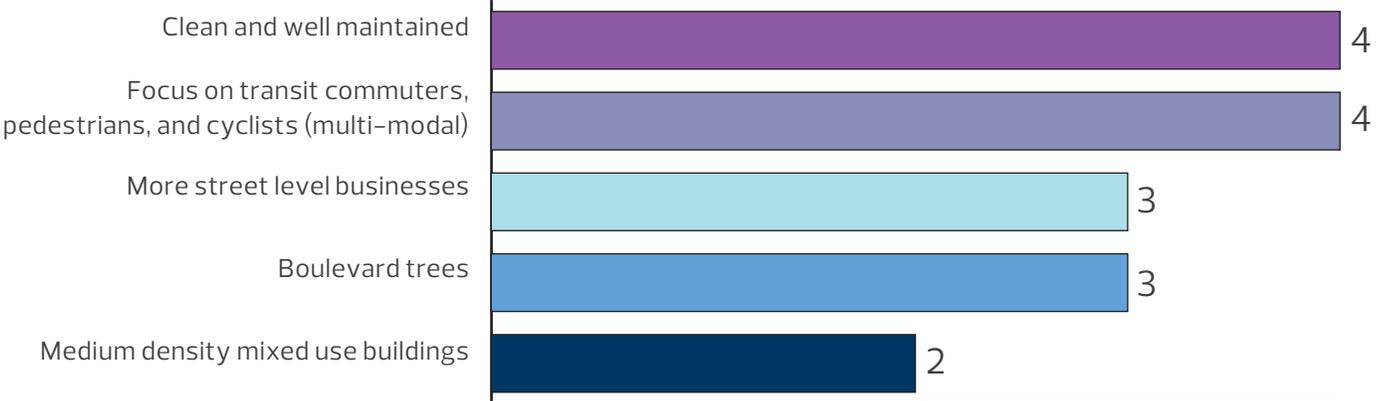
Question 2B: What could be improved on 106 Street?



One person provided nine suggestions, including potholes, the enforcement of gravel from parking lots on the sidewalk and street, price of parking is too high, bike lane improvement (slope, connectivity), more walkable, vehicle/bicycle/pedestrian conflict zones, narrowing roadway, and eliminating vehicles.



Question 2C: What is your vision for 106 Street?



One person provided seventeen suggestions, including winter city design, affordable residential, make it easier to drive, shared road (Woonerf style), and defer spending to other areas of the city.



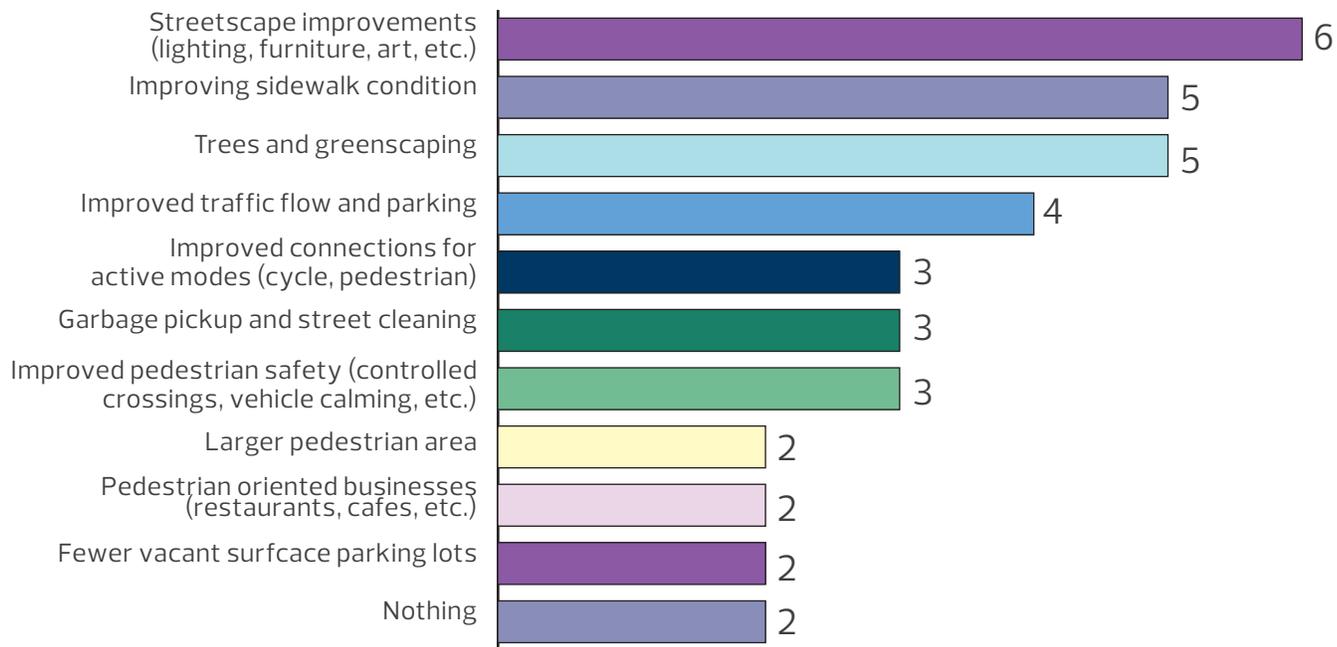
Question 3A: What is working well on 107 Street?



One person provided seven suggestions, including urban feel, wide street, available parking, and pedestrian crossing.

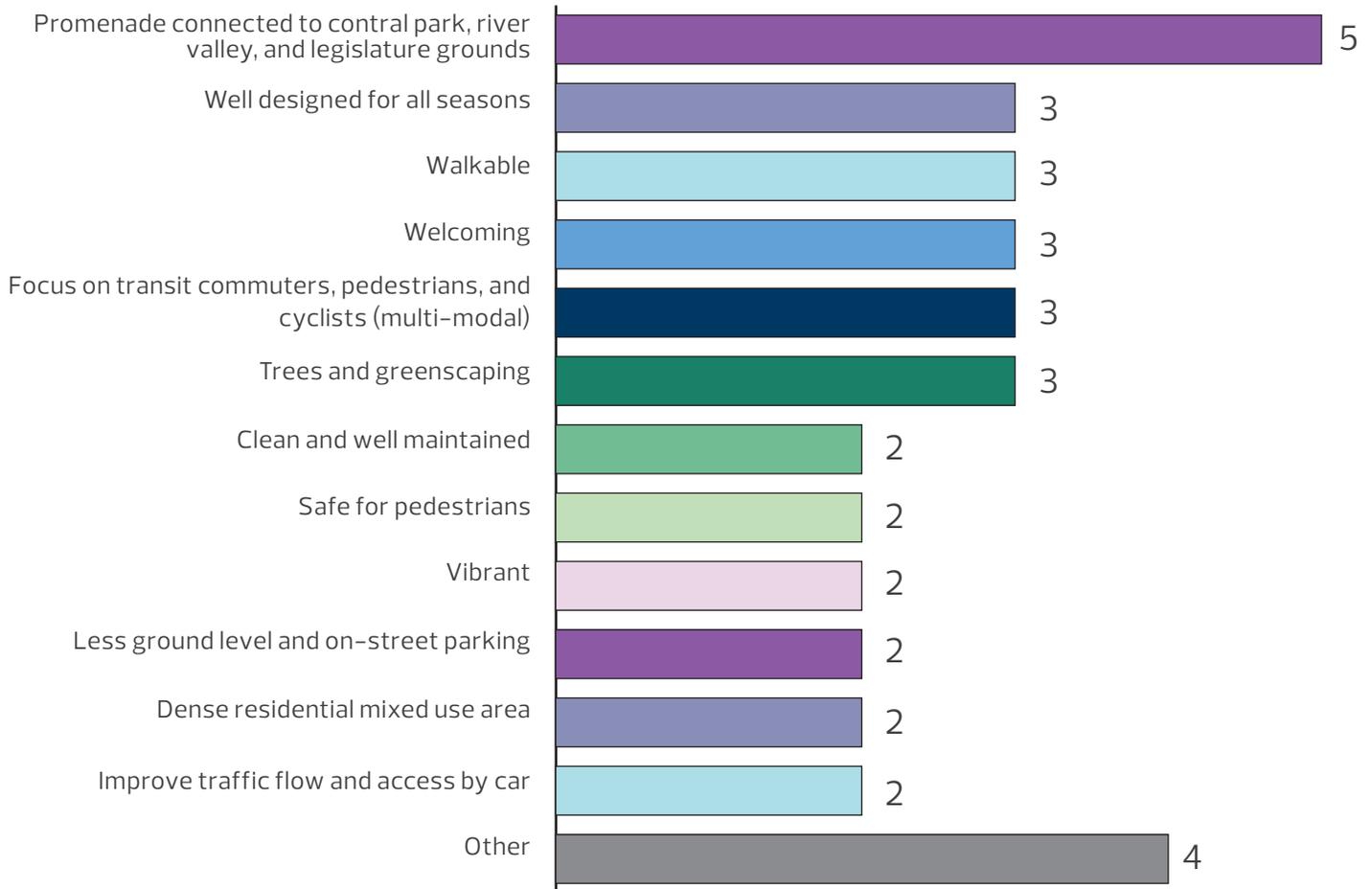


Question 3B: What could be improved on 107 Street?



One person provided seven suggestions, including bicycle lanes, narrower roadway, improved bus shelter, and eliminate vehicle traffic.

Question 3C: What is your vision for 107 Street?



Other responses included larger sidewalks, treed median, 104 Street downtown, and keep it as is.

“ It would be interesting to capture the history of the warehouse district. There are the old spur lines. There is an interesting history of Edmonton's growth and urban development. ”

- Project stakeholder



04 As a Result, What Has Changed?

The feedback received from Phase 1 public engagement will be considered in the development of draft concepts. These drafts will be presented during the second phase of engagement where individuals will have opportunities to provide further feedback to inform the preferred concept design.

05 What's Next?

Phase 2 in the 106 and 107 Streets Streetscape project will present the draft concepts for additional public and stakeholder feedback. A public event and stakeholder meetings will be held in early 2020 to present the draft concept plan for feedback.

For more information on this project, please visit: edmonton.ca/106and107streets.

For more on City of Edmonton public engagement, visit www.edmonton.ca/publicengagement.

***Thank you for participating in sharing
your voice and shaping our city.***



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