



Old Strathcona Public Realm Strategy

Phase 2 What We Heard Report

June 2023 | edmonton.ca/OldStrathPublicRealm

SHARE YOUR VOICE
SHAPE OUR CITY

Edmonton

UPE02353 - Attachment 3

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PROJECT OVERVIEW

The Old Strathcona Public Realm Strategy will use the ideas and feedback of Edmontonians to envision a new future for publicly-owned land in Old Strathcona.

Phase 2 builds off what was learned through Phase 1. Phase 1 engagement invited people to share their experiences and ideas for public realm. The feedback was grouped into four key themes: **Mobility & Movement, Open Space & Activities, Inclusion & Equity, and Comfort & Safety.** In Phase 1 we heard that people are interested in seeing:

- + Improvements to existing open spaces and additional spaces to gather and attend events
- + Increased connectivity for people to safely get around
- + Open spaces activated year-round and the inclusion of winter friendly amenities

- + Residential development to add density and affordable housing

Using the feedback collected in Phase 1, as well as a technical analysis and policy review, the project team drafted design ideas that explore improvements for each Strategy Area.

Project Objectives

The Old Strathcona Public Realm Strategy will:

- + Imagine a new future for public spaces such as parks, parking lots, plazas, sidewalks, alleyways and streets
- + Identify an approach to integrate mass transit while prioritizing pedestrian spaces along Whyte Avenue
- + Add to the vibrant and diverse opportunities for people to live, work and play within Old Strathcona and surrounding neighbourhoods

Project Area



Old Strathcona Area Strategy Area Key Public Realm Streets Parks

Public Engagement Approach

HOW WE ANALYZED THE INPUT

Participants provided feedback and comments through a variety of engagement methods that are detailed fully on the following pages. This feedback was collected and consolidated based on engagement method and by Strategy Area. The feedback was analyzed as follows:

+ Public Survey (Online & Printed)

- + Multiple choice questions were consolidated and graphed to show quantitative patterns and trends in the responses
- + Open ended questions were coded using key words to sort and analyze feedback. These comments were not summarized quantitatively but highlight a breadth of the responses that were submitted.

+ Online Sessions (Public & Businesses)

- + The comments from the online sessions were collected by Strategy Area and Design Ideas.
- + Feedback received during the online sessions was reviewed and summarized to include a range of responses and capture the ideas that were well liked and the uncertainties and concerns of participants.

+ Drop-in Session

- + The comments and discussions from the drop-in session were collected by Strategy Area and Design Ideas.
- + The feedback was consolidated and synthesized to represent the range of ideas that people liked, were unsure of, or had concerns about.

HOW WE ENGAGED

Phase 2 Public Engagement was open for feedback from **February 13 to March 5, 2023**. To reach a wide range of Edmontonians and visitors, a variety of methods and tools were used to generate awareness and encourage participation.

Communications		
	Social Media & Project Webpage	Posts and project updates on the City of Edmonton's Website, Facebook and Twitter accounts.
	Window Decals	Signage was posted in windows of businesses in the area to direct people to the project webpage and opportunities to participate.
	Promotional Cards	Business cards with the project website were distributed at the drop-in Session to encourage at-home participation.
	Direct Emails	Direct emails to residents and identified stakeholder organizations.
	Postcards	Postcards were mailed to 19,000 households and businesses in the area and beyond
	Online Story Map	An online mapping and storytelling tool was created to provide additional project information and site specific examples.
Engagement		
	Online Public Survey	The online survey, hosted on the project webpage, was the primary means to collect feedback in Phase 2.
	Printed Public Survey	A paper version of the survey was available for pick-up at the Strathcona Public Library.
	Online Sessions: Public	On February 21, 23, and 25, 2023 the project team hosted online sessions for the public to provide feedback on the Design Ideas.
	Online Session: Businesses	On March 1, 2023 the project team hosted an online session for the members of the Old Strathcona Business Association and other businesses to provide feedback on the Design Ideas.
	Drop-in Session	On March 2, 2023 the project team set-up displays and hosted casual conversations with members of the public to gather feedback on the Design Ideas.

WHO WAS ENGAGED

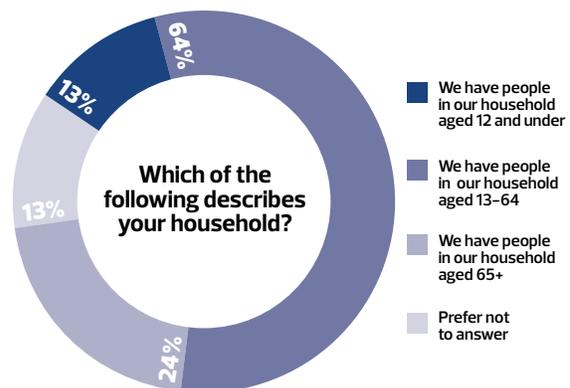
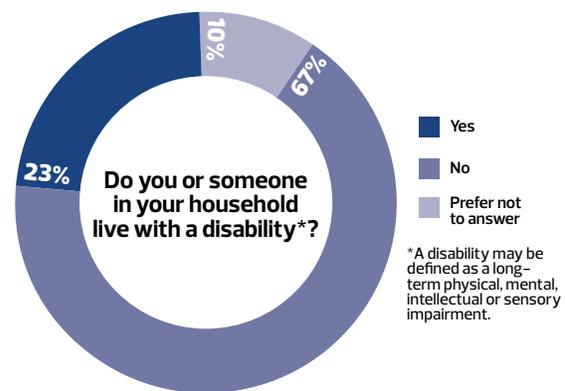
The City is committed to involving people affected by the decisions it makes, and seeks diverse opinions, experiences and information to represent a wide spectrum of perspectives in the process. The City's GBA+ (Gender-Based Analysis +) framework also guides the project to consider identity factors, reduce barriers to inclusion, and ensure equitable outcomes.

General Public: This report summarizes the findings from Phase 2 Public Engagement, which collected feedback from local residents, visitors to the area, and the general public.

Stakeholder Groups: A Community Advisory Committee (CAC) has been established as a diverse and collaborative group of area stakeholders to support the work on the Old Strathcona Public Realm Strategy. It includes representatives from the:

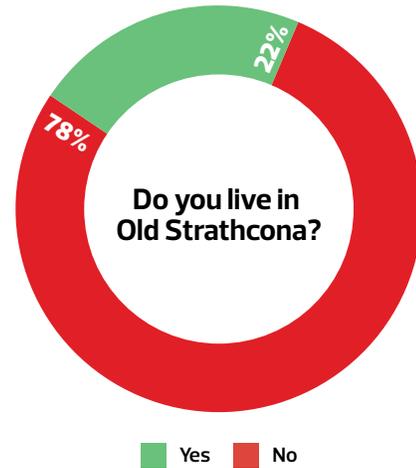
- + Strathcona Community League and neighbouring leagues
- + Old Strathcona Business Association
- + Old Strathcona Farmers Market
- + Edmonton Fringe Theatre and the Yardbird Suite
- + Organizations who reflect, support and/or advocate for different communities
 - + Youth Empowerment & Support Services
 - + Accessibility Advisory Committee
 - + Senior Citizen Opportunity Neighbourhood Association
 - + Old Strathcona Youth Society
 - + Paths for People
 - + Pride Corner

In Phase 2, the project team presented the Design Ideas to the Community Advisory Committee to gather feedback. An Info Kit was also provided to help representatives inform their groups or organizations about the engagement and how their networks could participate.



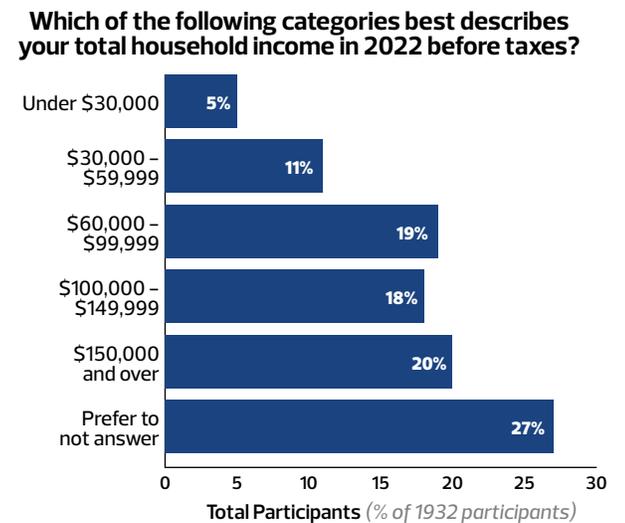
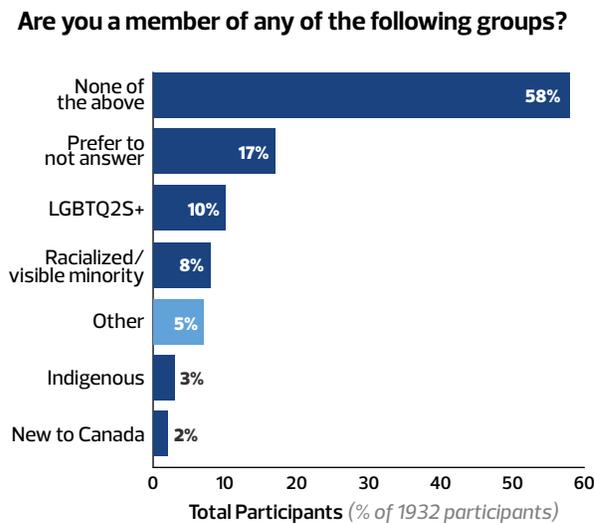
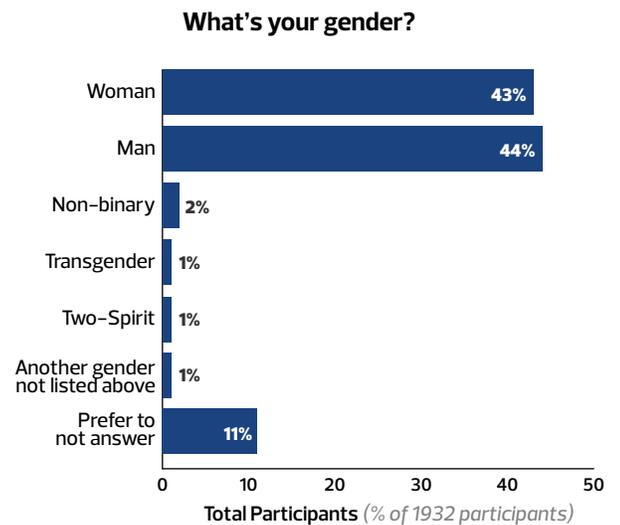
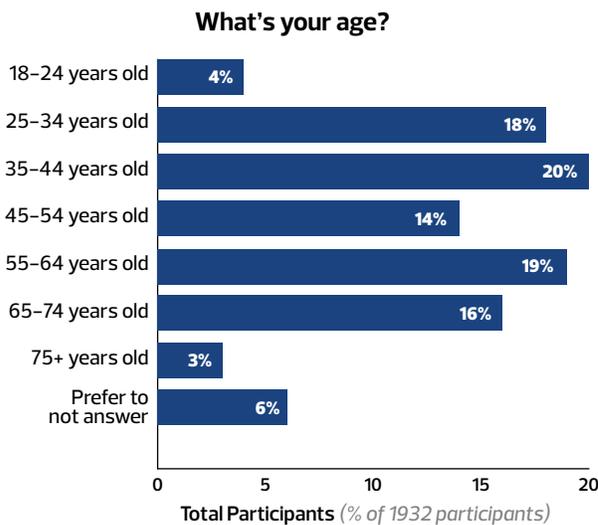
Residents & Visitors

The adjacent graph outlines who is spending time in the area. The majority of participants do not live in Old Strathcona – whether visiting from an adjacent neighbourhood or a different part of the city – highlighting the importance of the area as a destination.



Demographics

To better understand who is—and is not—participating in the public engagement process, below are the demographics shared by survey participants (n.b. demographic information was only collected as part of the survey).



WHAT WAS ASKED

What We Asked

Why We Asked

PUBLIC SURVEY

During Phase 2 of engagement, a public survey was used to gather feedback on the proposed design ideas and future priorities of Old Strathcona's public realm. The survey was open for feedback from **February 13 to March 5, 2023** and gathered responses from **1932 participants**. Members of the public were asked to provide feedback on the design ideas which are intended to be conceptual examples of possibilities.

Strategy Area 1: Gateway Blvd & Publicly-owned Lands

Design Idea 1: Central Park Scenario

Q1A: On a scale from 1 to 5, where 1 is Strongly Disagree and 5 is Strongly Agree, how much do you agree with the following statements?

Q1B: What aspects of this idea do you like?

Q1C: What, if anything, would you refine about this idea?

Design Idea 2: Park + Plaza + Development Scenario

Q2a: On a scale from 1 to 5, where 1 is Strongly Disagree and 5 is Strongly Agree, how much do you agree with the following statements?

Q2b: What aspects of this idea do you like?

Q2c: What, if anything, would you refine about this idea?

To understand how agreeable people are to these options; gather preferences and reaction; gather refinements

Design Idea 3: Park + Development Scenario

Q3a: On a scale from 1 to 5, where 1 is Strongly Disagree and 5 is Strongly Agree, how much do you agree with the following statements?

Q3b: What aspects of this idea do you like?

Q3c: What, if anything, would you refine about this idea?

Strategy Area 1: Shared Streets

Q4a: On a scale from 1 to 5, where 1 is Not Acceptable and 5 is Very Acceptable, indicate how acceptable to you each segment would be as a shared street?

Q4b: What aspects of this idea do you like?

Q4c: What, if anything, would you refine about this idea?

To understand people's reaction to proposed changes to this space.

Strategy Area 2: Whyte Avenue & Alleyways

Whyte Avenue Public Realm Improvement Ideas

Q5a: In this design idea – on a scale from 1 to 5, where 1 is Not Acceptable and 5 is Very Acceptable, indicate how acceptable each element is to you?

Q5b: What aspects of this idea do you like?

Q5c: What, if anything, would you refine about this idea?

To understand how agreeable people are to these options; gather preferences and reaction; gather refinements

What We Asked	Why We Asked
<p>Alleyway Renewal & Activation</p> <p>Q6: What do you think is needed to renew and activate alleyways to be inclusive, safe and inviting (select all that apply)?</p>	<p>To learn what people think is needed</p>
<p>Q7: Is there anything else you would like to share about Strategy Area 2 (Whyte Avenue or the alleyways?)</p>	<p>To gather additional feedback or input on other topics top of mind</p>

ONLINE (PUBLIC & BUSINESS) SESSIONS

The City of Edmonton hosted three online sessions for the public and a session dedicated for the business community to attend, learn about the project, and ask any questions. Participants were asked to share '**Things you like**', '**Things you're unsure about**', and '**Things you're concerned about**' for each of the Design Ideas.

<ul style="list-style-type: none"> + Strategy Area 1 <ul style="list-style-type: none"> + Design Idea 1, 2 & 3 + Strategy Area 2 <ul style="list-style-type: none"> + Whyte Avenue Public Realm Improvement Ideas 	<p>To understand how agreeable people are to these options; gather preferences and reaction; gather refinements</p>
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DROP-IN SESSION

The City of Edmonton hosted an in-person drop-in session open to anyone to attend, learn about the project, and ask any questions. Participants were asked to share '**Things you like**', '**Things you're unsure about**', and '**Things you're concerned about**' for each of the Design Ideas.

<ul style="list-style-type: none"> + Strategy Area 1 <ul style="list-style-type: none"> + Design Idea 1, 2 & 3 + Strategy Area 2 <ul style="list-style-type: none"> + Whyte Avenue Public Realm Improvement Ideas 	<p>To understand how agreeable people are to these options; gather preferences and reaction; gather refinements</p>
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Window decal on Whyte Avenue promoting the project



Public Engagement Summary & Results

WHAT WE HEARD



1932

Survey Participants



20

Online (Public) Session Participants



19

Online (Business) Session Participants



102

Drop-in Session Participants

Strategy Area 1: Gateway Blvd & Publicly-owned Lands

Using the feedback from Phase 1, as well as a technical analysis and policy review, the City of Edmonton has drafted Design Ideas that explore improvements for Strategy Area 1. The design ideas are intended to be conceptual examples of possibilities. Detailed design and the exact locations of elements will be determined as part of future work.

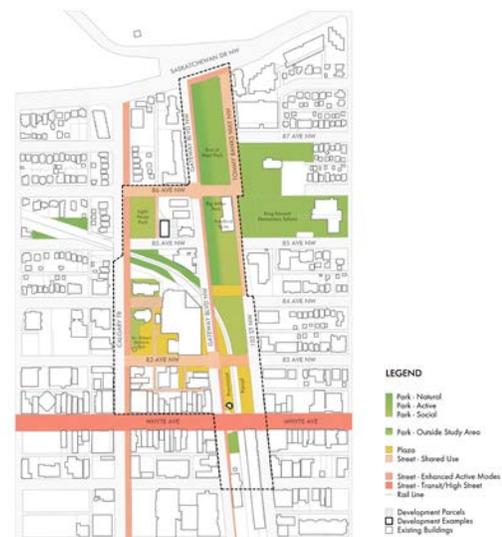
The input from Phase 2 Engagement will be used to refine and recommend one design idea.

The following sections outline what we heard through public engagement and summarize recurring themes and key insights from the second phase of engagement.

Strategy Area 1: Overall Engagement Feedback Summary

+ Design Idea 1: Central Park Scenario

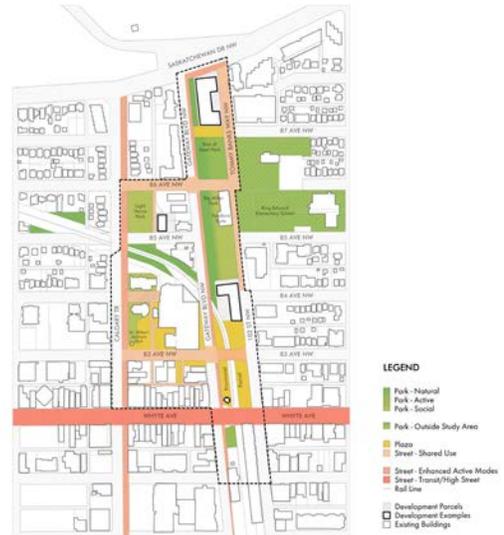
- + Interest in seeing different uses for under-utilized parking lots
- + Large area that can support events/ recreation
- + Concern that parking is needed in the winter and for accessibility
- + Balance green space and development (vibrancy, activities, etc.)
- + Promote events (infrastructure, expedited permitting, free transit, etc.)
- + Integrate green space (planters, maintain trees, etc.)
- + Safety and cleanliness (maintenance, social resources required, etc.)
- + Winter (activities, accessibility, design, etc.)



Design Idea 1: Central Park Scenario

+ Design Idea 2: Park + Plaza + Development Scenario

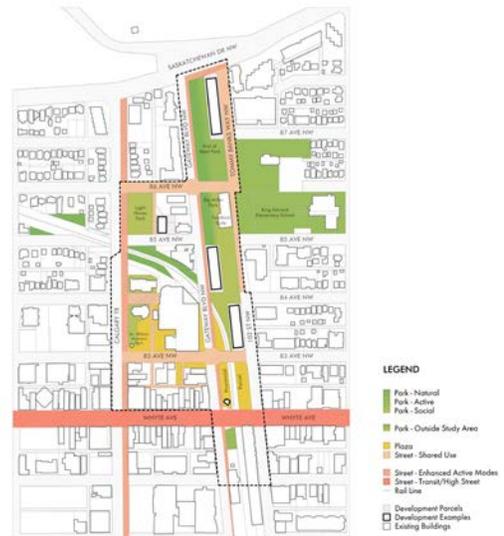
- + Support for underground parking
- + Interest in balancing green space with plazas and development
- + Developments should maintain the small scale of the neighbourhood
- + Pop-up events in front/behind buildings to take advantage of under utilized spaces
- + Sidewalk space (signage, displays, patios, etc.)



Design Idea 2: Park + Plaza + Development Scenario

+ Design Idea 3: Park + Development Scenario

- + Mix of support between pocket parks and large central park
- + Support for more density and integrating built environment with public spaces
- + Concern about emergency vehicles getting through reduced streets
- + Concerns with parking removal (business impact, accessibility, affect on utilities/ services, etc.)
- + Questions about how the removal / implementation of an area-wide parking program could be phased
- + Concerns with reduced driving lanes (increase congestion, impact on emergency vehicles, etc.)
- + Underground parking options (expensive, alternative to street parking)
- + Residential parking permit to balance loss of parking



Design Idea 3: Park + Development Scenario

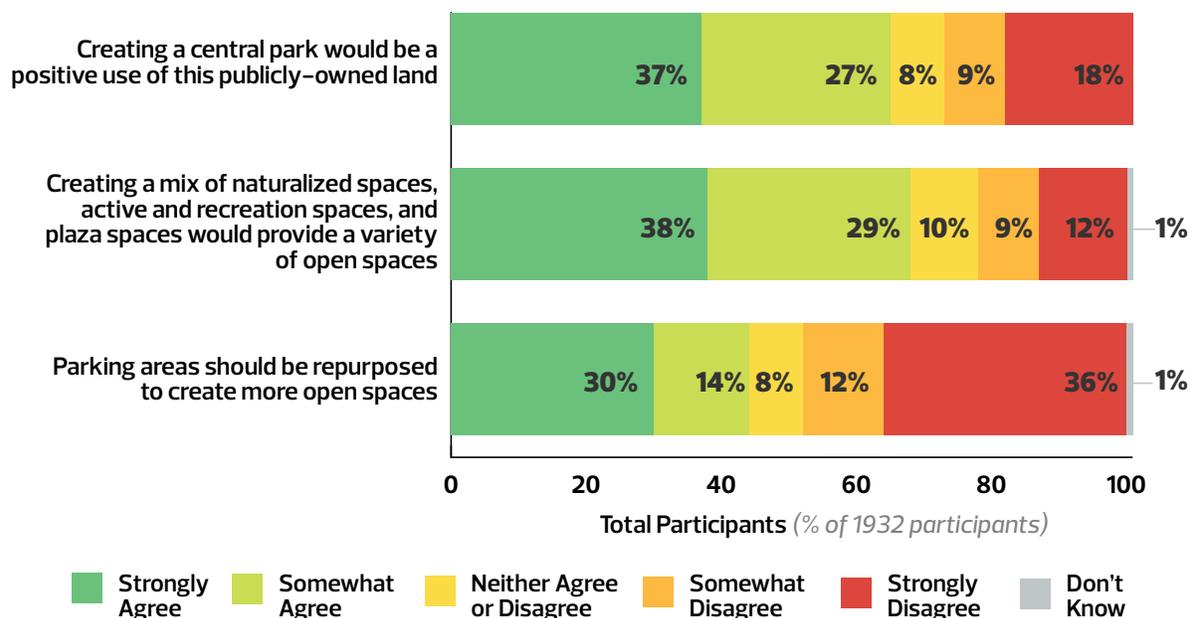
Strategy Area 1: Feedback Details

Public Survey Feedback Summary

Design Idea 1: Central Park Scenario

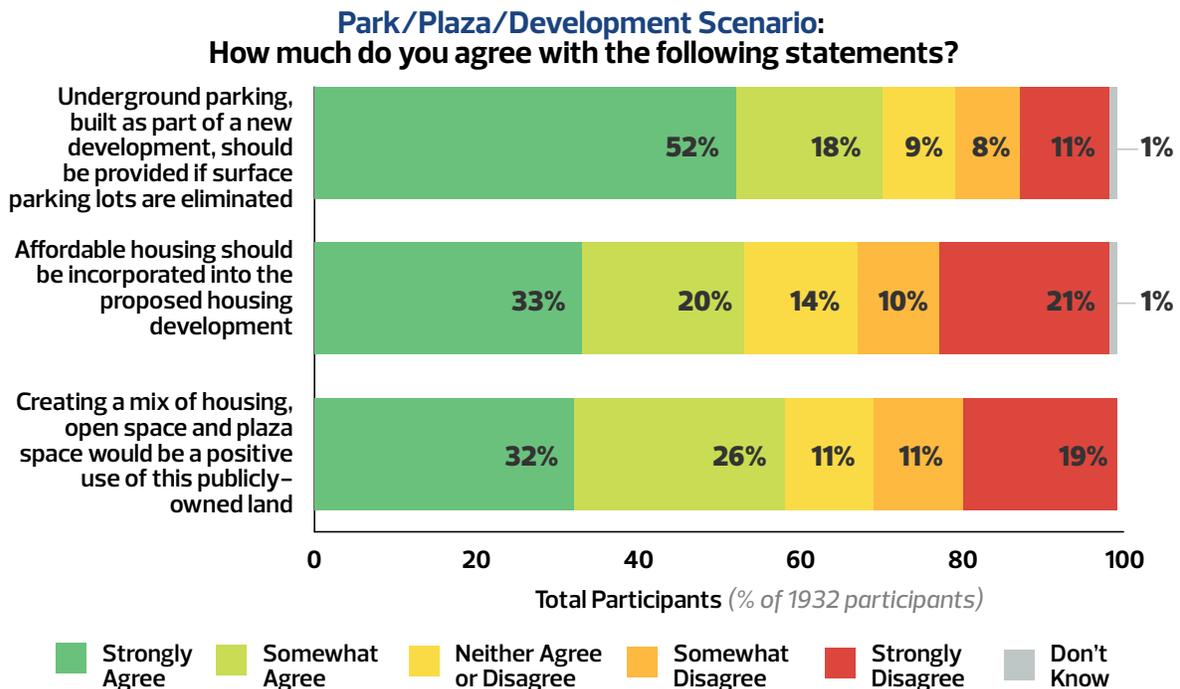
- + The graphs highlight participants' preferences for creating a central park scenario from Saskatchewan Drive to Whyte Avenue, replacing the parking lots next to End of Steel Park, the Farmers' Market, and Whyte Avenue.
- + The majority of participants felt that creating a central park would be a positive use of the publicly-owned land and, that creating a mix of naturalized spaces, active and recreation opportunities, and plazas would provide a variety of open spaces.
- + Participants indicated that a large central park would create a free attraction to the area as a space to host events and recreation activities.
- + Participants were divided on the idea of parking areas being re-purposed to create more open spaces, with 30% strongly agreeing that they should be and 36% strongly disagreeing. Most participants were interested in seeing a gradual transition towards removing parking spaces and an alternate use for under-utilized parking lots.
- + Several participants were concerned that alternative modes of transportation (walking, cycling, transit) were not used enough to support the removal of parking space.
- + There was concern that visitors from outside of the area are dependent on a vehicle to get to Old Strathcona and need somewhere to park.
- + Some participants would like to ensure that the central park is well connected to existing pathways and that the space is engaging and sheltered from the noise and pollution of the nearby streets.

Central Park Scenario: How much do you agree with the following statements?



Design Idea 2: Park + Plaza + Development

- + The majority of participants expressed that developing a mix of housing, open space and plaza, space would be a positive use of this publicly owned land (58% strongly or somewhat agree)
- + A significant amount of participants expressed that affordable housing should be incorporated into the proposed housing development (53% strongly or somewhat agree)
- + Participants indicated that underground parking, built as part of a new development, should be provided if surface parking lots are eliminated (70% strongly or somewhat agree).
- + Participants supported the idea of including underground parking as an alternative to surface parking lots; there was concern regarding the high potential cost and possible safety issues.
- + Participants favored the idea of balancing green spaces with plazas and other developments (commercial, residential, etc.) to create vibrancy and offer a variety of activities and places to gather.
- + Including more housing was also raised by several participants as a positive way to increase density and create more affordable housing options in the area
- + Participants indicated that they would prefer to see green space prioritized over new housing developments
- + There is interest in seeing any new developments align with the small scale of the neighbourhood and match the current character of this historic area



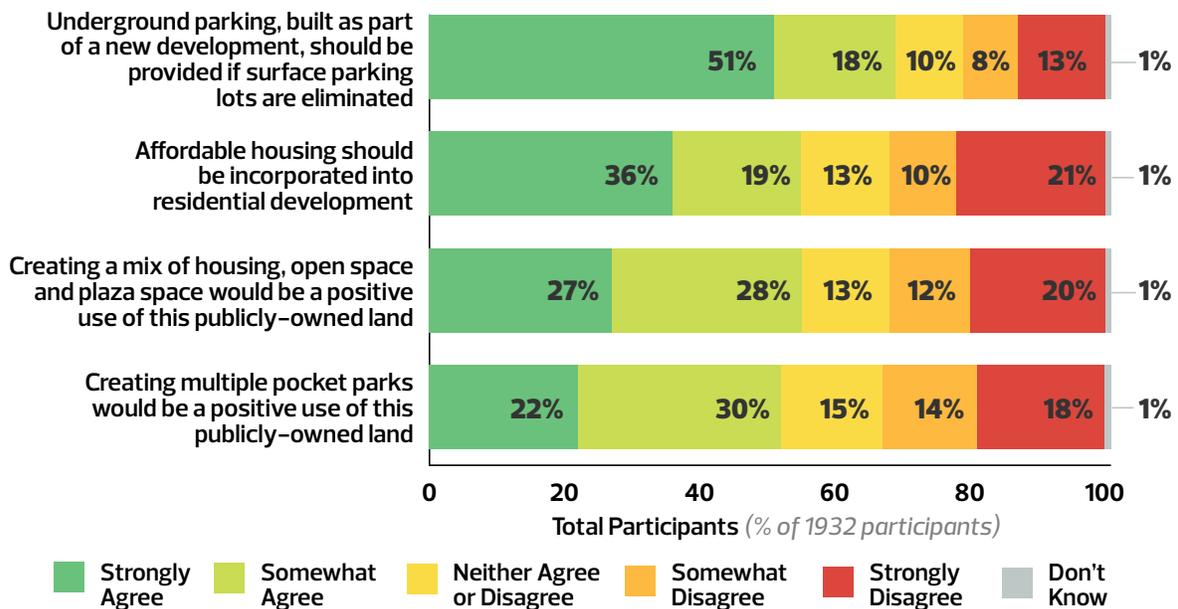
Design Idea 3: Park +Development

- + There was overall support for the idea of creating multiple pocket parks (52% strongly or somewhat agree), although several participants strongly disagreed (18%) and many participants expressed a preference for a larger central park (Design Idea 1).
- + The majority of participants were interested in seeing a mix of housing, open space and plaza space as a positive use of this publicly-owned land (55% strongly or somewhat agree)
- + Participants indicated that affordable housing should be incorporated into residential development (55% strongly or somewhat agree)
- + Most participants agree that underground parking, built as part of a new development, should be provided if surface parking lots are eliminated (69% strongly or somewhat agree)
- + Participants supported a mix of both pocket parks and a large central park; in general

participants indicated that pocket parks might be safer and more sheltered from the busy roads, while an open green space would support events and provides a more continuous area for activities

- + Participants also expressed interest in seeing housing developments concentrated along 102 Street and trail connections built to the existing pathways along 83 Avenue and 86 Avenue

Park/Development Scenario: How much do you agree with the following statements?



Strategy Area 1: Shared Streets

A shared street is primarily used by people walking, wheeling or cycling, and sharing the space with people in cars driving at slow speeds. Including shared streets for some segments of avenues, streets and alleys would complement new developments and help improve connectivity and pedestrian safety.

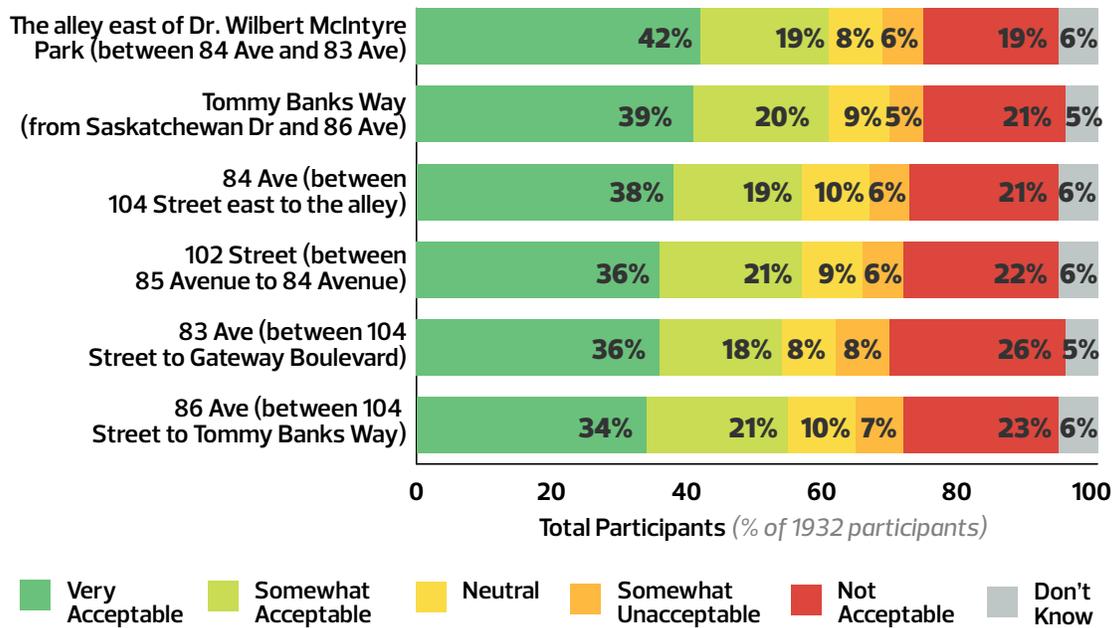
Participants were asked to indicate how acceptable certain street segments would be as shared streets. The proposed segments include:

- + The alley east of Dr. Wilbert McIntyre Park (between 84 Avenue and 83 Avenue)
- + Tommy Banks Way (from Saskatchewan Dr and 86 Ave)
- + 84 Avenue (between 104 Street east to the alley)
- + 102 Street (between 85 Avenue to 84 Avenue)
- + 83 Avenue (between 104 Street to Gateway Boulevard)
- + 86 Avenue (between 104 Street to Tommy Banks Way)

Overall, there was support for including shared streets as participants felt this would increase safety and walkability and that more foot traffic might increase commercial activity. The street segment with the most support was the alley east of Dr. Wilbert McIntyre Park (between 84 Avenue and 83 Avenue) with 61% of participants strongly or somewhat agreeing that this should be a shared street.

Some participants were concerned that even with this new design, cars will not slow down and the area will be unsafe for pedestrians and cyclists. Several participants raised the idea of closing off some streets to cars completely. The suggested streets included 83, 84 and 85 Avenue, with the idea that adjacent alleyways could be used by commercial vehicles as needed.

Shared Streets: How acceptable to you would each segment be as a shared street?



Online Learn & Share Sessions Feedback Summary

Design Idea 1: Central Park Scenario

+ Likes

- + Activated green space with trees
- + Year round activities
- + Connectivity (pathways, transit)
- + Green space (increase, enhancement of McIntyre, dog parks)
- + Shared streets (connectivity, connect to River Valley, etc.)
- + Re-purpose parking lots for events

+ Unsure

- + Connection (between east/west neighbourhoods, bike paths, etc.)
- + Safe and welcoming space (washrooms, eyes on the street, lighting etc.)
- + Seasonal activation (pool, ice rink, year-round mobility etc.)
- + Accommodate parking demands
- + Maintenance (garbage, winter, etc.)
- + Pedestrian and bike safety (crossing, lighting, wayfinding, etc.)
- + Events in green space (support, amenities)
- + Certain parks are too loud due to traffic and should not be enhanced (End of Steel and Big Miller are loud)
- + Mobility considerations for parking (senior, winter, etc.)

+ Concerns

- + End of Steel Park is already underutilized
- + Reduced parking may reduce visitors
- + Parking (pressure on residential, negatively impact businesses)
- + Pedestrian crossing (Gateway to new public areas)

Design Idea 2: Park + Plaza + Development Scenario

+ Likes

- + Balance residential and park spaces
- + Connectivity (plazas, usable alley spaces)
- + Mobility (effective transit system, traffic calming)
- + Support increased density (soccer fields, community garden, open space, etc.)
- + Incorporate amenities (dog park, public art)
- + Underground parking
- + Increase density

+ Unsure

- + Include current/historical Indigenous connections
- + Activate open spaces (art, outdoor fitness equipment)
- + Bike lane safety (crossing unsafe intersections)
- + Connectivity (paths connect park space, streetcar connection,

Jamboard from online session with participant comments

**Strategy Area 1
Idea 1 - Central Park Scenario**

Share your thoughts using the Stickys

Things you like

Things you're unsure about

Question: alleyways are they being closed or will they still be open for traffic?

Question: How many stalls are within the area? A: 285 stalls
Report to guide parking management and future traffic.
Comment: Important for farmers market (customers) and fringe

any winter and senior/mobility considerations? Q: will there be a winter study? A: no plans at this time, another consideration
Non-profit use of parking lots.

need some greenery to give more life to the alleyways.

Concern: Loss of Farmer's market parking lot will put pressure on residential street parking and may upset residence with calls for permit only parking.

We might lose Farmer's lot and street parking in future. Could be devastating to Farmer's, Fringe, most businesses

senior/mobility winter considerations needs to be looked at in future parking program in further detail.

secure bicycle parking - manned garage for secure bicycle parking. Amsterdam for example

biking route south of wedge crossing tracks and gateway boulevard (cutting a whole in fence)

any consideration if a residential permit program would impact parking? A: to be considered as a possibility in future. want to achieve a certain use of utilization of parking.

q: will it be metered parking? A: various tactics are being considered, with goal of using these spaces more efficiently.

festivals/market Days - extra traffic and more businesses, what happens to set up and staging areas for festivals? Where do delivery vehicles go? Concern of 60 ft truck blocking

- + Land use (provincial land closest to Whyte, north-south corridor with public space)
- + Sight lines and building height
- + Activation of green space (winter design, commercial spaces, community gardens, food trucks, etc.)
- + Parking needed (underground; parkade with mural)
- + If green space is public and not only for building residents

+ Concerns

- + Analyze mobility and economic activity
- + Comfort and walkability (intersections)
- + Parks/plazas should have activity spaces (fountain, public art, stage, community garden, etc.)
- + Temporary uses for affordable housing sites while awaiting funding
- + Parking (Increased residential will add pressure, underground parking is expensive)

Design Idea 3: Park + Development Scenario

+ Likes

- + Integration of buildings with parks
- + Balance between character and density

- + Increased residential (safety, activation)
- + New opportunities for businesses
- + Green spaces (connectivity, festival spaces)
- + Pedestrianize 83rd Avenue

+ Unsure

- + What housing options will be provided (e.g. co-ops for affordable housing)
- + Additional transit incentives (free transit downtown/Whyte Ave)
- + Connect new developments and amenities to active and public transit networks
- + How public spaces will be clearly designated
- + Gateway Boulevard not ideal for development (noisy, dangerous)

+ Concerns

- + Wind/shadows from large buildings on green space
- + Sufficient green space to support density (welcoming, feel like public space)
- + Development may reduce green space/ cast shadows
- + Maintenance requirements
- + Parking still needed for festivals/events

Jamboard from online session with participant comments

The image displays a planning document on the left and a digital sticky-note board on the right. The document, titled 'Idea 3 - Park + Development Scenario', includes a map of the area, a legend for different types of spaces (e.g., Plaza, Street, Green), and 'Example Visuals' showing various urban development scenarios. The sticky-note board, titled 'Share your thoughts using the Stickys', features several yellow, green, and pink notes with participant feedback. Key comments include: 'Reduction of present large unsightly dirt parking lots.', 'How do all 3 proposals integrate with the province's proposal for high speed rail? Or hyperloop? Will they integrate in a practical fashion?', 'Green spaces look nice but the lack of the new development rather than public space', and 'What is your definition for affordable housing?'. Other notes discuss transit integration, green space connectivity, and concerns about shadows and maintenance.

Drop-in Session Feedback Summary

Design Idea 1: Central Park Scenario

- + Likes
 - + Increased social/park space (events, winter activities, dog park)
 - + Public art (variety, Indigenous art)
 - + Shared streets (reduced traffic, reduced surface level parking)
- + Unsure
 - + Redevelopment of underutilized spaces (Old Strathcona Park and End of Steel Park, CP tracks, etc.)
 - + Include amenities (LID along Calgary Trail, off leash park)
 - + Underground parking
- + Concerns
 - + Loss of park space at End of Steel Park
 - + Parking is needed (underground or parkade, retain City owned lots)
 - + Impact to views/sight lines (address safety concerns)

Design Idea 2: Park + Plaza + Development Scenario

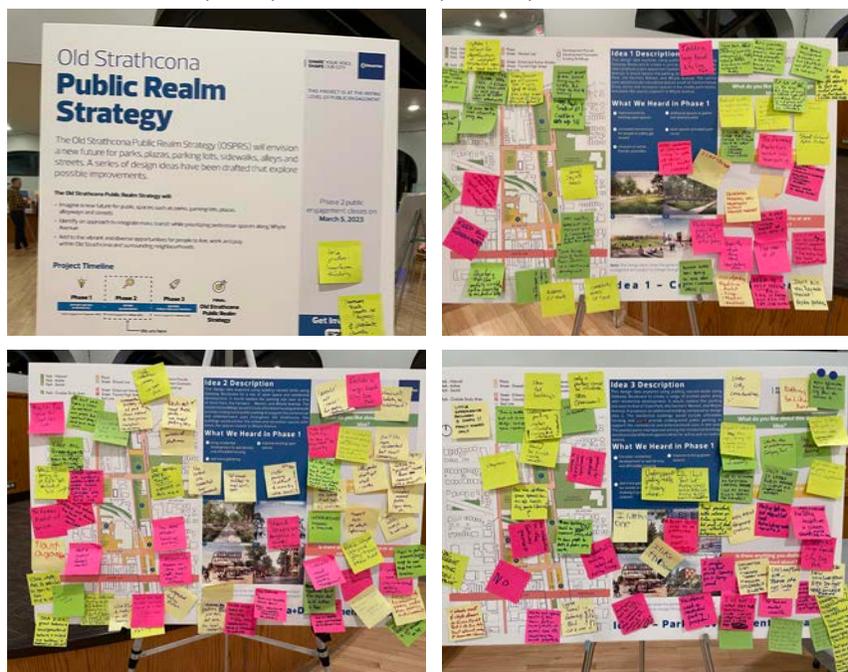
- + Likes
 - + Housing (affordable housing, include at risk youth, increase density)
 - + Combination of green space/development (utilize alleys)
 - + Potential for transit hub

- + Unsure
 - + Green space (winter amenities, dog park)
 - + Underground parking
- + Concerns
 - + Safety (pedestrian crossing; transit)
 - + Large green spaces are used more than pocket parks
 - + Mix of residential options (seniors, families, etc.)

Design Idea 3: Park + Development Scenario

- + Likes
 - + Reduce underutilized parking lots
 - + Include affordable housing
- + Unsure
 - + Development (mix of housing options, low building heights)
 - + How developers will be included in the process; implementation of plans
 - + How green space will be protected from traffic
- + Concerns
 - + Underground parking reduces affordability
 - + Preserve existing green space
 - + Lighting to increase safety

Poster boards with participant comments from drop-in session



Strategy Area 2: Whyte Avenue & Alleyways

Strategy Area 2 focuses on Whyte Avenue from 109 Street in the west to 99 Street in the east and explores how to make Whyte Avenue better for pedestrians and adding bus-based mass transit. The City Plan identifies Whyte Avenue as a mass transit corridor to connect Bonnie Doon to the University of Alberta (and onto West Edmonton Mall). To make transit faster and more reliable, dedicated transit lanes are being planned. Faster and more reliable transit would give people more travel choices. It would support businesses in the area and contribute to reducing greenhouse gas (GHG) emissions. It could also reduce noise due to a reduced number of vehicles along Whyte.

Currently, the sidewalk widths for a main street like Whyte Avenue are modest. This poses space challenges for the number of people that walk or wheel on Whyte Avenue and the elements (like benches, patios, signage, trees, etc) that support the activity. The City proposes to re-purpose the parking lane to increase the sidewalk width.

Prioritizing alleyways for future renewal and activation is another objective of Strategy Area 2, and participants were asked to provide feedback on how to improve Whyte Avenue for pedestrians and transit. Several conceptual examples were provided to help visualize the improvement possibilities.

The following sections outline what we heard through public engagement and summarize the recurring themes and key insights from the second phase of engagement.

Strategy Area 2: Overall Engagement Feedback Summary

+ Whyte Ave – Business Activation/Patio Example

- + Important to have continuous pedestrian space
- + Lighting needed to increase safety
- + Consider winter activations



Whyte Ave – Business Activation/Patio Example

+ Whyte Ave – Bioswale and Rain Garden Example

- + Will help improve greenery and create a buffer between the road and pedestrians
- + Maintenance will need to be considered to uphold cleanliness
- + Consider accessibility and required infrastructure including ramps/curbside drop-off area



Whyte Ave – Bioswale and Rain Garden Example

+ Whyte Ave – Drop-off/Pick-up Example

- + Pick-up/drop-off space is important for businesses
- + Helpful to increase accessibility
- + Concern that transit infrastructure will not adequately support more users (safety, efficiency, winter use)



Whyte Ave – Drop-off/Pick-up Example

+ Whyte Ave – Left Turn Lane Example

- + More communication needed to understand vehicle prioritization
- + Consider physical separation between buses/cars/pedestrians



Whyte Ave – Left Turn Lane Example

When asked if there was anything else to share about Strategy Area 2, the following themes emerged:

+ Traffic

- + Balance street parking with improved pedestrian spaces
- + Consider congestion that may result from changes
- + Consider that Whyte Avenue is a truck delivery route

+ Transit

- + Bus service is not used sufficiently to justify prioritizing a center lane design

+ Pedestrians & Cyclists

- + Consider a pedestrian connection over/under or through the rail line south of Whyte
- + Add more bike lanes and secure bike parking

+ Design

- + Increase tree canopy and biodiversity
- + Ensure historic hub is the focus

+ Safety/Garbage

- + Increase waste collection, consider underground garbage collection

+ Alleyways

- + Make them clean and look interesting, but still serve main function as access for supplies and services
- + Work on selected alleyways and keep others as utility alleyways
- + Example locations to serve as inspiration: Alleyways by Sugared and Spiced, Woodrack Café, Boxer, Made by Marcus, Old Strathcona Youth Society, Malt & Mortar

Strategy Area 2: Feedback Details

Public Survey Feedback Summary

- + Nearly two thirds of participants agreed with providing more space for pedestrians to walk and re-purposing on-street parking along Whyte Avenue to increase the sidewalk space.
- + Most participants were also in favour of other options including more sidewalk space for other amenities including signs, seating or patios, street lights, or trees/vegetation and for using the flex space, in some locations, for drop-off/pick up or for accessible parking.
- + Participants welcomed the idea of seeing transit improvements in the area and prioritizing Whyte Avenue as a main street
- + There was support for design elements that prioritize pedestrian safety (bioswales

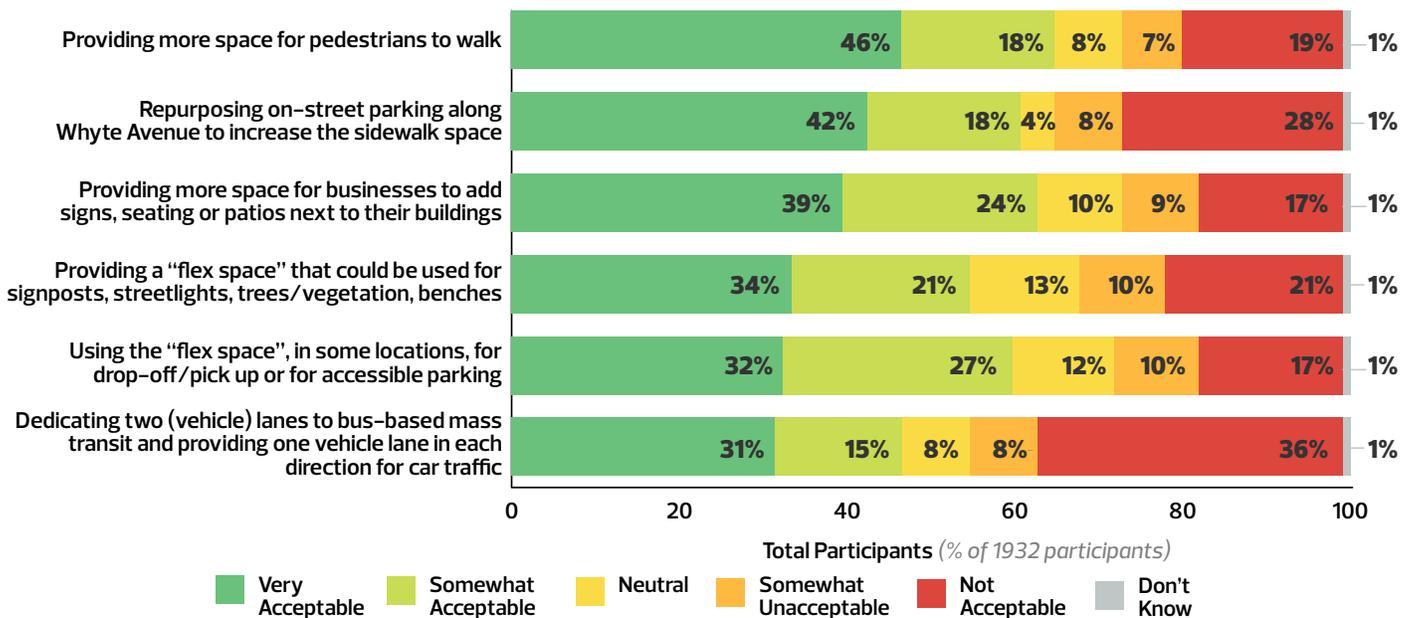
creating a buffer between pedestrians and vehicles, establishing a continuous pedestrian path without having to frequently meander around sidewalk elements, etc.).

- + There was concern regarding winter conditions of the space and how the spaces will be activated year-round including maintenance requirements for snow clearing.

Strategy Area 2: Alleyway Renewal & Activation

Alleys are often viewed as a building's back of house - there for exits, servicing and loading. However, thanks to the creation of the Strathcona Back Street north of Whyte Avenue between Gateway Boulevard and 104 Street, alleys are becoming destinations themselves. Based on the Phase 1 input and analysis, people want alleys to become safer

Whyte Avenue: How acceptable is each element to you?



and more inclusive by improving the existing conditions and bringing businesses to alleys. Participants were asked to comment on the types of improvements that could be explored for renewal and activation.

- + When asked what is needed to renew and activate alleyways to be inclusive, safe and inviting the most common responses were to improve the pedestrian experience and safety in the alleys.
- + Almost all participants indicated that the top priority is to improve existing lighting and add additional lighting where needed. Most participants also selected improving paving materials and conditions to create safer and more inviting alleys.
- + The majority of participants are also interested in encouraging more businesses to locate or face an alley and that placement of waste and recycle bins could be adjusted to keep the travel way unobstructed while still

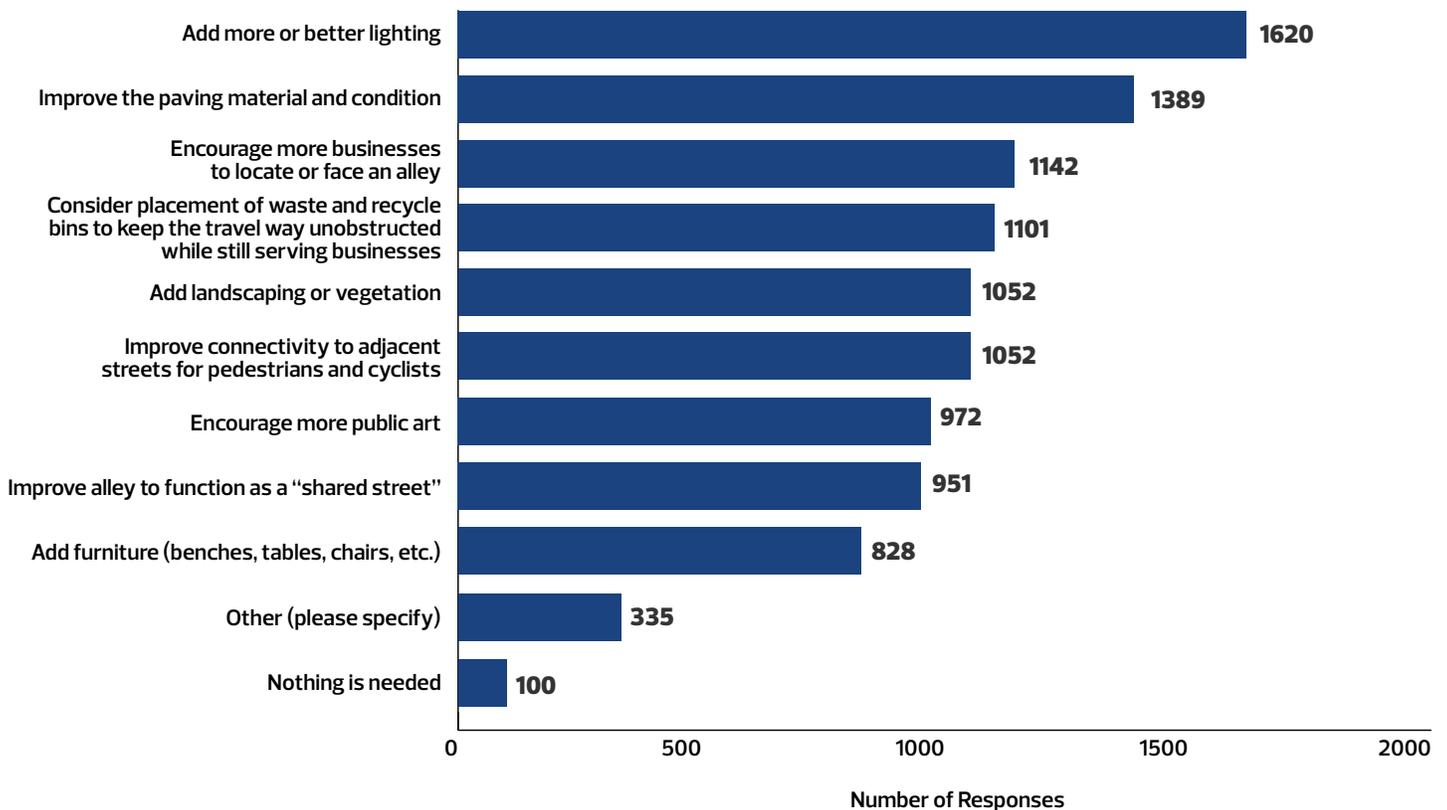
serving businesses.

- + Adding landscaping or vegetation to alleys also rated by participants as one of the top five options to renew and activate alleys.

Participants also shared that they would like to see the following additions:

- + Address safety concerns (traffic calming, improved accessibility, lighting)
- + Encourage walking/cycling
- + Phase/pilot ideas (test alleyway ideas, increase public art, use alleys for patio space)
- + Increase snow clearing maintenance and accessibility
- + Create a parking plan and share with the public

What do you think is needed to renew and activate alleyways to be inclusive, safe and inviting?



Online Learn & Share Sessions Feedback Summary

Whyte Ave: Business/Patio

- + Likes
 - + Easier for businesses
 - + Additional bus lanes
 - + Improves walkability (wider sidewalks, remove sidewalk ramps around patios)
 - + Extra space (better for business, accessibility, safer patios)
 - + Less traffic (quieter, mass transit)
 - + Connectivity to surrounding areas
 - + Prioritize pedestrians (multiple trips, walking between businesses, connectivity, etc.)
- + Unsure
 - + Need wayfinding for parking
 - + Safety concerns (buffers between pedestrians/cyclists/vehicles/e-scooters)
 - + If patios will be permanent, year-round; eliminates boardwalk
 - + Flex space (snow clearing, tree location)
 - + Parking (wayfinding system, loading/drop off, accessible options)
 - + Intersection safety
 - + How flexible will design be as businesses open/close

+ Concerns

- + Safety (road/patios, center bus lanes)
- + Balancing space (businesses/patios and pedestrians)
- + Traffic congestion
- + Confusion around how people would board the bus (stations were not included in the example images)
- + Emergency vehicles (route to hospital)
- + Sidewalk maintenance costs and logistics (e.g. snow removal)
- + Safety and cleanliness

Whyte Ave: Bioswale/Rain Garden

+ Likes

- + Buffer between traffic/pedestrians
- + Incorporates green/social spaces
- + Stormwater filtration
- + Natural seating (safety buffer, welcoming)

+ Unsure

- + Room for patios
- + If/how drop off zones (taxi/couriers/food delivery drivers) fit
- + Trade off between removing trees/bioswales
- + Reduce patio/street furniture space
- + Maintenance (snow, garbage)
- + Decorative/improved lighting (if removed from trees)

Jamboard from online session with participant comments

Strategy Area 2
Whyte Avenue: Business Activation / Patio Example

Share your thoughts using the Stickys

- Things you like**
 - As a resident who has a walkable street, I am part of the population that is frustrated when the new lanes or patios are not in place.
- Things you're unsure about**
 - Coordinate with local businesses and residents to ensure the design is practical and feasible.
 - How can we ensure that the design is flexible enough to accommodate future changes in the neighborhood or the needs of different users on the street?
- Things you're concerned about**
 - Single lane traffic, is this an improvement at any time and is that an overall 'win' for the neighborhood? Can't have the space taken away by a major infrastructure project.
 - Single lane traffic, double lane traffic, is this an improvement at any time and is that an overall 'win' for the neighborhood? Can't have the space taken away by a major infrastructure project.
 - Single lane traffic, double lane traffic, is this an improvement at any time and is that an overall 'win' for the neighborhood? Can't have the space taken away by a major infrastructure project.
- data on on-street parking use by customers and by employees needed**
- Are patios allowed for using the sidewalk?**
- Are there any strategies for increasing the length of Whyte Avenue?**
- use back lanes for loading and service delivery - problems and prospects**
- how will bikes and e-scooters be accommodated - on sidewalk or the street**
- mapping of underground utilities and their impact on wider sidewalks - relocation expense?**
- a uniform urban design and streetscape will require replacement of some of the existing infrastructure**

+ Concerns

- + Buffer needed between seating and roads
- + Traffic conflicts (buses/vehicles)
- + Prioritizes vehicle movement (does not address the public realm)
- + Consider underground utilities
- + Prioritizes cars (not pedestrian experience)
- + Visibility/awareness of traffic changes
- + Traffic implications (reduced capacity, slower)

Transit

+ Unsure

- + If there will be a larger transit hub on Whyte Ave
- + Center bus lane (barriers, impact on sidewalk width, meridian space, snow)
- + More frequent bus routes East along Whyte Ave
- + Offer lower cost/free transit to get to events
- + Combine BRT with improved suburban transit
- + Dedicated transit lane improves service quality

Drop-in Session Feedback Summary

Whyte Ave: Business/Patio

+ Likes

- + Dedicated bus lanes
- + Wide sidewalks (space for pedestrians, patios, foot traffic supports businesses)
- + Potential for temporary street closures

+ Unsure

- + What happens to portable ramps
- + What happens to service delivery loading areas

+ Concerns

- + Retain street parking, loading zones, and bus stops at sidewalk (not in the middle of Whyte Avenue)
- + Safety (control bikes/scooters on sidewalk, remove scramble crossing)
- + Traffic may increase in residential areas
- + Two-way dedicated transit (unsafe, congested traffic)

Whyte Ave: Bioswale/Rain Garden

+ Likes

- + Improves greenery
- + Potential to combine bioswales and patios

+ Unsure

- + How to maintain accessible parking

Jamboard from online session with participant comments

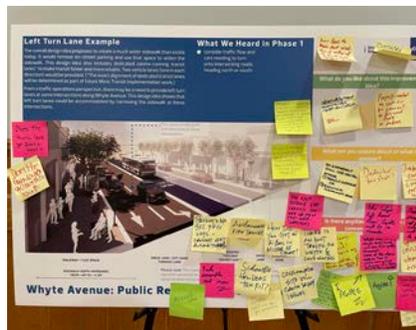
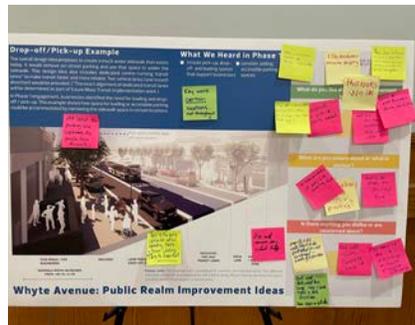
Whyte Ave: Drop Off/Pick Up

- + Likes
 - + Essential at specific locations (loading zones)
 - + Retain existing trees/some parking
- + Unsure
 - + Snow removal
 - + Accessible parking
 - + Monitored to ensure enforcement
- + Concerns
 - + Traffic congestion
 - + Impact on businesses during construction
 - + Safety (pedestrians/traffic)

Whyte Ave: Left Turn Lane

- + Likes
 - + Turning lanes are essential (especially north on Gateway Boulevard)
- + Unsure
 - + Increased lighting for safety
 - + How will it operate with scramble intersection, centre bus lanes, dedicated bus stops
 - + Clearly explain left turning
- + Concerns
 - + Address safety/cleanliness
 - + Congestion (scramble intersection, reduced lanes, main east/west thoroughfare)
 - + Option is still car-centric

Poster boards with participant comments from drop-in session



**What Happens
Next?**

Thank you for your participation!

The feedback received from Phase 2 engagement, together with a technical analysis and alignment with policy objectives, will be used to help inform how to refine the design ideas that will be shared as part of Phase 3. We will summarize how we used the input, the changes made, and changes that could not be made.

There are different considerations that we will explore as part of the refining. For Strategy Area 1, we will work towards one design idea which:

- + Adds open spaces that are safe and inclusive with natural and active spaces for all ages
- + Identifies suitable locations for building(s)
- + Enhances connections for pedestrians and cyclists
- + Identifies alleys/streets/avenues as candidates to be a shared street
- + Incorporates winter city design elements to enjoy the spaces year around

For Strategy Area 2, we will share more on the need to increase the sidewalk and the pedestrian space, refine the illustrations that communicate public realm improvement possibilities, and highlight the characteristics to renew and activate alleyways.

As part of Phase 3, we will also provide more information on strategies to mitigate the reduction or removal of parking (for both Strategy Areas 1 and 2) and a brief overview of how vehicle traffic on Whyte Avenue will shift (Strategy Area 2).

The refined design ideas will be contained within an overall Strategy document. The Strategy document will include the draft recommendations for both Strategy Areas and how they will serve the project's four guiding themes (Mobility & Movement; Open Space & Activities; Inclusion & Equity; Comfort & Safety) and how proposed improvements will be staged and implemented.

Phase 3 engagement will seek feedback on both the refined design ideas and draft Strategy at the Advise Level of the City of Edmonton's Public Engagement Spectrum.

The next phase of engagement is planned to occur in summer 2023. To stay up-to-date with the project and engagement opportunities, visit edmonton.ca/OldStrathPublicRealm.

