

Envision 109

Streetscape Design Vision

109 Street, between the High Level Bridge and 61 Avenue, is a major route linking downtown and south Edmonton. This street serves several residential neighbourhoods, schools, businesses and major transit routes.

- + The 109 Street Corridor Area Redevelopment Plan (2013–2018) identified streetscape improvements to help revitalize the corridor.
- + In 2015, the City began developing a streetscape design that would revitalize 109 Street from Saskatchewan Drive to 61 Avenue over the next 20+ years.
- + The Streetscape Design Vision identifies transformational opportunities for 109 Street to make it more walkable, improve aesthetics, promote environmentally sustainable development, support local businesses and provide connectivity options for all modes of transportation.

Timeline

We Are Here

STRATEGY
2015–2019

CONCEPT
20+ years

DESIGN AND CONSTRUCTION
20+ years

What is a Streetscape?

The area between property frontage lines that defines how the street looks, feels and functions. It provides places for activity and social gathering, and accommodates a diverse range of transportation methods (pedestrians, bicycles, transit, vehicles).



A typical winter city streetscape (Source: City of Edmonton Winter Design Guidelines.)

Edmonton

How We Got Here

Strategy Phase – (2015–2019)

Preliminary Inventory and Analysis 2015–2016

- + Review of the current state of 109 Street
- + Opportunities and constraints identified
- + Public input provided local knowledge and understanding of area concerns and needs
- + Public Open House (January 27, 2016)

Options Development 2016

- + Three distinct design approaches developed: Walkability, Transportation, and Environmental Sustainability
- + Public Open House (May 12, 2016)
- + Public feedback favoured Environmental Sustainability approach
- + Transportation Impact analysis (2016)
- + Project put on temporary hold (2017–2018) due to other infrastructure studies, such as the Centre LRT Route Selection, Southside Bike Network and Bus Network Redesign
- + Bike feasibility analysis (2018)

Streetscape Design Vision (2019)

- + Southside Bike Network recommended 110 Street for protected, all ages and abilities bike route*
- + Opportunities identified for long-term vision and short-term implementation
- + Public Information Session (September 14, 2019)
- + 109 Streetscape Design Vision report completed (Full report to be posted online by end of 2019)

*City Council approved 110 Street as a north–south bike route in the Southside Bike Network as it was a local road with less conflict points making it a safer location for a protected “all ages and abilities” bike facility.

Roadway configuration opportunities are not identified in the Vision because 109 Street’s road reconstruction is not due for 20 years.

Learn more about this project at: edmonton.ca/envision109

Edmonton

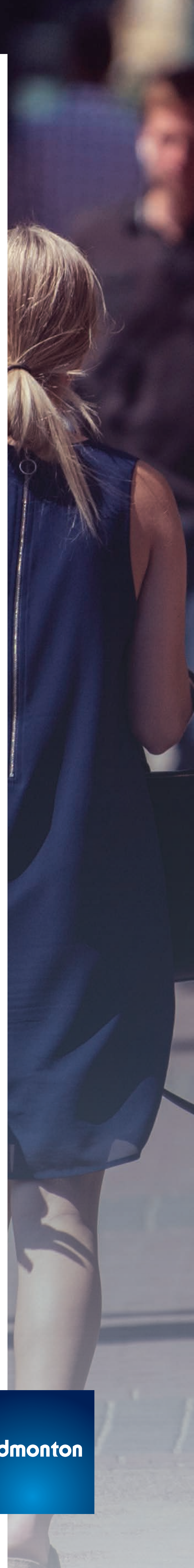
Vision Objectives and Opportunities

The 109 Streetscape Design Vision identifies transformational opportunities for 109 Street.

Design Objectives*	109 Street Design Vision Opportunities
Enhance the pedestrian experience with a focus on protection, comfort, connectivity and the public realm.	<ul style="list-style-type: none"> + Landscaped boulevards with trees + Wider sidewalks with no obstructions + Benches and seating at frequent locations + Pedestrian-oriented lighting + Curb extensions at key north/south crossings + Signalized pedestrian crossings + Saskatchewan Drive/109 Street intersection redesign + Public space enhancements: River Terminal Viewpoint, City Arts Centre bus turnaround, Joe Morris Park + Pedestrianized alleyways + Multifunctional zones for parklets or parking
Create an identifiable, welcoming streetscape that unites a unique range of neighbourhoods using a visual blend of their historic character and current strengths.	<ul style="list-style-type: none"> + Unique materials and decor + Welcoming entry/exit points (gateways): Saskatchewan Drive, Whyte Avenue, 61 Avenue
Provide a range of transportation options to serve the needs of local residents and commuters.	<ul style="list-style-type: none"> + Saskatchewan Drive/109 Street intersection redesign + East/west bike connections + Bike parking + Enhanced bus stops + On-street vehicle parking + 61 Avenue optimization
Encourage environmentally sustainable development practices.	<ul style="list-style-type: none"> + Deciduous boulevard trees + Urban wildlife habitats and diverse plant species + Low Impact Development measures + Active transportation options
Support local business.	<ul style="list-style-type: none"> + Pedestrian realms near business locations + East/west bike connections to 109 Street commercial destinations + Bike parking + On-street vehicle parking + Pedestrianized east/west alleyways adjacent to businesses

*Design Objectives were developed using the 109 Street Corridor Area Redevelopment Plan recommendations, streetscape design principles, public input and City policies.

Learn more about this project at: edmonton.ca/envision109



109 Streetscape Design Vision



Design Analysis Area



Proposed Curb Extensions (Avenue Crossings)



Signalized Intersections



Public Art Locations



Pedestrianized Alleys



Parks Improvements



Gateways



Upper 109 Street (North of 82 Avenue)



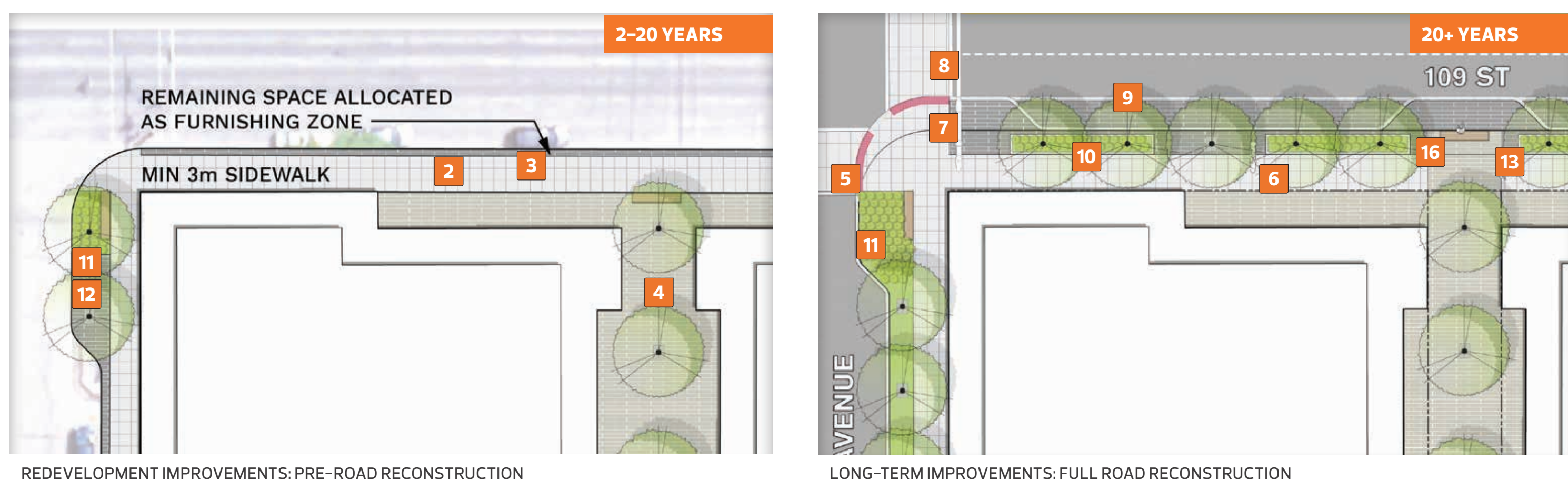
REPRESENTATIVE IMAGE OF A PROPOSED UPPER 109 STREETSCAPE

As a "Main Street" and commercial, mixed-use area, Upper 109 would feature a unique visual identity near business locations to encourage users and celebrate it as a key commercial retail destination.



COMPLETE STREETS DIAGRAM OF UPPER 109 STREETSCAPE ZONES

Implementation



REDEVELOPMENT IMPROVEMENTS: PRE-ROAD RECONSTRUCTION

LONG-TERM IMPROVEMENTS: FULL ROAD RECONSTRUCTION

LEGEND

- | | |
|--|--|
| 1 ASPHALT ROADWAY | 9 BOULEVARD TREES IN STRUCTURAL SOIL CELLS |
| 2 SAWCUT CONCRETE THROUGH ZONE & CROSSWALKS | 10 RAISED BED BOULEVARD PLANTINGS |
| 3 PAVERS - DARK FURNISHING & ANCILLARY ZONE | 11 PLANTED CURB EXTENSION |
| 4 PAVERS - LIGHT FRONTAGE ZONE AND PEDESTRIAN MEWS | 12 AT GRADE PLANTING BED |
| 5 TWSI - TACTILE WARNING SURFACE INDICATOR AT ALL CROSSWALKS | 13 PERENNIALS IN RAISED PLANTING BEDS |
| 6 PEDESTRIAN LIGHT | 14 Q BIKE RACK - CITY OF EDMONTON |
| 7 ROADWAY LIGHTING | 15 LIT BOLLARDS |
| 8 TRAFFIC SIGNAL | 16 BENCHES & SEATING |

Learn more about this project at: edmonton.ca/envision109



Lower 109 Street (South of 82 Avenue)



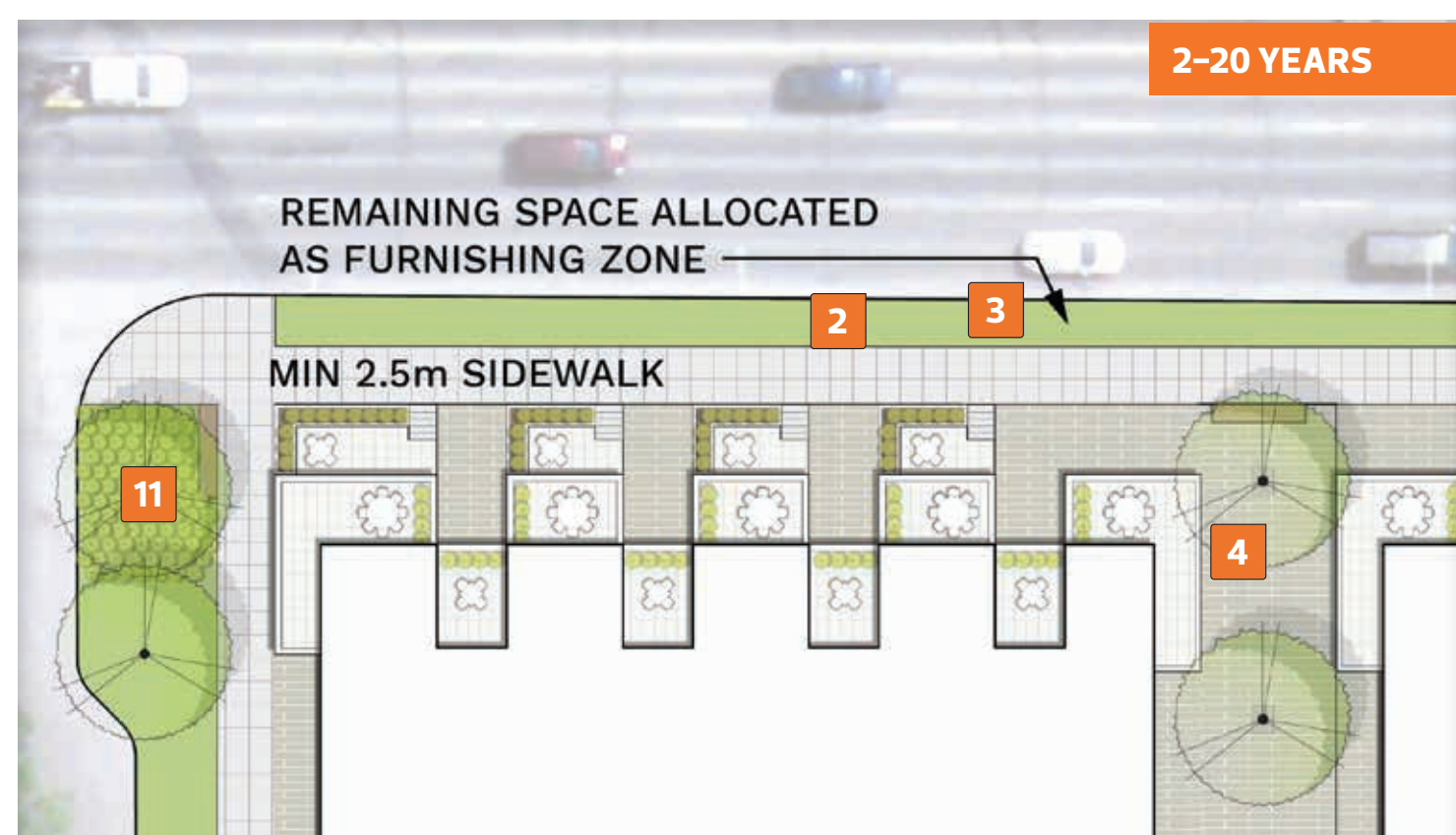
REPRESENTATIVE IMAGE OF A PROPOSED LOWER 109 STREETSCAPE

Predominately residential, Lower 109 Street would feature a larger setback and more softscape plantings in its boulevards to create an attractive, softer interface between quiet residences and the urban public realm.

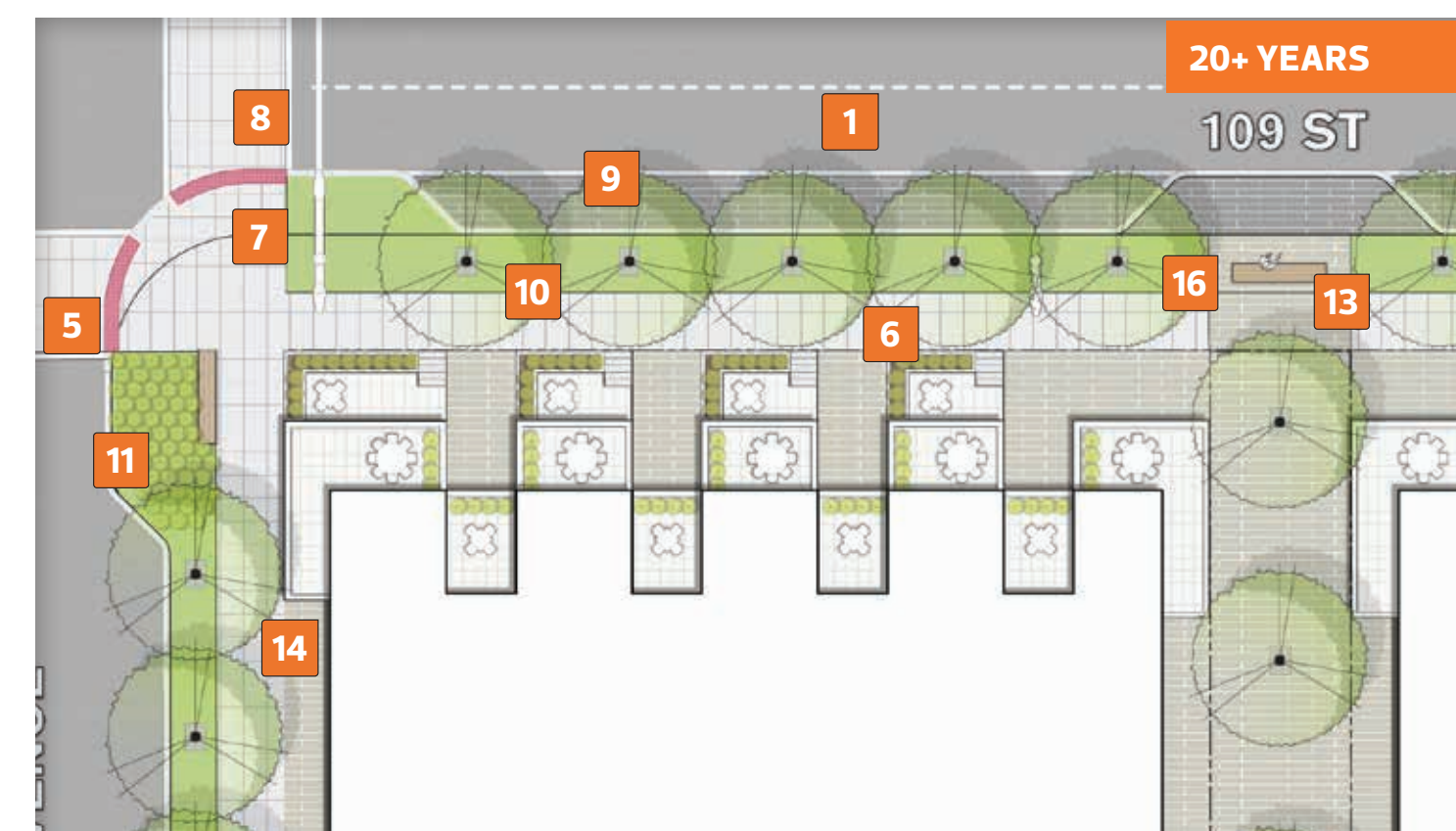


COMPLETE STREETS DIAGRAM OF LOWER 109 STREETSCAPE ZONES

Implementation



REDEVELOPMENT IMPROVEMENTS: PRE-ROAD RECONSTRUCTION



LONG-TERM IMPROVEMENTS: POST ROAD RECONSTRUCTION

LEGEND

- | | |
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Implementation

The opportunities expressed in the Streetscape Design Vision are subject to future feasibility studies and funding. The 109 Street streetscape design and reconstruction is unfunded, however, funding from other City or redevelopment projects could prompt the construction of specific Vision opportunities.

1. City Projects – short term opportunities

- + **Garneau's Neighbourhood Renewal** (2019–2022) may consider:
 - + Curb extensions at selected locations (e.g. 85 and 86 Avenues)
 - + Enhanced street furniture north of 82 Avenue like benches, planters, banners and bike racks
 - + City Arts Centre park/parking lot reconfiguration
- + **Saskatchewan Drive Reconstruction** (2023–2026 subject to funding) may consider 109 Street/Saskatchewan Drive intersection improvements
- + **Pedestrian prioritization program**
New signalized pedestrian crossings along the corridor (subject to assessment and funding)

2. Redevelopment Projects – short term opportunities

As new development occurs along 109 Street, considerations may include:

- + Streetscape and sidewalk improvements
- + Enhanced landscaping and street furniture
- + Pedestrianized nodes and gateways
- + Pedestrianized east-west alleyways

3. Full Road Reconstruction – long term vision

- + Full road reconstruction (approx 20+ years) will allow for: wider sidewalks, boulevards with trees, pedestrian lighting, signalized intersections every 200m, 61 Avenue intersection optimization, enhancements to parks and open spaces adjacent to 109 Street and pedestrianization of alleys

Opportunities

River Terminal Viewpoint

A viewpoint at the northern end of 109 Street, would define this key exit/entry point and provide a destination to view the river valley and Downtown skyline.

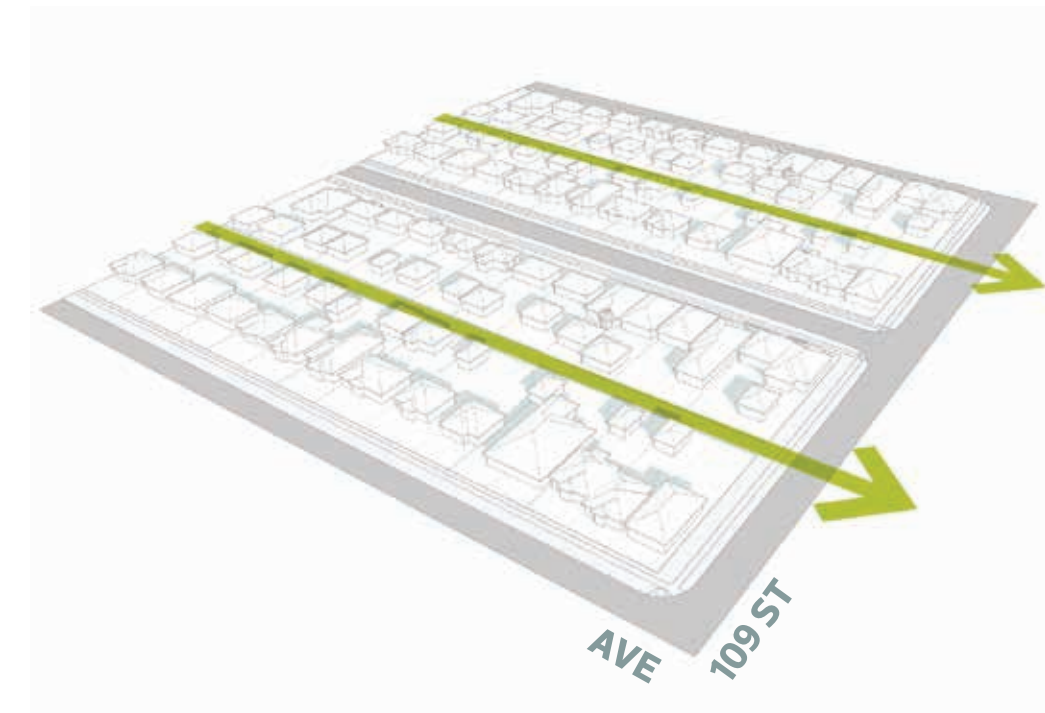


REPRESENTATIVE RENDERINGS OF AN ARCHITECTURAL TERMINUS OF 109 AS A VIEWING PLATFORM

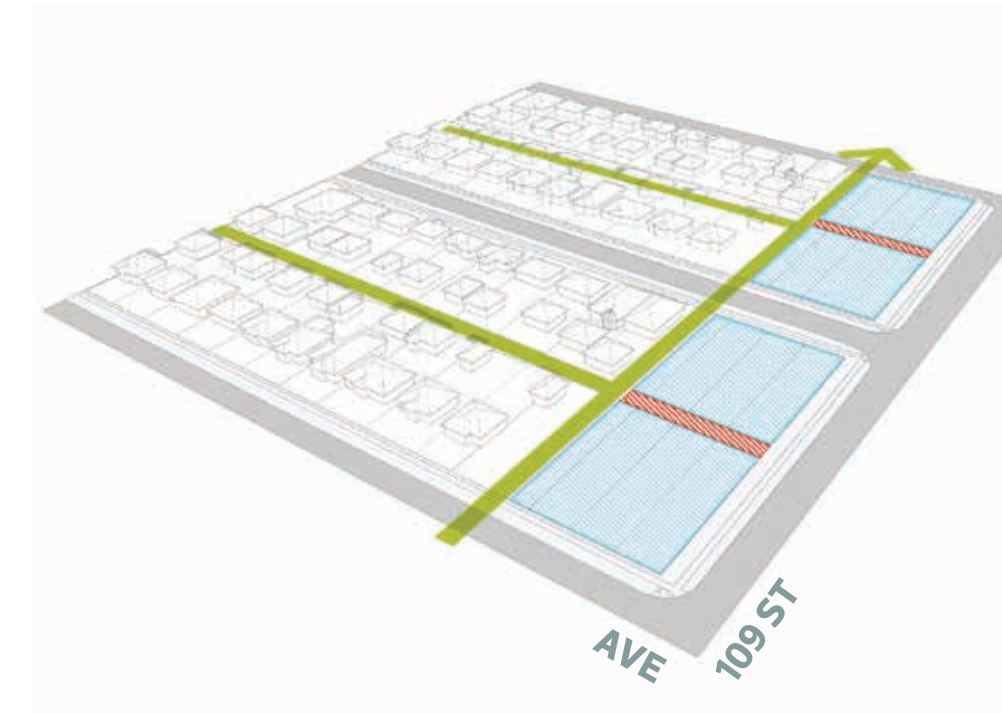
Pedestrianized Alleys

Reconfiguring blocks to add pedestrianized alleys (by removing alley vehicle connections east/west where they intersect with 109 Street) would reduce sidewalk interruptions and provide comfortable connections and inviting, functional public spaces.

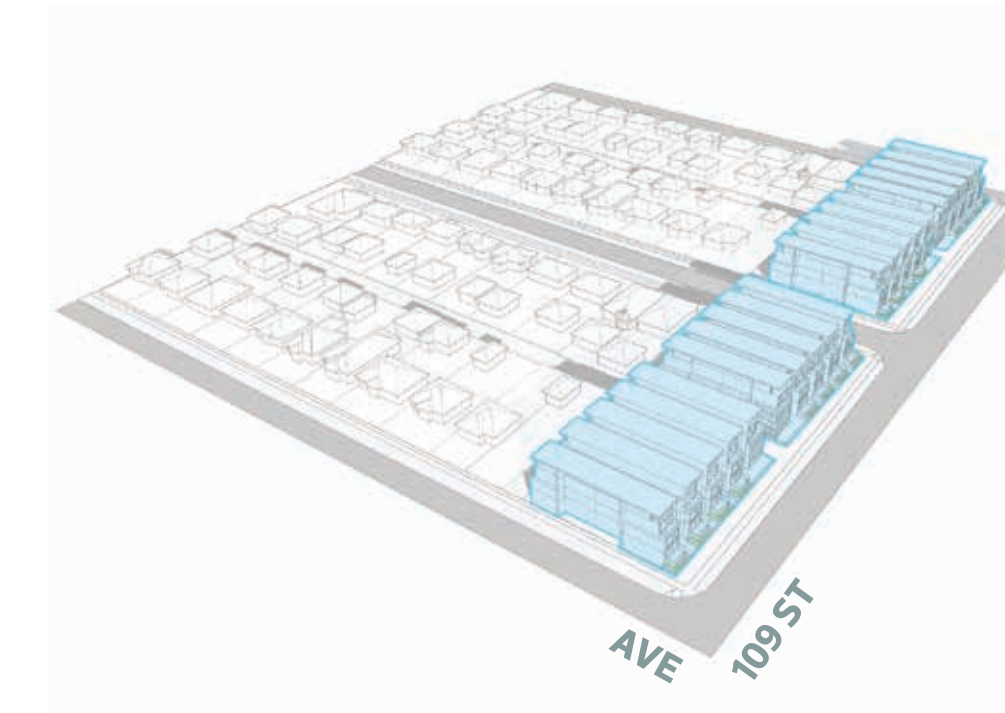
EXISTING ALLEYS RUN EAST / WEST



RECONFIGURE ALLEYS ALONG NORTH / SOUTH AXIS AS REDEVELOPMENT OCCURS



ALLEYS CONVERTED TO ENHANCED PUBLICLY ACCESSIBLE PEDESTRIAN SPACE (MEWS)



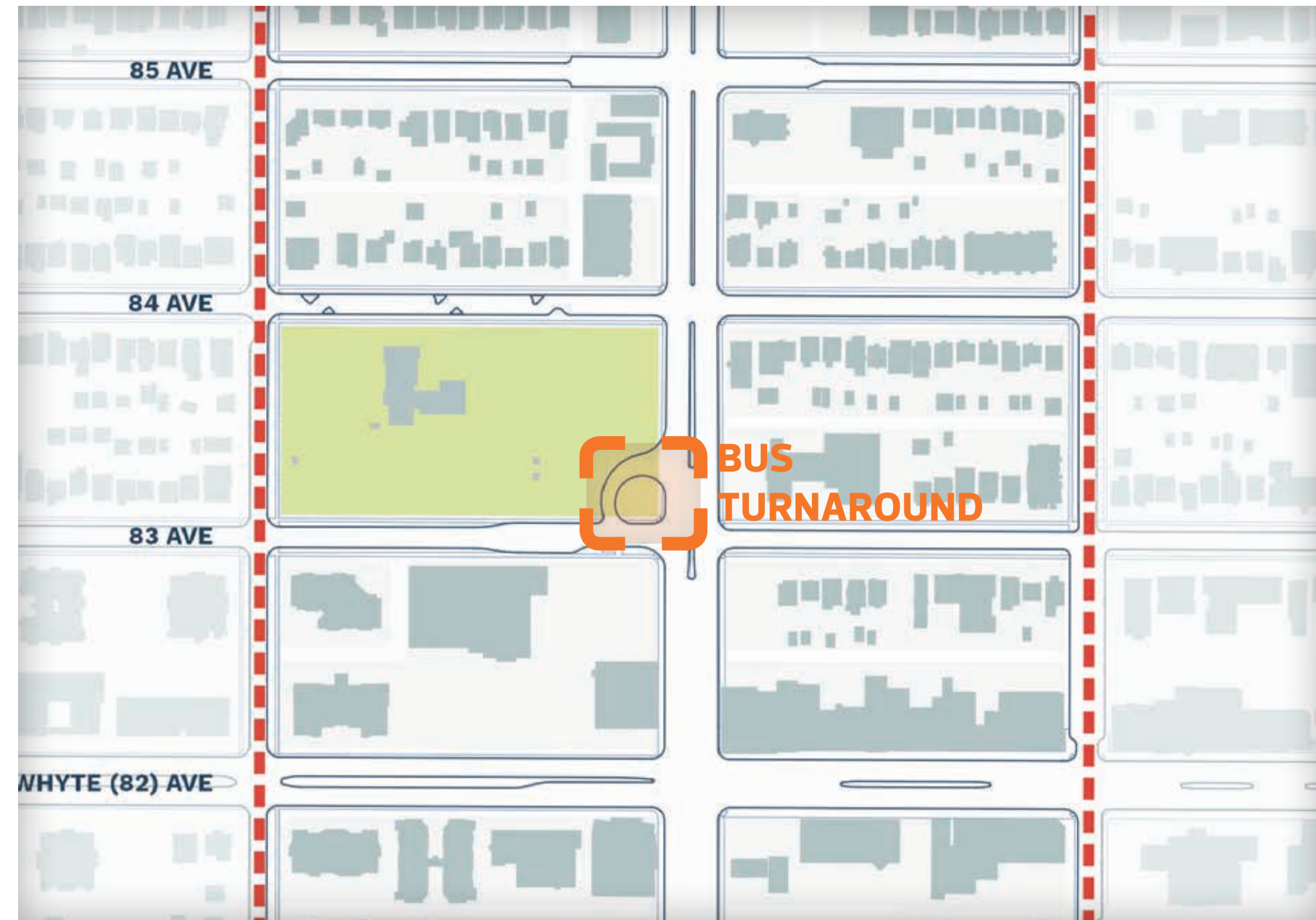
PROPOSED REPRESENTATIVE DEVELOPMENT WITH VEHICLE RESTRICTED PEDESTRIAN ALLEY

Learn more about this project at: edmonton.ca/envision109



Bus-Turnaround Repurpose

This unused bus turnaround would be repurposed into a new green space and accommodate elements such as public seating.



PLAZA NW CORNER 84 AVE INTERSECTION



PLAZA NW CORNER 84 AVE INTERSECTION



UNDERUTILIZED LAND: THE EXISTING BUS TURNAROUND

Whyte Avenue Node

As a key 109 Street crossroad, the 82 Avenue intersection would be highlighted with increased public spaces, public art, and specialized paving materials and lighting.



ENHANCED INTERSECTION PUBLIC ART OPPORTUNITY ILLUSTRATIVE REDEVELOPMENTS WITH 6M CORNER CUTS

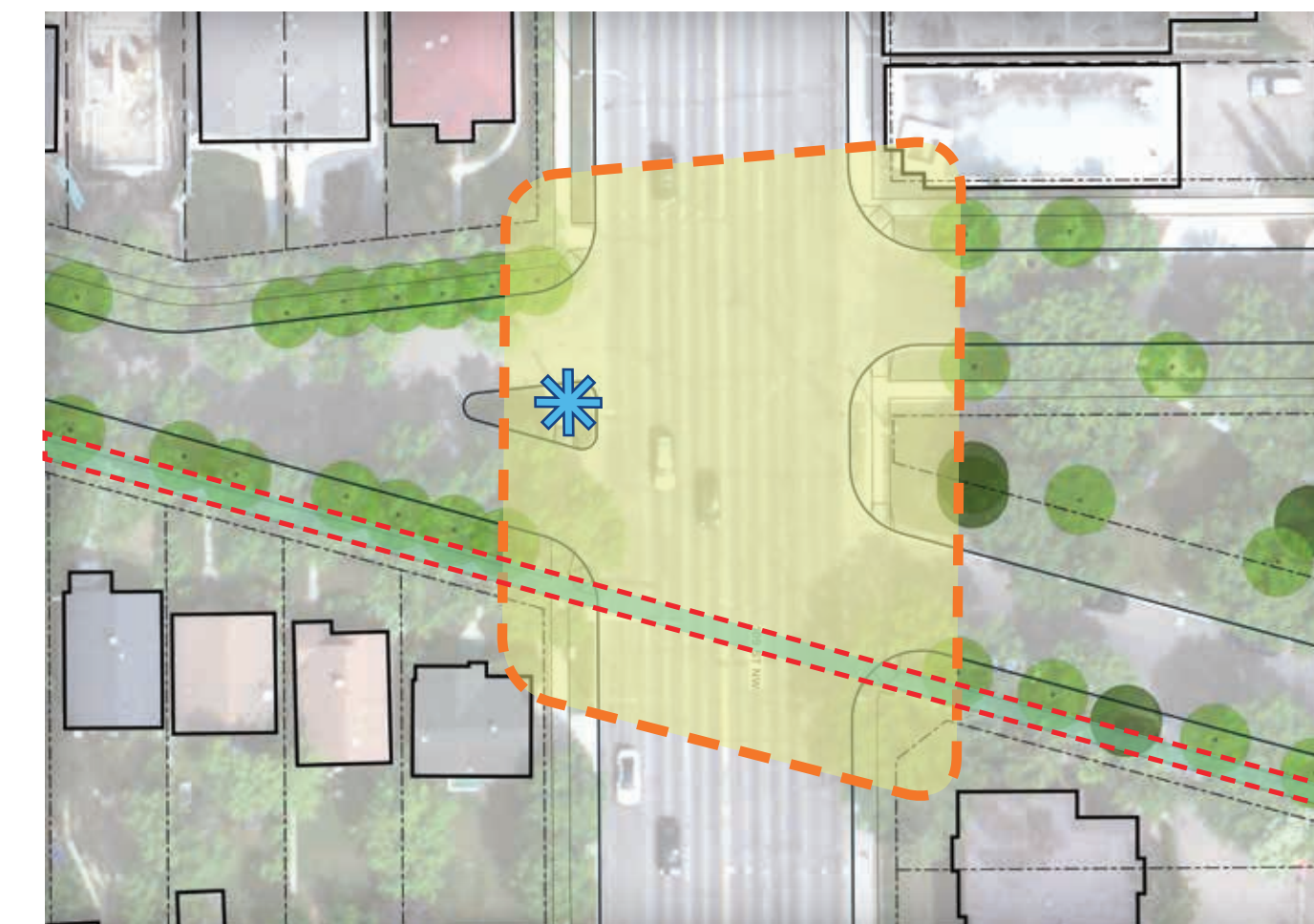
EXISTING WHYTE AVENUE OPPORTUNITIES



ILLUSTRATIVE WHYTE AVENUE DESIGN PROPOSAL

University Avenue/ Joe Morris Park

Historically significant, University Avenue creates a unique wedge shaped intersection that would be celebrated by increasing public realm space, adding public art, distinctive pavers and connections with Joe Morris park.



ENHANCED INTERSECTION SPECIAL SIDEWALK TREATMENT PUBLIC ART OPPORTUNITY

EXISTING UNIVERSITY AVENUE OPPORTUNITIES



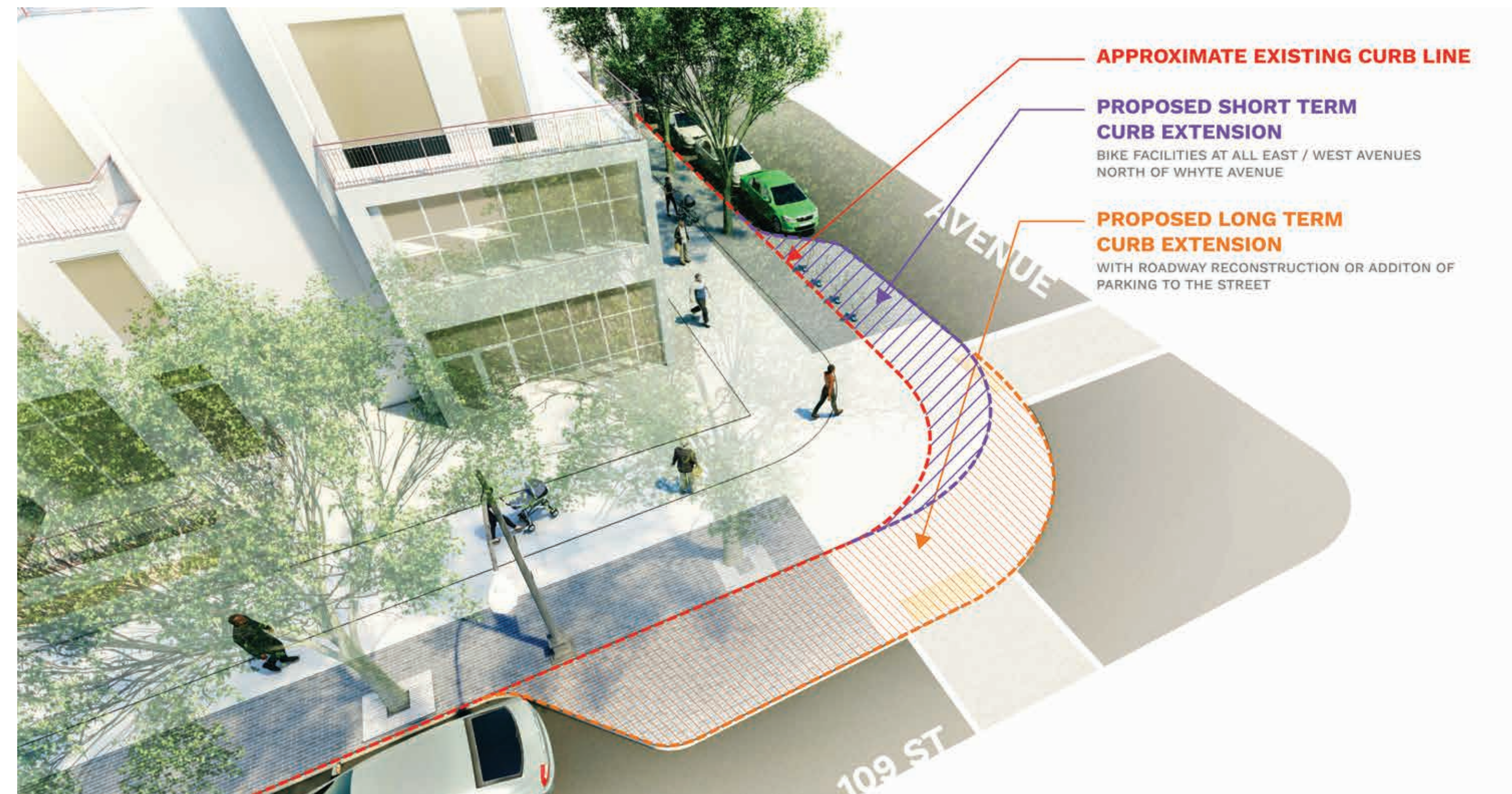
ILLUSTRATIVE UNIVERSITY AVENUE DESIGN PROPOSAL

Learn more about this project at: edmonton.ca/envision109



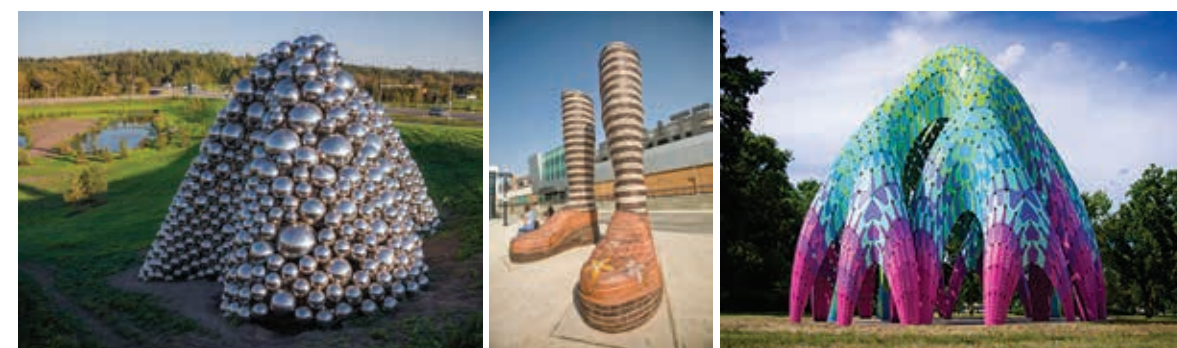
Curb Extensions

Curb extensions at key north/south crossing locations would narrow roadways, shorten pedestrian crossings and increase pedestrian visibility.



Public Artwork and Gateways

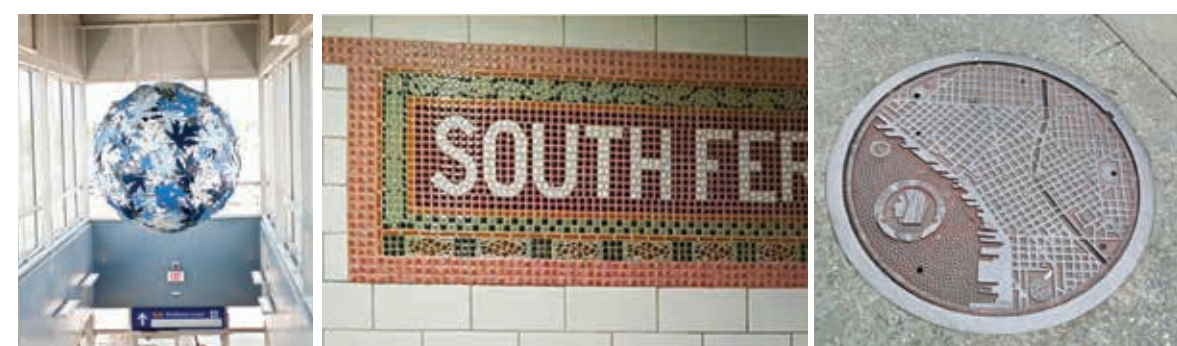
Large Scale



Medium Scale



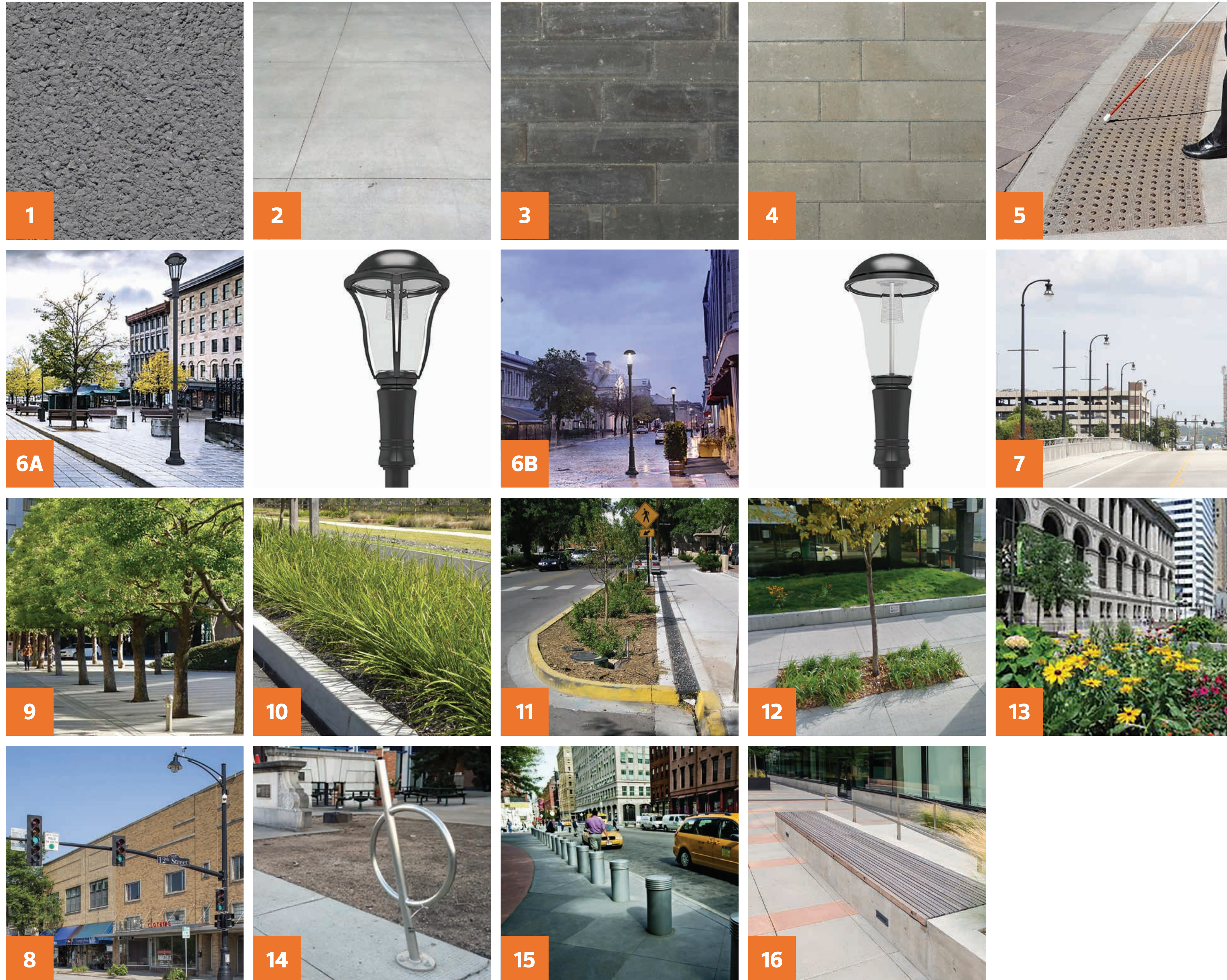
Small Scale



Learn more about this project at: edmonton.ca/envision109



Streetscape: Proposed Materials & Furnishings



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