Project Background

The Corridor Growth portfolio is comprised of the Corridor Planning Program, Transit Villages Concept Plans and Brownfield Renewal Strategy. These projects will address the goals and objectives of the Growth Plan to Half a Million (Growth Plan), while aligning with the goals for the re-envisioned Transit Plan based around Bus Rapid Transit (BRT). This new approach to future development along the City’s major transportation corridors will be essential to meet the needs of a city of 500,000.

March 7, 2018 – ‘Come & Grow’

The first major engagement event for the Corridor Planning Program occurred on March 7 at the Western Development Museum, as part of the overall Plan for Growth public engagement program. Centered around a 122-foot map running the length of Boomtown, the event successfully generated interest around corridor planning, and engaged stakeholders to prompt questions and provide constructive feedback.

CORRIDOR PLANNING: WHAT WE HEARD

Engagement Summary

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INTERCEPT QUESTIONNAIRE RESULTS

Q1. On a scale of 1-5, how important are the following streetscape elements to you?

- Street trees
- Street lighting
- Street furniture
- Sidewalk improvements
- Weather protection
- Public art

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<tr>
<th>Element</th>
<th>5 - Very Important</th>
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Q2. In order to meet the goals of the Growth Plan, we need to provide more residential units along our major corridors. What do you think would be the most appropriate building height for mixed-use buildings along 8th Street and 22nd Street?

- 3-4 storeys
- 5-6 storeys
- >6 storeys
- not sure

Q3. Which of the following amenities would you like to see more of in these areas?

- Street trees
- Street lighting
- Street furniture
- Sidewalk improvements
- Weather protection
- Public art

OVERALL HIGHLIGHTS

- Pedestrian safety, neighbourhood connectivity, transportation efficiency, and green space are the top concerns of residents.
- Essential streetscape elements (trees, lighting, sidewalks) are critically important.
- Increased density (up to six storeys or more) is welcomed along our major corridors.
- Changes to the land use mix along our corridors is desired.

Contact info:

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Phone: (306) 975-2645
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COMPONENTS & METHODOLOGY

- 1" = 50’ scale map of the Corridor Planning Program study areas (BRT Red/Green Line)

The map indicated streets, landmarks, land use mix, buildings, and on-site parking spaces. Participants were asked to interact with the map in two ways:

1. Place colour-coded dots indicating locations they enjoy or frequent often (blue), as well as locations that need attention or improvement (red); and
2. Place sticky-notes to add written comments.

- Three ‘Big Questions’

Participants were asked to answer the following three ‘big questions’ on sticky-notes at the event, as well as in an online survey which was open from March 7 – April 6, 2018:

1. Are there special places you can identify that should be maintained as the Corridor Planning Program evolves?
2. What types of new businesses, services or amenities do you think are needed along the corridors?
3. What would it take for you to consider living in a mixed-use building fronting one of the corridors?

FEEDBACK STATS

- Total dots on map: 593
- Red (needs attention): 182
- Blue (enjoy/frequent): 411
- Total comments on map: 267
- Total questionnaire responses: 59
- Total ‘Big Questions’ responses: 40

PERCENTAGE OF COMMENTS BY THEME

- Connectivity / Neighborhoods / Amenities: 12%
- Development / Zoning: 9%
- Employment / Commerce: 6%
- Green Infrastructure / Recreation: 5%
- Housing: 1%
- Safety / Comfort / Walking / Accessibility: 18%
- Seniors / Health: 1%
- Transit / BRT: 8%
- Urban Design: 4%
- Weather / Winter: 1%
- Other: 3%
- Transportation / Parking: 32%

NUMBER OF DOTS BY STUDY AREA

- West End: 24
- 22nd Street: 49
- Downtown: 171
- College: 45
- Preston: 18
- 8th Street: 13

‘BIG QUESTION’ WORD CLOUDS

The relative size of each word or phrase corresponds to its frequency in responses.

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- Other: 3%
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NUMBER OF COMMENTS BY STUDY AREA

- West End: 38
- 22nd Street: 73
- Downtown: 19
- Preston: 5
- 8th Street: 15
1. What type of housing do you think would be best for 8th Street or 22nd Street with a rapid transit system in place? Check all that apply.

A. High Density - Multi-Unit
B. Medium Density - Townhouse with Street Entrance
C. Mixed Use - Commercial at Ground Floor, Multi-Unit Above
D. Other

Additional Comments:

2. Draw a line to match street names (on the right) with how you would like its future pedestrian environment to look and feel:

- **Pedestrian Dominant Areas**
  - These are areas where people gather, such as plazas with outdoor seating and very walkable shopping streets.

- **Pedestrian Supportive Areas**
  - These are safe environments for walking, where sidewalks are continuous and buffered from the street, featuring trees or other streetscaping.

- **Pedestrian Tolerant Areas**
  - These are areas and corridors where walking is technically safe, but land use patterns discourage walking and make it uncomfortable.

- **Pedestrian Intolerant Areas**
  - These are areas where walking is unsafe and unattractive, such as near freeways, industrial, or undeveloped areas.

3. The images below are two examples of large format retail.

- **Option 1**
  - One storey building
  - One retail use
  - Front entrance faces parking lot
  - Poor walking access from sidewalk
  - Large surface parking lot

- **Option 2**
  - Mixed-use building - residential above two stories of commercial
  - Multiple large format retail stores
  - Parking on side street, underground, or behind the building
  - Main entrances on sidewalk

Which type of development would you prefer to see along 8th Street or 22nd Street?

4. How did you get here today?
5. Would you like to see any of these things along 8th Street or 22nd Street? Check all that apply.

A. Attractive public spaces that are enjoyable and functional
B. Safe and comfortable sidewalks
C. Greenery and natural elements
D. Drive-thru oriented buildings fail to address the street
E. Single storey strip mall retail
F. Shoebox lighting too tall for human scale
G. Billboard signage scaled for passing automobiles

Currently, 8th Street and 22nd Street are designed almost exclusively for vehicles. Below is a diagram that compares typical automobile style development with compact walkable development.

Edges
- Open areas create high level of discomfort for both pedestrians and drivers. Edgeless streets look uninviting and make people feel uncomfortable.

Sidewalks
- Sidewalks must be a comfortable width (with a preferred minimum of 1.8 metres), separated from the curb with a buffer strip, be continuous and not open to numerous driveways.

Parking
- Car oriented development requires a minimum number of on-site parking. On-site parking takes three times as much land as on-street parking.

Buildings
- Walkability requires easy and complete access to buildings. When buildings are set back with parking in front, it creates a disconnect from the sidewalk and an unappealing space to traverse through. Often these spaces are rarely taken care of and contain large advertising signs.

Edges
- Quality edges provide comfort, safety and security. Creating a sense of enclosure usually requires buildings to the interior edge of sidewalks, ground cover and trees. Edges are essential to an enjoyable walking experience.

Parking
- On-site parking is placed in interior courts or in well landscaped gardens to the side or rear of the building. Thriving urban places rarely have large surface parking lots around them.

Sidewalks
- Sufficient sidewalk widths allow people to enjoy walking, a relaxed conversation with another, to linger or sit outdoors, and they encourage people to stay and socialize.

Buildings
- Buildings oriented towards the street with minimal setbacks are ideal for a comfortable and interesting walking experience.

Buffer strips between the sidewalk and street.
Wide sidewalks and minimal driveway crossings.

6. Considering the diagram above, rate from 1-5 how important the following changes are to you, in order to create a more walkable, transit-friendly, and residential-friendly street.

- More benches
- Add a grocery store
- Remove a lane of traffic for cars, instead it can be for bikes or skate boards
- More pedestrian crossings everywhere

I would just like to feel safe!

Parking lots located to the rear or side of buildings and not along the main street.

Buildings front onto the street with minimum setbacks.

Additional Comments:
- Get rid of the train
The following data was gathered through an online survey. Respondents were asked to report their experience after walking a section of 8th Street between Grosvenor Ave and McKercher Drive. 23 people responded to the survey.

- **83%** feel safe from crime.
- **96%** agree that there are not enough benches and garbage bins.
- **87%** agree that the area needs more trees, bushes or plants.
- **43%** have experienced difficulty walking on sidewalks due to snow.
- **17%** do not feel safe from crime.
- **43%** not applicable.
- **13%** no difficulty.

**Survey Results**

The area:

- **26%** indicated that the sidewalks are well maintained.
- **57%** indicated that the sidewalks are poorly maintained.
- **26%** indicated that the sidewalks are wide enough.
- **48%** indicated that the sidewalks are too narrow.

The area felt:

- **26%** indicated the sidewalks are well maintained.
- **57%** indicated the sidewalks are poorly maintained.
- **48%** indicated that the sidewalks are wide enough.
- **26%** indicated that the sidewalks are too narrow.

The buildings are:

- In good condition:
- In reasonable condition:
- In poor condition:

The area around the buildings appears:

- Well maintained:
- In poor condition:

Did you see any graffiti and/or vandalism?

- No:
- Some:
- Lots:

Did the speed of traffic make you feel uncomfortable?

- No:
- Neutral:
- Yes:

Was there traffic noise?

- No:
- Yes, but it was reasonable:
- Yes, and it was too loud:

Were there any unpleasant smells?

- No:
- Yes:

You would describe the area as:

- Desirable:
- Neutral:
- Undesirable:

How often do you walk through this area?

- Often:
- Occasionally:
- Rare to never:

Did you see any graffiti and/or vandalism?

- No:
- Some:
- Lots:

Did the speed of traffic make you feel uncomfortable?

- No:
- Neutral:
- Yes:

Was there traffic noise?

- No:
- Yes, but it was reasonable:
- Yes, and it was too loud:

Were there any unpleasant smells?

- No:
- Yes:

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- Desirable:
- Neutral:
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- No:
- Neutral:
- Yes:

Was there traffic noise?

- No:
- Yes, but it was reasonable:
- Yes, and it was too loud:

Were there any unpleasant smells?

- No:
- Yes:

You would describe the area as:

- Desirable:
- Neutral:
- Undesirable:
The following data was gathered through an online survey. Respondents were asked to report their experience after walking a section of 22nd Street between Witney Avenue and Idylwyld Drive. 33 people responded to the survey.

- 21% indicated that the sidewalks are well maintained.
- 70% indicated that the sidewalks are poorly maintained.
- 21% indicated that the sidewalks are wide enough.
- 45% indicated that the sidewalks are too narrow.

- 64% feel safe from crime.
- 91% agree that there are not enough benches and garbage bins.
- 91% agree that the area needs more trees, bushes or plants.
- 33% have experienced difficulty walking on sidewalks due to snow.
- 52% are not applicable.
- 15% no difficulty.
- 36% do not feel safe from crime.

**Survey Results**

The following data was gathered through an online survey. Respondents were asked to report their experience after walking a section of 22nd Street between Witney Avenue and Idylwyld Drive. 33 people responded to the survey.