

FINAL DESIGN

Design Details for Garneau's Neighbourhood Renewal

The Final Design for Garneau's Neighbourhood renewal focuses on making the streets and public spaces of Garneau safe and accessible for all ages, genders, and mobility levels, and in all seasons. To achieve this, the design includes a network of new bike lanes, sidewalk connections, enhanced crosswalks and shared-use paths including the new Rail Trail along the old rail line.

While safely navigating a vehicle on Garneau's new smooth, paved road surfaces, drivers will encounter various traffic calming features, such as chicanes and raised crosswalks, to encourage slower speeds, and curb extensions to increase visibility and awareness of pedestrians. On-street public parking is available whenever possible, and parking bays and loading zones accommodate resident needs near the new bike lanes.

Community parks are refreshed and redesigned to provide this socially active neighbourhood with more inviting outdoor spaces to walk, gather and enjoy recreational activities including a new off-leash dog area at Braithwaite Park.

We invite you to review the changes coming to Garneau and tell us what you think!



The Final Design shows how the proposed improvements for walking, biking, driving, and playing will work together as a system to provide the best neighbourhood experience for all users.

View individual topic areas by clicking the links below:



Biking

Locations, facility type



Walking

Missing links, special character sidewalk treatments, crosswalks, curb extensions, tactile warnings and seating



Traffic / Driving

Traffic calming, signage, direction changes, parking, road surfaces



Playing/Open Spaces

Gathering spaces, paths, dog park, trees, Low Impact Development features

What has changed since the Draft Design?

Several design changes have been incorporated since the Draft Design was presented to the public in the summer and are highlighted in the pages that follow. Changes are made for several reasons, some evolving from further technical studies and others from what we heard from the public. To review what we heard from our Draft Design public engagement please visit the fall newsletter [here](#).

BIKING

The Garneau portion of the South Side Bike Network will provide a consistent bike connection north-south along 110 Street from the 76 Avenue bike lane to the Saskatchewan Drive shared-use path, and provide east-west connections to and from 109 Street. It will also connect the 83 Avenue bike lane to 112 Street.

| Location | Final Design Includes: |
|--|---|
| 80 Avenue between 109 and 110 streets* | Painted westbound, shared-use roadway eastbound |
| 84 Avenue between 111 and 112 streets* | Protected raised, two-way |
| 85 Avenue between 110 and 112 streets* | Painted westbound, shared-use roadway eastbound |
| 86 Avenue between 109 and 110 streets – north side* | Shared-use path |
| 88 Avenue between 109 and 110 streets* | Protected raised, two-way |
| 90 Avenue east of 110 street* | Shared-use roadway, and shared-use path |
| 110 Street from 76 Avenue to Saskatchewan Drive* | Protected on-street, two-way |
| 111 Street between 83 and 84 avenues | Protected on-street, two-way |
| 111 Street between 82 and 83 avenues | Painted northbound, and shared-use roadway southbound |
| Rail Trail (south side of rail corridor 107-109 Street)* | Shared-use path, shared-use roadway through alley |

*Click to go directly to details

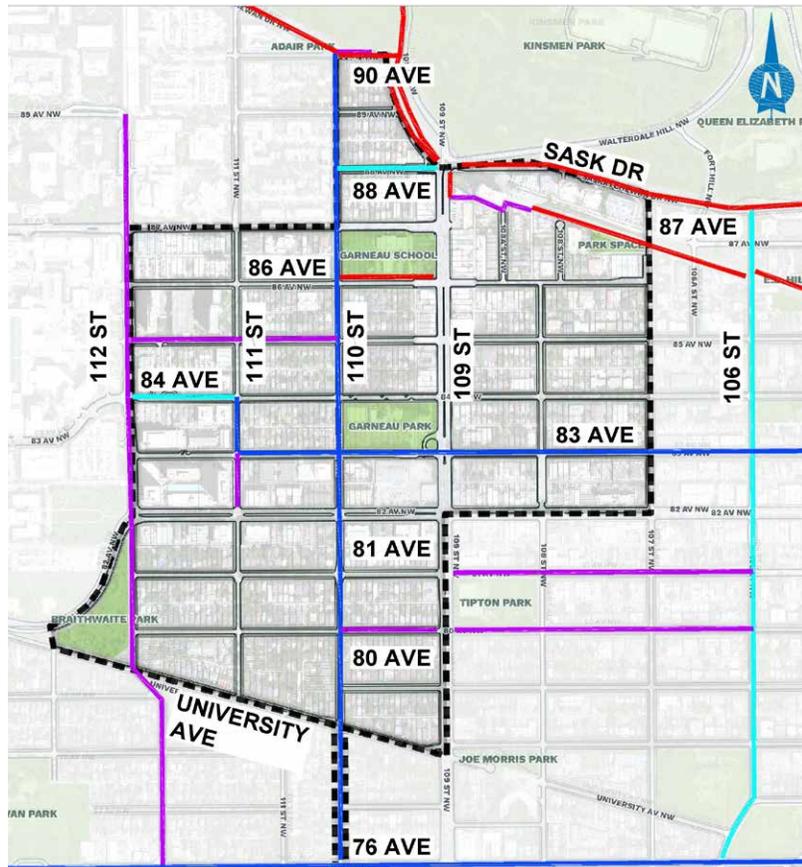
[Click here for bike lane definitions](#)

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BIKING

What we heard about Biking in Garneau:

- + People support the addition of safe, consistent bike infrastructure connecting to key destinations and other biking routes.
- + People want City planners to consider tree preservation, resident on-street parking needs, and accessibility needs of residents located on bike lanes.



Bike Facility Types Garneau

On-Street Protected: —

Raised Protected: —

Shared-use Path: —

Painted lane /
Shared-use Roadway: —

Here are some of the highlights of changes since Draft Design:

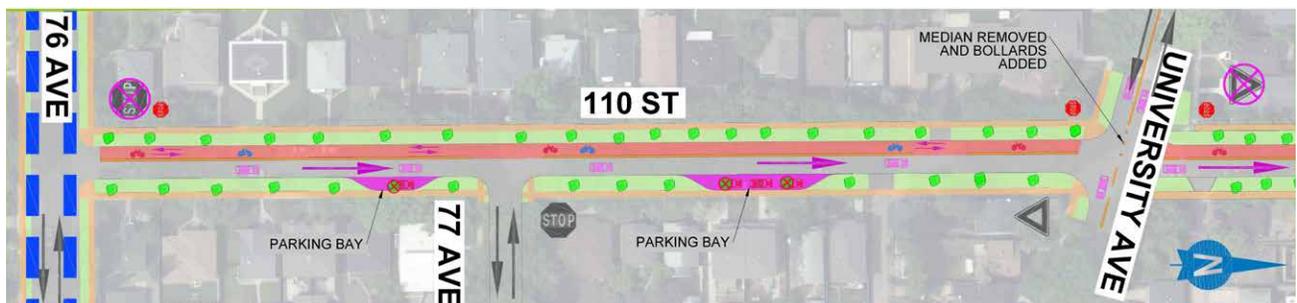
- + **81 Avenue:** Removed bike lane connector
- + **84 Avenue:** Revised to a raised bike lane between 111 Street and 112 Street, relocated parking to the south side
- + **85 Avenue:** Added a painted bike lane connector between 112 Street and the 110 Street bike lane
- + **110 Street:** Added bike crossing signals and parking bays
- + **111 Street:** Added a painted bike lane connection between 82 Avenue and the 83 Avenue bike lane

BIKING

110 Street bike lane – Saskatchewan Drive to 76 Avenue

110 Street will be the location of a protected, on-street, two-way bike lane directly linking the Saskatchewan Drive shared-use path and the 76 Avenue bike lanes. There will be parking bays/loading zones added at various locations along 110 Street.

76 AVENUE TO UNIVERSITY AVENUE



UNIVERSITY AVENUE TO 82 AVENUE



| | | |
|----------------------------------|-------------------------------------|--------------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | NEW BIKE SIGNAL: | EXISTING SIGNAGE: |
| PARKING: | NEW BIKE SIGNAGE: | EXISTING SIGNAGE REMOVED: |
| NEW TRAFFIC DIRECTION: | BIKE CONNECTION TO QUEEN ALEXANDRA: | EXISTING BIKE SIGNAGE: |
| EXISTING TREES: | EXISTING BIKE LANE: | EXISTING BIKE SIGNAGE REMOVED: |
| NEW SIGNAGE: | EXISTING TRAFFIC DIRECTION: | |
| NEW PARKING BAY: | EXISTING TREES REMOVED: | |

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110 Street bike lane

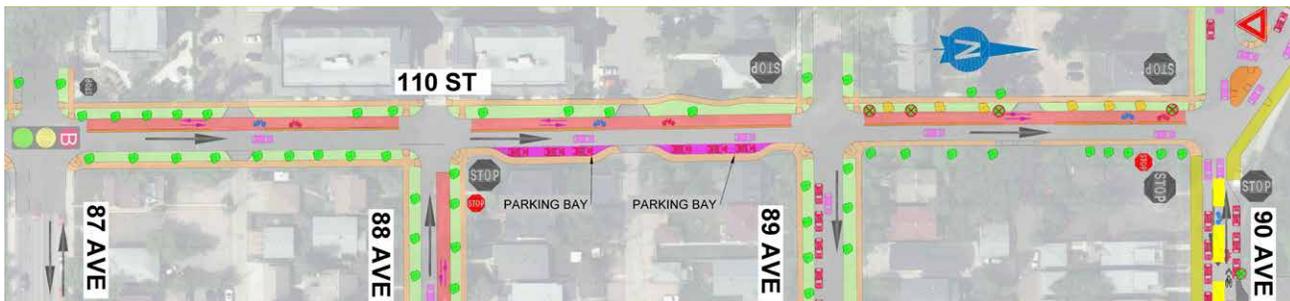
82 AVENUE TO 85 AVENUE



85 AVENUE TO 87 AVENUE



87 AVENUE TO 90 AVENUE



- | | |
|----------------------------------|---------------------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | BIKE CONNECTION TO HIGH LEVEL BRIDGE: |
| PARKING: | NEW SHARED-USE PATH: |
| NEW PARKING BAY: | EXISTING TRAFFIC DIRECTION: |
| EXISTING TREES: | EXISTING TREES REMOVED: |
| NEW SIGNAGE: | EXISTING SIGNAGE: |
| NEW BIKE SIGNAGE: | EXISTING SIGNAGE REMOVED: |
| PROPOSED BIKE SIGNAL: | EXISTING BIKE SIGNAGE: |
| NEW TREES: | EXISTING BIKE SIGNAGE REMOVED: |

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110 Street bike lane

PROTECTED, ON-STREET, TWO-WAY BIKE LANE



PARKING BAYS/LOADING ZONE EXAMPLE



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110 Street bike lane

ON-STREET BIKE LANE



Feedback opportunity:

110 Street – Review locations for parking bays / loading zones and tell us what you think!

Let us know if there are any locations where a mid-block pedestrian crossing should be considered.

What changed since the Draft Design?

- + Added parking bays / loading zones
- + Added new bike signal to 82 Avenue and proposed signal to 87 Avenue
- + Shortened the protective medians at the alley entrances between 81-82 and 82-83 avenues

The 110 Street bike lane decision

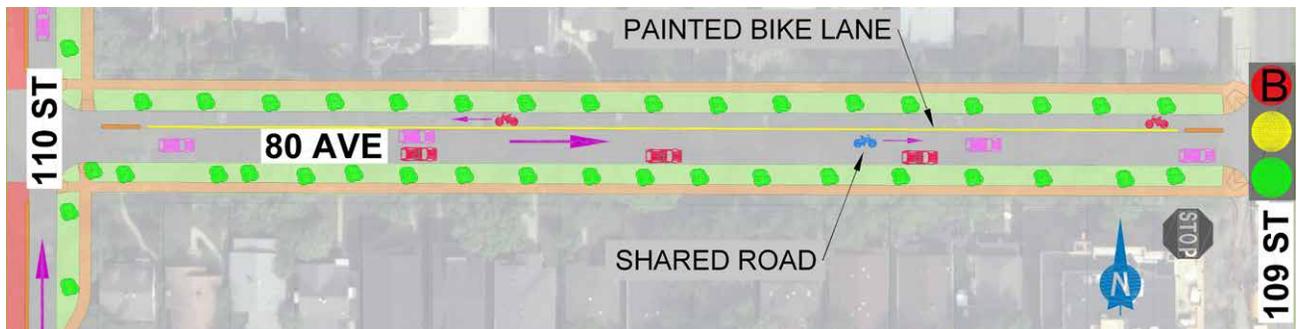
A Council directed feasibility study of 109 Street bike lanes showed that while protected bike lanes are feasible on 109 Street between Saskatchewan Drive and 76 Avenue, they are not in alignment with the 2009 Bike Transportation Plan and 2016 Main Streets Guideline. The policies support a network for “all ages and abilities” and the busy 109 Street road was found not best suited as it is a high volume traffic arterial with many conflict points. Council accepted the report and the City was tasked with implementing a bike lane along 110 Street.

BIKING

80 Avenue bike lane connector

80 Avenue will provide both a contraflow painted westbound and shared-use roadway eastbound bike connection between the 110 Street bike lane and 109 Street. Traffic direction on 80 Avenue will change to one way eastbound and parking will be retained on the south side.

80 AVENUE



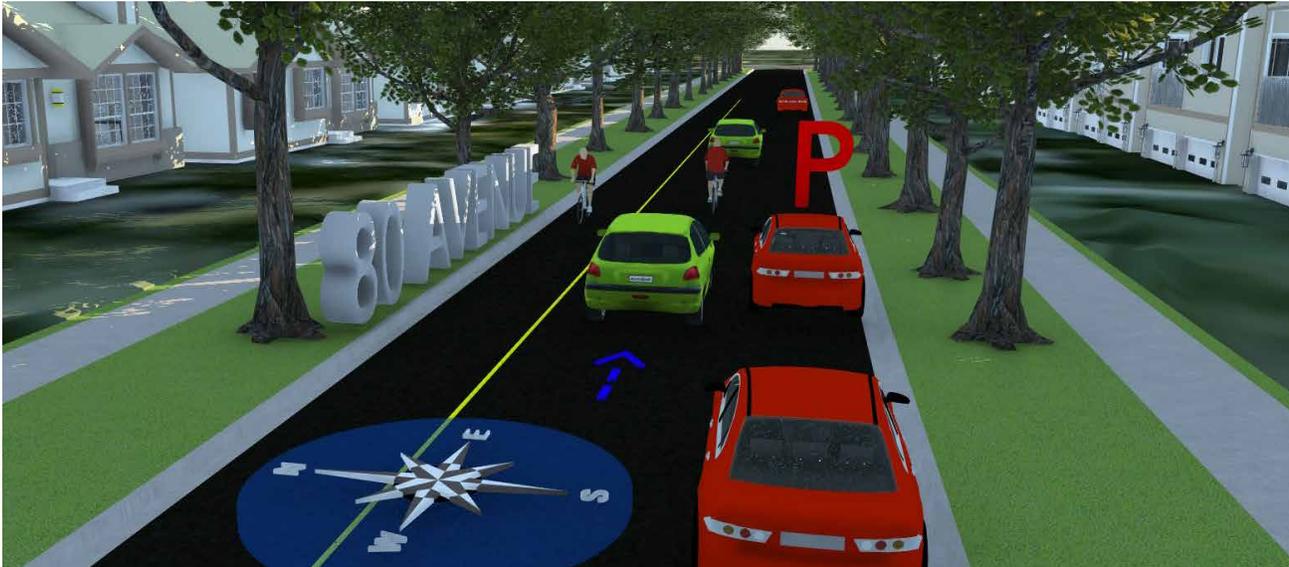
NEW TRAFFIC DIRECTION: NEW BIKE SIGNAL:

PARKING: EXISTING SIGNAGE:

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80 Avenue bike lane connector

PAINTED AND SHARED-USE ROADWAY BIKE LANE



SHARED-USE ROADWAY BIKE LANE EXAMPLE



What changed since the Draft Design?

- + **109 Street / 80 Avenue:** Removed curb extension, added directional median to bike lane entrance
- + **81 Avenue:** Removed bike lane connector between 110 and 109 streets

BIKING

83 Avenue bike lane connection to 112 Street (via 111 Street and 84 Avenue)

The existing 83 Avenue protected bike lane will continue its connection to 112 Street via 111 Street and 84 Avenue. The bike lane on 111 Street between 83 and 84 avenues will be on-street, two-way and the portion on 84 Avenue between 111 and 112 streets will be raised, two-way with parking on the south side of the street next to the bike lane.

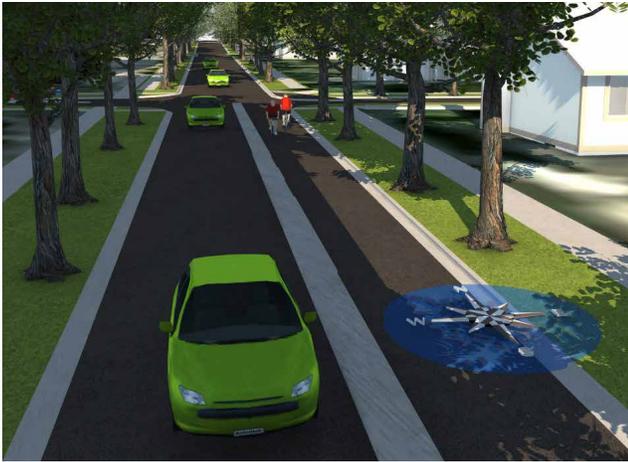


- NEW TWO-WAY PROTECTED BIKE LANE:
- EXISTING TRAFFIC DIRECTION:
- EXISTING AMBER FLASHER:
- EXISTING TREES:
- EXISTING SIGNAGE:
- NEW BIKE SIGNAGE:
- EXISTING BIKE LANE:
- PARKING:
- EXISTING TRAFFIC SIGNAL:
- EXISTING TREES REMOVED:
- EXISTING BIKE SIGNAGE:

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83 Avenue bike lane connection to 112 Street (via 111 Street and 84 Avenue)

PROTECTED, ON-STREET, TWO-WAY BIKE LANE



PROTECTED, RAISED, TWO-WAY BIKE LANE



What changed since the Draft Design?

- + **84 Avenue:** Revised to raised bike lane, relocated parking to south side

BIKING

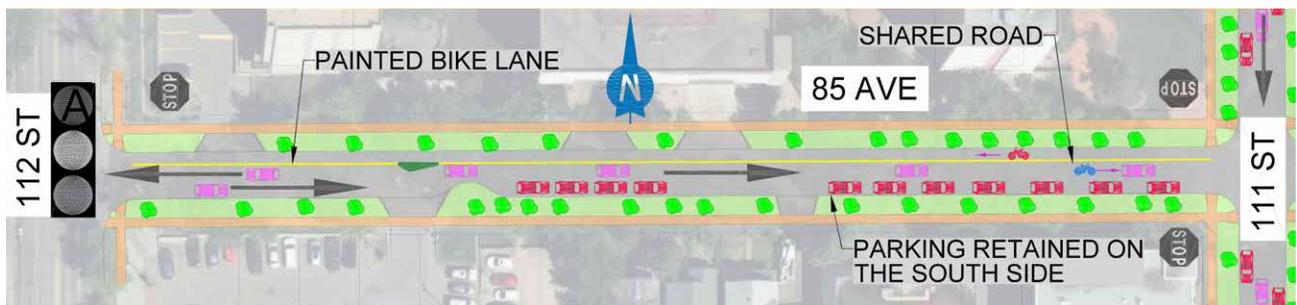
85 Avenue bike lane connector

A westbound painted bike lane and an eastbound shared-use roadway on 85 Avenue will connect the 110 Street bike lane to 112 Street.

110 TO 111 STREET



111 TO 112 STREET



- NEW TWO-WAY PROTECTED BIKE LANE: 
- EXISTING TRAFFIC DIRECTION: 
- PARKING: 
- EXISTING SIGNAGE: 
- NEW BIKE SIGNAGE: 
- EXISTING SIGNAGE REMOVED: 
- EXISTING AMBER FLASHER: 
- EXISTING BIKE SIGNAGE REMOVED: 
- EXISTING TREES: 

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85 Avenue bike lane connector

PAINTED BIKE LANE AND SHARED-USE ROADWAY



What changed since the Draft Design?

- + **85 Avenue:** Added a painted bike lane and shared-use roadway connector between 112 Street and the 110 Street bike lane

BIKING

88 Avenue bike lane connector

88 Avenue will provide a connection between the 110 Street bike lane and 109 Street, with a protected, raised, two-way bike lane.

A parking bay is added to the south side across from the business area.

110 STREET TO BUSINESS AREA



| | | |
|--|---|---|
| NEW TWO-WAY PROTECTED BIKE LANE:  | PARKING:  | EXISTING TRAFFIC DIRECTION:  |
| NEW PARKING BAY:  | EXISTING TREES:  | SHARED-USE PATH:  |
| | | EXISTING TRAFFIC SIGNAL:  |



Feedback opportunity:

88 Avenue – Identify locations for parking bays / loading zones between 110 Street and start of business area

What changed since the Draft Design?

- + Added more bike parking
- + Relocated parking bay / loading zone to the south side of the road

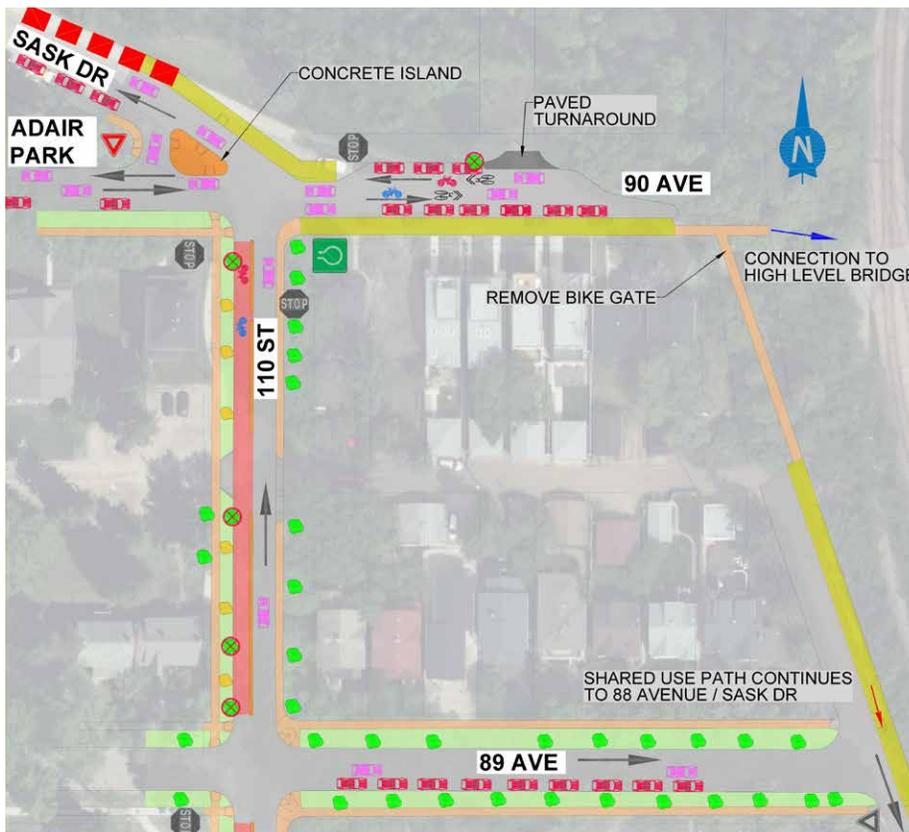
BIKING

90 Avenue bike lane connector

On 90 Avenue (east of 110 Street), a shared-use roadway will provide a connection between the Saskatchewan Drive shared-use path and destinations east such as the High Level Bridge.

A shared-use path will be added on the south side of 90 Avenue and to the southern portion of the north-south sidewalk on 89 Avenue.

The existing sidewalk in the alley connecting 90 Avenue to 89 Avenue will be widened to a shared-use path where possible.



- NEW TWO-WAY PROTECTED BIKE LANE:
- NEW CUL DE SAC SIGN:
- EXISTING TRAFFIC DIRECTION:
- PARKING:
- EXISTING SHARED-USE PATH:
- NEW TREES:
- NEW SHARED-USE PATH:
- SHARED ROAD:
- EXISTING SIGNAGE:
- EXISTING TREE REMOVED:
- NEW YIELD SIGN:

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90 Avenue



Feedback opportunity:

Once you have reviewed the Final Designs, please visit the online survey to tell us what you think!

What are you excited about? What are you most concerned about?

What changed since the Draft Design?

- + No changes to biking on 90 Avenue – see driving for intersection changes
- + Added a shared-use path, where possible, to the sidewalk in the alley connecting 90 Avenue to 89 Avenue
- + Removed the bollard / gate along sidewalk east of 90 Avenue



WALKING

The design for walking improvements in Garneau includes replacement of all existing sidewalks and, when possible, adding missing sidewalk links. Primary walking routes identified on 110 Street and 84 Avenue will have wider sidewalks, where possible. Several pedestrian crossing locations will be improved with curb extensions and enhanced crosswalks. Tactile warning indicators will be placed along key walking routes to support the visually impaired.

| Details |
|---|
| Overall Walking map* (Missing links, special character sidewalk treatments, crosswalks, curb extensions, tactile warnings) |
| Sidewalk Replacement* |
| Pedestrian Crossings* |
| Rail Trail* |

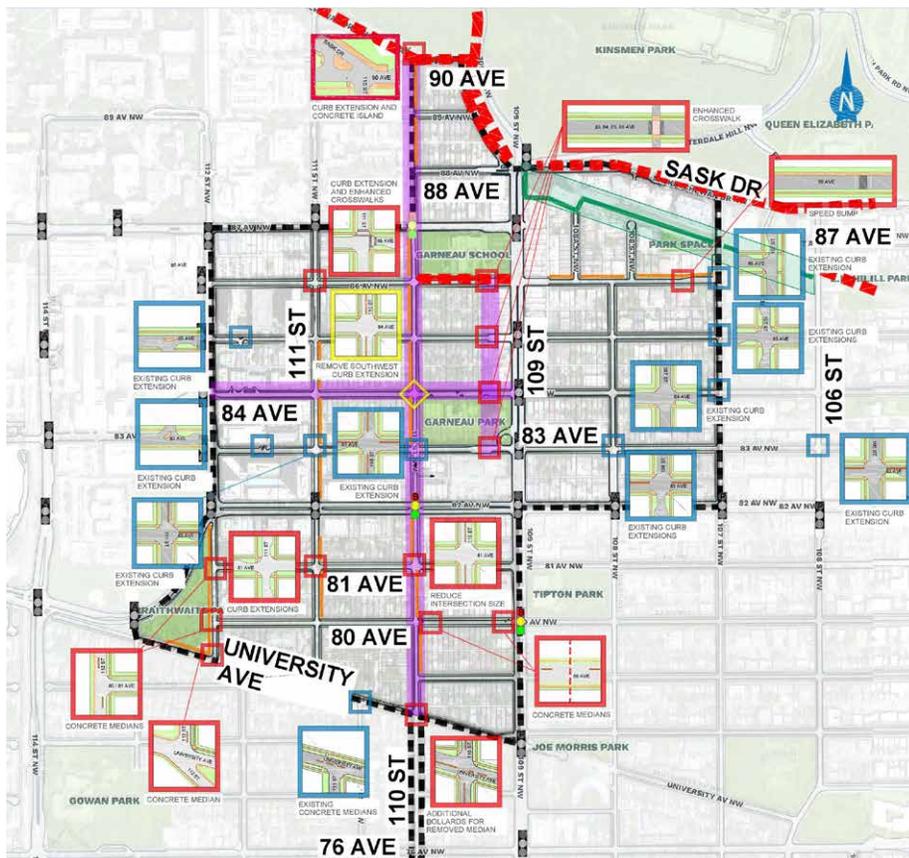
*Click to go directly to details

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WALKING

What we heard about Walking in Garneau:

- + People told us:
 - + Garneau is a walkable community, and maintaining and improving the pedestrian experience is a priority
 - + Sidewalks are crumbling and in need of repair
 - + Missing sidewalk connections make it difficult for wheelchairs, strollers, and people with mobility challenges to get around
 - + Safety could be improved at some key pedestrian crossing locations
 - + Both 110 Street and 84 Avenue are primary walking routes
 - + Some community members feel the City should consider preserving unpaved pathways



Walking Network Garneau

- Primary Walking Routes: █
- Construct Missing Links: █
- Rail Trail Connection: █
- Shared-use Path: █
- Proposed Roadway Enhancement:
- Existing Roadway Enhancement Remain or Rebuild:
- Existing Roadway Enhancement Removed:

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WALKING

THE FINAL DESIGN INCLUDES:

Existing sidewalks

- + Existing sidewalks will be replaced at their current width with the following exceptions:
 - + **110 Street:** Identified as primary walking route. East side will be replaced with wider, where possible
 - + **84 Avenue:** Identified as primary walking route. North and south sides replaced with wider, where possible
 - + **86 Avenue between 109 and 110 streets:** North side replaced with shared-use path
 - + **86 Avenue between 110 and 111 streets:** North side replaced with wider, where possible
 - + **90 Avenue east of 110 street:** South side replaced with shared-use path

Note: **Cost-sharing:** Sidewalk reconstruction is considered a Local Improvement that is cost shared 50%-50% by the City and property owners. See [Local Improvements](#) for more information.

What changed since the Draft Design?

- + Widened 86 Avenue north side sidewalk from 110 Street to 111 Street

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WALKING

Missing sidewalks

- + New sidewalks to be installed where missing:
 - + 110 Street*
 - + 111 Street
 - + 86 Avenue east of 109 Street*
 - + Braithwaite Park
- + Sidewalks could not be added to the north side of 90 Avenue east of 110 Street due to the constraints of the river valley slope, trees, and power poles

Note: Missing sidewalks that are installed during neighbourhood renewal are 100% City funded.

*110 Street: new sidewalks will be constructed in locations where they are currently missing along the west side of 110 Street and will meander where possible to recognize the unique area and reduce impacts to existing landscaping. The Project Team, which includes an Urban Forester, will continue to work with adjacent property owners to understand preferences and finalize detailed design.



Feedback opportunity:

- + Comment on seating locations
- + Choose a bench style
- + Share your preference for sidewalk pavement treatment in Special Character Area



[Click here for Garneau's tree removal and new tree planting plan](#)

WALKING

Pedestrian crossings

Curb extensions

Curb extensions shorten crossing distances, improve pedestrian visibility and help slow traffic. They will be added to the following locations:

- + **81 Avenue / 111 Street:** Northwest, northeast, southeast corners
- + **86 Avenue / 111 Street:** Southeast corner
- + **90 Avenue / 110 Street:** Northeast corner, traffic island in centre of road

What changed since the Draft Design?

- + **80 Avenue / 109 Street:** Removed northwest corner curb extension and added protective median to bike lane entrance

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Pedestrian crossings

Enhanced crosswalks

To improve pedestrian safety at key crossing locations, enhanced crosswalks will be added:

- + **83, 84, 85, 86 and 88 avenues:** Near the alley west of 109 Street
- + **111 Street / 86 Avenue:** North and east sides

Visually impaired indicators

Tactile warning indicators will be added to:

- + Intersections along the following primary walking routes:
 - + 84 Avenue
 - + 110 Street
- + Intersections along 111 Street at:
 - + 83 Avenue
 - + 85 Avenue
 - + 86 Avenue

TACTILE WARNING INDICATOR EXAMPLE



What changed since the Draft Design?

- + **111 Street:** Added visually impaired indicators
- + **90 Avenue / 110 Street:** Added traffic island to centre of road
- + **111 Street / 86 Avenue:** Relocated crosswalks to the north and east side

WALKING

Rail Trail

As part of the South Side Bike Network a shared-use path will be installed along the rail corridor from Gateway Boulevard to 109 Street. A portion of this trail, from Gateway Boulevard to 107 Street was constructed as part of the Strathcona Neighbourhood Renewal in 2020. The remainder of the trail, from 107 Street to 109 Street is proposed to be constructed as part of Garneau's renewal. The trail design is being coordinated with the High Level Line Society and the Radial Railway Society, which operates the High Level Bridge Streetcar between May and September.

- + The Rail Trail will connect 106 Street to 109 Street via:
 - + **107 Street to 108A Street:** South side of rail corridor
 - + **108A Street to 109 Street:** Shared-use road treatment in the alley
 - + **109 Street to Saskatchewan Drive:** Shared-use path

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Rail Trail

RAIL TRAIL WEST OF 108 STREET



WALKING

86 Avenue – 107 to 109 Street

A sidewalk will be added between 109 Street and 107 Street to provide better accessibility along 86 Avenue.

107 TO 108 STREET



- PARKING: 
- EXISTING TREES: 
- NEW TREE: 
- NEW SIGNAGE:  

- EXISTING TRAFFIC DIRECTION:  
- REMOVE EXISTING TREES: 
- EXISTING SIGNAGE:  

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86 Avenue

108 TO 109 STREET



| | |
|---|---|
| PARKING:  | EXISTING TRAFFIC DIRECTION:  |
| EXISTING TREES:  | REMOVE EXISTING TREES:  |
| NEW TREES:  | EXISTING SIGNAGE:   |



Feedback opportunity:

Once you have reviewed the Final Designs, please visit the online survey to tell us what you think!
 What are you excited about? What are you most concerned about?

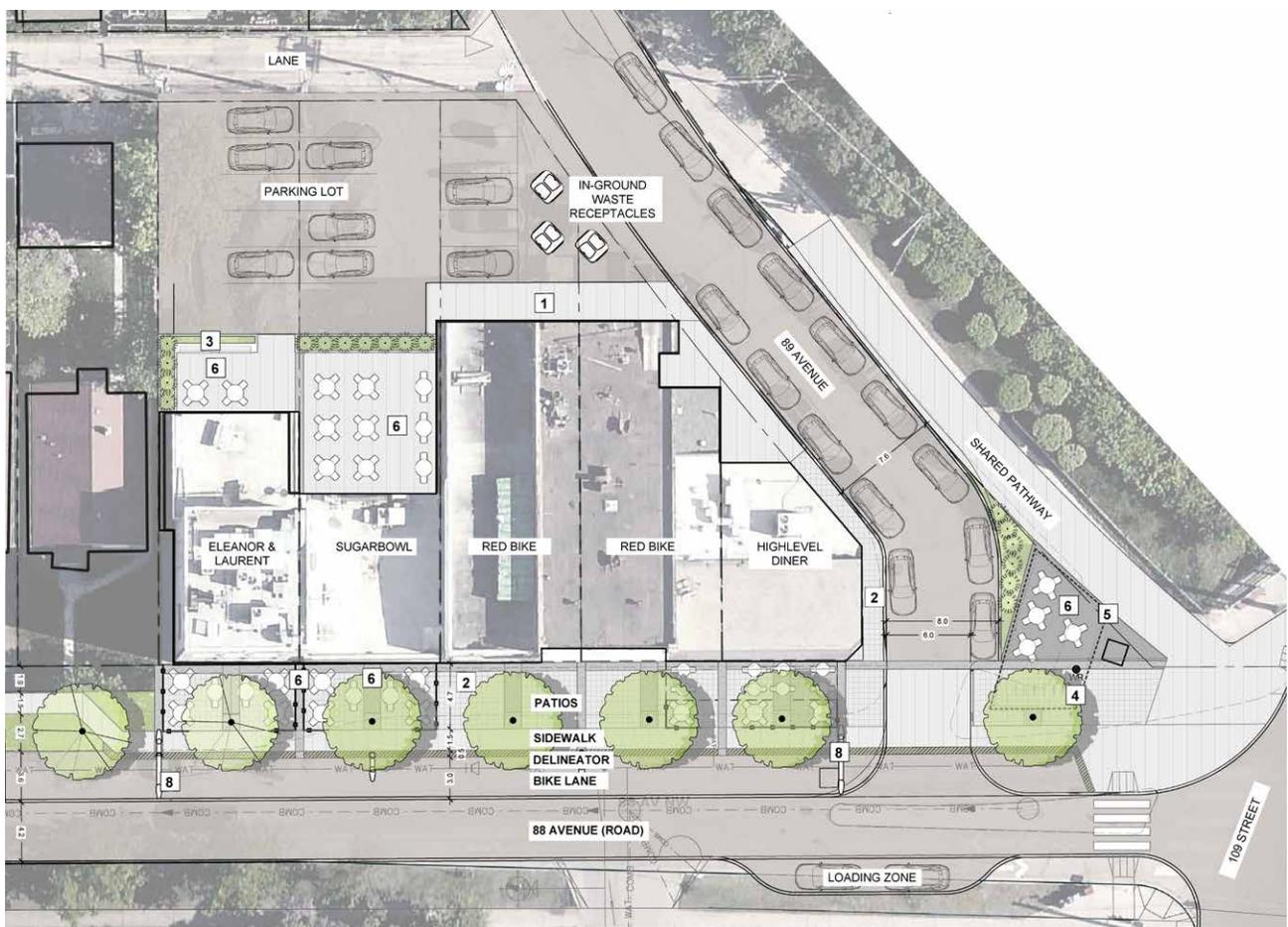
What changed since the Draft Design?

- + Add retaining wall to the north side of 86 Avenue
- + Added a boulevard walk to the north side between 109 and 108A Street
- + Removed parking on the south side of 86 Avenue west of the alley

WALKING

88 Avenue – Commercial area west of 109 Street

The City of Edmonton works in collaboration with the local businesses in mature neighbourhoods to help revitalize local businesses. In this case, the Project Team worked with the 88 Avenue businesses area west of 109 Street to improve the usability and aesthetics of the surrounding public space.



PRECEDENT IMAGES



1
SAW CUT BROOM FINISH
CONCRETE



2
STONE PAVER



5
HEATED SHELTER



6
PATIO WITH LOW FENCING



3
CONCRETE UP-STAND BENCH
WITH WOOD TOPPING



4
BIKE RACK



7
PEDESTRIAN LIGHT



8
ROAD LIGHT

LEGEND

-  ASPHALT
-  DARK COLOUR CONCRETE HEADER
-  REGULAR COLOUR CONCRETE
-  SAW CUT CONCRETE SIDEWALK
-  PLANT BED WITH WOOD MULCH
-  PAVERS
-  PROPOSED TREE IN TREE GRATE
-  EXISTING TREE IN TREE GRATE
-  BIKE RACK
-  TABLES AND CHAIRS
-  ROADWAY LIGHT
-  PEDESTRIAN LIGHT
-  MOLOK BIN
-  WASTE RECEPTACLE
-  BENCH
-  FENCE

DRIVING/TRAFFIC

The Final Design for driving and traffic in Garneau includes the addition of traffic calming measures such as curb extensions and raised crosswalks, intersection enhancements such as coloured or textured pavement treatment or squaring to decrease confusion, and some traffic flow changes. All residential road surfaces will be replaced.

| LOCATION / TOPIC | Final Design Includes: |
|--|---|
| Residential roads | Reconstructed and resurfaced |
| Garneau driving enhancements* | Curb extensions, intersection enhancements |
| Traffic signage and direction* | Stop and yield signs, direction changes |
| Parking* | Locations, restrictions |
| 80 Avenue: 109 Street to 110 Street* | One-way eastbound traffic, bike lane, median at 109 Street entrance |
| 81 Avenue / 110 Street intersection* | Squared intersection, bike lane |
| 81 Avenue / 111 Street intersection* | Squared intersection, curb extension |
| 84 Avenue: 109 Street to 112 Street* | 109 to 111 Street: chicances, 111 to 112 Street: raised bike lane |
| 85 Avenue * | 109 to 110 Street: parking both sides, 110 to 112 Street: painted bike lane and shared-use roadway, median at 112 Street entrance, 109 Street entrance enhancements |

*Click to go directly to details

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DRIVING/TRAFFIC

| LOCATION / TOPIC | Final Design Includes: |
|---|--|
| 86 Avenue: 109 to 110 Street* | Parking / bus bay, mid-block pedestrian crossing, 109 Street entrance enhancements |
| 86 Avenue: 111 to 112 Street | Two-way traffic, curb extensions, enhanced crosswalks |
| 89 Avenue | Narrowed road from north of 88 Avenue to 89 Avenue (north - south section) |
| 90 Avenue / 110 Street / Saskatchewan Drive intersection* | Traffic island, curb extensions, shared-use roadway |
| 111 Street: 82 to 83 Avenue* | Painted bike lane |
| 83 to 84 Avenue* | On-street protected bike lane |
| 84 to 86 Avenue* | Parking added to both sides of street |
| 86 to 87 Avenue* | Parking relocated to west side, DATS loading zone east of 86 Avenue |
| University Avenue and 110 Street | Bollards to replace median |

*Click to go directly to details

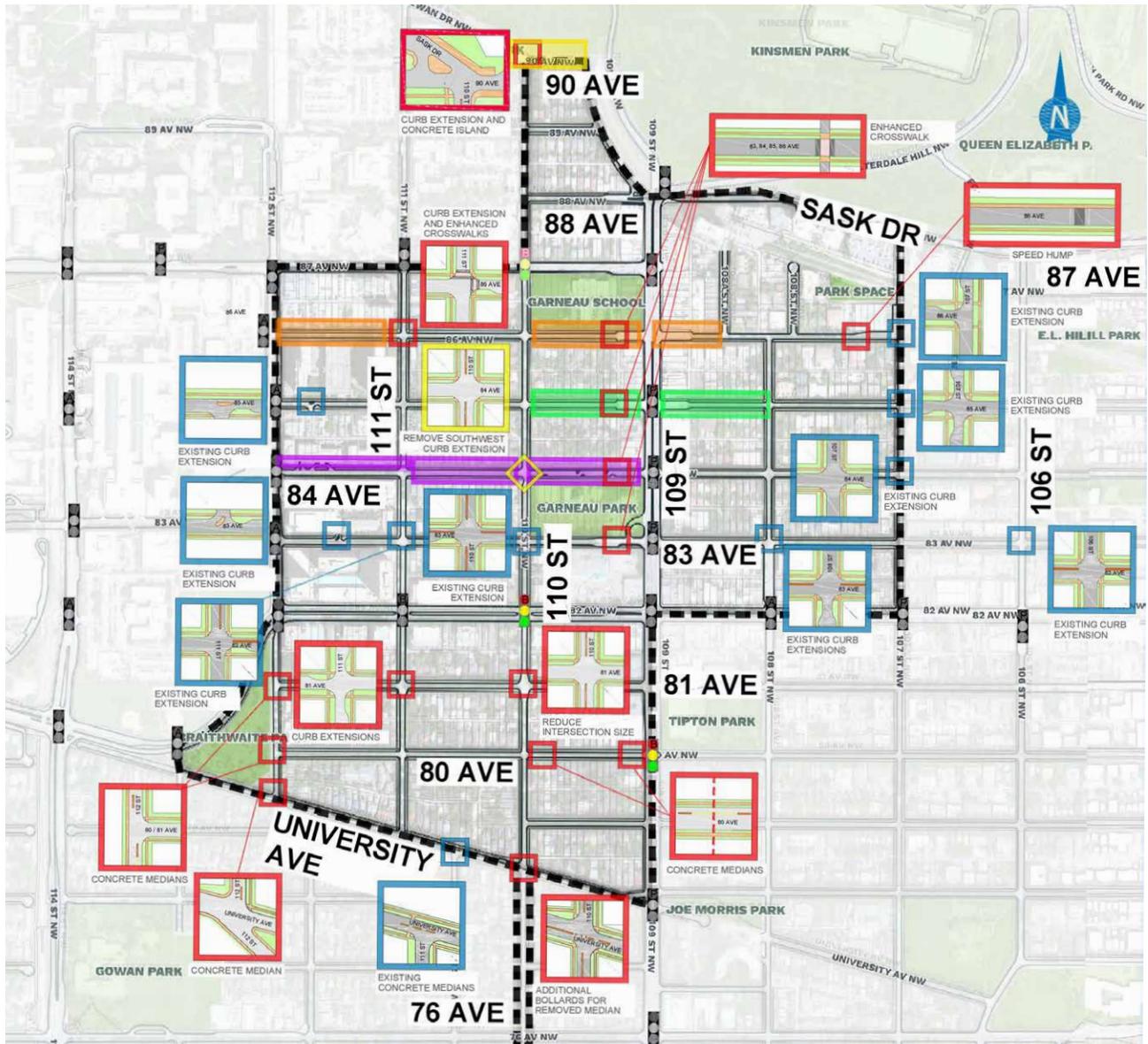
Note: Alley renewal is a separate program and is not a part of the neighbourhood renewal project.

What we heard about Driving and Traffic in Garneau

- + People told us that roads are rough and filled with potholes. They would like to see a reduction in traffic volumes and speeds, and improvements to roads and intersections where congestion or user confusion often occurs.

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DRIVING

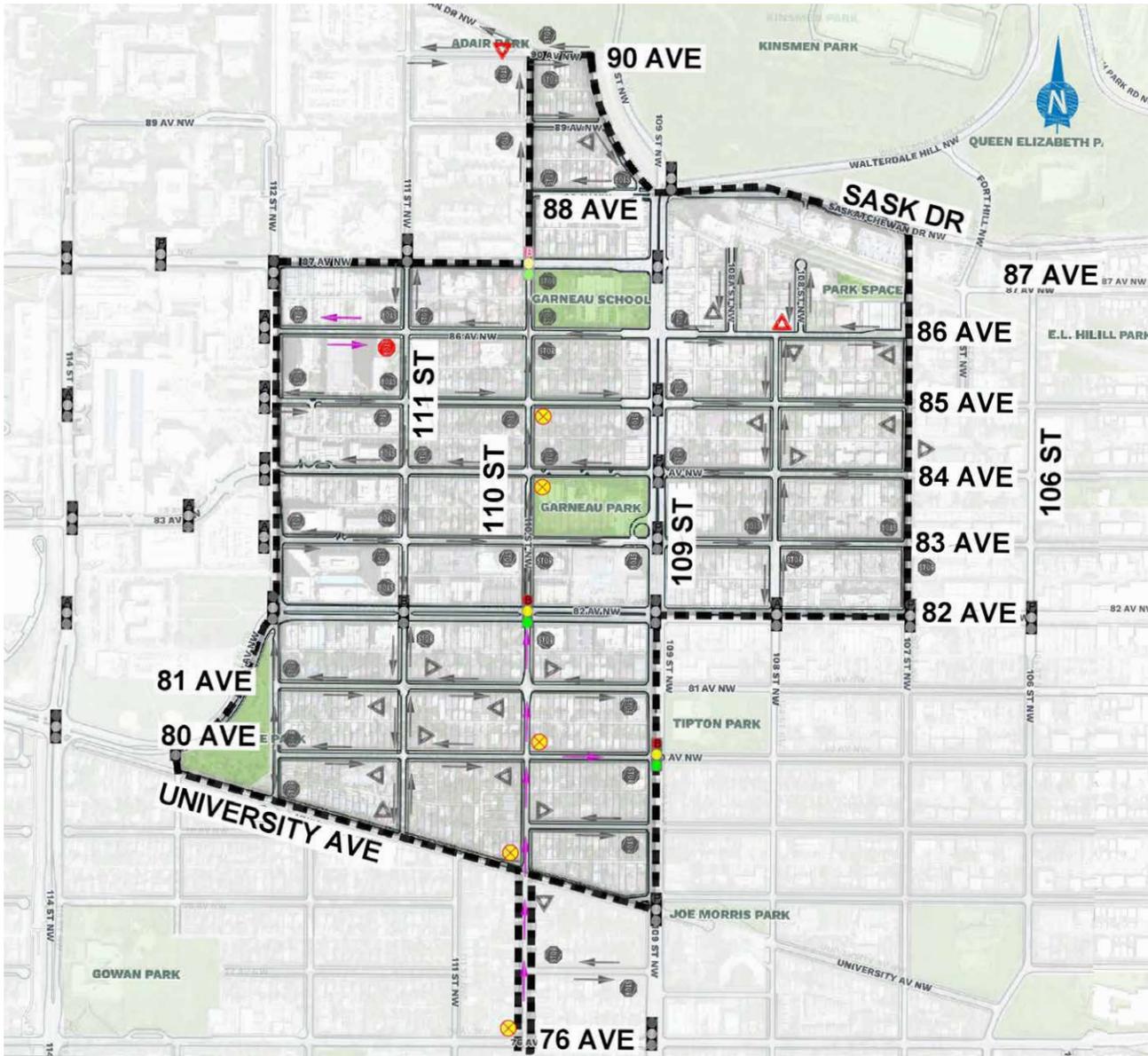


Traffic Enhancement Garneau

- | | | | |
|------------|---|--|---|
| 84 Avenue: | | Proposed Roadway Enhancement: | |
| 85 Avenue: | | Existing Roadway Enhancement | |
| 86 Avenue: | | Remain or Rebuild: | |
| 90 Avenue: | | Existing Roadway Enhancement Removed: | |

DRIVING

TRAFFIC SIGNAGE MAP



Traffic Network Garneau

- | | |
|--|---|
| New Signage:   | Existing Signal:  |
| Proposed Bike Signal:  | Existing Traffic Direction:  |
| New Bike Signal:  | Existing Signage:   |
| New Traffic Direction:  | Existing Signage Removed:  |

DRIVING

What changed since the Draft Design?

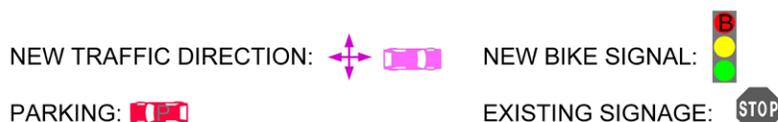
- + **80 Avenue:** Removed curb extension, added directional median to entrance of bike lane
- + **81 Avenue:** Removed bike lane
- + **84 Avenue:** Revised to raised bike lane and relocated parking to south side between 111 and 112 Street, added chicanes and between 110 and 111 Street and revised to parallel parking between 109 and 110 Street
- + **85 Avenue:** Added painted bike lane and shared-use roadway between 110 and 112 Street, added parking on north side between 109 and 110 streets, added entry and exit enhancements off of 109 Street (east and west sides)
- + **86 Avenue:** Removed parking from south side between 111 and 112 Street, added a speed hump between 107 and 108 Street, relocated raised crosswalk to east and north side of 111 Avenue intersection, added new entry and exit enhancements off of 109 Street (east side)
- + **90 Avenue / 110 Street:** Removed pavement treatments and added traffic island, removed curb extension on northeast corner
- + **110 Street:** Added bike crossing signal at 82 Avenue, added parking bays, replaced median with bollards
- + **111 Street:** Added painted bike lane between 82 and 83 Avenue, relocated parking to west side between 86 and 87 Avenue, added a DATS loading zone north of 86 Avenue

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DRIVING

80 Avenue: 109 Street to 110 Street

This section of 80 Avenue will become one way eastbound for traffic. One way traffic flow was required to fit in the new painted bike lane (without impacting trees) and will also discourage shortcutting through the neighbourhood as the road will be an exit only on to 109 Street. Bikes will share the road with traffic going eastbound. Public parking will be available on the south side of the road.



What changed since the Draft Design?

- + **80 Avenue / 109 Street:** Removed curb extension, added direction median at the entrance of the bike lane, proposed adding bike activation to existing signal

DRIVING

81 Avenue

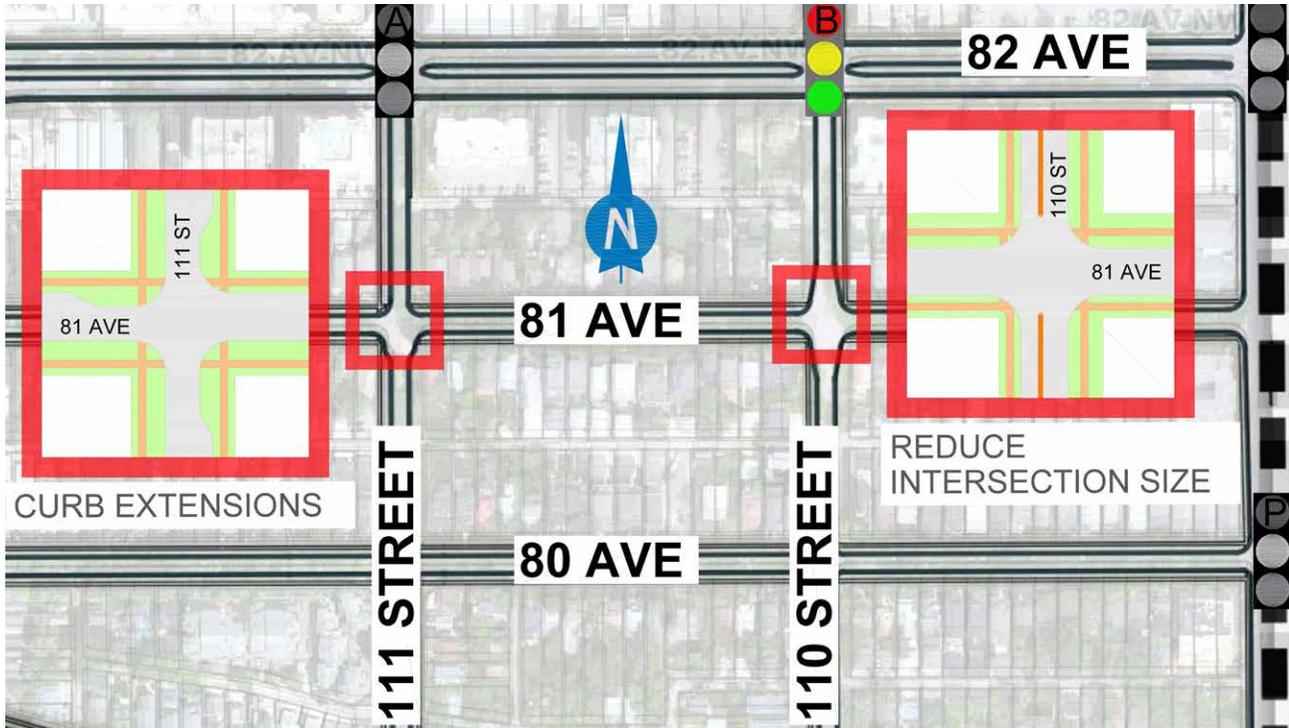
110 Street Intersection

The intersection will be squared up shortening pedestrian crossing distances, improving sightlines, and reducing confusion at the intersection. The 110 Street protected bike lane will narrow the roadway which will slow traffic.

111 Street Intersection

The intersection will be squared up and curb extensions added on 111 Street both north and south of 81 Avenue shortening pedestrian crossing distances across 111 Street. A curb extension will be added to the north side of 81 Avenue on the west side of 111 Street to give drivers better visibility of pedestrians and help slow traffic.

81 Avenue



What changed since the Draft Design?

- + **109 Street to 110 Street:** Removed bike lane connector, add parking to both sides of the street

DRIVING

84 Avenue: 109 Street to 112 Street

Traffic calming measures along 84 Avenue will be applied as follows:

109 Street to 110 Street: Landscaped chicanes with parallel parking and an enhanced crosswalk at the alley



- | | |
|----------------------------------|----------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | EXISTING TREES: |
| NEW CHICANE: | EXISTING TRAFFIC DIRECTION |
| NEW ENHANCED CROSSWALK: | PARKING: |
| EXISTING SIGNAGE: | EXISTING SIGNAGE REMOVED: |

110 Street to 111 Street: Landscaped chicanes with parallel parking



- | | |
|----------------------------------|----------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | EXISTING TREES: |
| NEW CHICANE: | EXISTING TRAFFIC DIRECTION |
| PARKING: | EXISTING SIGNAGE: |

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84 Avenue: 109 Street to 112 Street

111 Street to 112 Street: Raised bike lane (connecting 83 Avenue bike lane to 112 Street), public parking on the south side (next to the bike lane) aligning with loading zones



| | | | |
|----------------------------------|--|-----------------------------|--|
| NEW TWO-WAY PROTECTED BIKE LANE: | | EXISTING TREES: | |
| EXISTING TRAFFIC SIGNAL: | | EXISTING TRAFFIC DIRECTION: | |
| PARKING: | | EXISTING TREES REMOVED: | |
| EXISTING SIGNAGE: | | | |

What changed since the Draft Design?

- + **109 Street to 110 Street:** Revised to parallel parking
- + **110 Street to 111 Street:** Replaced two-sided parallel parking with chicanes and parallel parking
- + **111 Street to 112 Street:** Revised to raised bike lane, relocated parking to the south side

DRIVING

85 Avenue

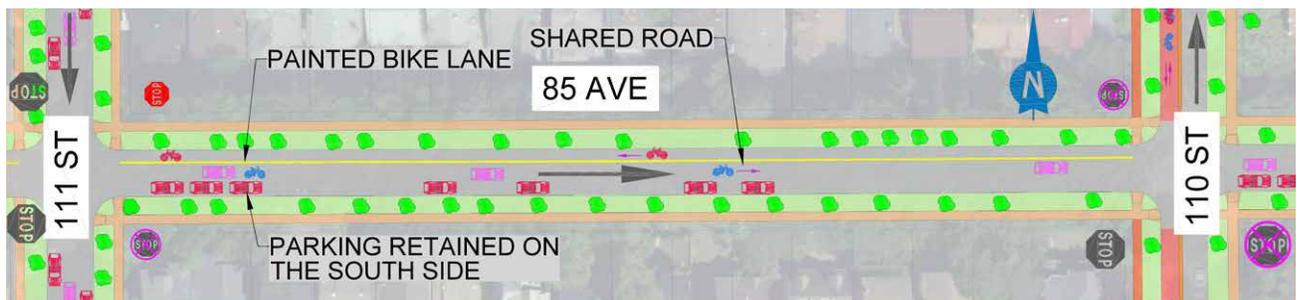
Traffic calming measures along 85 Avenue will be applied as follows:

109 Street to 110 Street: Parallel parking on both sides up to the alley and an enhanced crosswalk at the alley



- | | | |
|----------------------------------|-----------------|-----------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | NEW TREES: | EXISTING PEDESTRIAN SIGNAL: |
| EXISTING TRAFFIC DIRECTION: | EXISTING TREES: | EXISTING SIGNAGE: |
| ENHANCED CROSSWALK: | PARKING: | EXISTING SIGNAGE REMOVED: |

110 Street to 111 Street: Painted bike lane on north side and shared-use roadway

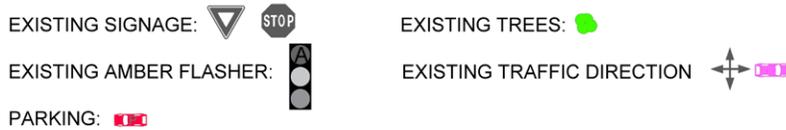
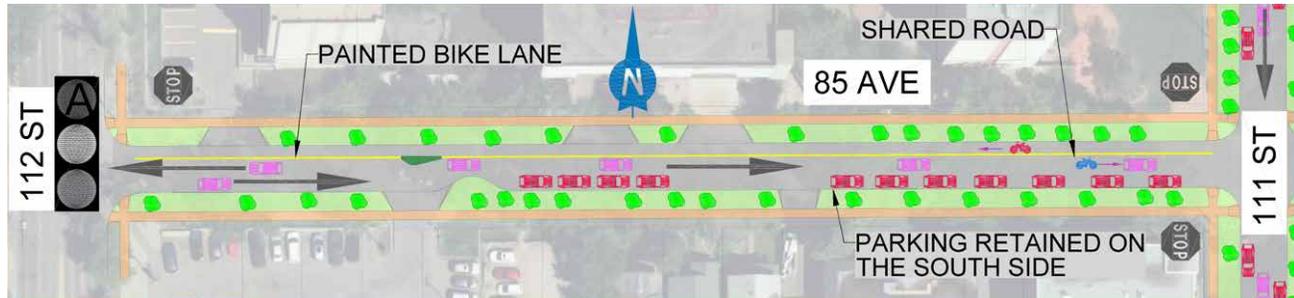


- | | | |
|----------------------------------|-----------------------------|--------------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | EXISTING TRAFFIC DIRECTION: | EXISTING SIGNAGE REMOVED: |
| PARKING: | EXISTING SIGNAGE: | EXISTING BIKE SIGNAGE REMOVED: |
| NEW BIKE SIGNAGE: | | |

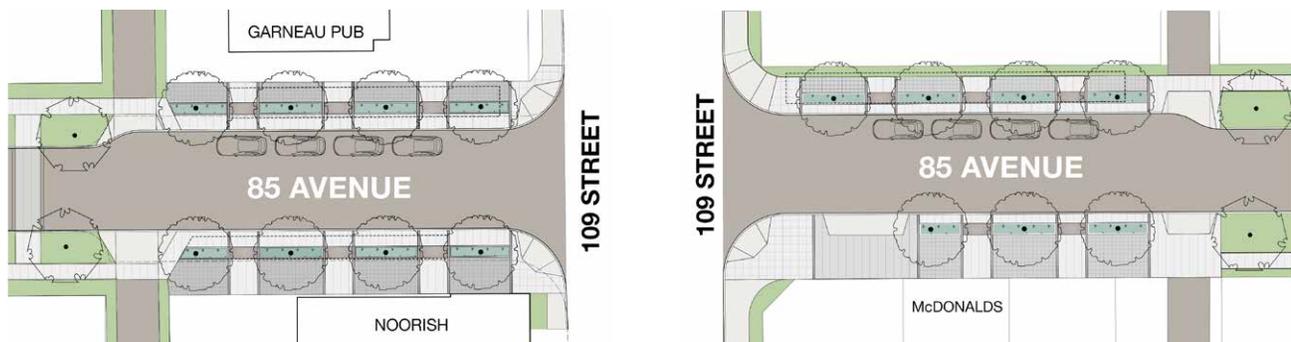
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85 Avenue

111 Street to 112 Street: Painted bike lane on north side and shared-use roadway



East and west of 109 Street intersection: Boulevards widened, landscaping enhanced including trees, parking removed south side, enhanced landscaping



What changed since the Draft Design?

- + **109 Street to 110 Street:** Added parallel parking to north side
- + **110 Street to 112 Street:** Added painted bike lane and shared-use roadway
- + **East and west of 109 Street:** Added enhancements to entrance and exit

DRIVING

86 Avenue

107 Street to 108 Street

A speed hump will be added just east of the MCE Mosque parking lot access



- PARKING: 
- EXISTING TREES: 
- NEW TREE: 
- NEW SIGNAGE:  
- EXISTING TRAFFIC DIRECTION:  
- REMOVE EXISTING TREES: 
- EXISTING SIGNAGE:  

(continued on next page)

86 Avenue

108 Street to 109 Street

A new boulevard will added with tree plantings for a more residential feel and the road will be narrowed to slow traffic. Parking will be removed on the south side from 109 Street to the alley.



- PARKING: 
- EXISTING SIGNAGE:  
- EXISTING TRAFFIC DIRECTION:  
- EXISTING TREES: 
- NEW TREES: 
- REMOVE EXISTING TREES: 

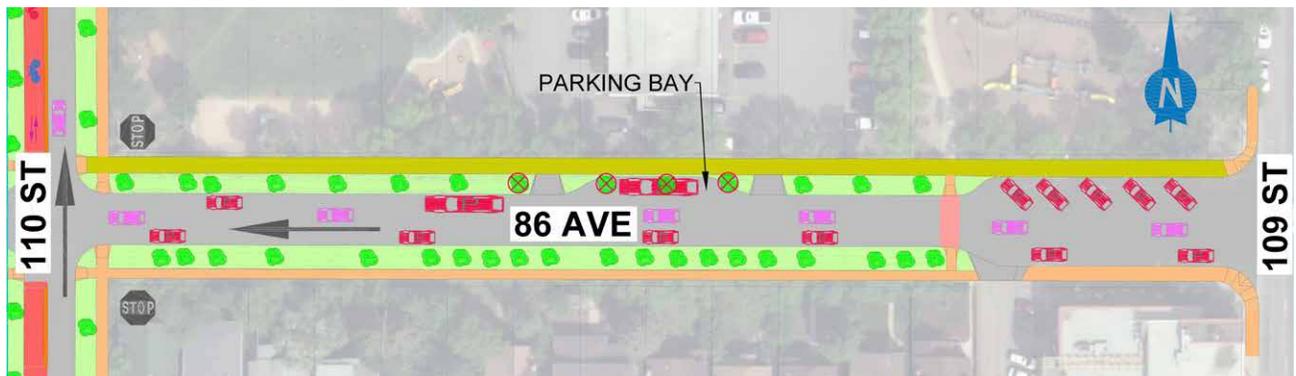


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86 Avenue

109 Street to 110 Street

A single parking / bus bay will be added in front of the Garneau School to help alleviate some of the bus drop-off / pick-up congestion in the area. Other vehicle traffic will be allowed to use the bus bay for parking outside of school hours. An enhanced crosswalk will be added to the west side of the alley on 86 Avenue to improve pedestrian visibility.



- | | | |
|-------------------------|----------------------------------|------------------------|
| NEW ENHANCED CROSSWALK: | NEW TWO-WAY PROTECTED BIKE LANE: | REMOVE EXISTING TREES: |
| PARKING: | NEW SHARED-USE PATH: | EXISTING SIGNAGE: |
| EXISTING TREES: | EXISTING TRAFFIC DIRECTION: | |



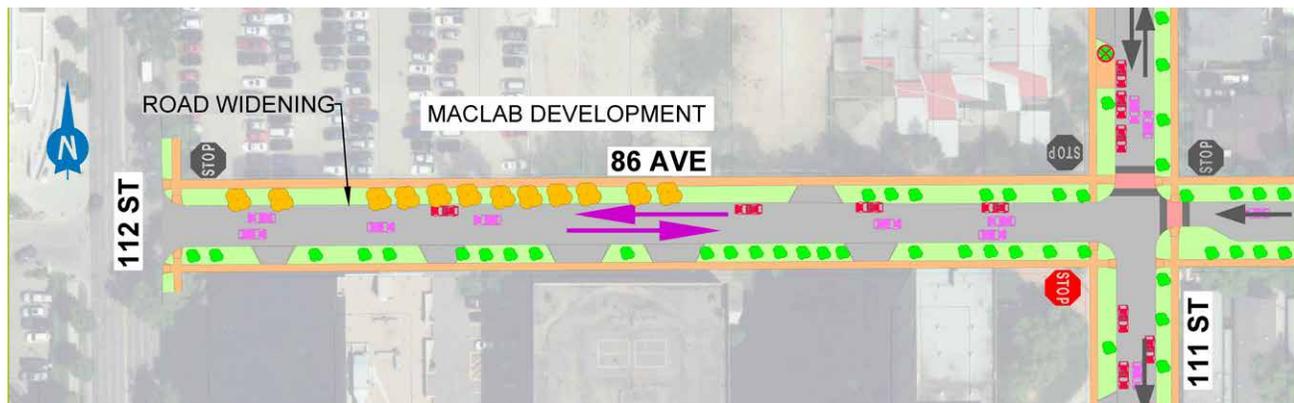
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86 Avenue

111 Street to 112 Street

This section of 86 Avenue will open up to two-way traffic in response to the anticipated increase of traffic to the new residential development in the area. Parking will be available on the north side of the street. This intersection will see a curb extension on the southeast corner and enhanced crosswalks added to north and east sides to improve pedestrian visibility and safety.

111 STREET TO 112 STREET



| | | | |
|-------------------------|--------------|-----------------------------|-------------------------|
| NEW ENHANCED CROSSWALK: | NEW SIGNAGE: | NEW TRAFFIC DIRECTION: | EXISTING SIGNAGE: |
| PARKING: | NEW TREES: | EXISTING TRAFFIC DIRECTION: | EXISTING TREES REMOVED: |

What changed since the Draft Design?

- + **111 to 112 Street:** Removed parking on the south side
- + **111 Street intersection:** Relocated crosswalks to the north and east sides
- + **West of 107 Street:** Added speed hump
- + **East of 109 Street intersection:** Widened boulevard, added trees, removed parking on south side from 109 Street to the alley

DRIVING

90 Avenue / Saskatchewan Drive / 110 Street Intersection

This intersection will be improved with curb extensions, and a traffic island.

The 90 Avenue cul-de-sac will include a shared-use roadway and a paved car turnaround area. Public parallel parking will be available on both sides of the street and a new cul-de-sac sign will discourage drivers from entering the area.



- NEW TWO-WAY PROTECTED BIKE LANE:
- NEW CUL DE SAC SIGN:
- EXISTING TRAFFIC DIRECTION:
- PARKING:

- EXISTING SHARED-USE PATH:
- NEW TREES:
- NEW SHARED-USE PATH:
- SHARED ROAD:

- EXISTING SIGNAGE:
- EXISTING TREE REMOVED:
- NEW YIELD SIGN:

(continued on next page)

90 Avenue / Saskatchewan Drive / 110 Street Intersection

TRAFFIC ISLAND



What changed since the Draft Design?

- + Replaced enhanced pavement treatment with traffic island
- + Removed curb extensions from southwest and southeast corners

DRIVING

111 Street

83 Avenue to 87 Avenue: The existing painted bike lane along 111 Street will be removed.

82 Avenue to 83 Avenue: A painted bike lane will connect 82 Avenue to the 83 Avenue protected lane. On-street public parking removed on east side.

83 Avenue to 84 Avenue: A new protected bike lane will be installed on the east side of the road connecting the 83 Avenue bike lane to 112 Street via 84 Avenue. On-street public parking removed.

84 Avenue to 86 Avenue: On-street public parking will be available on both sides of the street.

86 Avenue to 87 Avenue: On-street public parking will be moved to the west side (no additional parking added).

82 AVENUE TO 85 AVENUE



- NEW TWO-WAY PROTECTED BIKE LANE:
- EXISTING BIKE LANE:
- PARKING:
- EXISTING TRAFFIC DIRECTION:
- EXISTING SIGNAGE:
- EXISTING BIKE SIGNAL:
- EXISTING TREES:
- EXISTING TREES REMOVED:

(continued on next page)

111 Street

85 AVENUE TO 87 AVENUE



| | |
|--|---|
| NEW ENHANCED CROSSWALK:  | NEW TRAFFIC DIRECTION:  |
| PARKING:  | EXISTING TRAFFIC DIRECTION:  |
| EXISTING TREES:  | EXISTING TREES REMOVED:  |
| NEW SIGNAGE:   | EXISTING SIGNAGE:   |

What changed since the Draft Design?

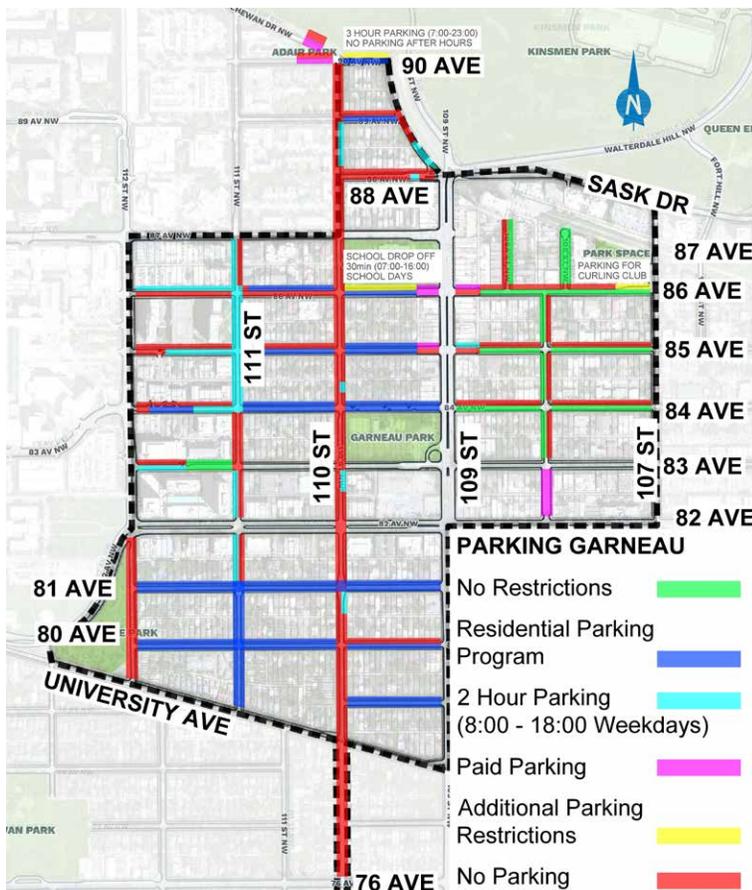
- + **82 Avenue to 83 Avenue:** Added a northbound painted bike lane, removed parking from east side
- + **86 Avenue to 87 Avenue:** Relocated parking and added DATS loading zone to the west side

DRIVING

Parking

On-street public parking in Garneau will experience the following changes to accommodate the new design:

- + Locations for resident permit holders balanced with locations for visitors to the area
- + Parking restrictions east of 109 Street to address resident needs
- + Short-term parking bays for drop-offs and deliveries along 110 Street



Feedback opportunity:

Once you have reviewed the Final Designs, please visit the online survey to tell us what you think! What are you excited about? What are you most concerned about?

- + Comment on parking restrictions

(continued on next page)

Parking

What changed for parking in Garneau since the Draft Design?

- + **111 Street between 86 Avenue and 87 Avenue:** Relocated parking to the west side, added DATS loading zone
- + **85 Avenue between 109 Street and 110 Street:** Adding parking to the north side
- + **85 Avenue between the alley and 109 Street (east and west sides):** Removed parking on the south side
- + **86 Avenue between the alley and 109 Street (east side):** Removed south side parking
- + **86 Avenue between 111 Street and 112 Street:** Removed south side parking
- + **110 Street:** Added parking bays
- + **81 Avenue between 109 Street and 110 Street:** Added parking back to south side

PLAYING

Playing – Parks and Open Spaces

The park spaces throughout Garneau are designed with different levels of enhancement to improve usage, beauty and safety. These changes will offer new and different uses of the parks and improve how pedestrians travel through them. **The construction of the park designs is subject to further funding and approvals.**

| Location / Topic | Final Design includes: |
|--|--|
| Braithwaite Park* | Fenced dog park, pathways, tree plantings, boulevard sidewalks |
| Adair Park* | Plaza, seating, pedestrian connections |
| City Arts Centre / Bus Turnaround* | Continuous north-south green space, boulevard trees, pedestrian path |
| Park Space at 107 Street/ 86 Avenue* | Multi-use programming open space, playground seating |
| Seating Nodes* | Locations and styles |
| Trees* | Location of new tree plantings and potential removals |
| Low Impact Development* | Potential locations and features (Storm water retention) |

*Click to go directly to details

(continued on next page)

PLAYING – PARKS AND OPEN SPACES

What we heard about Parks and Open Spaces in Garneau:

- + People told us that parks, green and open spaces require enhancements and the addition of any new gathering spaces would be welcomed. There is a desire for a fenced off-leash dog park in Braithwaite Park and for improvements to pedestrian connections to parks and green spaces.

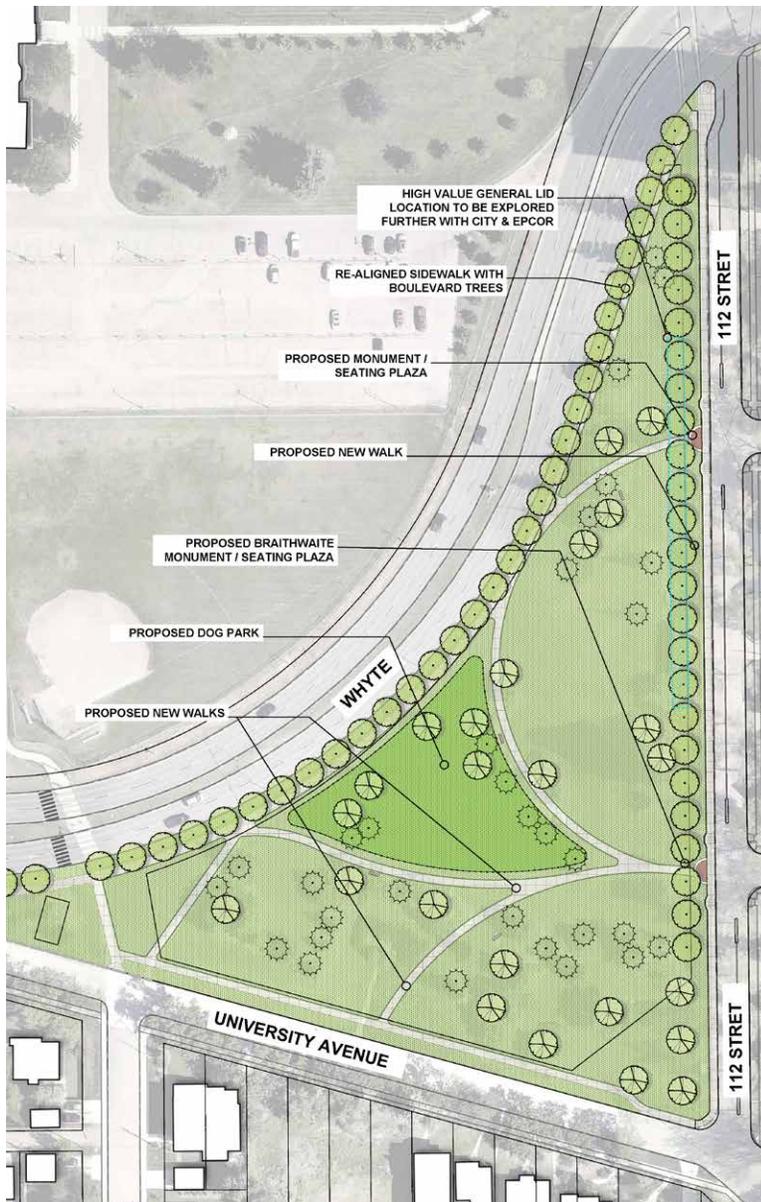
What changed since the Draft Design?

- + **Braithwaite Park:** Relocated plazas and walkways
- + **Adair Park:** Relocated pedestrian connections
- + **City Arts Centre / Bus Turnaround:**
Removed 84 Avenue access into parking lot
- + **Park Space at 107 Street/ 86 Avenue:** Removed multi-sport hard surface, relocated walkways, added seating near playground

PLAYING

Braithwaite Park

8018 112 Street



- + An off-leash dog park will be added and enclosed with fencing and plantings.
- + The remainder of the park will be open for various recreation activities and have new pathways connecting across and through it.
- + Boulevard sidewalks will be added along 112 Street, 82 Avenue and the north side of University Avenue.
- + A row of trees will be planted along the north side of the park along 82 Avenue.

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Braithwaite Park

PLAZA



PATHS AND DOG PARK



FENCE TYPE (EXAMPLE)



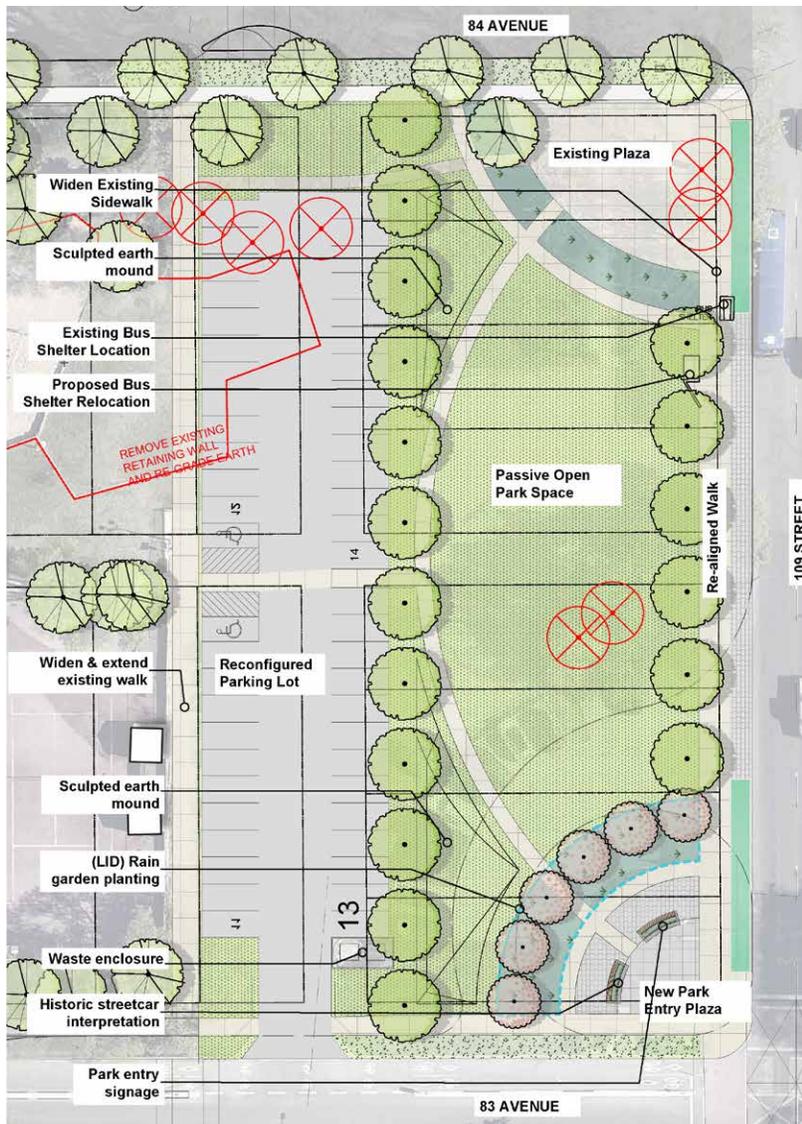
What changed since the Draft Design?

- + Relocated plaza and walkways
- + Added boulevards to south and east side of the park

PLAYING

City Arts Centre / Bus turnaround

109 Street / 83 Avenue



- + The area will be transformed into a long continuous green space stretching from 83 Avenue to 84 Avenue with a meandering pedestrian path, plaza and boulevard trees planted along 109 Street.
- + The number of stalls in the parking lot remains close to existing.

(continued on next page)

City Arts Centre / Bus turnaround

BIRDS EYE VIEW



ENTRY PLAZA



SCULPTED EARTH MOUNDS



What changed since the Draft Design?

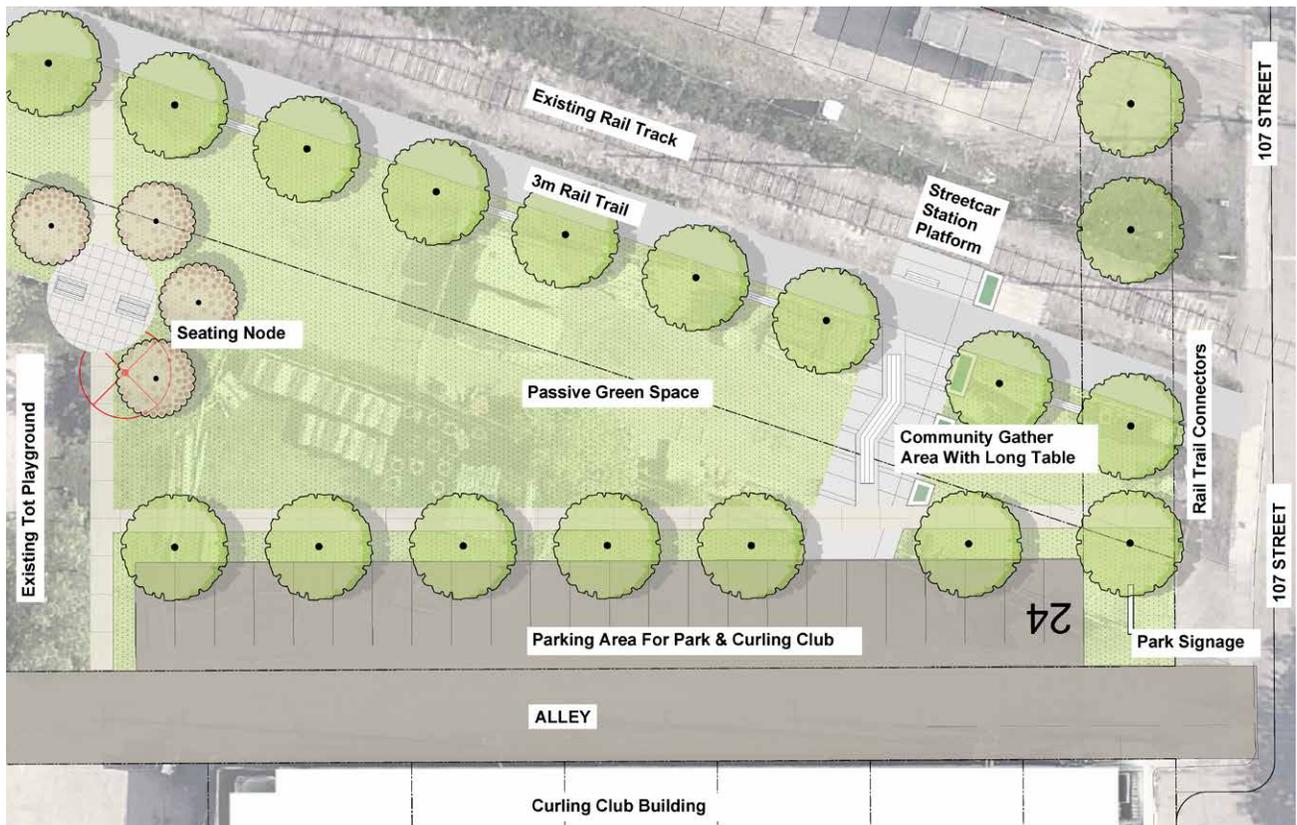
- + Removed 84 Avenue parking lot entrance

PLAYING

Park Space at 107 Street / 86 Avenue

This unnamed park space will see an increase in available green area to allow for additional amenities and recreation opportunities.

A new pedestrian path will provide improved access to the existing playground and seating will be added.



(continued on next page)

Park Space at 107 Street / 86 Avenue

STREET CAR PLAZA



LONG GATHERING TABLE



Feedback opportunity:

Name this park! Please visit the online survey to let us know your thoughts on a name for this park space.

What changed since the Draft Design?

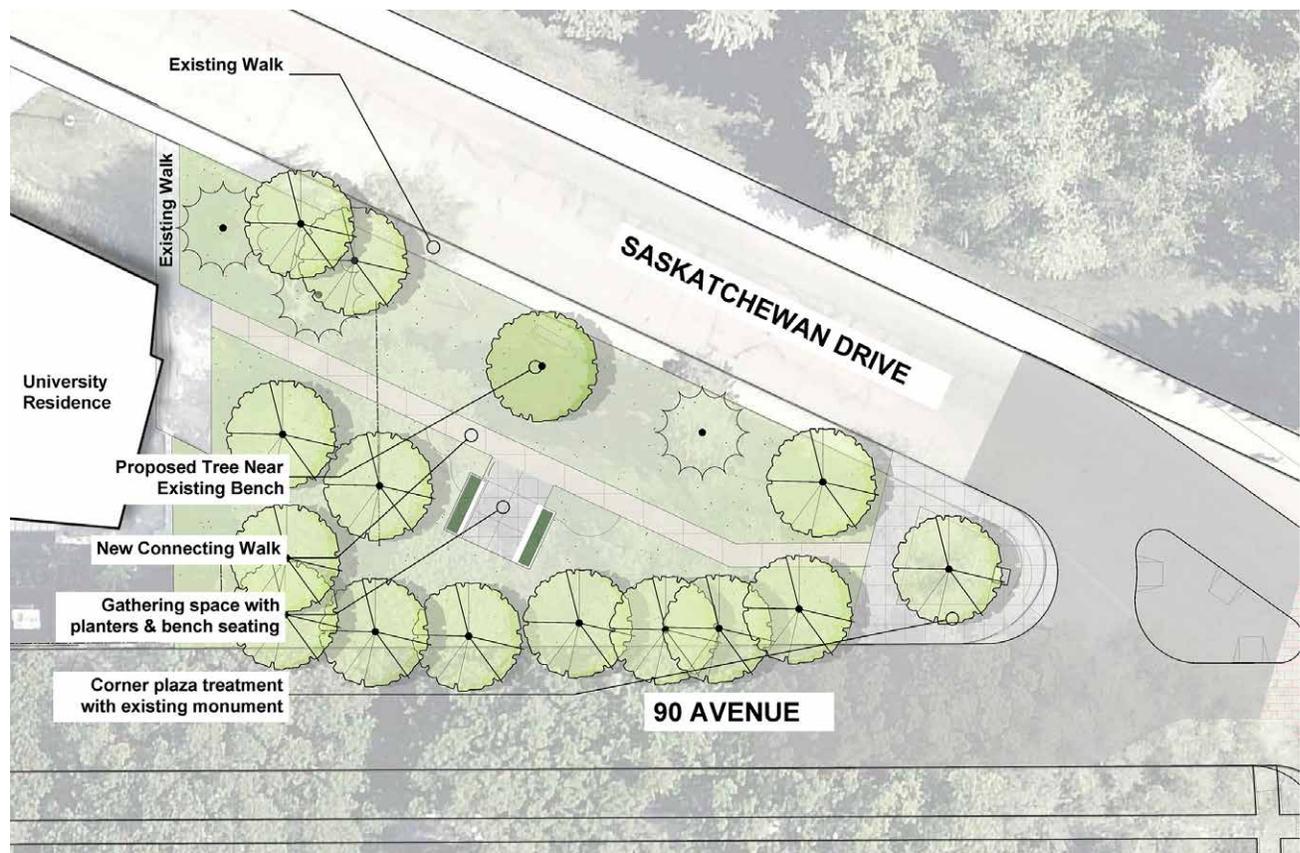
- + Removed multi-sport hard surface to maintain the open space
- + Relocated walkways
- + Added seating near playground

PLAYING

Adair Park

11011 Saskatchewan Drive

A designated gathering place will be added to the center of Adair Park, upgrades made to the corner plaza monument area and new pedestrian pathways.



(continued on next page)

Adair Park

GATHERING AREA



BENCH PLANTER



MONUMENT



What changed since the Draft Design?

- + Relocated pedestrian walkways

TREES

Throughout the neighbourhood there are some trees that have been identified for removal to accommodate the new designs. New trees will be planted throughout Garneau.



TREE PLAN GARNEAU

NEW TREE PLANTING:

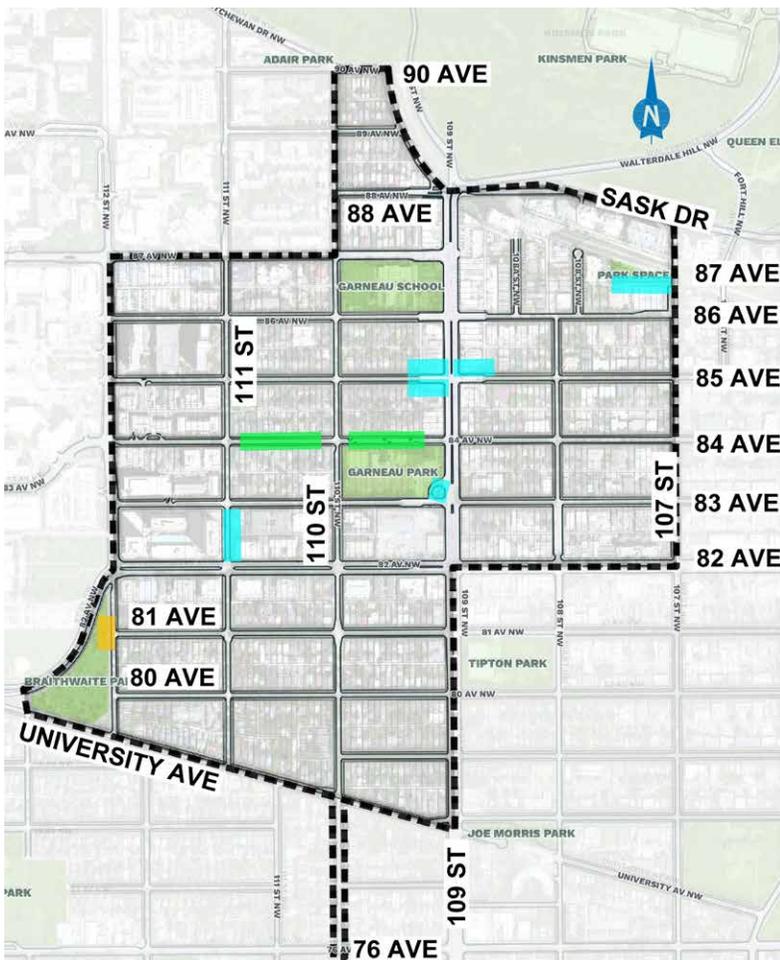
TREE REMOVAL:

TOTAL NEW TREE PLANTINGS: 143

TOTAL TREE REMOVAL: 60

Low Impact Development (LID)

Throughout the neighbourhood, locations for Low Impact Development features have been identified. Low Impact Development is an engineering and design approach to manage stormwater runoff as part of green infrastructure. Although most of the elements are below ground and cannot be seen after construction, stormwater is directed into the facility to be absorbed by plants, therefore reducing run off and improving the quality of water released to the North Saskatchewan River.



LID PLAN GARNEAU

- LID FEATURE - SOIL CELLS: ■
- LID FEATURE - BIORETENTION GARDEN: ■
- LID FEATURE - BIORETENTION BASIN: ■

For more information on Low Impact Development (LID) [CLICK HERE](#)

Feedback opportunity:
 Once you have reviewed the Final Designs, please visit the online survey to tell us what you think! What are you excited about? What are you most concerned about?