

# Garneau Neighbourhood Renewal

**URBAN DESIGN ANALYSIS:** BACKGROUND REPORT

CHAPTER 2: EXPLORING OPPORTUNITIES

CHAPTER 3: DEVELOPING OPTIONS

Edmonton

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**SHAPE** OUR CITY

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# Chapter 2: Neighbourhood Vision and Opportunities

## Vision & Principles

The neighbourhood vision and principles are developed early in the process by the community through public engagement. Once the vision and principles are set, they can then be used to guide the community and project team in the identification and analysis of opportunities and constraints. For example, as opportunities are identified they will always have both benefits and tradeoffs. When there are competing priorities among the evaluation of opportunities, the vision and principles are looked back upon in order to guide decisions that are made.

### Vision

Garneau is a unique urban village—a welcoming neighbourhood where a diversity of people live, work, learn, shop, and play, promoting friendly interactions and a high quality of life.

Pedestrian focused, the neighbourhood is safe, inclusive, and accessible for all who walk, bike, drive, and use transit, with inviting public spaces and parks that strengthen its sense of community.

Garneau embraces and enhances its beauty, and builds on its rich historic charm and distinct character.

### Principles

- + To provide a safe and enjoyable pedestrian experience that encourages walking.
- + To design safe, user-friendly roadways and intersections that reduce vehicle speeds and discourage shortcutting.
- + To provide safe connections to neighbourhood amenities and destinations for all modes of travel.
- + To provide infrastructure, street crossings, and public spaces that are accessible and safe for all ages, genders, and mobility levels, and in all seasons.
- + To establish new, and enhance existing, public spaces and parks that provide opportunities for community gathering and recreation.
- + To incorporate urban design that reflects and enhances the neighbourhood's history, beauty, and natural elements.
- + To prioritize on-street parking for residents and their visitors within a reasonable distance from their homes.

# Opportunities & Constraints Analysis

Identifying Opportunities in Garneau was a collaborative process between members of the project team and residents of the community.

Planners, designers, and engineers undertook a broad desktop analysis of the neighbourhood to identify opportunities that solve perceived issues and enhance neighbourhood functions and aesthetics. In addition, on-the-ground site walks and investigations were completed to better understand the neighbourhood. This baseline of opportunities was then taken to public engagement, where residents provided comments and identified their own opportunities and constraints based on local knowledge that members of the project team can not easily gain from desktop studies or limited site walks.

## Summary of Public Feedback:

### Biking

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street expressed a preference for raised facilities over on-street facilities (physical median barrier), and
- + fewer changes in elevation when riding, and facilities that are consistent with others in the area

### Driving

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

### Walking

- + People told us that they criss-cross back and forth when walking due to incomplete connections
- + People would like new sidewalks where they are currently missing to improve connections and accessibility, especially for those with mobility challenges
- + Some expressed desire to retain the unpaved pathways and private landscaping in road right-of-way
- + The current sidewalks are in need of repair
- + Some people are concerned about new sidewalks and the added expense and maintenance responsibilities they create for residents
- + Preserving trees is important to the community
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities

### Parks & Open Space

- + People supported space in the neighbourhood for dogs
- + People supported new paths and trails in parks and along the rail corridor
- + People expressed a desire for enhanced park amenities to create more welcoming and safe feeling park spaces
- + People supported a reconfiguration of Garneau (City Arts) Park to add more park / green space

## Identified Opportunities

### Bike Connections

1	110 Street	Install protected "all ages" bike facility in conjunction with City south side bike grid
2	89 Avenue	Install protected all ages bike facility
3	88 Avenue	Remove bike connection
4	81 Avenue	Install protected all ages bike facility
5	80 Street	Install protected all ages bike facility

### Improved Connections

6	Between 108A and 107 Streets Along Rail Corridor	Formalize informal path along rail corridor to back alley network near 109 Street
7	Between 108A & 109 Streets Along Alleyway	Enhanced alleyway connection in conjunction with proposed development at the north end of 108A Street
8	Rail Corridor	Long-term potential for bridge / gateway feature in conjunction with the potential High Line project. Enhances pedestrian connectivity for residences north of the rail corridor
9	Braithwaite Park	Connect desire lines through park to existing pedestrian connections
10	Braithwaite Park	Connect desire lines through park to existing pedestrian connections

### 90 Avenue Improvements

11	Saskatchewan Drive & 110 Street	Create viewpoint park at terminus of 110 Street
12	Saskatchewan Drive & 90 Avenue	Very wide intersection, with lots of drivers that try to find a connection through at the east end of 90 Avenue

### Park Improvements

13	Braithwaite Park	Enhancements to park such as addition of dog park or community gardens, new pedestrian connections, etc.
14	Braithwaite Park	Improve or remove existing park feature / structure. Memorial structure here bordered by hedges, but it is in bad repair and generally unfriendly and unwelcoming
15	City Arts Centre Park	Enhancements to park in conjunction with removal and repurposing of bus turnaround
16	Unnamed "Wedge" Park	Reimagine and improve this currently under-utilized park with an unknown name at the edge of the rail corridor
17	Adair Park	Consider improvements to Adair Park at Saskatchewan Drive and 110 Street
18	83 Avenue & 111 Street	Consider potential to formalize community garden that is currently under private ownership

### Developments

19	86 Avenue & 112 Street	Define streetscape upgrades that can be made in conjunction with proposed adjacent redevelopment
20	108A Street, adjacent to north & west alleys	Define streetscape and alley upgrades that can be made in conjunction with proposed adjacent redevelopment

### Traffic

21	84 Avenue	Opportunity to enhance a portion, or all of 84 Avenue between 109 Street and 112 Street with redesigned chicanes and angled or parallel parking
22	81 Avenue & 111 Street	Wide intersection with opportunity to revise curbs or explore traffic calming
23	81 Avenue & 110 Street	Wide intersection with opportunity to revise curbs or explore traffic calming

### Tree Planting

24	Several Locations	Opportunity to plant missing trees if possible given curb and roadway alignments, and utilities
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## 109 Streetscape Design Vision Improvements

 Long-Term (Within 30 Years)

 Short-Term (Renewal Opportunity)

ID	Type	Description
B	Triangular Plaza Setback	Triangular setback or small landscaped private or public park on commercially zoned street corners between 70-72 Avenue
B1	109 Street & Saskatchewan Drive Viewpoint	Add viewpoint / park at northern terminus of 109 St and Sask Drive intersection
B2	City Arts Centre Park Optimization	Remove bus turnaround and repurpose as additional park space to be added to City Arts Centre Park
B3	Tipton Park	Possible improvements to be determined by 109 Streetscape Project

### Pedestrianized Alleyways

 Long-Term

 Short-Term

### Proposed Curb Bump Outs

 Short-Term

 Long-Term



### Neighbourhood Renewal Opportunities

-  Neighbourhood Boundary
-  Roof Outlines
-  Deciduous Tree
-  Parks
-  Coniferous Tree

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# Biking

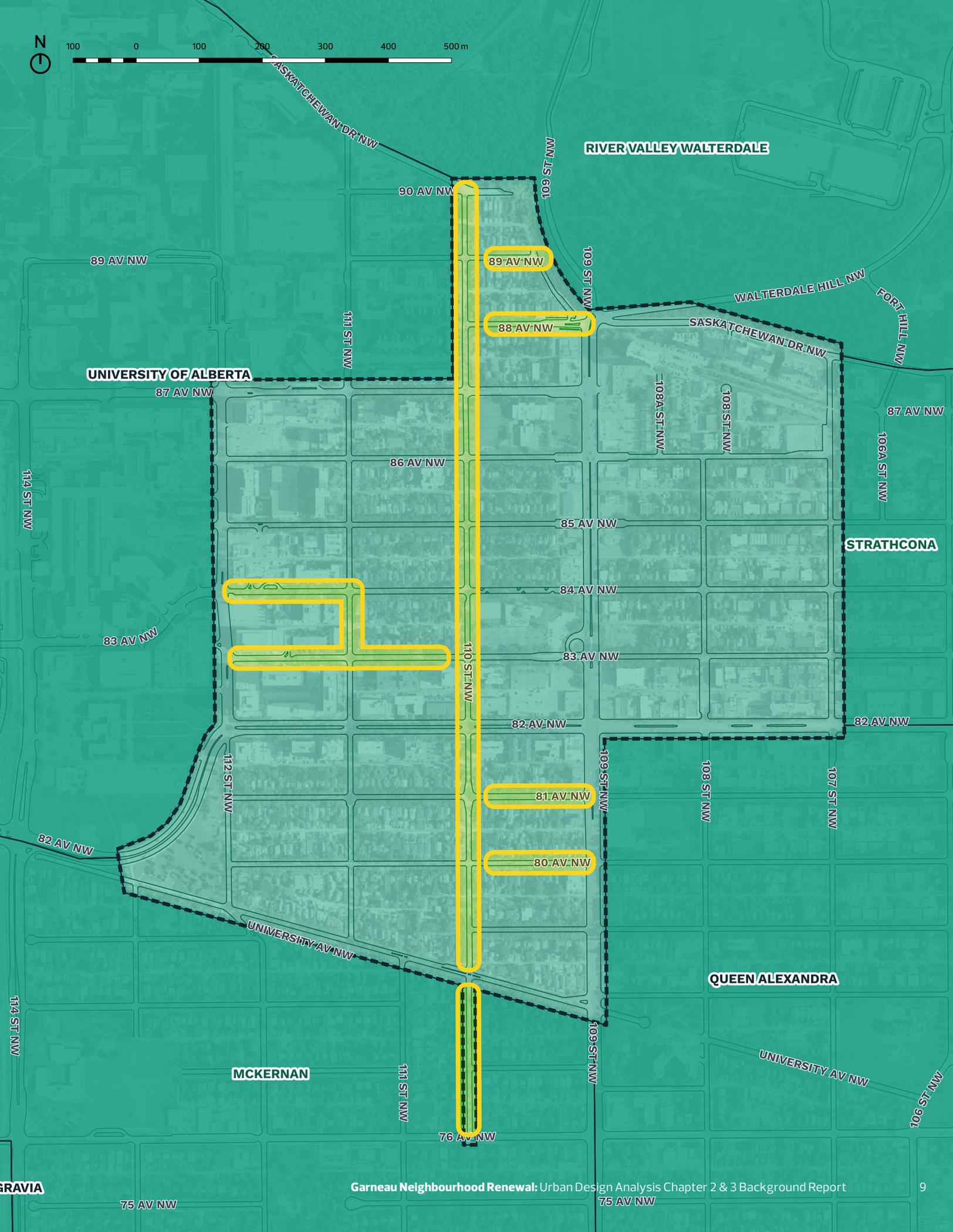
- + 110 Street Bike Lane – Saskatchewan Drive to University Avenue
- + 110 Street Bike Lane – University Avenue to 76 Avenue
- + 80 and 81 Avenue Bike Lane Connectors
- + 83 Avenue Bike Lane Connection to 112 Street
- + 88 Avenue Bike Lane Connector
- + 90 Avenue Bike Lane Connector

## Relevant City Programs & Policies

- + Edmonton City Plan
- + Vision Zero
- + South Side Bike Network
- + Edmonton Bike Plan
- + Accessibility Design Guide
- + Safe Mobility Strategy
- + Snow and Ice Policy
- + Corporate Tree Policy
- + Bus Network Redesign
- + Community Traffic Management Policy
- + Winter City Design Guidelines
- + Corner Stores Program Policy



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# 110 Street Bike Lane – Saskatchewan Drive to University Avenue

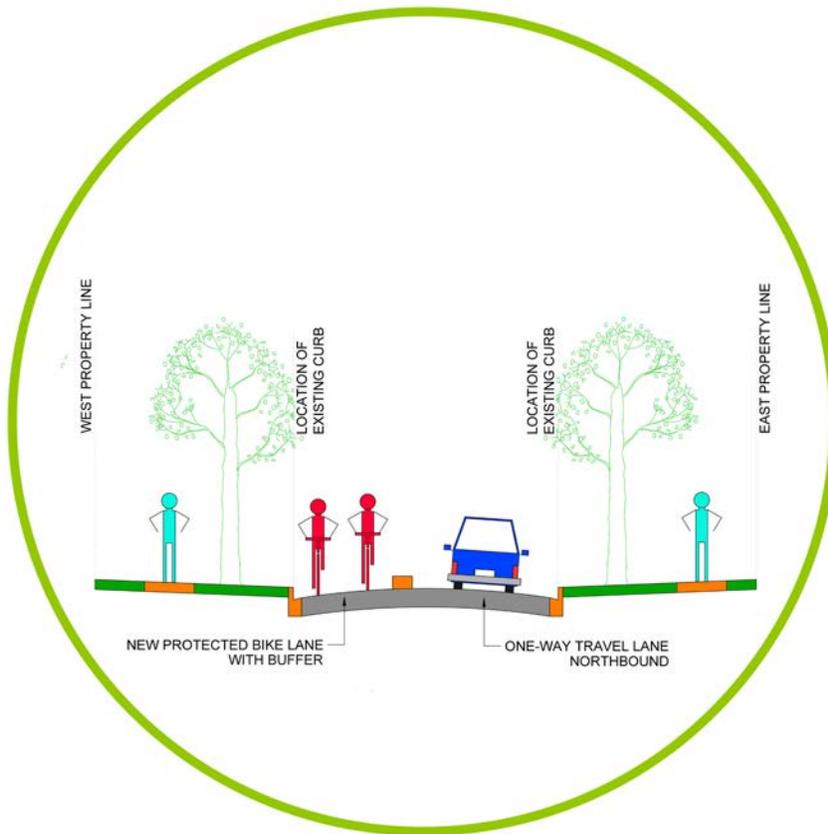
Two options were developed for the 110 Street bike lane from Saskatchewan Drive to 82 Avenue. Homes along this section flank onto 110 Street. Currently there is limited parking on 110 Street.

## Options Explored

1. On-street protected bike lane on the west side of 110 Street
2. Raised bike lane on west side of 110 Street

# 1. On-street protected bike lane on the west side of 110 Street

Explore on-street protected bike lane on the west side of 110 Street to provide all ages and abilities, all season bike connection.



## Features Explored

- + Provide an all ages and abilities, all season bike connection as part of the South Side Bike Network
- + All on-street parking is removed
- + Vehicle traffic is changed to one-way northbound. Some parking bays or loading zones provided

## Technical Considerations

- + Boulevard trees are maintained
- + Consistency with other facilities in the area (83 Avenue)
- + No additional drainage requirements
- + Median can be a barrier for those with mobility challenges to step over when accessing their house
- + Median provides a location for snow storage
- + Less changes to elevation for riders than a raised facility

## Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

## 2. On-street protected bike lane on the west side of 110 Street

Explore a new protected, raised bike lane on west side of 110 Street.



### Features Explored

- + Provides an all ages and abilities, all season bike connection as part of the South Side Bike Network
- + All on-street parking is removed

### Technical Considerations

- + Boulevard trees are maintained
- + Raised facility would require additional drainage infrastructure
- + Raised facility has to return to street level at all crossings and intersections
- + Snow cleared from the bike lane is cleared directly onto the street
- + Addition of parking bays may result in additional roadway drainage infrastructure being required
- + Construction costs are greater with a raised facility

### Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

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# 110 Street Bike Lane – University Avenue to 76 Avenue

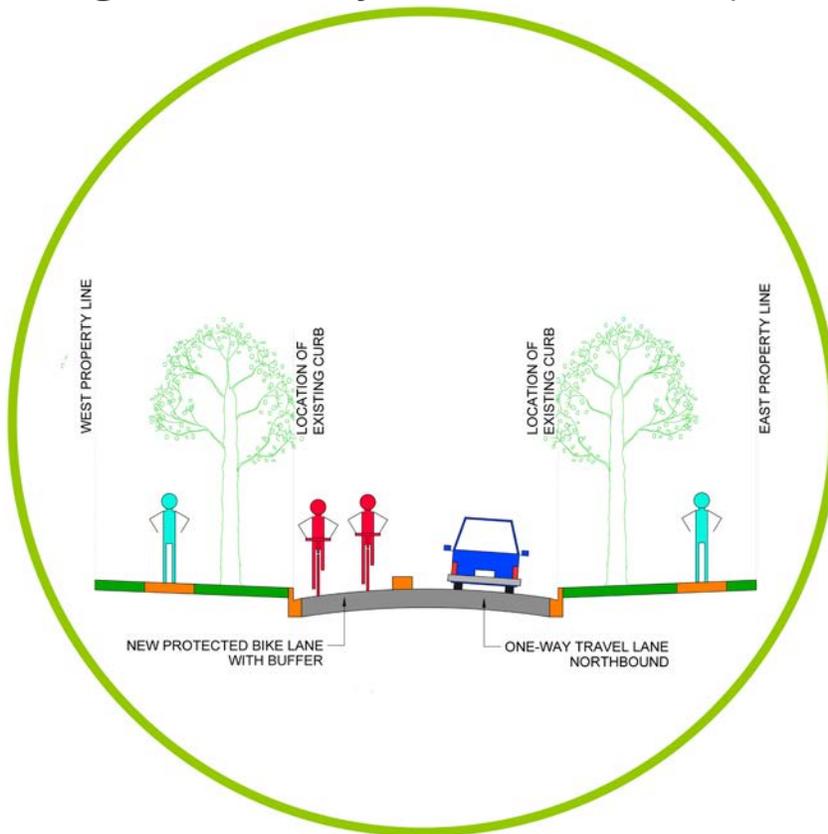
Five options were developed for the 110 Street bike lane extension through McKernan. Most homes along this section front the street and have alley access. McKernan underwent neighbourhood renewal in 2017, a consideration for the below options that were explored.

## Options Explored

1. On-Street Protected Two Way Bike Lane, One Travel Lane and No Parking
2. On-Street Protected Two Way Bike Lane, One Travel Lane and Parking Bay
3. Raised Protected Two-Way Bike Lane, One Travel Lane and No Parking
4. Raised Protected Two-Way Bike Lane, One Travel Lane and Parking Bay
5. Shared-use path on west side

# 1. On-Street Protected Two Way Bike Lane, One-Way Travel Lane and No Parking

This option explore on-street protected bike lane on the west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network, vehicle traffic is changed to one-way northbound and all parking is removed.



## Features Explored

- + On-street protected bike lane on the west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network
- + All on-street parking is removed

## Technical Considerations

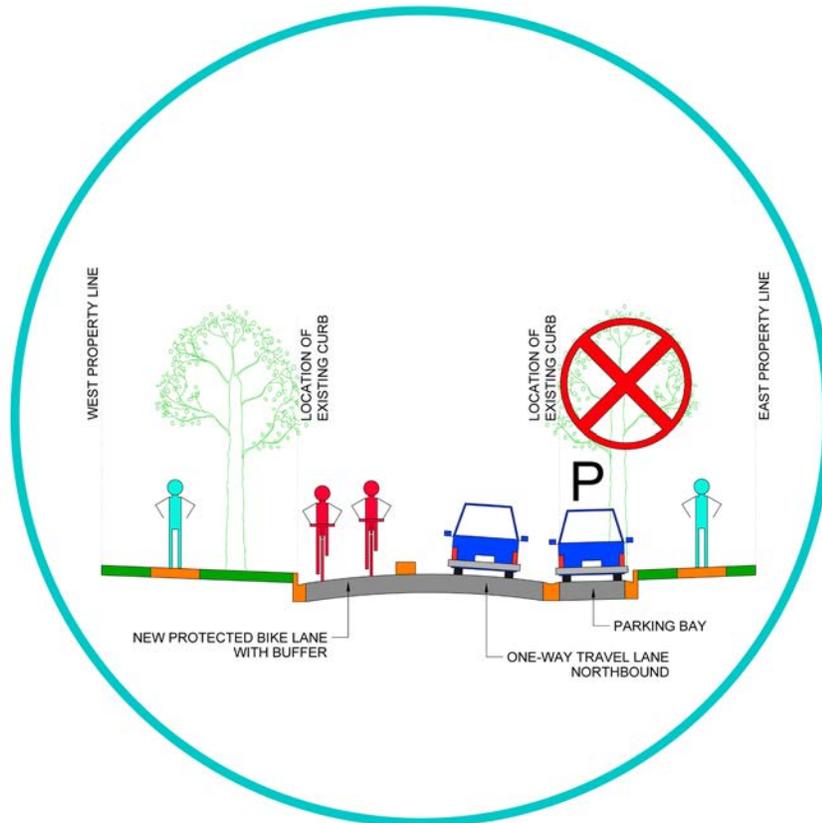
- + Boulevard trees are maintained
- + Consistency with other facilities in the area (83 Avenue)
- + No additional drainage requirements
- + Median can be a barrier for those with mobility challenges to step over when accessing their house
- + Median provides a location for snow storage
- + Less changes to elevation for riders than a raised facility

## Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

## 2. On-Street Protected Two Way Bike Lane, One-Way Travel Lane and Parking Bay

A new protected, raised bike lane on west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network.



### Features Explored

- + On-street protected bike lane on the west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network
- + Vehicle traffic is changed to one-way northbound
- + Some parking bays or loading zones provided

### Technical Considerations

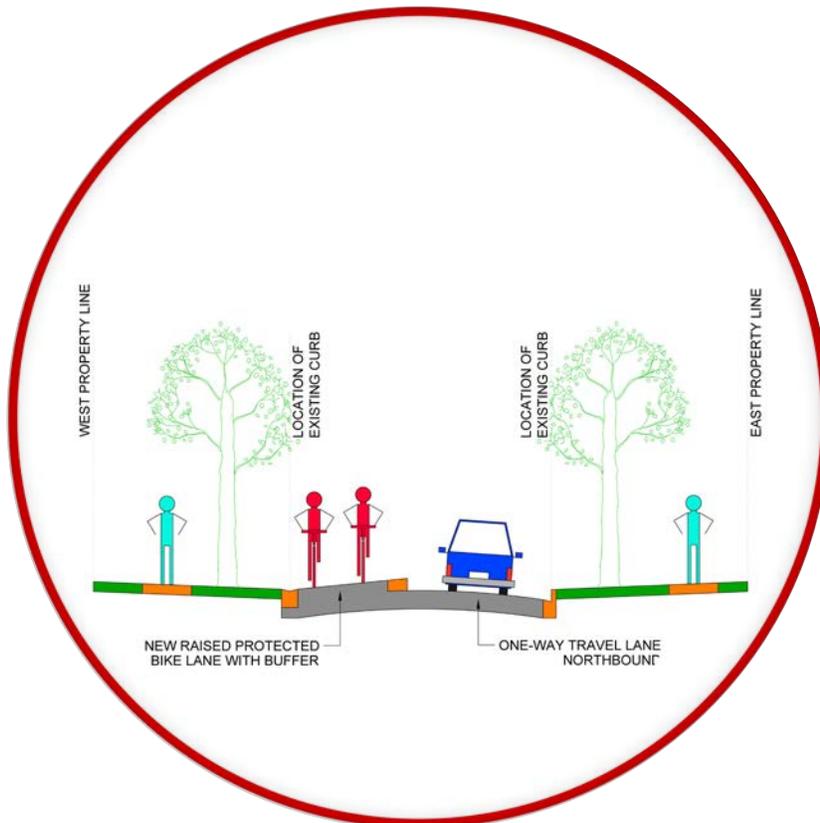
- + Boulevard trees are maintained
- + May require reconstruction of this road that was recently reconstructed
- + Addition of parking bays may result in additional roadway drainage infrastructure being required
- + Trees are removed where parking / loading bays are proposed
- + Median can be a barrier for those with mobility challenges to step over when accessing their house

### Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

### 3. Raised Protected Two-Way Bike Lane, One Travel Lane and No Parking

A new protected, raised bike lane on west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network.



#### Features

- + Vehicle traffic is changed to one-way northbound
- + All on-site parking is removed

#### Technical Considerations

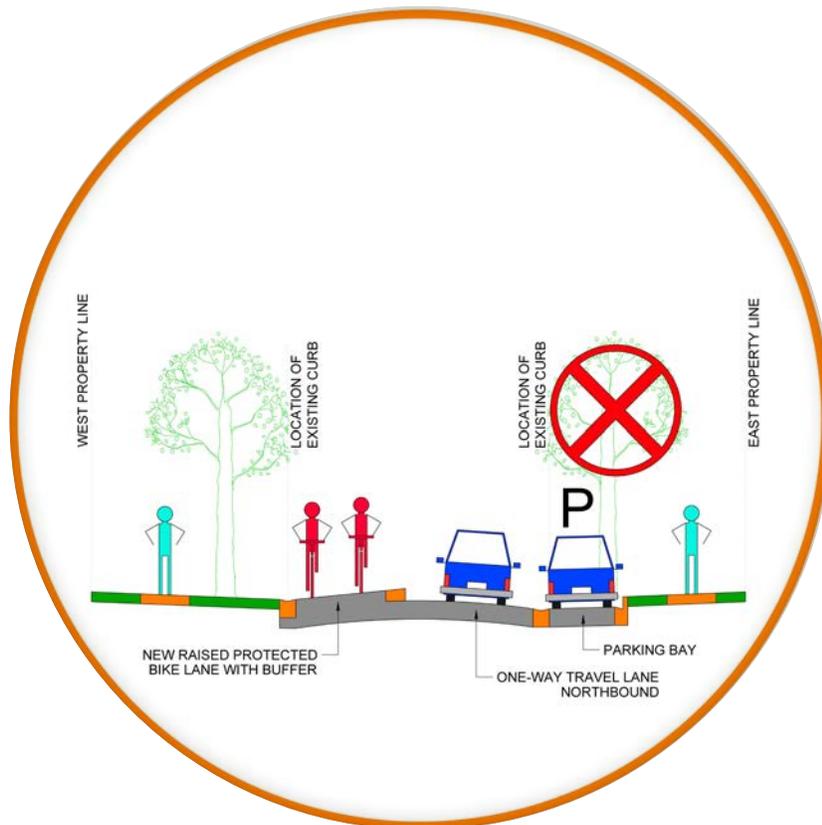
- + Boulevard trees are maintained
- + This option requires the road to be reconstructed even though it was recently reconstructed
- + May require additional drainage infrastructure
- + Raised facility has to return to street level at all crossings and intersections
- + Snow cleared from the bike lane is cleared onto the street
- + Trees are removed where parking / loading bays are proposed

#### Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

## 4. Raised Protected Two-Way Bike Lane, One Travel Lane and Parking Bay

A new protected, raised bike lane on west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network.



### Features

- + A new protected, raised bike lane on west side of 110 Street
- + Vehicle traffic is changed to one-way northbound
- + Some parking bays or loading zones provided

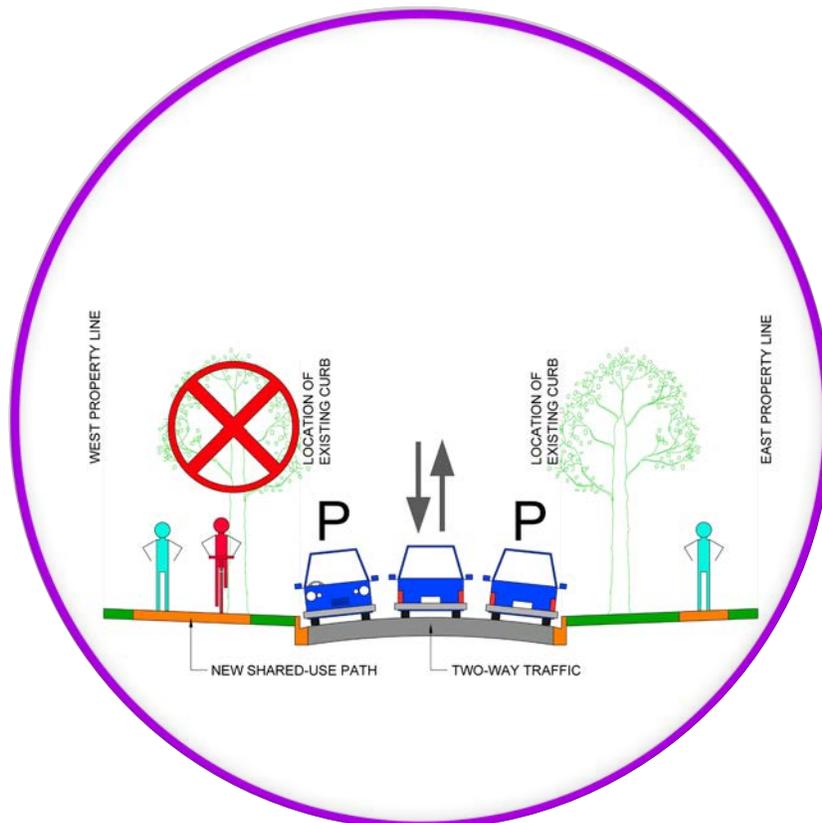
### Technical Considerations

- + Boulevard trees are mostly maintained
- + This option requires the road to be reconstructed even though it was recently reconstructed
- + Raised facility may require additional drainage infrastructure
- + Raised facility has to return to street level at all crossings and intersections
- + Snow cleared from the bike lane is cleared directly onto the street
- + Trees are retained except where parking / loading bays are proposed

- + One direction of vehicle traffic is removed

## 5. Shared-use path on west side

This option explore a new shared-use path on the west side of 110 Street to provide the all ages and abilities, all season bike connection as part of the South Side Bike Network.



### Features

- + A new shared-use path on the west side of 110 Street

### Technical Considerations

- + Maintains two-way traffic and parking on the roadway
- + Leaves this recently reconstructed road intact, as opposed to reconstructing it. Existing sidewalk would be demolished and reconstructed as shared-use path
- + The construction of a new shared-use path (either 2.5m or 3.0m in width) requires the removal of all of the boulevard trees on the west side of the road.
- + Not consistent with other bike facilities in the area

### Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + People support a 110 Street bike connection between 76 Avenue and Saskatchewan Drive
- + People who bike support the safety of a protected facility for 110 Street
- + There is a preference for raised facilities over on-street facilities (physical median barrier), fewer changes in elevation when riding, and facilities that are consistent with others in the area

# 80 and 81 Avenue Bike Lane Connectors

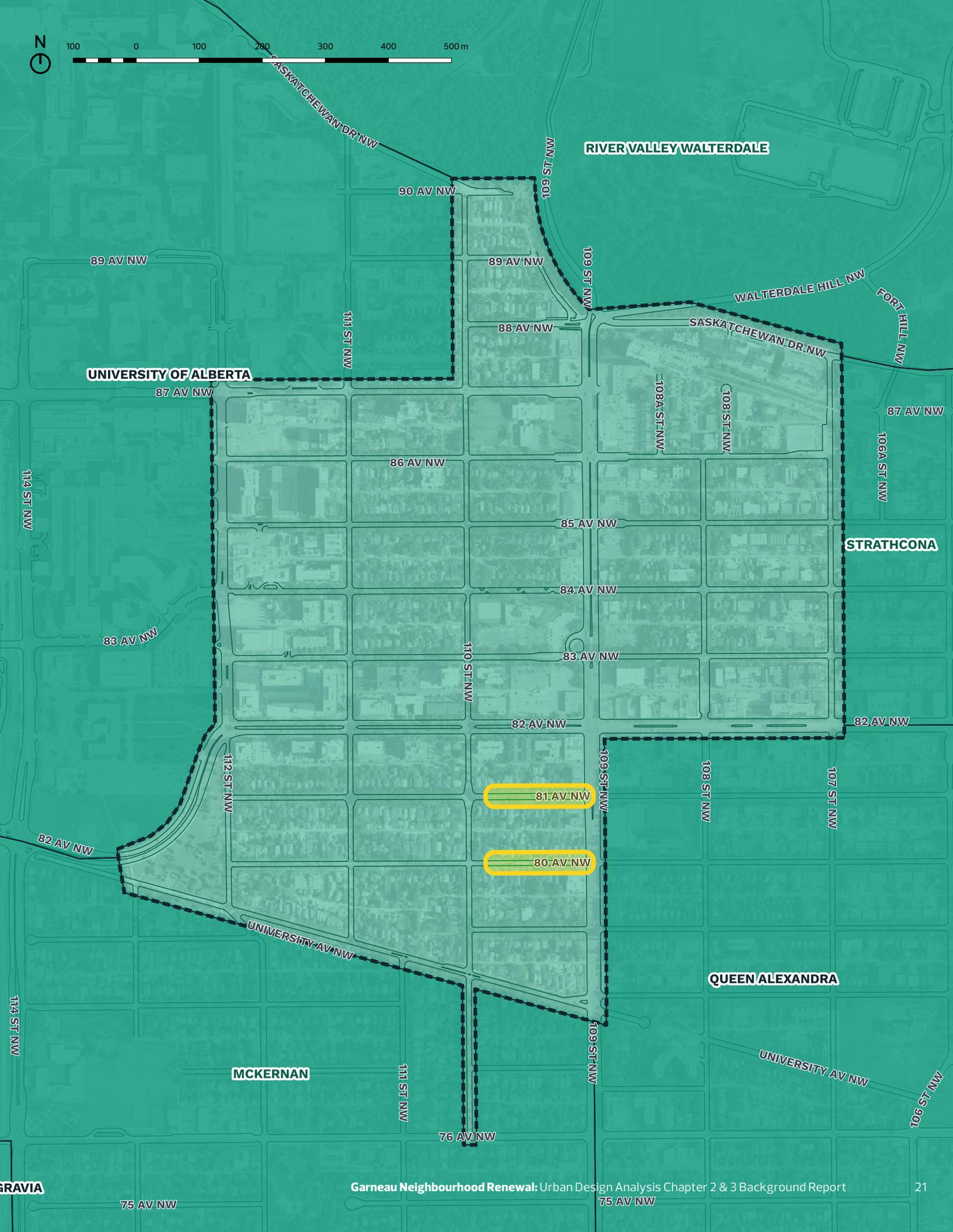
Two options were developed for each of the east/west connections on 80 and 81 Avenue. There are painted connections east of 109 Street through the Queen Alexandra neighbourhood to 106 Street. The 80 and 81 Avenue connections complete the route from 110 Street to 106 Street.

## Options Explored

- 1. 80 Avenue – Designated Painted Westbound Bike Lane**
- 2. 80 Avenue – Protected Westbound Bike Lane**
- 3. 81 Avenue – Designated Painted Eastbound Bike Lane**
- 4. 81 Avenue – Protected Eastbound Bike Lane**



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RIVER VALLEY WALTERDALE

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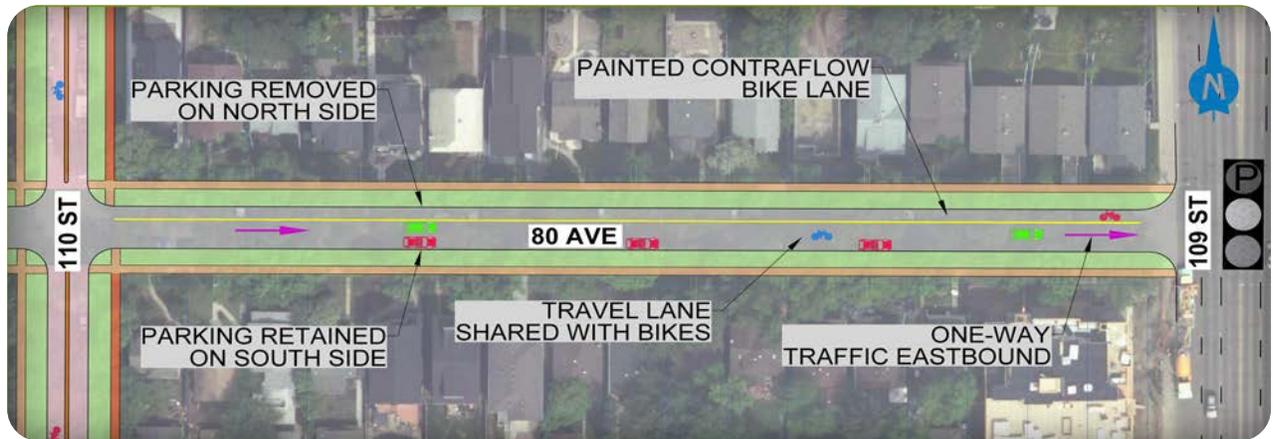
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# 1. 80 Avenue – Designated Painted Westbound Bike Lane

This option explore implementing a painted westbound bike lane on the north side of 80 Avenue. Eastbound bikes share the travel lane with vehicles, parking is removed on the north side and retained on the south side of 80 Avenue, and vehicle traffic changed to one-way eastbound.



## Features Explored

- + Painted westbound bike lane on the north side of 80 Avenue
- + Eastbound bikes share travel lane with vehicles
- + Parking removed on the north side of 80 Avenue
- + Parking retained on the south side of 80 Avenue
- + Vehicle traffic changed to one-way eastbound

## Technical Considerations

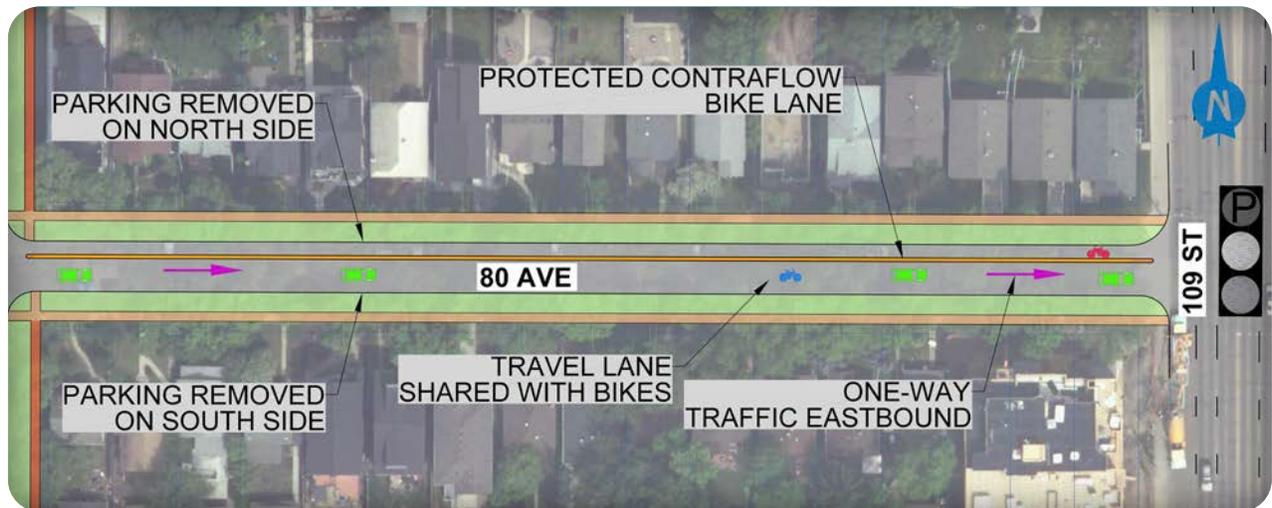
- + Consistent with bike facility east of 109 Street
- + Loss of direction of traffic
- + Not a primary east/west bike connection
- + Painted lines are not visible in the winter
- + Pedestrian activated signal at 109 Street for east / west crossing.

## Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges

## 2. 80 Avenue – Protected Westbound Bike Lane

This option explore implementing a protected on-street westbound bike lane, with eastbound bikes share travel lane with vehicles. Parking removed on the north side of 80 Avenue and on the south side of 80 Avenue, vehicle traffic changed to one-way eastbound.



### Features Explored

- + Protected on-street westbound bike lane
- + Eastbound bikes share travel lane with vehicles
- + Parking removed on the north side of 80 Avenue
- + Parking removed on the south side of 80 Avenue
- + Vehicle traffic changed to one-way eastbound

### Technical Considerations

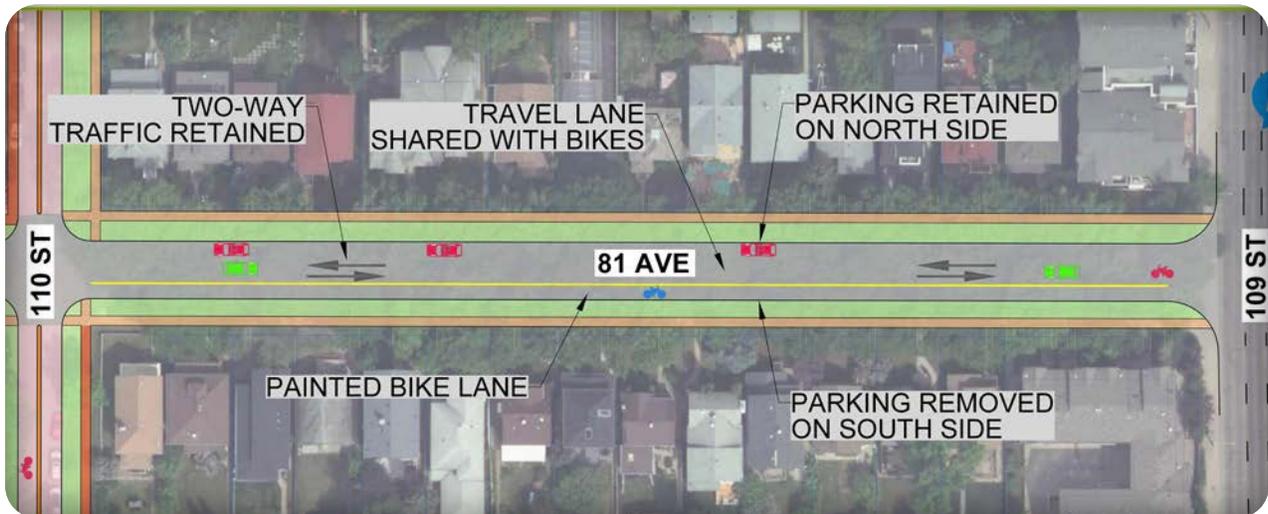
- + Loss of direction of traffic, one-way east for vehicles
- + Not a primary east/west bike connection
- + All on-street parking is removed
- + Pedestrian activated signal at 109 Street for east / west crossing.

### Public Engagement

- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges

### 3. 81 Avenue – Designated Painted Eastbound Bike Lane

This option explore implementing a painted eastbound bike lane on the south side of 81 Avenue. Westbound bikes share the travel lane with vehicles. Parking to be removed on the south side of 81 Avenue and retained on the north side. There will be no change to vehicle traffic direction.



#### Features Explored

- + Painted Eastbound bike lane on the south side of 81 Avenue
- + Westbound bikes share travel lane with vehicles
- + Parking removed on the south side of 81 Avenue
- + Parking retained on the north side of 81 Avenue
- + No change to vehicle traffic direction

#### Technical Considerations

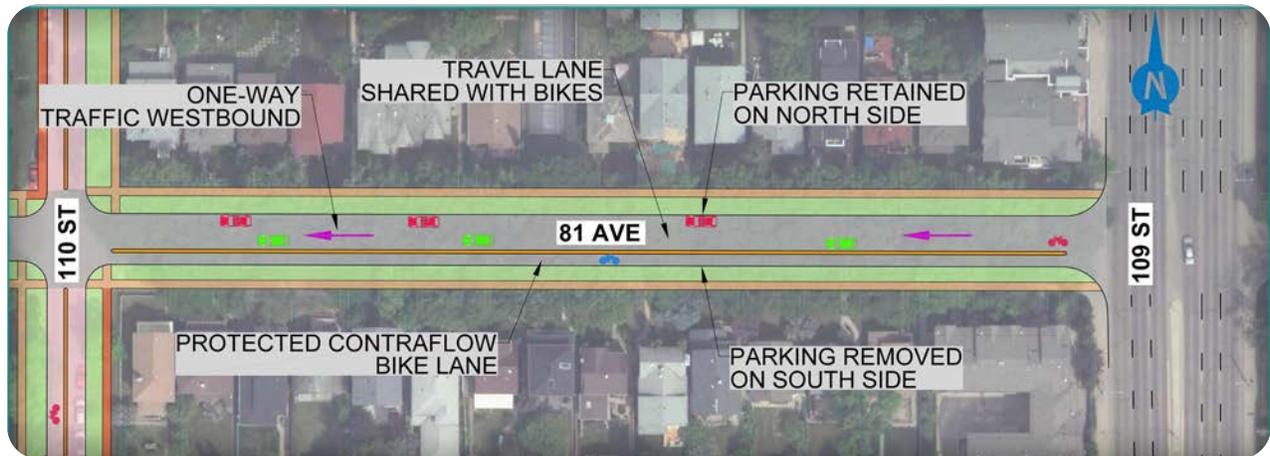
- + Consistent with bike facility east of 109 Street
- + Two-way vehicle traffic is retained
- + Not a primary east/west bike connection
- + Pedestrian activated signal at 109 Street for east / west crossing.

#### Public Engagement

- + Preserving trees is important to the community
- + On-street public parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges
- + A bike crossing light at 109 Street is important

## 4. 81 Avenue – Protected Eastbound Bike Lane

This option explore implementing a protected on-street eastbound bike lane on 81 Avenue. Westbound bikes share travel lane with vehicles. Parking to be removed on the south side of 81 Avenue and retained on the north side. Vehicle traffic to be changed to one-way westbound.



### Features Explored

- + Protected on-street eastbound bike lane
- + Westbound bikes share travel lane with vehicles
- + Parking removed on the south side of 81 Avenue
- + Parking retained on the north side of 81 Avenue
- + Vehicle traffic changed to one-way westbound

### Technical Considerations

- + Loss of direction of traffic
- + Not a primary east/west bike connection
- + Pedestrian activated signal at 109 Street for east / west crossing.

### Public Engagement

- + Preserving trees is important to the community
- + On-street public parking is important to the residents living near bike lanes
- + Accessibility over and around bike lanes is important especially for those with mobility challenges
- + A bike crossing light at 109 Street is important

## 83 Avenue Bike Lane Connection to 112 Street

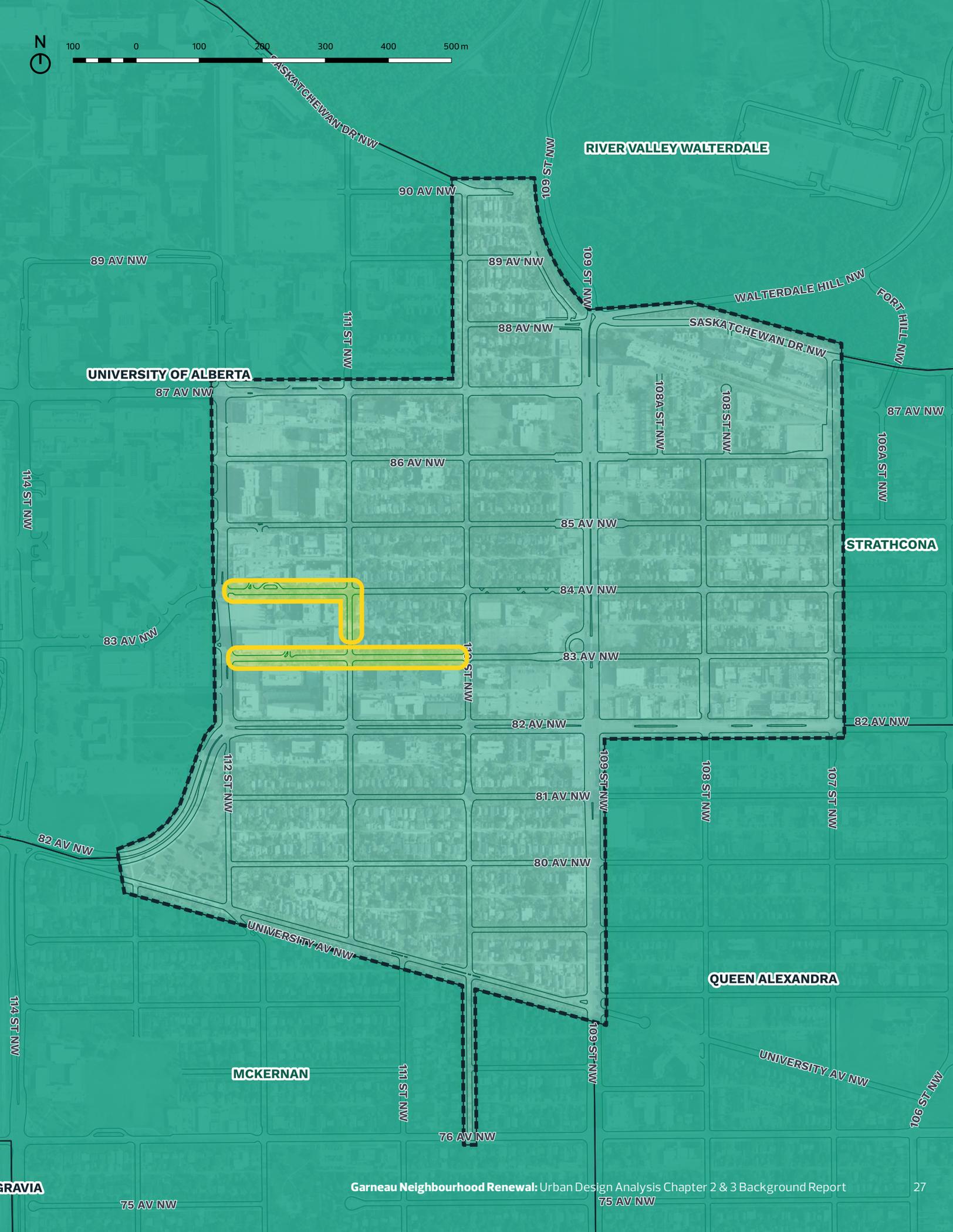
Currently the 83 Avenue bike lane ends at 111 Street and does not continue to 112 Street. This connection is important as many bike users are trying to get to the hospital, university, and other destinations west of Garneau. Therefore two options were explored for the connection to 112 Street.

### Options Explored

1. 83 Avenue direct to 112 Street
2. 83 Avenue via 111 Street and 84 Avenue to 112 Street



100 0 100 200 300 400 500m



SASKATCHEWAN DR NW

RIVER VALLEY WALTERDALE

89 AV NW

90 AV NW

NW 101 ST NW

89 AV NW

109 ST NW

WALTERDALE HILL NW

FORT HILL NW

88 AV NW

111 ST NW

SASKATCHEWAN DR NW

UNIVERSITY OF ALBERTA

87 AV NW

108A ST NW

108 ST NW

87 AV NW

106A ST NW

86 AV NW

85 AV NW

STRATHCONA

114 ST NW



84 AV NW

83 AV NW

83 AV NW

110 ST NW

82 AV NW

82 AV NW

112 ST NW

81 AV NW

109 ST NW

108 ST NW

107 ST NW

82 AV NW

80 AV NW

QUEEN ALEXANDRA

MCKERNAN

111 ST NW

109 ST NW

UNIVERSITY AV NW

106 ST NW

76 AV NW

GRAVIA

75 AV NW

75 AV NW

# 1. 83 Avenue direct to 112 Street

This option explore implementing a direct connection along 83 Avenue from 111 Street to 112 Street, with an on-street protected bike facility on the north side that changes to a shared-use path west of 111 Street at the north side parking lot.



## Features Explored

- + Direct connection along 83 Avenue from 111 Street to 112 Street
- + On-Street protected bike facility on the north side from 111 Street to the north side parking lot
- + Shared-use path on the north side from the north side parking lot to 112 Street

## Technical Considerations

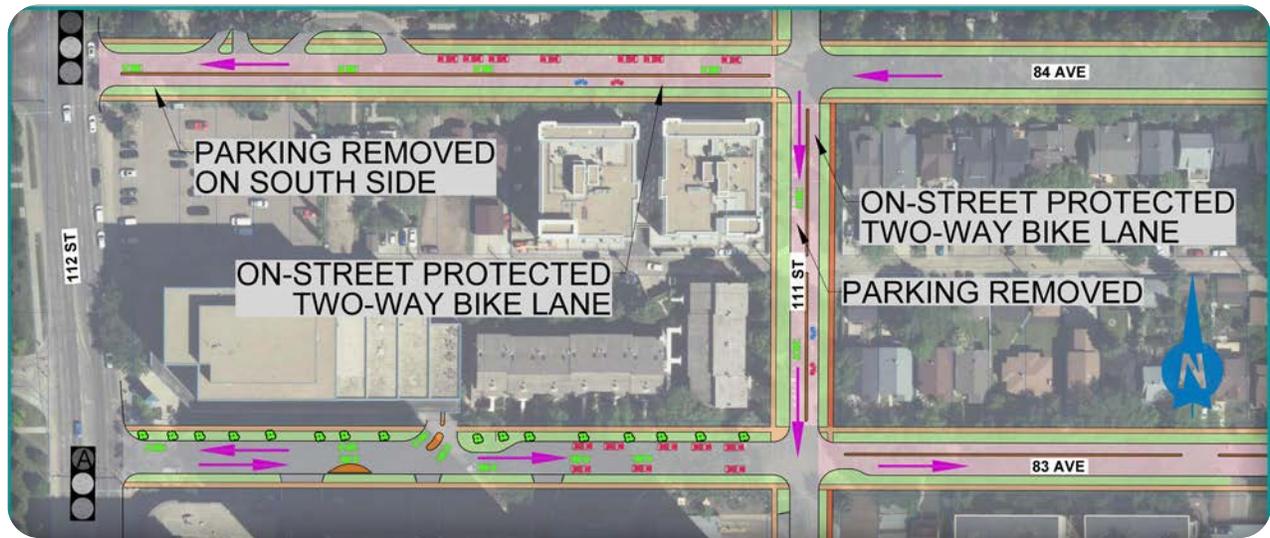
- + Some trees are removed
- + Significant conflict points at the parkade entrance
- + Bikes and pedestrians are not separated on the shared-use path

## Public Engagement

- + People are split between the more direct and continuous 83 Avenue route to 112 Street and the 84 Avenue route that provides indirect access to a 112 Street traffic light
- + Pedestrian accessibility over and around bike lanes is important especially for those with mobility challenges

## 2. 83 Avenue via 111 Street and 84 Avenue to 112 Street

This option explore implementing an indirect connection to 112 Street via 111 Street and 84 Avenue, with a two-way protected on-street bike facility provided on the east side of 111 Street and the south side 84 Avenue.



### Features Explored

- + Indirect connection to 112 Street via 111 Street and 84 Avenue
- + Two-way protected on-street bike facility on the East side of 111 Street and South side 84 Avenue
- + Parking removed on the west side of 111 Street and the south side of 84 Avenue

### Technical Considerations

- + Minimal impacts to boulevard trees
- + Full traffic signals at 84 Avenue and 112 Street make it safer for users to cross 112 Street as compared to option 1
- + Separates all users

### Public Engagement

- + People are split between the more direct and continuous 83 Avenue route to 112 Street and the 84 Avenue route that provides indirect access to a 112 Street traffic light
- + Pedestrian accessibility over and around bike lanes is important especially for those with mobility challenges

# 88 Avenue Bike Lane Connector

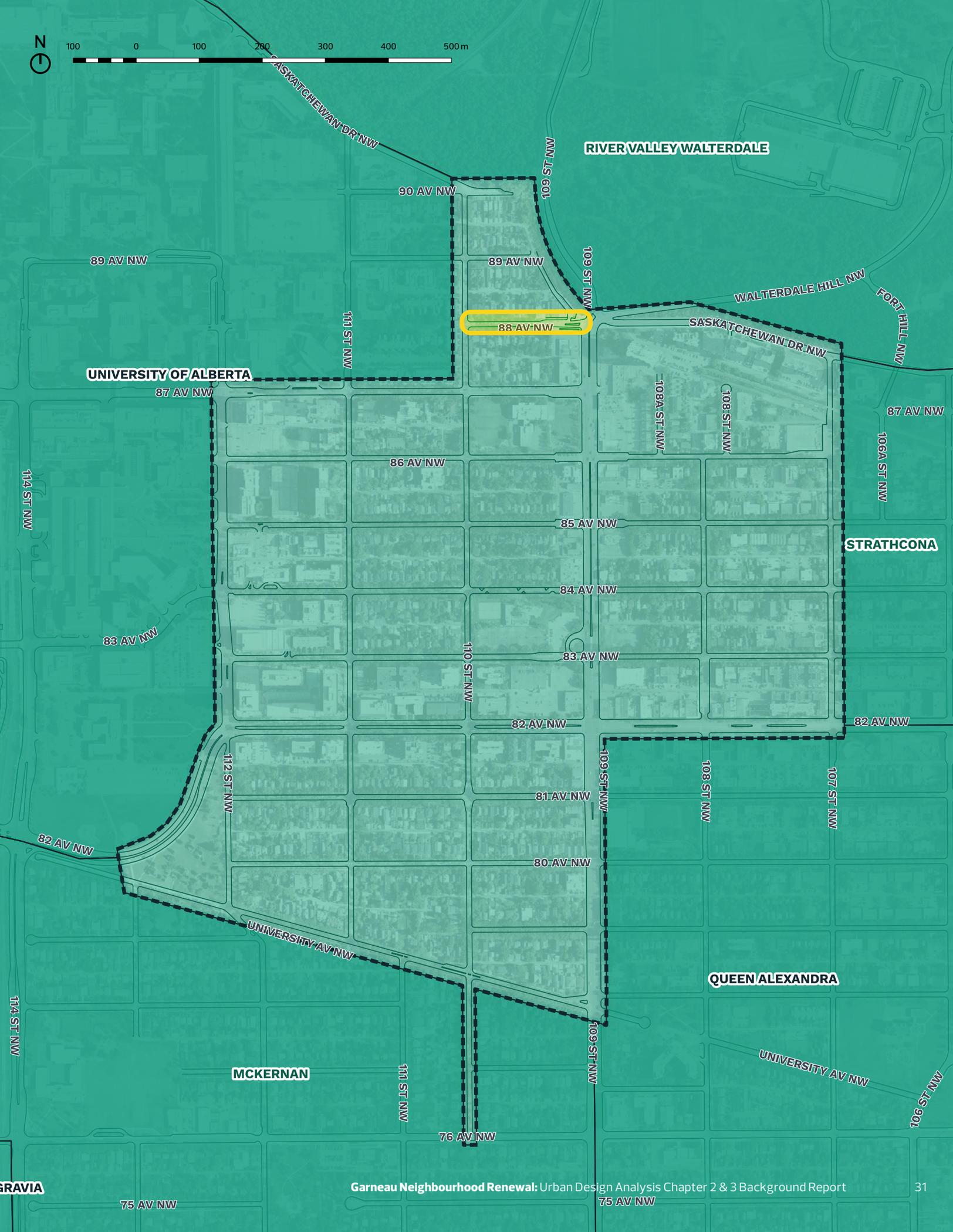
Currently there is an existing painted eastbound bike lane along 88 Avenue from 110 Street to 109 Street. This is a key connection coming out of the river valley and heading towards the university. Four options were developed to improve safety for people who bike.

## Options Explored

1. Raised, Protected, Two-way Bike Lane (North Side)
2. Raised, Protected, Two-way Bike Lane (Sidewalk attached-North Side)
3. Shared-use Path
4. Raised, Protected Westbound Bike Lane (North Side)  
Eastbound bikes share with vehicles



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# 1. Raised, Protected, Two-way Bike Lane (North Side)

This option explore implementing a protected raised two-way bike lane with parking removed on the north side of 88 Avenue and retained near businesses. Trees are retained west of businesses at the expense of parking.



## Features Explored

- + Protected raised two-way bike lane
- + Parking removed on the north side of 88 Avenue
- + Parking retained near the businesses

## Technical Considerations

- + Boulevard trees are maintained
- + No driveway crossings for the raised facility

## Public Engagement

- + People who bike support the safety of a protected facility
- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking and loading zones near the commercial area are desired
- + 88 Avenue is preferred over 89 Avenue for a bike lane connector

## 2. Raised, Protected, Two-way Bike Lane (Sidewalk attached–North Side)

This option explore implementing a protected raised two-way bike lane next to the sidewalk. Parking is retained at the expense of boulevard trees that would be removed on the north side. New trees would be planted north of the sidewalk.



### Features Explored

- + Protected raised two-way bike lane next to the sidewalk
- + Boulevard trees are removed and new trees would be planted
- + Parking is retained on the north side

### Technical Considerations

- + Boulevard trees are removed
- + No driveway crossings for the raised facility

### Public Engagement

- + People who bike support the safety of a protected facility
- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking and loading zones near the commercial area are desired
- + 88 Avenue is preferred over 89 Avenue for a bike lane connector

### 3. Shared-use Path

This option explore implementing a shared-use path on the north side of 88 Avenue. Private landscaping in the road right of way is to be removed with parking is retained on the north side and added on the south side. People who bike or walk share space in this option.



#### Features Explored

- + Shared-use path on the north side of 88 Avenue
- + Private landscaping in road right of way to be removed
- + Parking is retained on the north side
- + Parking is added on the south side

#### Technical Considerations

- + Boulevard trees are maintained
- + No dedicated bike facility
- + No physical separation between bikes and pedestrians
- + Minimum shared-use path width 2.5m
- + Potential conflicts with patios in front of businesses

#### Public Engagement

- + People who bike support the safety of a protected facility
- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking and loading zones near the commercial area are desired
- + 88 Avenue is preferred over 89 Avenue for a bike lane connector

## 4. Raised, Protected Westbound Bike Lane (North Side) Eastbound bikes share with vehicles

This option explore implementing a protected raised one-way westbound bike lane with the traffic direction switched to eastbound along 88 Avenue, and new two-way traffic from 109 Street to the alley west of 109 Street. Eastbound bikes share the road with vehicles and parking is moved to the south side of 88 Avenue.



### Features Explored

- + Protected raised one-way westbound bike lane
- + Traffic direction switched to eastbound along 88 Avenue
- + New two-way traffic from 109 Street to the alley west of 109 Street
- + Eastbound bikes share the road with vehicles
- + Parking moved to the south side of 88 Avenue

### Public Engagement

- + People who bike support the safety of a protected facility
- + People prefer designated spaces that provide safe connections for all modes of travel
- + Preserving trees is important to the community
- + Parking and loading zones near the commercial area are desired
- + 88 Avenue is preferred over 89 Avenue for a bike lane connector

### Technical Considerations

- + The north side one-way bike lane is required to be westbound to reduce the number of conflicts at intersections. Therefore, for bikes to share the road the traffic direction also needs to be eastbound
- + To help with wayfinding for people who drive to the restaurants/businesses, two-way traffic to the parking lot is proposed
- + Chicanes or curb extensions would be required to prevent travel direction westbound past the parking lot

# 90 Avenue Bike Lane Connector

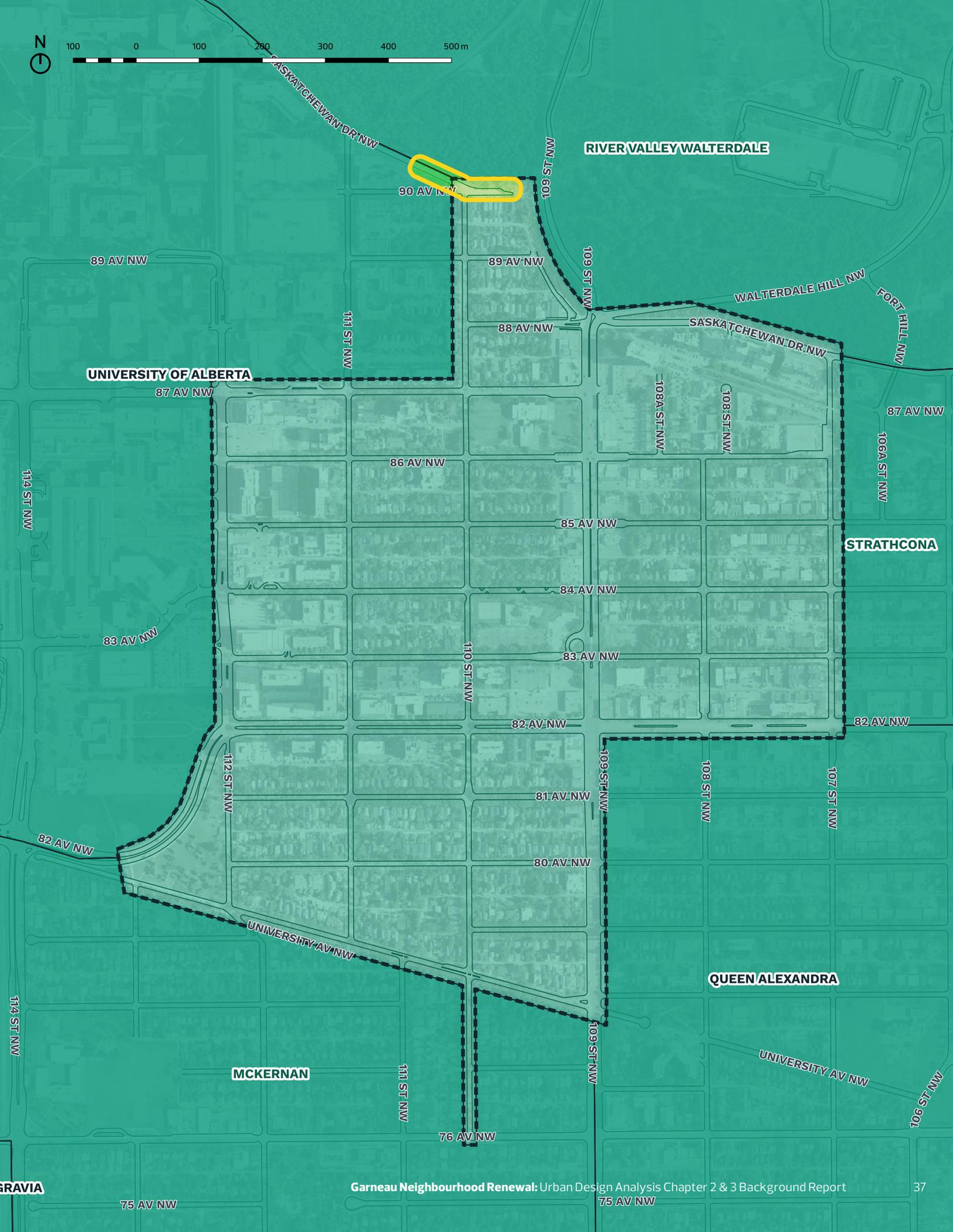
The 90 Avenue / Saskatchewan Drive intersection is challenging and confusing for all users, with unclear crossing locations, parking challenges, and missing bike connections between the Saskatchewan Drive shared-use path and the High Level Bridge and river valley trails. The area also experiences drivers looking for parking or seeking non-existent connections east to the High Level Bridge.

## Options Explored

1. Shared-use path on south side
2. Shared-use path on north side



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# 1. Shared-use path on south side

Implement a new shared-use path on the south side of 90 Avenue, while maintaining two-way traffic and parking. Curb extensions narrow the roadway and provide a place for cul-de-sac signage and angle parking that increase the number of available on-street parking.



## Features Explored

- + A new shared-use path on the south side of 90 Avenue
- + Maintains two-way traffic and parking on the roadway
- + Formalizes a turn around for vehicles
- + Provides connection for people biking or walking to stairs leading to 109 Street, as well as the shared-use path that connects south to 88 Avenue. The path would be cleared in the winter
- + Curb extensions to narrow roadway, also provide a place for cul-de-sac signage
- + Angle parking proposed on the north side of the street to increase the number of parking stalls
- + Sidewalk in front of residents houses becomes a shared space

## Technical Considerations

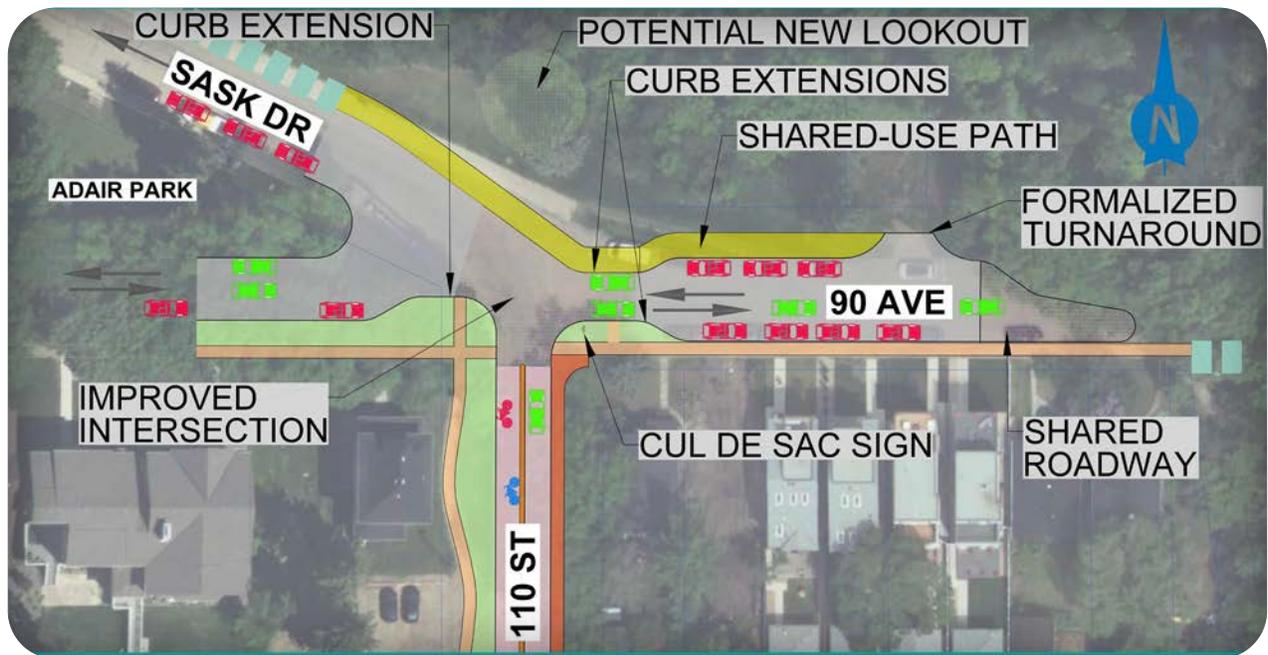
- + Turning movement constraints particularly for larger vehicles that travel east of 110 Street on 90 Avenue
- + Considerations for the retention of ample on-street parking

## Public Engagement

- + People feel the 90 Avenue / Saskatchewan Drive intersection is confusing and the crossing locations are unclear to all users
- + People indicate there are missing connections between the Saskatchewan Drive shared-use path, the High Level Bridge and river valley trails
- + People reported high traffic volumes from drivers going into the cul-de-sac looking for alley access and parking

## 2. Shared-use path on north side

Implement a new shared-use path on the north side of 90 Avenue, while maintaining the two-way traffic and parking. Curb extensions to narrow roadway and provide a place for cul-de-sac signage, with parallel parking on both sides of 90 Avenue.



### Features Explored

- + A new shared-use path on the north side of 90 Avenue
- + Maintains two-way traffic and parking on the roadway
- + Formalizes turn around for vehicles
- + Provides bike and pedestrian connection to the stairs leading to 109 Street / High Level bridge as well as the shared-use path that connects south to 88 Avenue.
- + Curb extensions to narrow roadway, also provide a place for cul-de-sac signage

### Public Engagement

- + People feel the 90 Avenue / Saskatchewan Drive intersection is confusing and the crossing locations are unclear to all users

- + People indicate there are missing connections between the Saskatchewan Drive shared-use path, the High Level Bridge and river valley trails
- + People reported high traffic volumes from drivers going into the cul-de-sac looking for alley access and parking

### Technical Considerations

- + Turning movement constraints particularly for larger vehicles that travel east of 110 Street on 90 Avenue
- + Considerations for the retention of ample on-street parking
- + At the turn around the users of the shared-use path have to enter onto the roadway, also a conflict point with vehicles
- + Snow clearing cannot be completed on the shared roadway space due to parked cars, detracts from policies that support all-seasons bike route

# Walk & Wheel

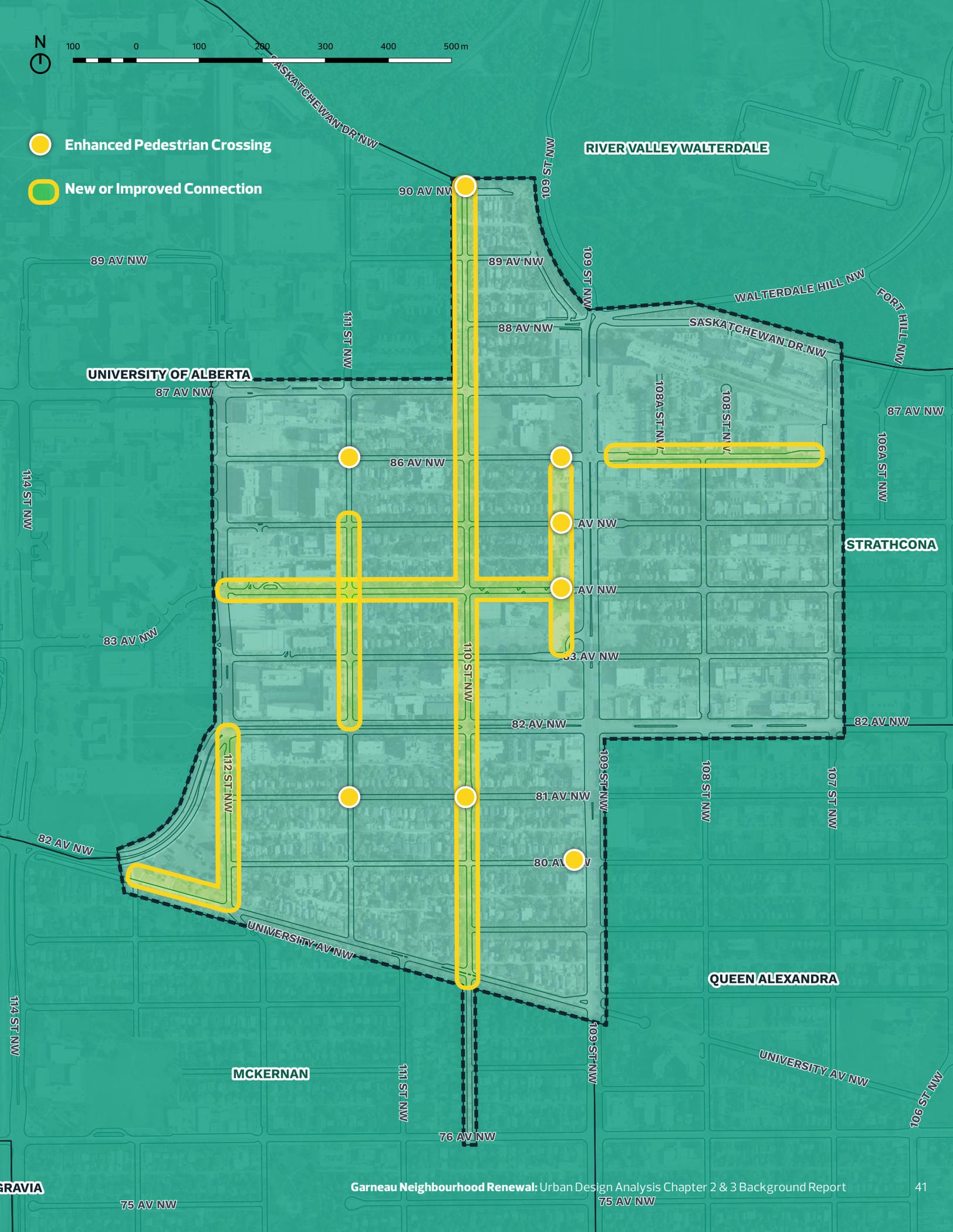
- + Sidewalks
- + Pedestrian Crossings
- + Curb Extensions
- + Visually Impaired Indicators
- + Rail Trail

## Relevant City Programs & Policies

- + Edmonton City Plan
- + Active Transportation Policy
- + PED Connections: a Sidewalk Strategy
- + Safe Mobility Strategy
- + Winter City Design Guidelines
- + Complete Streets Design and Construction Standards
- + Universal Design Standards
- + Neighbourhood Renewal Program
- + Corporate Tree Policy



- Enhanced Pedestrian Crossing
- New or Improved Connection



## Sidewalks

Throughout Garneau there are several missing links in the walking network. The City's Sidewalk Strategy maintains an inventory of missing sidewalk links and they are prioritized according to influence on safety, accessibility, connectivity to supportive land uses and expected level of use.

### Options Explored

- + Identifying Missing Sidewalks and Primary Walking Routes

## Pedestrian Crossings

Few crossing locations meet emerging standards of accessibility. Residents have also identified 109 Street as feeling unsafe to walk along and will sometimes choose an adjacent alley as a walking route. To improve safety for the users on this alley route, pedestrian crossings have been identified.

### Options Explored

- + Enhanced Crosswalks

## Curb Extensions

In Garneau there are a couple of large awkward intersections that need treatment for safety of people walking. Curb extension options were identified with both walking and driving perspectives being applied.

### Options Explored

- + Curb Extensions at Key Locations

## Visually Impaired Indicators

We have heard that mobility and accessibility are key for people moving throughout the Garneau neighbourhood. Therefore, we looked into implementing visually impaired indicators along the primary walking corridors.

### Options Explored

- + Install Tactile Warning Surface Indicators (TWSI) along key walking routes

## Rail Trail

The existing rail corridor is not owned by the City of Edmonton, but the City is granted use for select opportunities such as installing a new shared-use path. During Strathcona's renewal a portion of shared-use path has been designed, and Garneau is exploring a connection to Strathcona and also where new connections and alignments should be located.

### Options Explored

- + Support for a shared-use path along the rail corridor and new alignment and connections

## Sidewalks: Identify and Build Missing Connections

All missing sidewalk connections have been identified and will be installed if feasible. Primary walking routes have been identified through a resident survey, walking activity heat maps, and will have a 1.8m sidewalk width in most cases.



### Technical Considerations

- + Identified challenges for each missing link (grading, landscaping, trees, utilities)
- + Narrowing sidewalk from target of 1.8m to mitigate impacts to existing features in select locations
- + Minimum sidewalk width 1.2m
- + Maximum sidewalk width 1.8m (enhanced for primary routes)
- + Shared-use path width 2.5m–3.0m

### Public Engagement

- + People told us that they criss-cross back and forth when walking due to incomplete connections
- + People would like new sidewalks where they are currently missing to improve connections and accessibility, especially for those with mobility challenges
- + Some expressed desire to retain the unpaved pathways and private landscaping in road right-of-way
- + The current sidewalks are in need of repair

- + Some people are concerned about new sidewalks and the added expense and maintenance responsibilities they create for residents
- + Preserving trees is important to the community
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities

## Pedestrian Crossing Enhancements

This option explore implementing enhanced crosswalk locations in midblock 83, 84, 85, 86 Avenues between 110 and 109 Street, 111 Street and 86 Avenue, Saskatchewan Drive and 110 Street. Enhanced crosswalk types include: raised, patterned, and painted. Curb extensions are also located at some crossings and shorten crossing distances.



### Technical Considerations

- + Additional drainage infrastructure typically required for raised crosswalks
- + Midblock crossing must have a visual component such as signs or contrasting colours and materials
- + Enhanced crosswalk type matched to the level of safety needed for the user at each location

### Public Engagement

- + Pedestrians often use the alleys that run parallel to 109 Street as they provide a more desirable walk than using 109 Street
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities
- + People walking can experience difficulty crossing during winter months due



## Curb Extensions

In Garneau there are a couple of large awkward intersections that need treatment to shorten pedestrian crossing distances and improve sightlines at the intersection. Curb extension options were identified with both walking and driving perspectives being applied. Opportunities for curb extensions are explored at these and other locations as identified by the preceding map.



### Technical Considerations

- + Reduce crossing distance at large intersections
- + Traffic direction additions or restrictions could warrant a new curb extension
- + Consistency with other traffic calming measures in nearby neighbourhoods

### Public Engagement

- + Improve connections and accessibility, especially for those with mobility challenges.
- + Need for safe crossings



## Visually Impaired Indicators (Tactile Warning Surface Indicators)

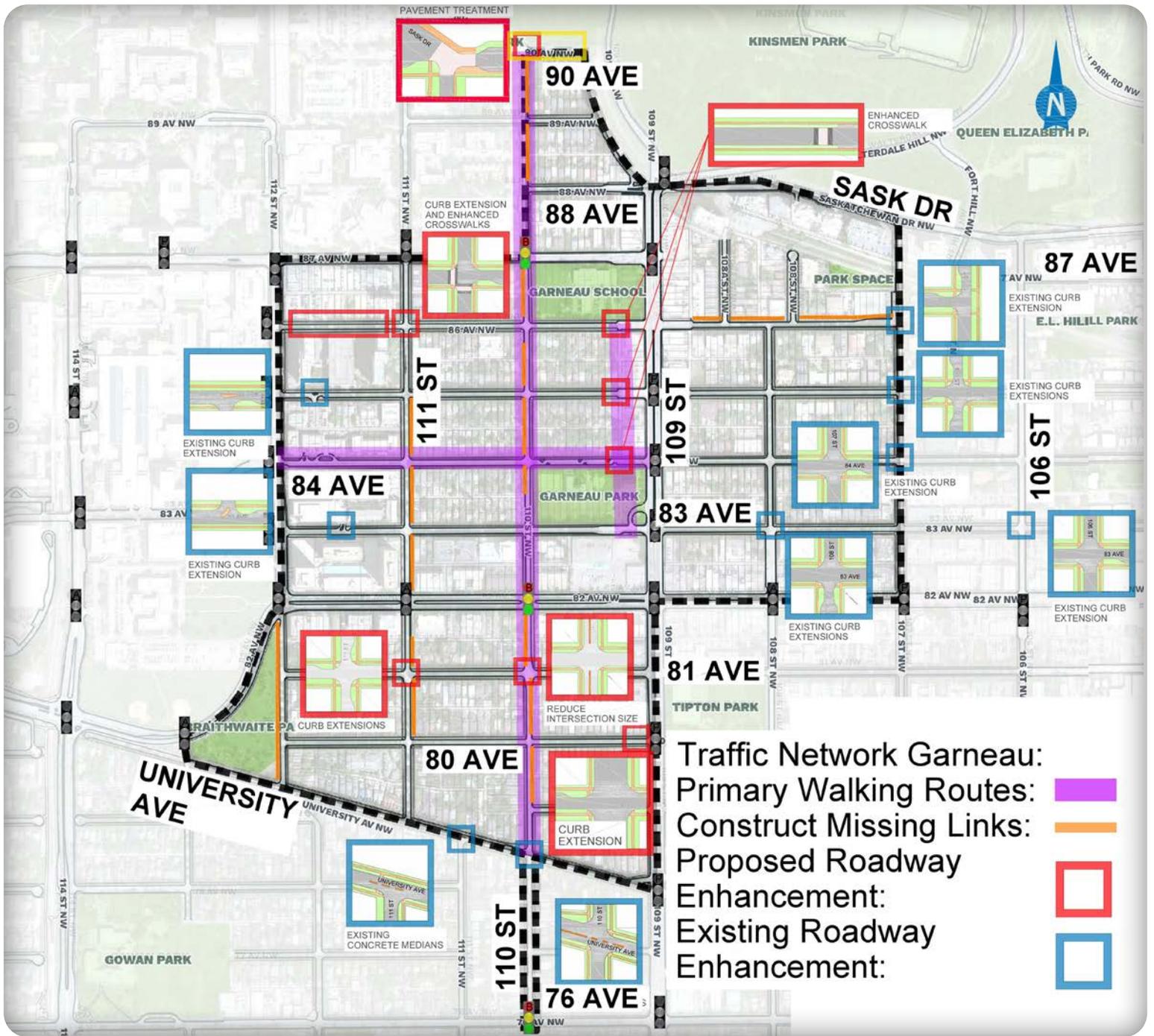
We have heard that mobility and accessibility are key for people moving throughout the Garneau neighbourhood. Therefore, we looked into implementing visually impaired indicators along the primary walking corridors using Tactile Warning Surface Indicators along key identified walking corridors.

### Technical Considerations

- + Located at key intersections along primary walking routes
- + Conformance with Edmonton Access Design Guide, and Alberta Barrier Free Design Guide

### Public Engagement

- + People report that curb ramps can sometimes be difficult to notice/ see the change in grade
- + People told us there was a high density of vulnerable users in the area, including seniors residences and assisted living facilities





## Rail Trail

The existing rail corridor is not owned by the City of Edmonton, but the City is granted use for select opportunities such as installing a new shared-use path. During Strathcona's renewal a portion of shared-use path has been designed, and Garneau is exploring a connection to the existing path and where other new connections and alignments should be located.

# Driving & Traffic

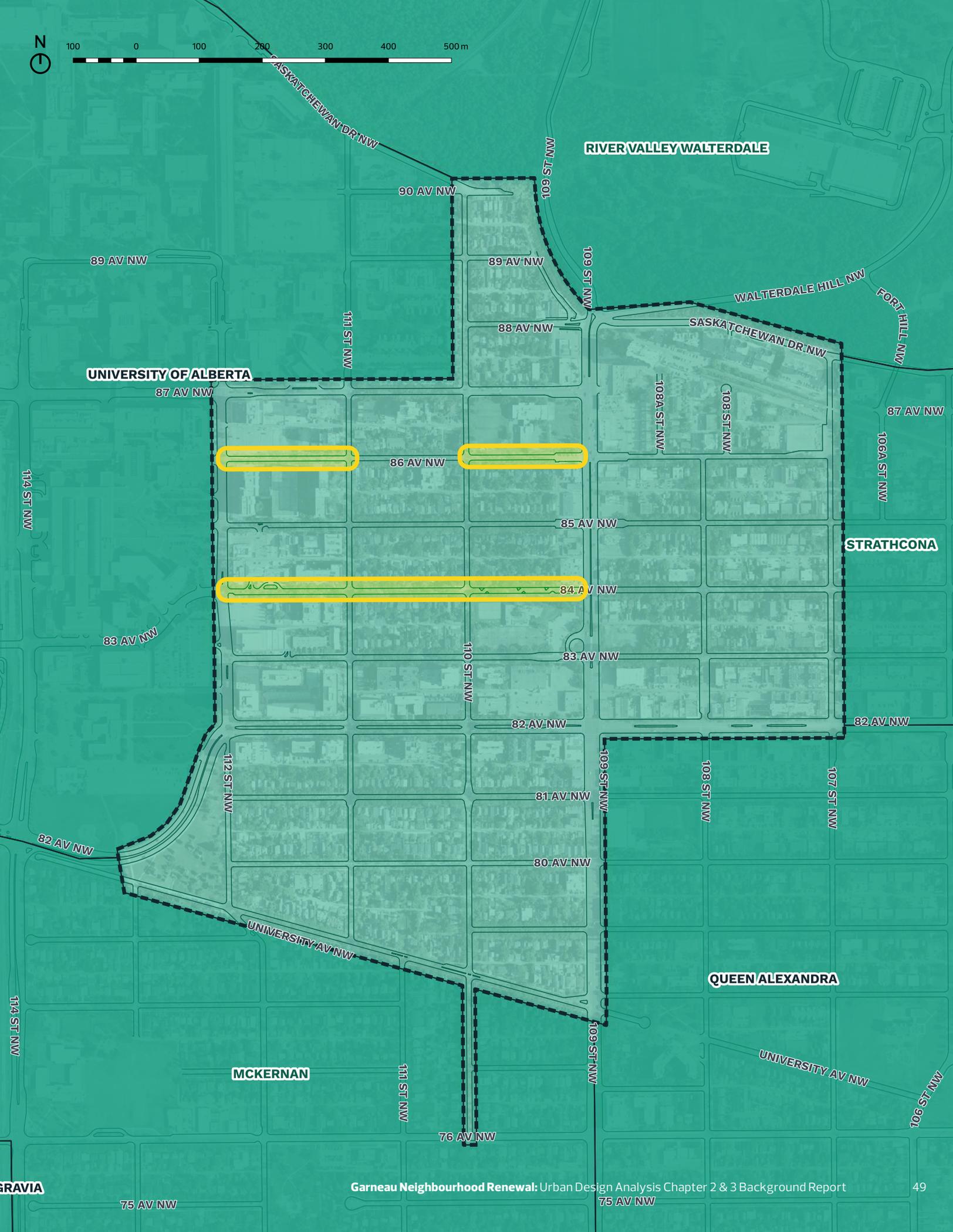
- + 84 Avenue: 112 Street to 109 Street
- + 86 Avenue: 110 Street to 109 Street Garneau School area
- + 86 Avenue: 112 Street to 111 Street

## Relevant City Programs & Policies

- + Edmonton City Plan
- + Community Traffic Management Policy
- + Vision Zero
- + Safe Mobility Strategy
- + Active Transportation Policy
- + PED Connections: a Sidewalk Strategy
- + Edmonton Bike Plan
- + Snow and Ice Policy
- + Universal Design Standards
- + Corporate Tree Policy
- + Residential Parking Program
- + Traffic Bylaw 5590



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# 84 Avenue: 112 Street to 109 Street

In Garneau there is concern for speeding and shortcutting along 84 Avenue and traffic calming measures are supported.

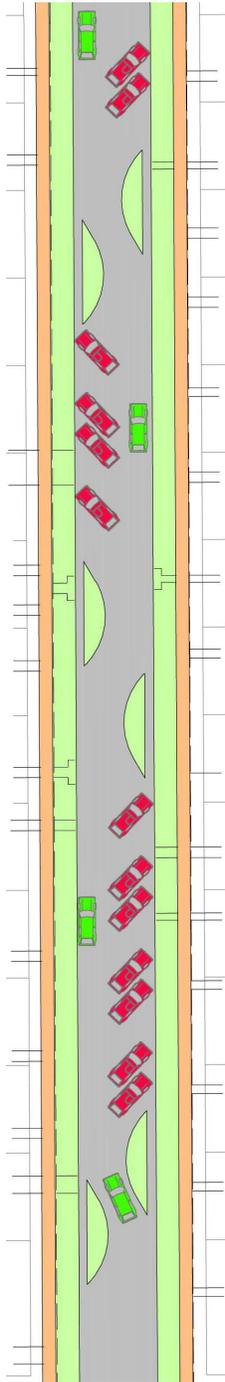
A full closure of 84 Avenue was suggested by the residents west of the alley, but is not feasible due to the varying one-ways throughout the neighbourhood. A full closure would cause disruption to traffic flow. Four options were presented that could be applied to any block along 84 Avenue.

## Options Explored

1. Chicanes
2. Parking Both Sides
3. Angled Parking
4. Existing Conditions

# 1. Chicanes

This option explore implementing chicanes with plantings to make them more attractive, and alternating angled parking on each side of the road.



Chicanes



## Features Explored

- + Chicanes with plantings to make them more attractive, alternating angled parking on each side of the road
- + Retain more parking with angled parking as compared to parallel parking

## Technical Considerations

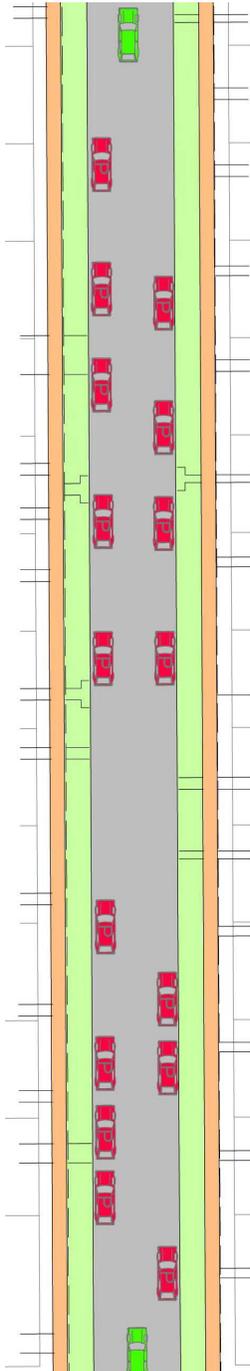
- + Chicanes may discourage speeding and shortcutting
- + Maintenance agreement for above base-level landscaping may be required
- + Possibility to develop chicanes as a low impact development facility to manage road stormwater runoff
- + Reduced sightlines and more potential conflicts due to vehicles backing up into travel lane

## Public Engagement

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

## 2. Parking Both Sides

This option explore implementing parallel on-street parking on both sides of the roadway.



**Parking Both Sides**



### Features Explored

- + Parallel on-street parking on both sides of the roadway

### Technical Considerations

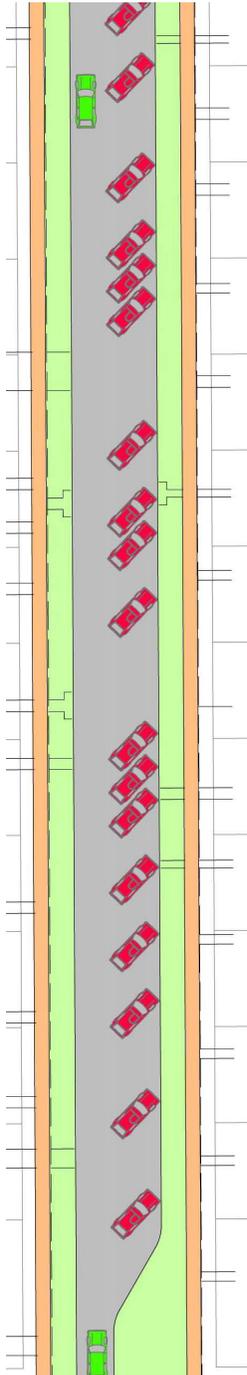
- + Increase on-street parking
- + If parking is full on both sides on the street it may encourage lower travel speeds. Alternatively if parking is empty on one or both sides of the street it may encourage faster travel speeds

### Public Engagement

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

### 3. Angled on-street parking on one side

This option explore implementing angled on-street parking on one side of the roadway.



Angled Parking



#### Features Explored

- + Angled on-street parking on one side of the roadway

#### Technical Considerations

- + Increases on-street parking
- + If parking is full it may encourage lower travel speeds. Alternatively if parking is empty it may encourage faster travel speeds
- + Reduced sightlines and more potential safety issues when backing up
- + Additional signage for angled parking only

#### Public Engagement

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

## 4. Existing Conditions

Existing conditions could remain at their current location: chicanes between 109 and 110 Street, parallel parking north side between 110 and 111 Street, parallel parking both sides between 111 and 112 Street.



### Features Explored

- + Existing conditions could remain at their current location: chicanes between 109 and 110 Street, parallel parking north side between 110 and 111 Street, parallel parking both sides between 111 and 112 Street

### Technical Considerations

- + 109-110 Street – Chicanes may discourage speeding and shortcutting
- + 111-112 Street – If parking is full on both sides on the street it may encourage lower travel speeds. Alternatively if parking is empty on one or both sides of the street it may encourage faster travel speeds
- + Chicanes may discourage speeding and shortcutting
- + Possibility to develop chicanes as a low impact development facility to manage road stormwater runoff

### Public Engagement

- + People would like traffic calming measures to reduce shortcutting and speeding on 84 Avenue
- + There is support for chicanes to calm traffic along 84 Avenue, especially if they can be beautifully landscaped
- + The retention of some on-street public parking is desired by residents
- + Angle parking is not generally supported

## **86 Avenue: 110 Street to 109 Street Garneau School area**

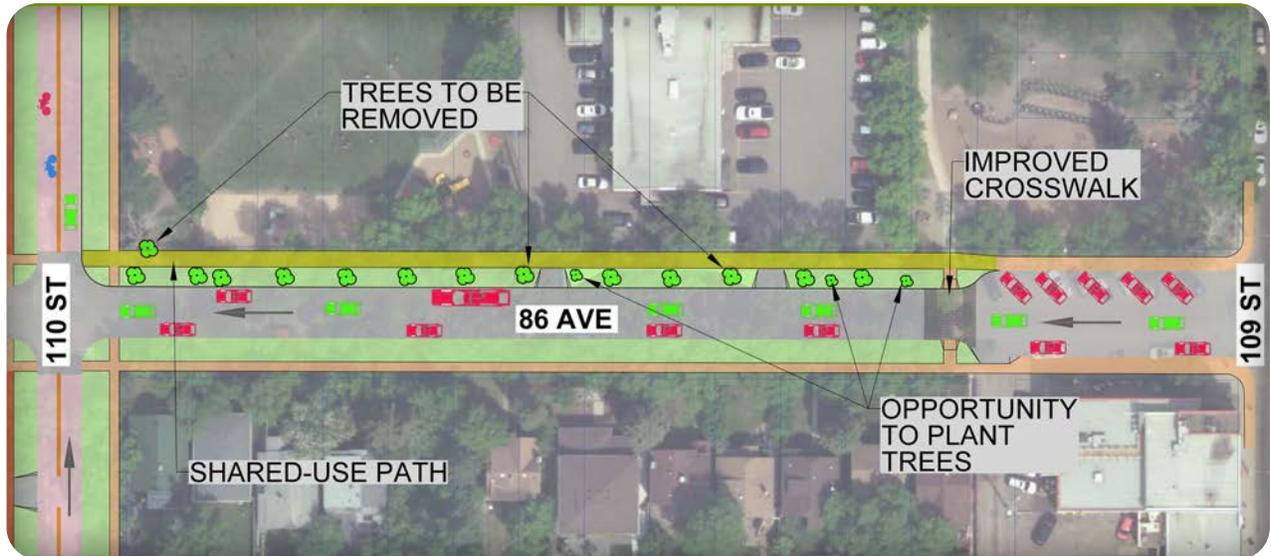
The Garneau School and playground are a primary destination for families in the area. During school drop-off and pick-up times, congestion occurs on 86 Avenue at the school. In addition, plenty of kids are being dropped off on the south side near the alley behind Upper Crust, which has brought a need for a proper midblock crossing to get to the school. Three options were considered to improve parking, school drop-off, and connectivity to the school. A shared-use path is assumed in all options to create an all ages and abilities connection to the Southside Bike Network.

### **Options Explored**

- 1. Shared-Use Path & Midblock Crossing  
(No Parking Bays added)**
- 2. One Parking Bay added**
- 3. Two Parking Bays added**

# 1. No Parking Bays added

This option explore adding a shared-use path on the north side of 86 Avenue, with an enhanced crosswalk near the alley west of 109 Street. Some trees are removed to accommodate the shared-use path.



## Features Explored

- + Shared-use path on the north side of 86 Avenue
- + Enhanced paved or coloured crosswalk near the alley west of 109 Street
- + Some trees removed to accommodate shared-use path

## Technical Considerations

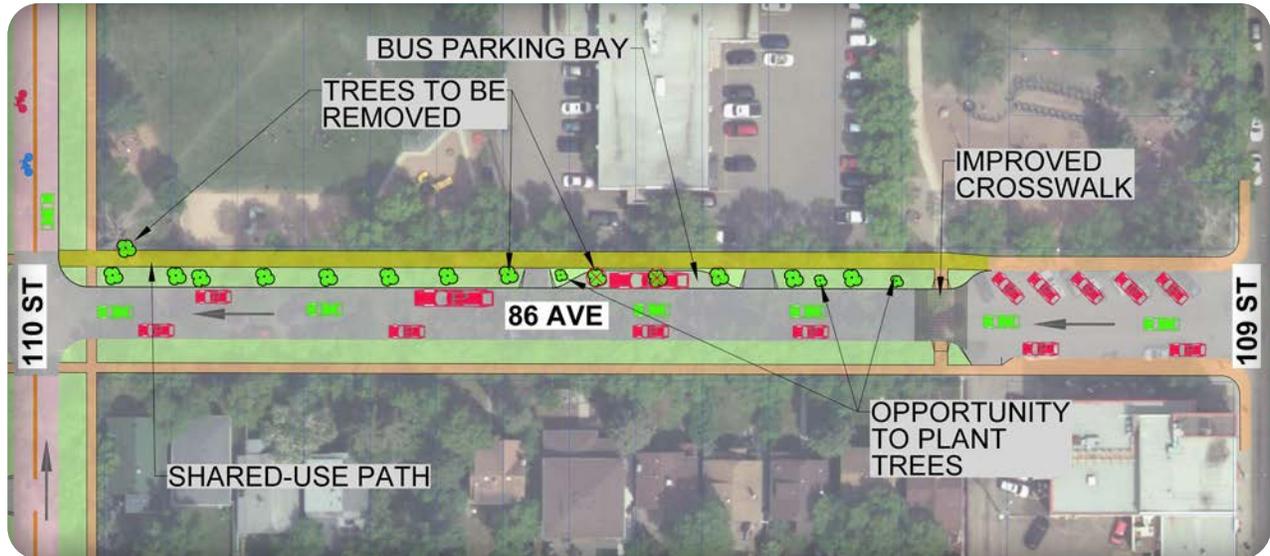
- + Less trees are removed
- + Shared-use path provides safe connection and additional space from 110 Street bike lane to the school and playground
- + Enhanced crosswalk increases safety and visibility for users crossing near the alley
- + Maintaining safety at driveway crossings (conflict points)

## Public Engagement

- + People report congestion on 86 Avenue during school drop-off and pick-up times
- + As it is a highly used pedestrian crossing location, there is a need to formalize a pedestrian crossing from the alley west of 109 Street to the school

## 2. One Parking Bay added

This option explore adding a shared-use path on the north side of 86 Avenue, with an enhanced crosswalk near the alley west of 109 Street. Some trees are removed to accommodate the path and a bus parking / school drop-off area.



### Features Explored

- + Shared-use path on the north side of 86 Avenue
- + Enhanced paved or coloured crosswalk near the alley west of 109 Street
- + Trees removed to accommodate shared-use path and bus parking bay
- + One bus parking bay/ drop-off area

### Technical Considerations

- + Trees are removed
- + Shared-use path provides safe connection and additional space from 110 Street bike lane to the school and playground
- + Enhanced crosswalk increases safety and visibility for users crossing near the alley
- + More accessible bus drop-off/ pick-up location
- + Designated space for buses allowing vehicles to pass by buses unloading kids
- + Maintaining safety at driveway crossings (conflict points)

### Public Engagement

- + People report congestion on 86 Avenue during school drop-off and pick-up times
- + As it is a highly used pedestrian crossing location, there is a need to formalize a pedestrian crossing from the alley west of 109 Street to the school

## Two Parking Bays added

This option explore adding a shared-use path on the north side of 86 Avenue, with an enhanced crosswalk near the alley west of 109 Street. Some trees would be removed to accommodate the path and two bus parking bays/loading areas.



### Features Explored

- + Shared-use path on the north side of 86 Avenue
- + Enhanced paved or coloured crosswalk near the alley west of 109 Street
- + Trees removed to accommodate shared-use path and bus parking bays
- + Two bus parking bays/loading areas

### Technical Considerations

- + Trees are removed
- + Shared-use path provides safe connection and additional space from 110 Street bike lane to the school and playground
- + Enhanced crosswalk increases safety and visibility for users crossing near the alley
- + More accessible bus drop-off/pick-up location
- + Designated space for buses allowing vehicles to pass by buses unloading kids
- + Maintaining safety at driveway crossings (conflict points)

### Public Engagement

- + Improve safety for people walking\* trying to reach key destinations in the southeast part of the neighbourhood
- + People reported residents with visual impairments live nearby
- + Concerns about the narrowness of 111 Street at 87 Avenue due to parking on the east side

## **86 Avenue: 112 Street to 111 Street**

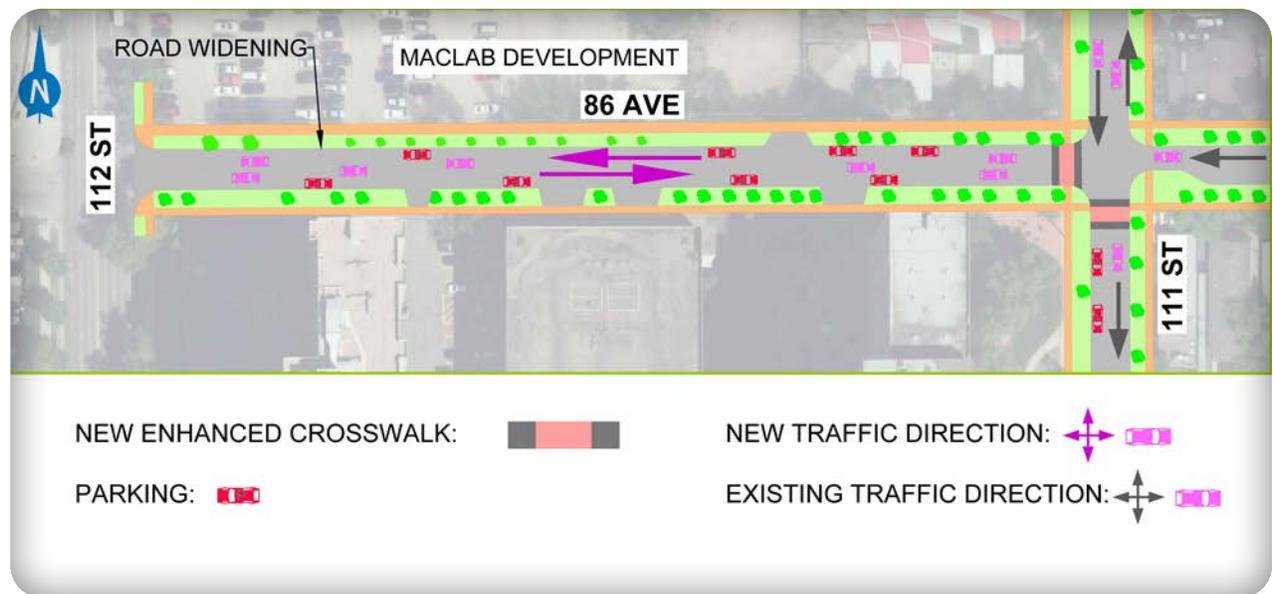
Maclab has planned developments for the north side of 86 Avenue between 112 and 111 Street. We have included their design as one of the changes coming to the Garneau neighbourhood. In addition we have heard there is a need to better connect people walking across the 111 Street and 86 Avenue intersection.

### **Options Explored**

- 1. Road Improvements and Enhanced Crosswalk**

# 1. Road Improvements & Enhanced Crosswalk

This option explore implementing road widening along 86 Avenue between 111 Street and 112 Street, new two-way traffic between 111 and 112 Street, and adding enhanced crosswalks along the west and south legs of the 111 Street and 86 Avenue intersection. Boulevard trees are removed and replaced as per Maclab's design.



## Features Explored

- + Road widening along 86 Avenue between 111 Street and 112 Street
- + New two-way traffic between 111 and 112 Streets
- + New paved or coloured crosswalks along the west and south legs of the 111 Street and 86 Avenue intersection
- + Boulevard trees removed and replaced as per Maclab's design

## Technical Considerations

- + Enhanced crosswalk increases safety and visibility for users crossing

## Public Engagement

- + Improve safety for people walking\* trying to reach key destinations in the southeast part of the neighbourhood
- + People reported residents with visual impairments live nearby
- + Concerns about the narrowness of 111 Street at 87 Avenue due to parking on the east side

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# Playing

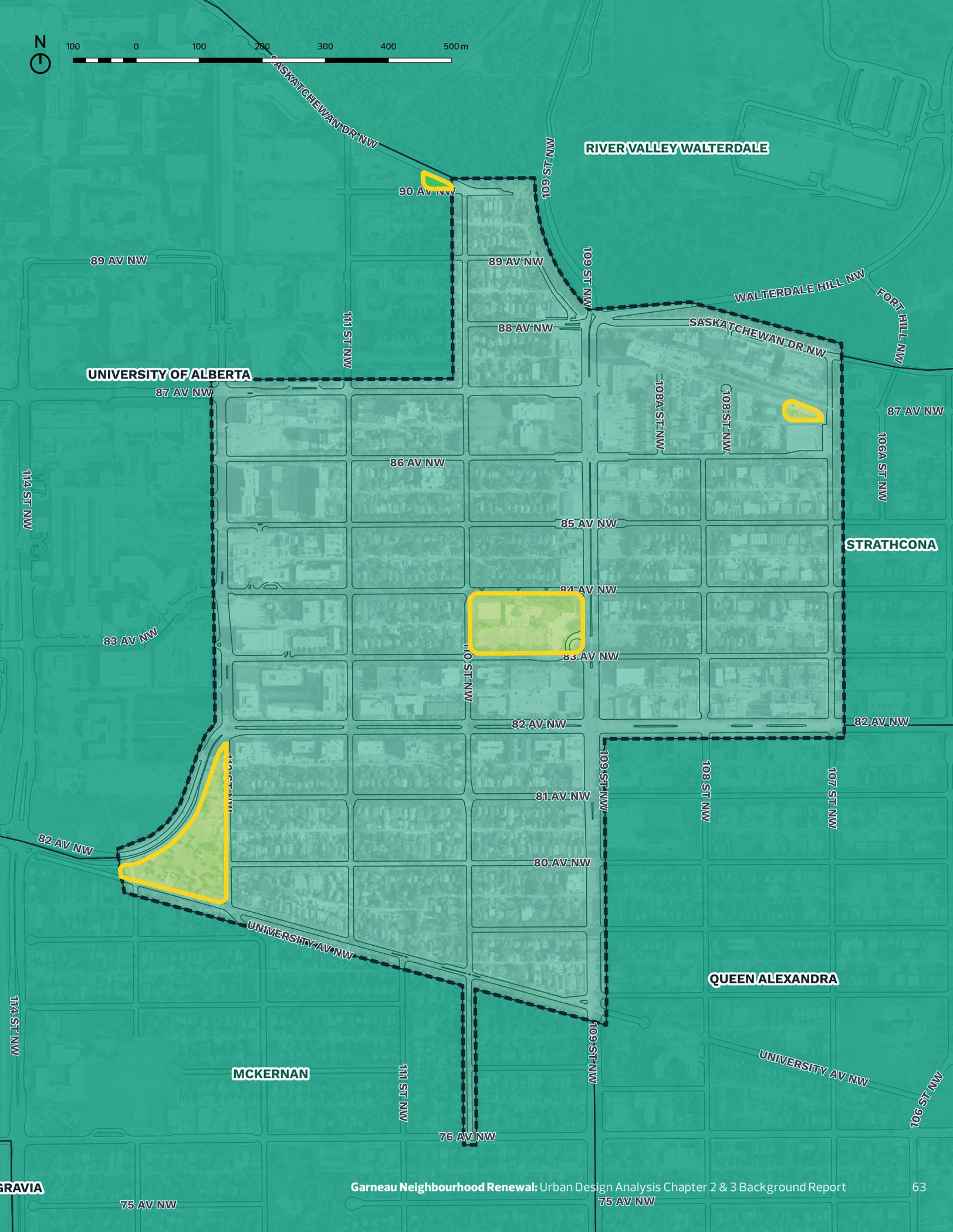
- + Braithwaite Park
- + Garneau (City Arts) Park
- + Park Space at 107 Street / 86 Avenue
- + Adair Park

## Relevant City Programs & Policies

- + **BREATHE – Green Network Strategy**
- + **Neighbourhood Renewal Program**
- + **Universal Design Standards**
- + **Winter City Design Guidelines**
- + **Corporate Tree Policy**



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# Braithwaite Park

Located on the edge of Garneau, Braithwaite is its largest park and a passive recreation space without any programmed uses. Initial public engagements suggested that Braithwaite experiences limited and infrequent use by residents.

Responses suggested primary uses of the park were for activities like kicking a soccer ball, throwing a frisbee, and people walking which includes walking pets. The west edge of the park is along the busy arterial roadway of Whyte Avenue where it curves around into University Avenue.

## Options Explored

1. Boulevard Planting, New Paths, Plazas, and Dog Park
2. Boulevard Planting, New Paths, Plazas, No Dog Park



# 1. Boulevard Planting, New Paths, Plazas, and Dog Park

Explore enhancements along Whyte Avenue / University Avenue including: boulevard trees, boulevard sidewalk and new pathways through and around the park. Within the park new pathways that follow existing desire lines are included. A partially fenced in dog park is added, and the existing Braithwaite monument is removed in favour of a new location for a plaza and monument.



## Features Explored

- + Boulevard trees and pedestrian enhancements along Whyte / University Avenue, conversion of the curbside sidewalk to a boulevard sidewalk
- + New pathways through and around the park, honouring desire lines examined through the park during winter time in the snow
- + Proposed partially fenced in dog park added to Braithwaite
- + Removal of the existing Braithwaite monument, creation of a new plaza with a new Braithwaite monument in a new, more public, less likely to be vandalized location
- + Creation of a new monument that honours other perspectives in addition to the Braithwaite monument

## Technical Considerations

- + Coordination with the arterial renewal group as some of the work being proposed (boulevard trees on Whyte) fall under arterial renewal scope

## Benefits & Trade-Offs

- + People support a fenced-in off-leash dog park suggesting it will encourage new users while keeping dogs and other park visitors separated
- + A separate space for dogs and other park users is desired
- + Pedestrian connections through the park are supported



## 2. Boulevard Planting, New Paths, Plazas, No Dog Park

Explore enhancements that reflect everything included as per option 1, except that no dog park is considered in this option



### Features Explored

- + Boulevard trees and pedestrian enhancements along Whyte / University Avenue, conversion of the curblined sidewalk to a sidewalk with boulevard
- + New pathways through and around the park, honouring desire lines examined through the park during winter time in the snow
- + Removal of the existing Braithwaite monument, creation of a new plaza with a new Braithwaite monument in a new, more public, less likely to be vandalized location
- + Creation of a new monument that honours other perspectives in addition to the Braithwaite monument

### Technical Considerations

- + Coordination with the arterial renewal group as some of the work being proposed (boulevard trees on Whyte) fall under arterial renewal scope

### Public Engagement

- + Some respondents did not support a dog park as they preferred leaving the park as it is



# Garneau (City Arts) Park

Garneau Park's uses are weighted toward programmed age and club based activities, including its tennis courts, sand volleyball courts, and its building facility with arts programming. Many of these activities require membership and / or fees to participate.

The existing unprogrammed park space such as an existing playground is limited in appropriateness to young ages. Garneau Park is notably absent of passive green space that accommodates passive activities such as kicking a ball or throwing a frisbee.

There are some small passive walking and seating areas, and there is the potential to reorganize the parking more efficiently to gain additional park space and uses.

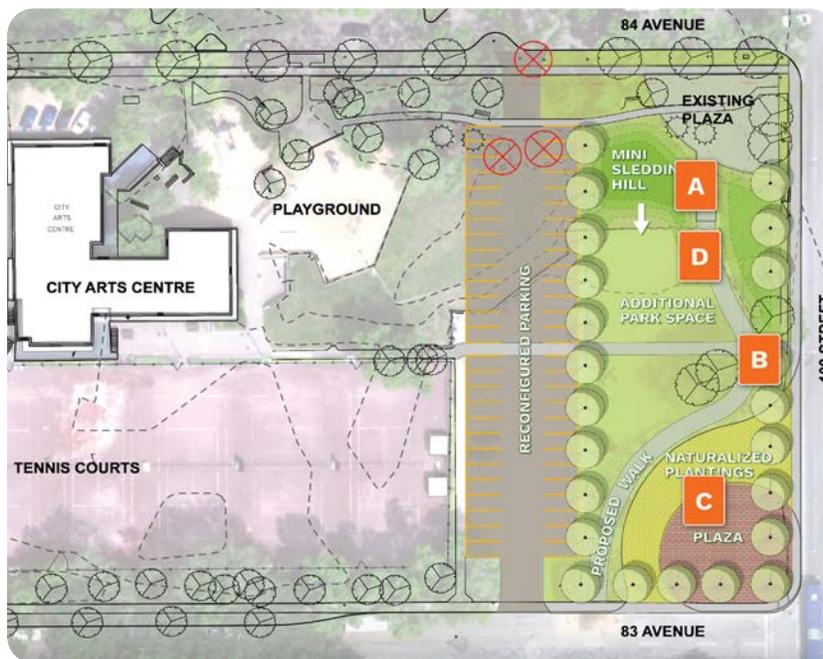


## Options Explored

1. Maximize green space by optimising parking and access from 83 Avenue
2. Increase green space by optimising parking and access from 109 Street

# 1. Maximize green space by optimising parking and access from 83 Avenue

This option explore adding boulevard trees and pedestrian enhancements along 109 Street in alignment with its Streetscape Design Vision. A small earth mound / toboggan hill is proposed. Reorganization of the parking area maximizes the increase of green space. A small plaza and park entry at the south end of the park will reflect the transit history of the area for a bus turnaround and streetcar turnaround that once existed at this park location.



## Features Explored

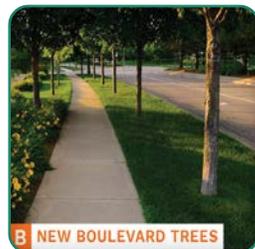
- + Trees and pedestrian enhancements along 109 Street in alignment with the 109 Streetscape Design Vision
- + A small earth mound / toboggan hill for younger age groups
- + The reorganization of site parking with greater efficiency to gain more park space

## Technical Considerations

- + Removal of retaining wall and a significant amount of earth re-grading is required
- + Low Impact Development opportunity to collect and pre-treat stormwater runoff in parking lot or raingarden (naturalized plantings area)
- + Minimal loss of existing parking spaces when reorganized. More efficient parking organization with more spaces retained when compared to Option 2

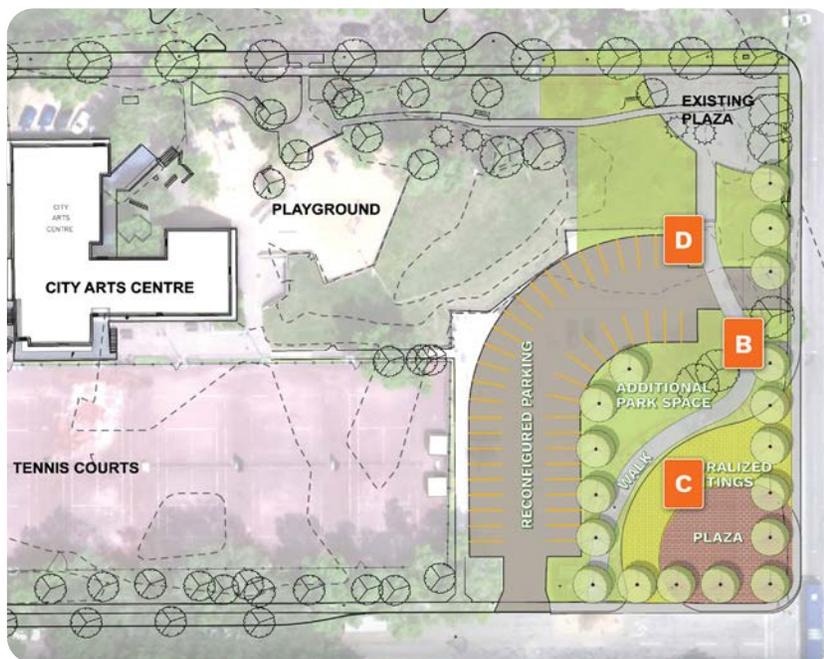
## Benefits & Trade-Offs

- + This option's long linear park at the City Arts Centre/Bus Turnaround is supported by many residents who like the continuous green space and efficient parking lot
- + Some participants expressed concern that an 84 Avenue access may encourage neighbourhood shortcutting



## 2. Increase green space by optimising parking and access from 109 Street

This option explore implementing boulevard trees and pedestrian enhancements along 109 Street in alignment with the 109 Streetscape Design Vision. Reorganization of the parking area increases passive green space. A small plaza and park entry at the south end of the park will reflect the transit history of the area for a bus turnaround and streetcar turnaround that once existed at this park location.



### Features Explored

- + Boulevard trees and pedestrian enhancements along 109 Street in alignment with the 109 Streetscape Design Vision
- + The reorganization of site parking with greater efficiency to gain more park space
- + New commercial access on 109 Street that reduces traffic that accesses the parking lot from 109
- + A small plaza and park entry at the southwest corner of the park
- + A naturalized planting area in a rain garden to mark the old footprint of the bus turnaround as an added layer of urban Garneau history. The rain garden itself is situated well with respect to feasibility for treating stormwater as designs advance



### Technical Considerations

- + Removal of retaining wall and a significant amount of earth re-grading is required
- + Minimal loss of existing parking spaces when reorganized. Less efficient parking organization occupying more area with less parking spaces when compared with option 1.

### Benefits & Trade-Offs

- + Option 1 received greater support from residents for the increase in contiguous green space and a more efficient parking lot

# Park Space at 107 Street / 86 Avenue

North of The Granite Curling Club located at 86 Avenue and 107 Street, there is a little known triangular wedge shaped park space between the curling club and the rail corridor. The park is relatively hidden and not in a 'park' like condition as the surface material of the park space is primarily gravel and has been used for many years as a parking lot.

Toward the western boundary of the property there is a little tot lot sized playground that is tucked away along the alley away from 107 Street. Some residents in Garneau didn't know that this park space existed. At the time of the development of the design options for this space, the City was reviewing a lease agreement renewal with the curling club to formalize some of its current parking on the existing gravel lot. Two options were developed that explored various proportions of parking with a balance of park uses.



## Options Explored

1. Boardless Skating Rink and Multi-Sport Court
2. Half Court Sport Surface

# 1. Boardless Skating Rink and Multi-sport Court

This option explore adding a boardless skating rink for use in the winter, and a hard surface multi-sport court for potential uses such as basketball or street hockey. Tree planting compliments the new proposed shared-use path adjacent to the park site.



## Features Considered

- + A boardless skating rink for use in the winter, and as passive green space in the summer
- + A multi-sport court / surface that could be used for sports such as basketball or street hockey
- + Tree planting in compliment with the new proposed shared-use path adjacent to the park site
- + Parking along the alley next to the curling rink

## Technical Considerations

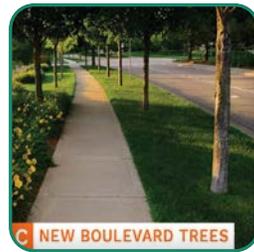
- + Rink: considerations of who or what entity would need to own and operate the rink
- + Rink: considerations for water source and maintenance equipment / storage
- + High volume of parking demand at peak times for the curling rink, limits on-street parking availability for nearby residents
- + The park concept extends into rail lands not owned by the City. Concept would require approval

## Benefits & Trade-Offs

- + Many participants supported the decrease in on-site parking and an increase in usable green and open space for other uses

## 2. Half Court Sport Surface

This option explore adding a half court sport multi-surface, that would share use as additional parking in winter months during the curling season, and function as sport / basketball in the other months. Tree planting compliments the addition of a shared-use path adjacent to the park site and additional passive green space provided.



### Features Considered

- + A smaller (compared to option 1) multi-sport court / surface that could be used for sports such as basketball or street hockey
- + Boulevard tree planting in compliment with the new proposed shared-use path adjacent to the park site
- + Additional passive green space provided

### Technical Considerations

- + Additional cost of paving versus providing more passive green space
- + High volume of parking demand at key times for the curling rink limits on-street parking availability for nearby residents
- + Keeping cars from parking on the court outside of winter months

### Benefits & Trade-Offs

- + Some community members are concerned about parking for the curling club and the MCE Mosque, and with this option more parking is provided to help alleviate those concerns
- + The curling club notes that parking is limited for them during peak times and want to ensure they have an adequate amount for their peak times of use

# Adair Park

Adair Park is a small triangular shaped park formed by the top of river bank and the intersection of Saskatchewan Drive at 90 Avenue and 110 Street. It is adjacent to Peter Lougheed Hall, A University residence on its west border which has an interior cafeteria and gathering space that faces out onto the park. Initial public engagement suggested that this park space is not actively used very often. There is a bench along Saskatchewan Drive and a small cairn at the east end of the park dedicated to Laurent Garneau.

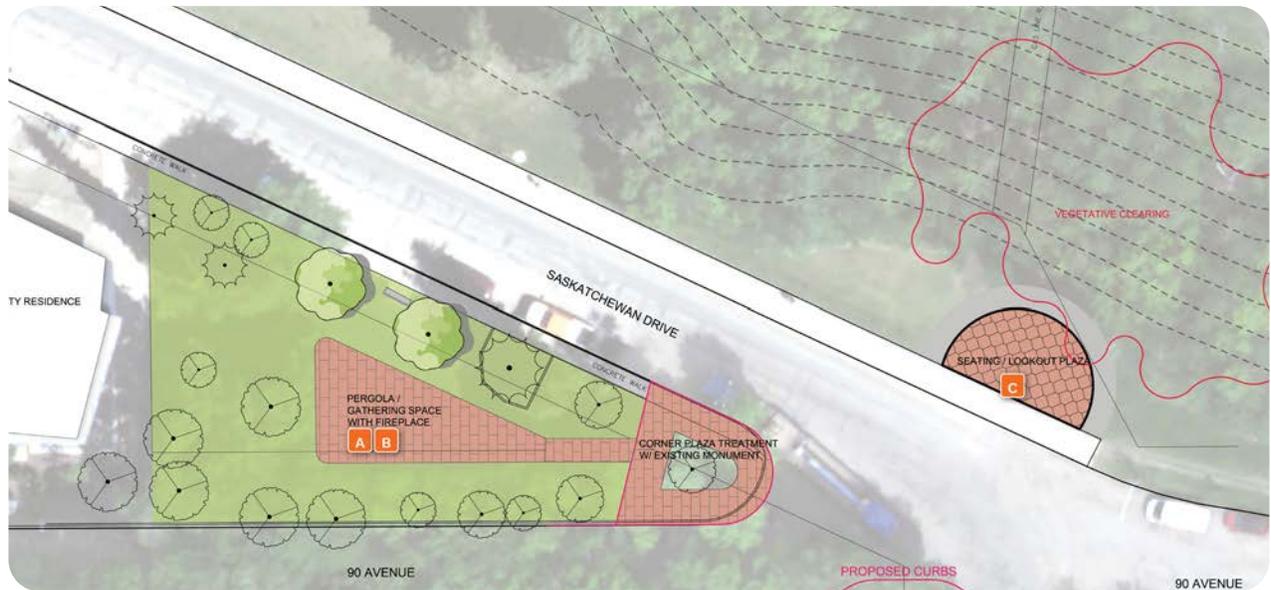


## Options Explored

1. Enhanced Adair Park and Lookout with River Valley Views
2. Enhanced Adair Park without River Valley Views

# 1. Enhanced Adair Park and Lookout with River Valley Views

This option explore adding a community gathering space in the centre of Adair Park with the potential for a fire pit and a shade structure. A seating / lookout plaza was shown as an option at the northern terminus of 110 Street. Vegetative clearing was proposed as an option that would provide a view to downtown and the High Level Bridge.



## Features Considered

- + A community gathering space in the centre of Adair Park was explored with the public, and the ideas of a fire pit and a shade structure were proposed to gauge with the public
- + A seating / lookout plaza was shown as an option at the northern terminus of 110 Street. Vegetative clearing was proposed as an option that would provide a view to downtown and the High Level Bridge

## Technical Considerations

- + Slope stability with respect to vegetative clearing of lookout. Possible geotechnical investigation required
- + Approvals and bylaws for vegetative clearing in the River Valley
- + Policies and guidelines governing fire pits in park areas

## Public Engagement

- + Residents feel the proposed new gathering space will improve the usability of Adair Park
- + Some like the idea of a nearby lookout; however, they do not support the removal of trees or extensive vegetation to create the view

## 2. Enhanced Adair Park without River Valley Views

This option explore the same features as Option 1, except for the extensive vegetative clearing that would be required to achieve a river valley view. Otherwise, Option 2 includes the same considerations for a community gathering space with a fire pit and shade structure that Option 1 does.



### Features Considered

- + Same features as option 1, except with no vegetative clearing

### Technical Considerations

- + Policies and guidelines governing fire pits in park areas

### Public Engagement

- + Residents feel the proposed new gathering space and monument upgrade would improve the usability of Adair Park.

# Opportunities that Were Explored But Not Advanced

Early in the project, different bike routes were explored for their connections into and out of the neighbourhood.

## Options Explored

1. Add Bike Connection to 89 Avenue and Remove it from 88 Avenue
2. Change Bike Connection from 88 to 89 Avenue

## Change Bike Connection from 88 to 89 Avenue



### Decision

Given the non-support from the public engagement feedback received at the Exploring Opportunities event, this idea did not proceed to option development, and instead options for improving the 88 Avenue existing bike connection were explored.

### Features Explored

- + The University of Alberta has long term plans to develop 89 Avenue as a student bike boulevard through their lands. The team presented to the public an opportunity for a protected bike connection to be extended along 89 Avenue, connecting to a shared-use path and continuing south to the 88 Avenue and 109 Street intersection
- + Two-way protected bike lane on 89 Avenue from 110 Street to the east
- + Shared-use path along 89 Avenue from 89 Avenue to 88 Avenue
- + Remove existing facility on 88 Avenue

### Technical Considerations

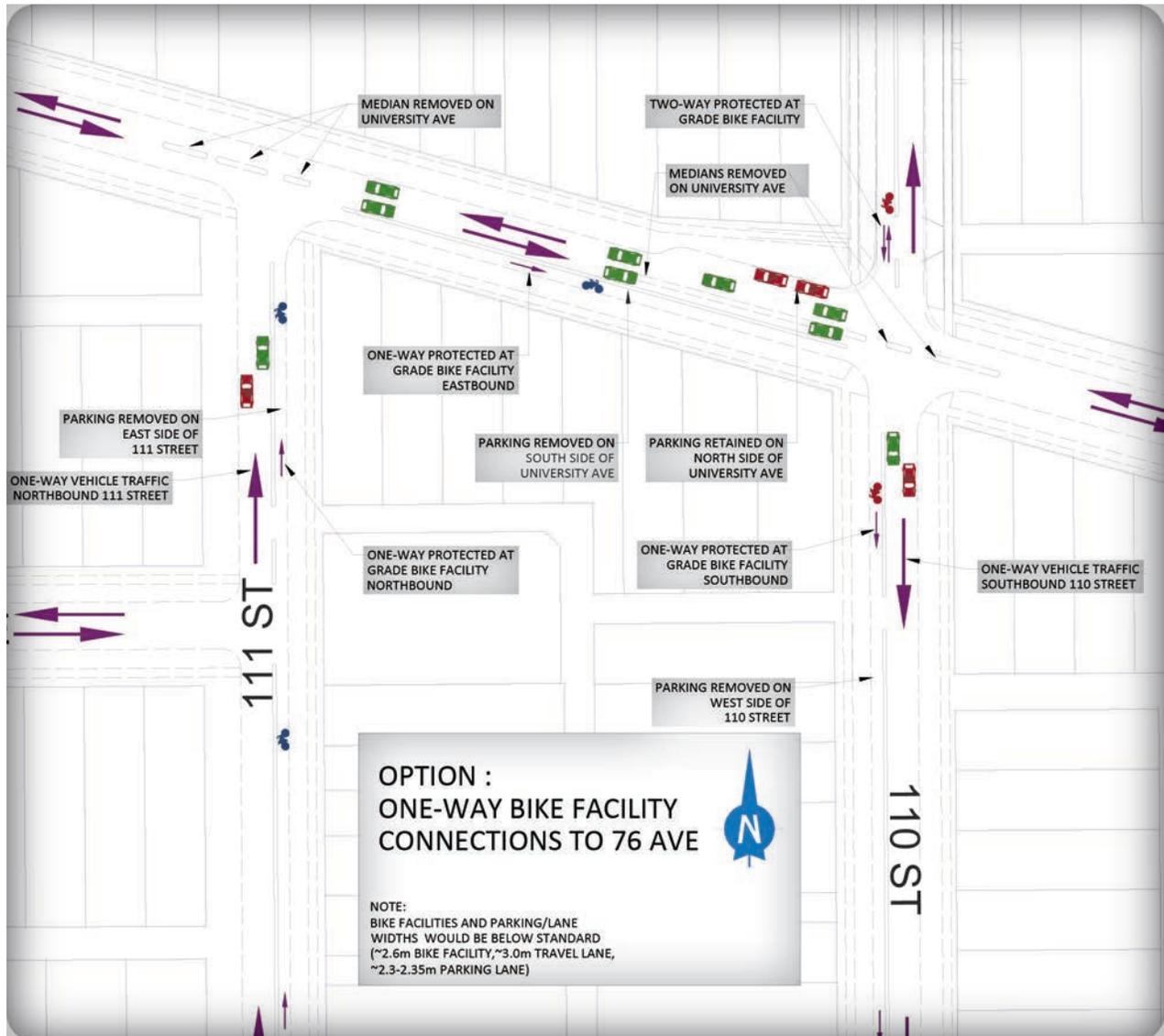
- + Boulevard trees are maintained
- + Consistency with other facilities in the area (83 Avenue)
- + No additional drainage requirements
- + Median can be a barrier for those with mobility challenges to step over when accessing their house
- + Median provides a location for snow storage
- + Less changes to elevation for riders than a raised facility

### Public Engagement

- + Removed parking on 89 Avenue
- + Did not provide a direct connection to the High Level path / bridge / downtown
- + Did not provide a direction connection to 88 Avenue and 109 Street intersection
- + 89 Avenue is a quiet roadway and a protected facility is not needed
- + Keep 88 Avenue even if you build 89 Avenue

# Create protected one-way bike lanes on both 110 Street and 111 Street

This was an idea that was expressed during the Exploring Opportunities phase by both attendees at the September event as well as subsequently by Garneau residents near 110 Street.



## Decision

- + We heard that parking is important to residents and that protected bike lanes on lower traffic residential streets are not universally supported
- + This option more greatly impacts the existing traffic pattern and reduces available street parking more significantly

**These considerations combined with the potential to substantially change and affect the prior shortcutting measures implemented in McKernan meant that this opportunity did not proceed to option design.**

## Features Explored

- + Formalize the one-way southbound painted bike lane on 110 Street, protected between Saskatchewan Drive and 82 Avenue and extended from 82 Avenue to 76 Avenue
- + Formalize the one-way northbound painted bike lane between 82 Avenue and 86 Avenue, extended north from 86 Avenue to Saskatchewan Drive and extend a protected connection south from 82 Avenue to 76 Avenue

## Technical Considerations

- + All options must fit within the current road (curb to curb) to prevent the removal of trees
- + Greater overall loss of parking due to bike lanes on two streets as opposed to just on 110 Street
- + Changes to existing traffic patterns. 111 Street is currently two-way and would be changed to one-way
- + Significant coordination with University would be required as they own 111 Street north of 87 Avenue