

Garneau's Neighbourhood Renewal **FINAL DESIGN**

Updated April 2021

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.

Garneau's Character Area will be receiving new decorative street lighting and sidewalk street name inlays to highlight this area. The 88 Avenue commercial area west of 109 Street will be upgraded to include new public spaces and seating areas to enjoy.

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.

There were minor modifications made since the final design was presented in November 2020. The following pages outline these changes soon coming to Garneau!

The final design shows how the proposed improvements for walking, rolling, 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 final design November 2020?

Several minor modifications have been made and design details added since the final design was first presented to the public in November 2020. These changes are highlighted in the pages that follow. Changes were 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 Final Design public engagement please visit the 2021 newsletter [here](#).

BIKING

Neighbourhood Renewal will be building the Garneau portion of the Southside Bike Network. It 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 and 112 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
112 Street between University Avenue and 82 Avenue*	Painted bike lane with medians
Rail Trail (south side of rail corridor 107-109 Street)*	Shared-use path, shared-use roadway through alley

*Click to go directly to details

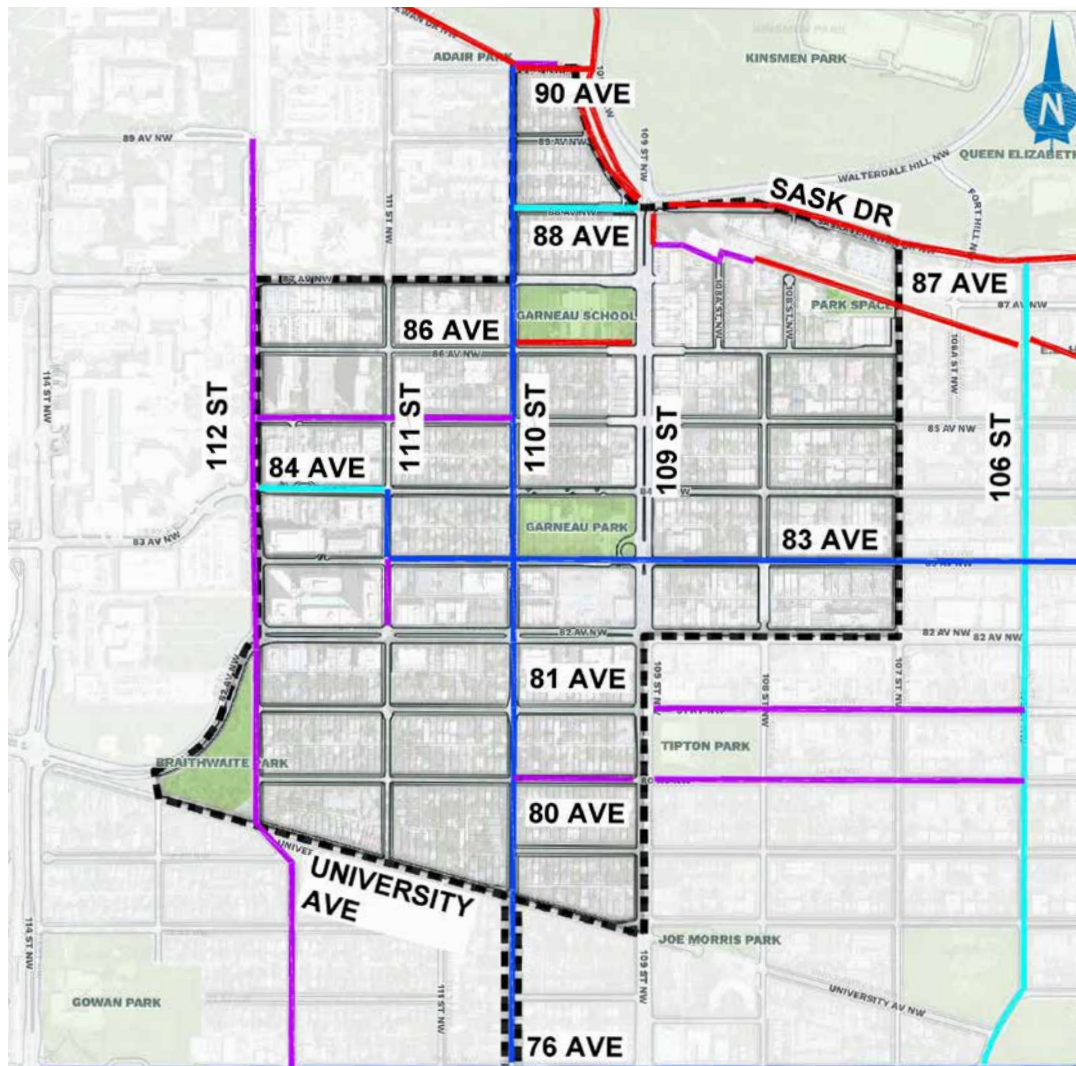
[Click here for bike lane definitions](#)

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 the City to consider tree preservation, resident on-street parking needs and accessibility needs of residents located on bike lanes.

BIKING PLAN



Bike Facility Types Garneau

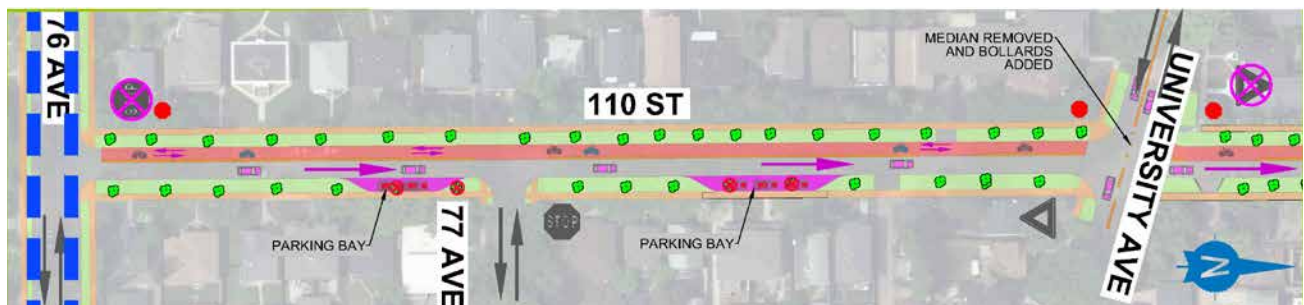
- On-Street Protected: —
- Raised Protected: —
- Shared-use Path: —
- Painted lane / Shared-use Roadway: —

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: | EXISTING BIKE SIGNAGE: |
| EXISTING TREES: | EXISTING BIKE LANE: | EXISTING BIKE SIGNAGE REMOVED: |
| NEW SIGNAGE: | EXISTING TRAFFIC DIRECTION: | |
| NEW PARKING BAY: | EXISTING TREES REMOVED: | |

110 Street bike lane

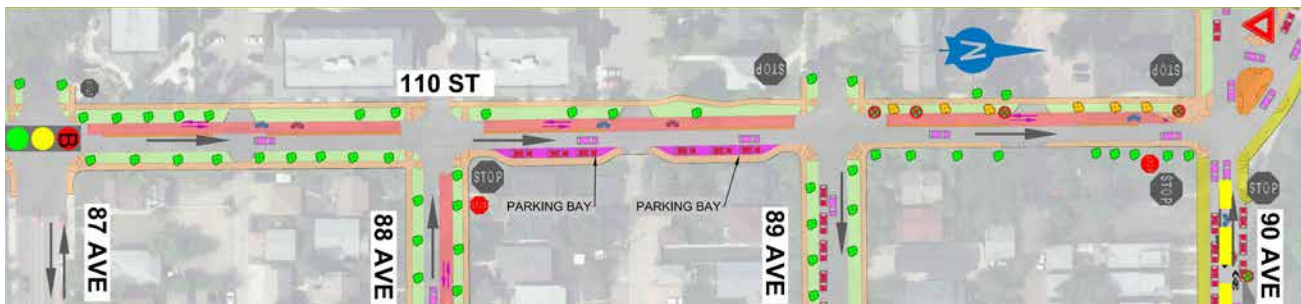
82 AVENUE TO 85 AVENUE



85 AVENUE TO 87 AVENUE



87 AVENUE TO 90 AVENUE



- | | | |
|----------------------------------|-----------------------------|--------------------------------|
| NEW TWO-WAY PROTECTED BIKE LANE: | NEW BIKE SIGNAL: | EXISTING TREES REMOVED: |
| PARKING: | NEW TREES: | EXISTING SIGNAGE: |
| NEW PARKING BAY: | RAISED CROSSWALK: | EXISTING SIGNAGE REMOVED: |
| EXISTING TREES: | BIKE CONNECTION: | EXISTING BIKE SIGNAGE: |
| NEW SIGNAGE: | NEW SHARED-USE PATH: | EXISTING BIKE SIGNAGE REMOVED: |
| NEW BIKE SIGNAGE: | EXISTING TRAFFIC DIRECTION: | |

110 Street bike lane

PROTECTED, ON-STREET, TWO-WAY BIKE LANE



PARKING BAYS/LOADING ZONE EXAMPLE



110 Street bike lane

ON-STREET BIKE LANE



What changed since the final design November 2020?

110 Street:

- + Raised crosswalk added at 84 Avenue (south side)
- + Slip ramp exit added to the bike lane at 90 Avenue
- + Lengthened parking bay between 76 and 77 Avenue resulting in one additional tree being removed

The 110 Street bike lane decision

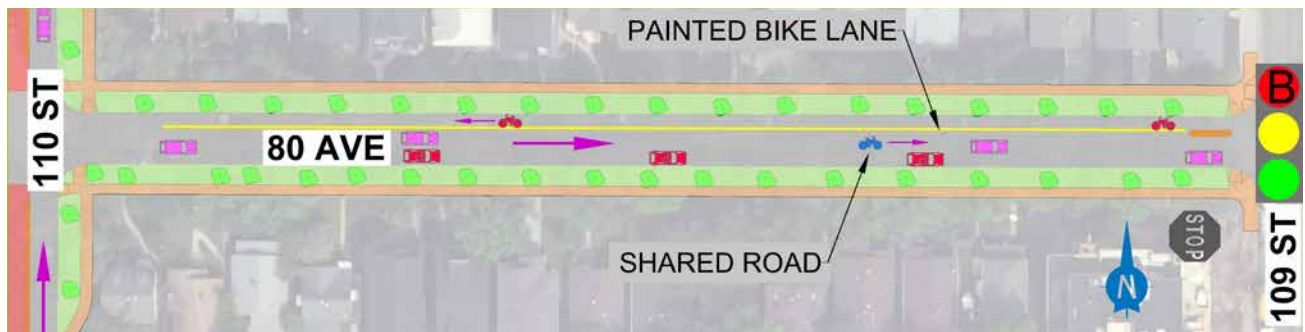
A Council directed feasibility study of 109 Street bike lanes showed that while protected bike lanes are feasible on 109 Street between Saskatchewan Drive and 76 Avenue, they are not in alignment with the 2009 Bike Transportation Plan and 2016 Main Streets Guideline. The policies support a network for “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: 

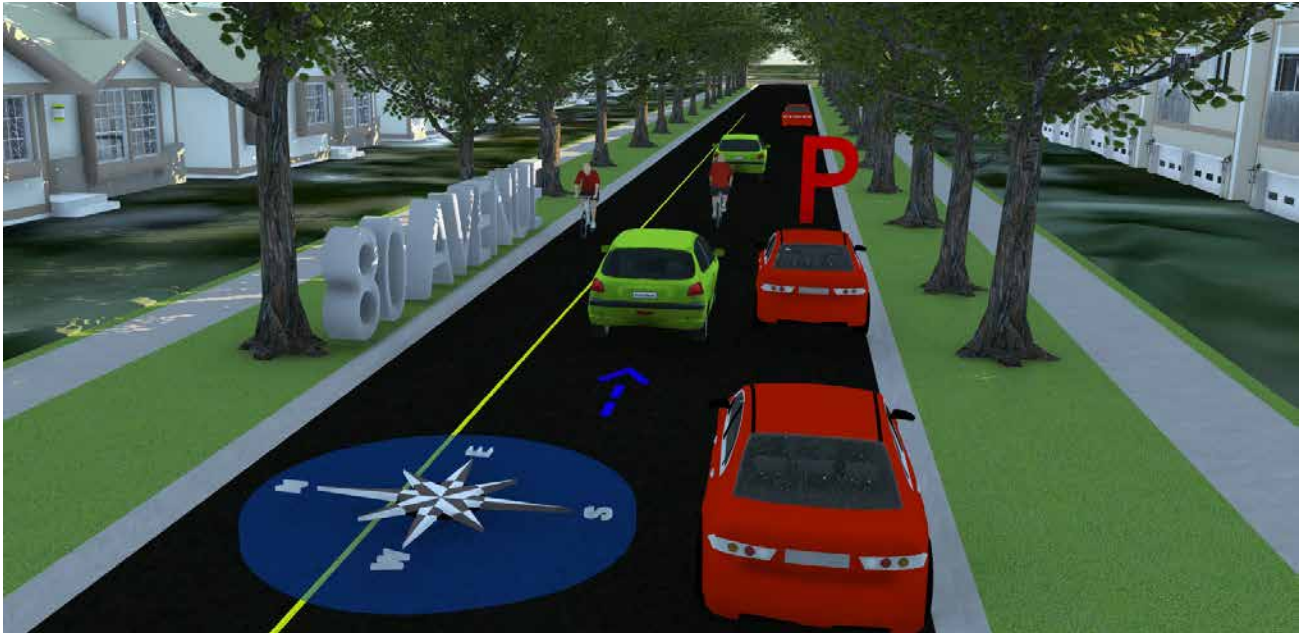
PARKING: 

EXISTING SIGNAGE: 

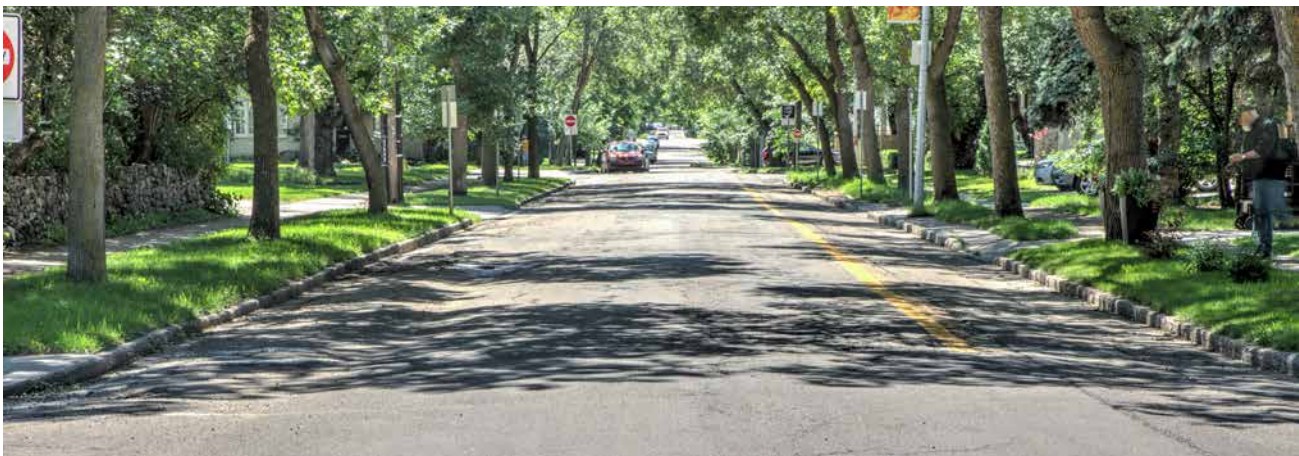
CONCRETE MEDIAN: 

80 Avenue bike lane connector

PAINTED AND SHARED-USE ROADWAY BIKE LANE



SHARED-USE ROADWAY BIKE LANE EXAMPLE



What changed since the final design November 2020?

- + **80 Avenue:** Removed directional median at bike lane entrance at 110 Street

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 Avenue will be on-street, two-way and the portion on 84 Avenue between 111 and 112 Street 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 BIKE SIGNAGE:
- CONCRETE MEDIAN:

84 AVENUE CONNECTION



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

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: INCLUDES DELINEATED AREA FOR DOOR SWINGS
(COLOURED CONCRETE FOR BIKE LANE AND REGULAR CONCRETE NEXT TO CURB)**



What changed since the final design November 2020?

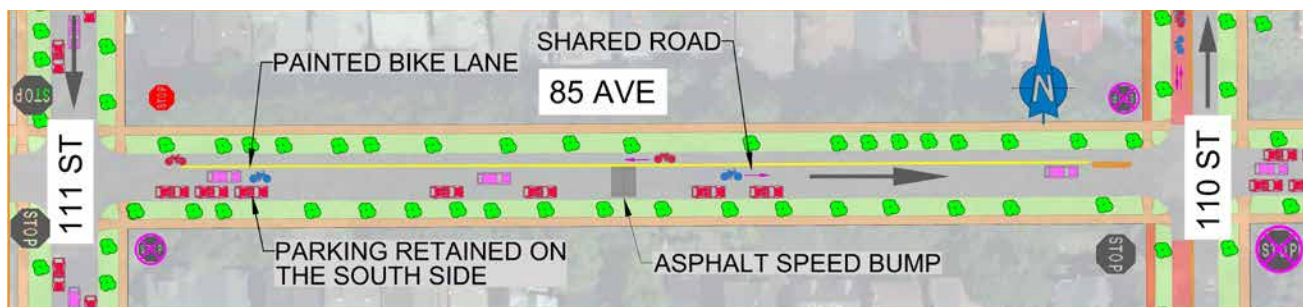
+ **83 Avenue / 111 Street:** Added directional median

BIKING

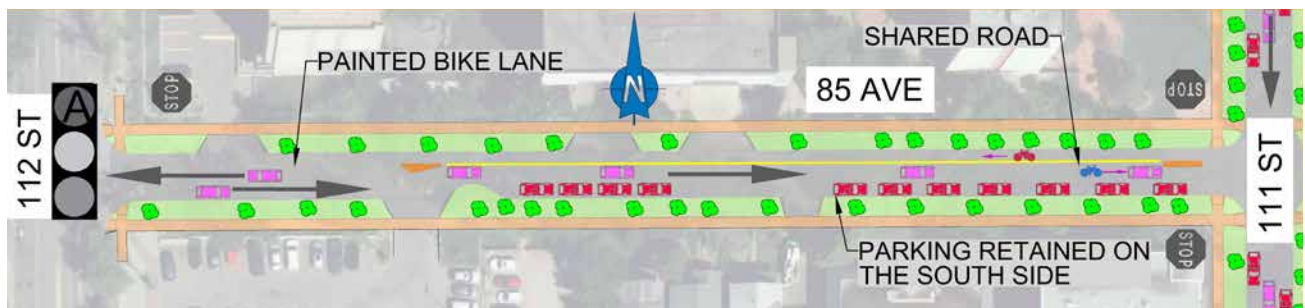
85 Avenue bike lane connector

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:
- PARKING:
- NEW BIKE SIGNAGE:
- ASPHALT SPEED BUMP:
- CONCRETE MEDIAN:
- EXISTING TREES:

- EXISTING TRAFFIC DIRECTION:
- EXISTING SIGNAGE:
- EXISTING SIGNAGE REMOVED:
- EXISTING BIKE SIGNAGE REMOVED:
- EXISTING AMBER FLASHER:

85 Avenue bike lane connector

PAINTED BIKE LANE AND SHARED-USE ROADWAY



What changed since the final design November 2020?

- + **85 Avenue between 110 and 111 Street:** Added a mid-block asphalt speed hump

BIKING

86 Avenue shared-use path

86 Avenue will provide a shared-use path connection between the 110 Street bike lane and 109 Street.



- SIGNED CROSSWALK: █
- NEW SHARED-USE PATH: █
- PARKING: █
- EXISTING TRAFFIC DIRECTION: ↔
- EXISTING TREES: ●
- EXISTING TREES REMOVED: ●
- NEW TWO-WAY PROTECTED BIKE LANE: █
- EXISTING SIGNAGE: ▼ STOP



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: 
- NEW PARKING BAY: 
- PARKING: 
- EXISTING TREES: 
- EXISTING TRAFFIC DIRECTION: 
- SHARED-USE PATH: 
- EXISTING TRAFFIC SIGNAL: 
- BIKE PARKING: 

What changed since the final design November 2020?

- + Added bike parking on south side of street

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.



90 Avenue



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-USE ROAD:

EXISTING SIGNAGE:

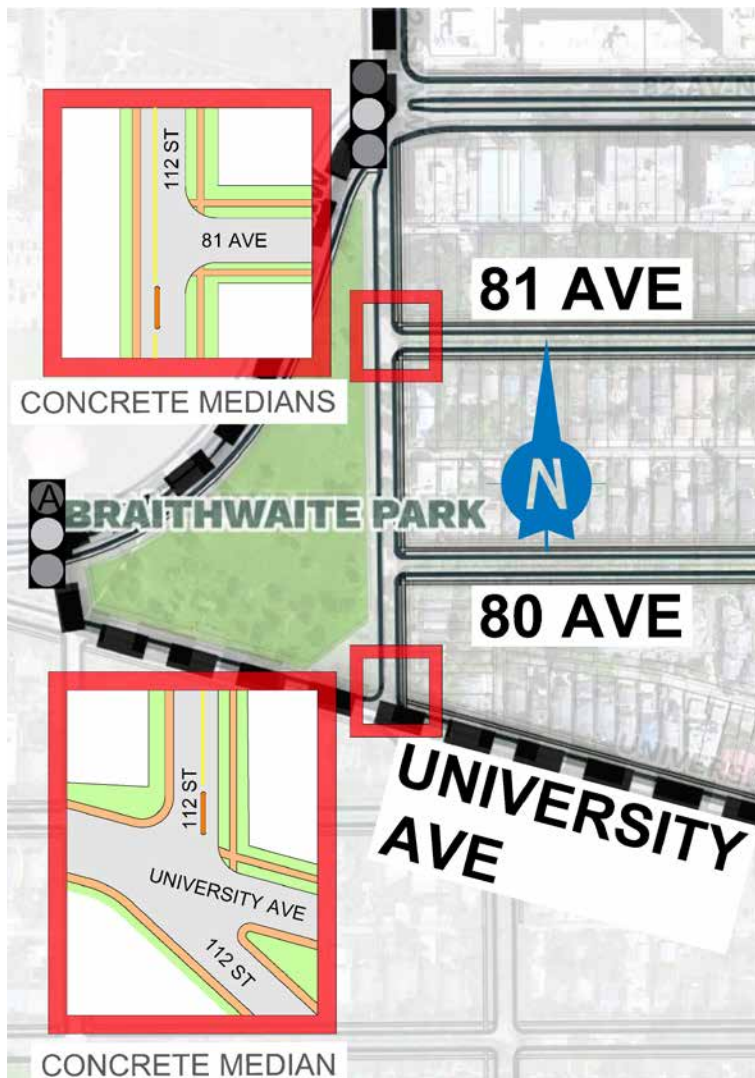
EXISTING TREE REMOVED:

NEW YIELD SIGN:

BIKING

112 Street

The painted bike lane will be refreshed and medians added near University Avenue and 82 Avenue.



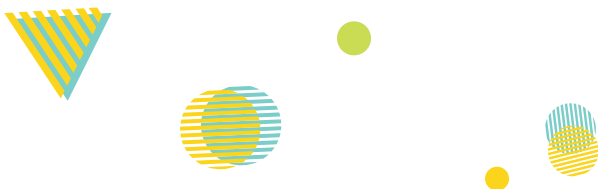


WALKING

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
Walking map* (Missing links, crosswalks, curb extensions, tactile warnings, special character area sidewalk inlays and street lights)
Sidewalk Replacement*
Pedestrian Crossings*
Rail Trail*

*Click to go directly to details

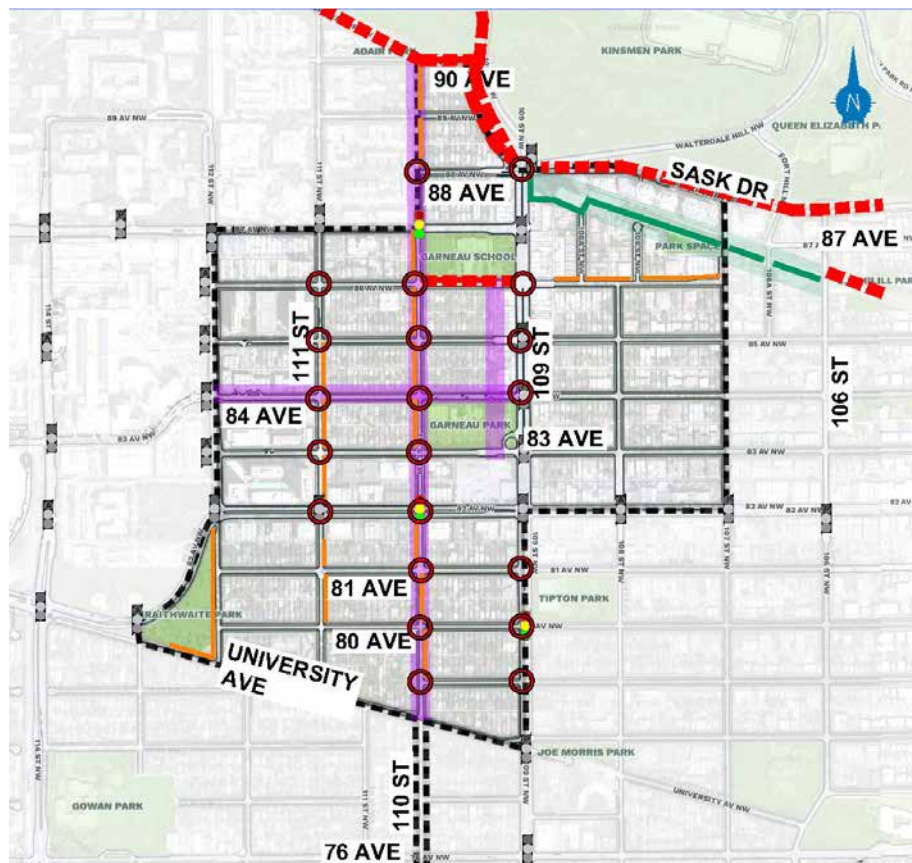


WALKING

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 PLAN



Walking Network Garneau

- Primary Walking Routes: —
- Construct Missing Links: —
- Rail Trail Connection: —
- Shared-use Path: - - -
- New TWSI Locations: ○

WALKING

SIDEWALK REPLACEMENT

Existing sidewalks

- + Existing sidewalks will be replaced at their current width with the following exceptions:

Wider sidewalks on:

- + **110 Street:** East side (Identified as primary walking route.)
- + **111 Street between 83 and 86 Avenue:** West side
- + **84 Avenue:** North and south sides (Identified as primary walking route.)
- + **85 Avenue between 111 and 112 Street:** North and south sides
- + **86 Avenue between 111 and 112 Street:** North side
- + **86 Avenue between 110 and 111 Street:** North side

Shared-use paths added to:

- + **86 Avenue between 109 and 110 Street:** North side
- + **90 Avenue east of 110 street:** South side

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 final design November 2020?

Wider sidewalks added along:

- + **111 Street between 83 and 86 Avenues:** West side
- + **85 and 86 Avenues between 111 and 112 Street:** North and south sides

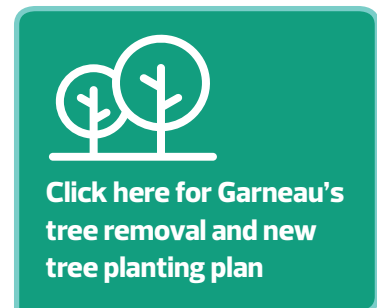
WALKING

Missing sidewalks

- + New sidewalks to be installed where missing:
 - + 110 Street*
 - + 111 Street
 - + 86 Avenue east of 109 Street (see page 29)
 - + Braithwaite Park, 8018 112 Street
- + 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 per cent City funded.

*110 Street: The final design for the 110 Street missing sidewalk links preserves the park-like feeling of the homeowners pathways but will replace their materials (mud, grass, patio blocks, paving stones, shale) with a consistent hard surface (concrete). To maintain the beauty of the boulevard and right-of-way that many homeowners have established, the new concrete sidewalk will match the existing alignment of desired walking lines with meandering paths and narrower sidewalks where possible.



BEFORE



AFTER



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
- + **86 Avenue / 109 Street:** Southwest and southeast corners
- + **90 Avenue / 110 Street:** Northeast and southwest corners, traffic island in centre of road



What changed since the final design November 2020?

- + **85, 86 and 88 Avenue off of 109 Street:** Shortened pedestrian crossing distances
- + **86 Avenue / 109 Street:** Curb extensions added to southwest and southeast corners

Pedestrian crossings

Crosswalks

- + Near alley west of 109 Street:
 - + **84 Avenue:** Curb ramp added to south side
 - + **86 Avenue:** Marked and signed
 - + **85 Avenue:** Shortened crossing distance
- + **110 Street / 84 Avenue:** Raised crosswalk added to south side
- + **111 Street / 86 Avenue:** North side

RAISED CROSSWALK AT 110 STREET / 84 AVENUE



Tactile warning indicators

Tactile warning indicators will be added to intersections along:

- + 84 Avenue at 109, 110 and 111 streets
- + 109 Street at 79, 80, 81, 84, 85, 86 and 88 avenues
- + 110 Street from 79 to 88 Avenue
- + 111 Street at 82, 83, 85 and 86 avenues

See [page 22](#) for a map of specific locations

TACTILE WARNING INDICATOR EXAMPLE



What changed since the final design November 2020?

- + **83 Avenue:** Crossing enhancement removed
- + **86 Avenue / 109 Street:** Curb extensions added to southwest and southeast corners
- + **110 Street / 84 Avenue:** Raised crosswalk added to south side
- + **Tactile warning indicators added to:**
 - + 109 Street at 79, 80, 81, 84, 85, 86 and 88 Avenues
 - + 111 Street at 82 Avenue

WALKING

Rail Trail

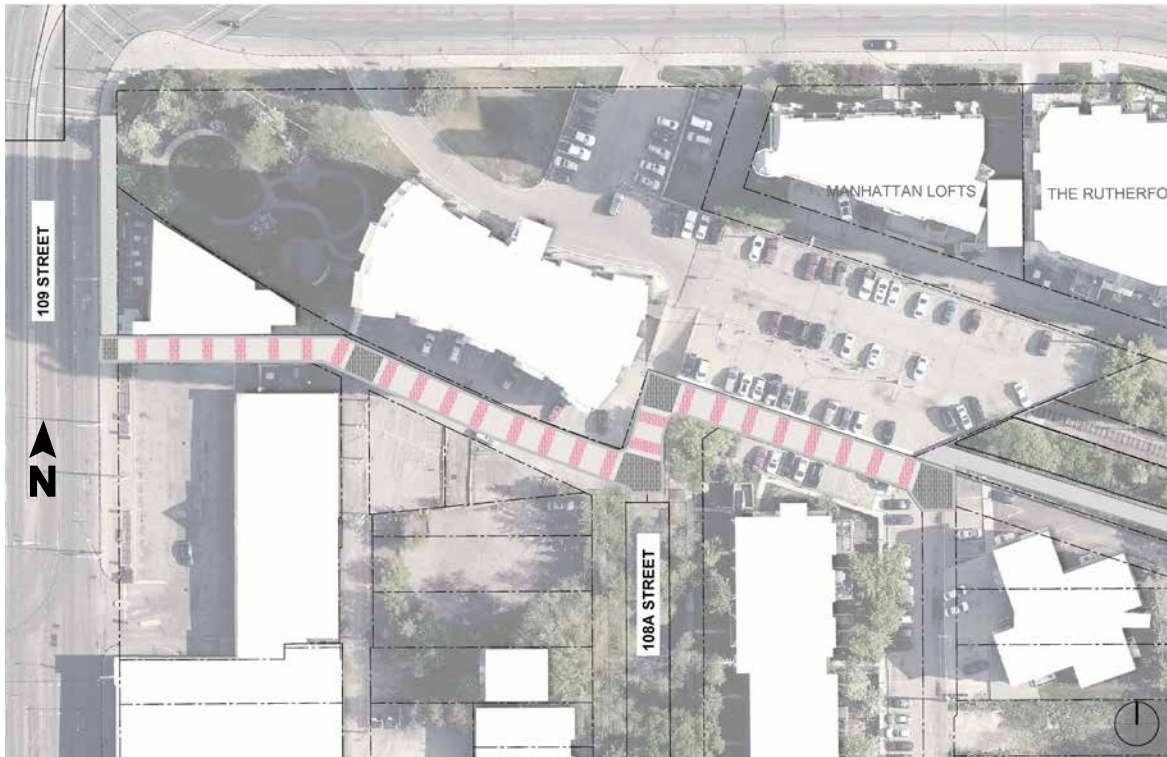
As part of the Southside Bike Network a shared-use path will be installed along the rail corridor from Gateway Boulevard to 109 Street. A portion of this trail, from Gateway Boulevard to 107 Street was constructed as part of the Strathcona Neighbourhood Renewal in 2020. The remainder of the trail, from 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:** Shared-use path on the south side of the rail corridor
 - + **108A Street to 109 Street:** Shared-use road treatment in the alley
 - + **109 Street to Saskatchewan Drive:** Shared-use path

Rail Trail



WEST OF 108 STREET

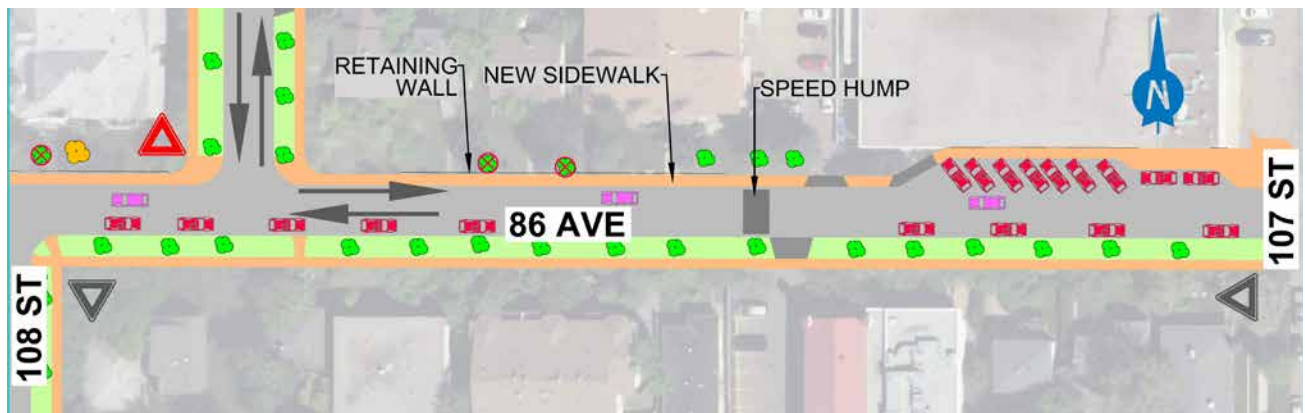












WALKING

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 TRAFFIC DIRECTION:  |
| EXISTING TREES:  | REMOVE EXISTING TREES:  |
| NEW TREE:  | EXISTING SIGNAGE:   |
| NEW SIGNAGE:   | SPEED HUMPS:  |

86 Avenue

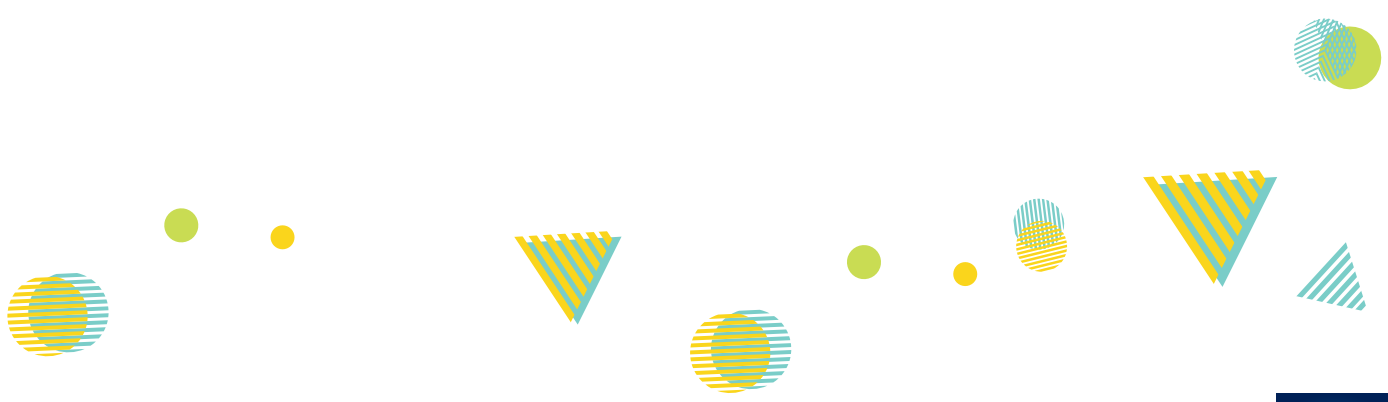
108 TO 109 STREET



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

What changed since the final design November 2020?

- + **86 Avenue:** Parking retained on the south side near 109 Street
- + **86 Avenue / 109 Street:** Curb extension added to southeast corner



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
Driving changes*	See map (page 31)
Traffic signage and direction*	Stop and yield signs, direction changes
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: chicanes, 111 to 112 Street: raised bike lane
85 Avenue: 109 to 110 Street*	Parking both sides,
110 to 111 Street*	Speed hump mid-block
111 to 112 Street*	Painted bike lane and shared-use roadway, median at 112 Street entrance
109 Street entrance*	Enhancements
86 Avenue: 108 to 109 Street*	Speed hump
109 to 110 Street*	Parking / bus bay, mid-block pedestrian crossing
109 Street entrance*	Enhancements
111 to 112 Street*	Two-way traffic, curb extension, raised crosswalk north side of 86 Avenue at 111 Street
88 Avenue: 109 to 110 Street*	Raised bike lane on north side

*Click to go directly to details

DRIVING/TRAFFIC

LOCATION / TOPIC	Final Design Includes:
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
110 Street: 76 Avenue to Saskatchewan Drive*	Protected bike lane on west side
110 Street: 76 to 82 Avenue*	Southbound travel lane removed
111 Street: 82 to 83 Avenue*	Painted bike lane
83 to 84 Avenue*	On-street protected bike lane
83 to 97 Avenue	Existing painted bike lane removed
84 to 86 Avenue*	Parking on both sides of street
86 to 87 Avenue*	Parking relocated to west side, DATS loading zone east of 86 Avenue, raised crosswalk north of 86 Avenue
University Avenue and 110 Street intersection	Bollards to replace median
Parking*	Locations, restrictions
Existing road enhancements – unchanged*	107 Street existing curb extensions 83 Avenue /108 Street existing curb extensions 111 Street and University Avenue medians

*Click to go directly to details

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

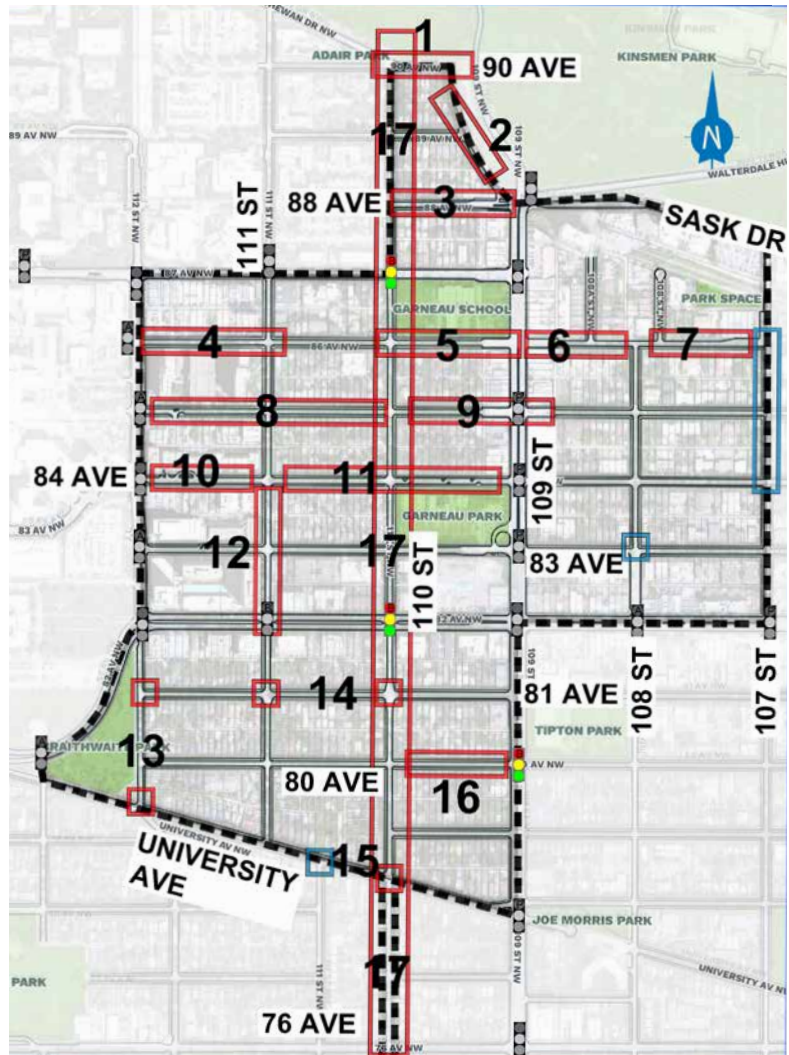
What we heard about Driving and Traffic in Garneau

- + 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.

DRIVING CHANGES

New enhancements

1. 90 Avenue (see page 47)
2. 89 Avenue (see page 18)
3. 88 Avenue (see page 16)
4. 86 Avenue (111 to 112 Street) (see page 46)
5. 86 Avenue (109 to 110 Street) (see page 45)
6. 86 Avenue (108 to 109 Street) (see page 44)
7. 86 Avenue (107-108 Street) (see page 43)
8. 85 Avenue (110 to 112 Street) (see page 41)
9. 85 Avenue (109 to 110 Street) (see page 41)
10. 84 Avenue (111 to 112 Street) (see page 39)
11. 84 Avenue (109 to 111 Street) (see page 39)
12. 111 Street (82 to 84 Avenue) (see page 50)
13. 112 Street (81 Avenue and University Avenue) (see page 19)
14. 81 Avenue (110 and 111 Street intersections) (see page 37)
15. University Avenue (see page 52)
16. 80 Avenue (109 to 110 Street) (see page 36)
17. 110 Street bike facility (76 Avenue to 90 Avenue) (see page 5)



Existing Enhancement To Remain:

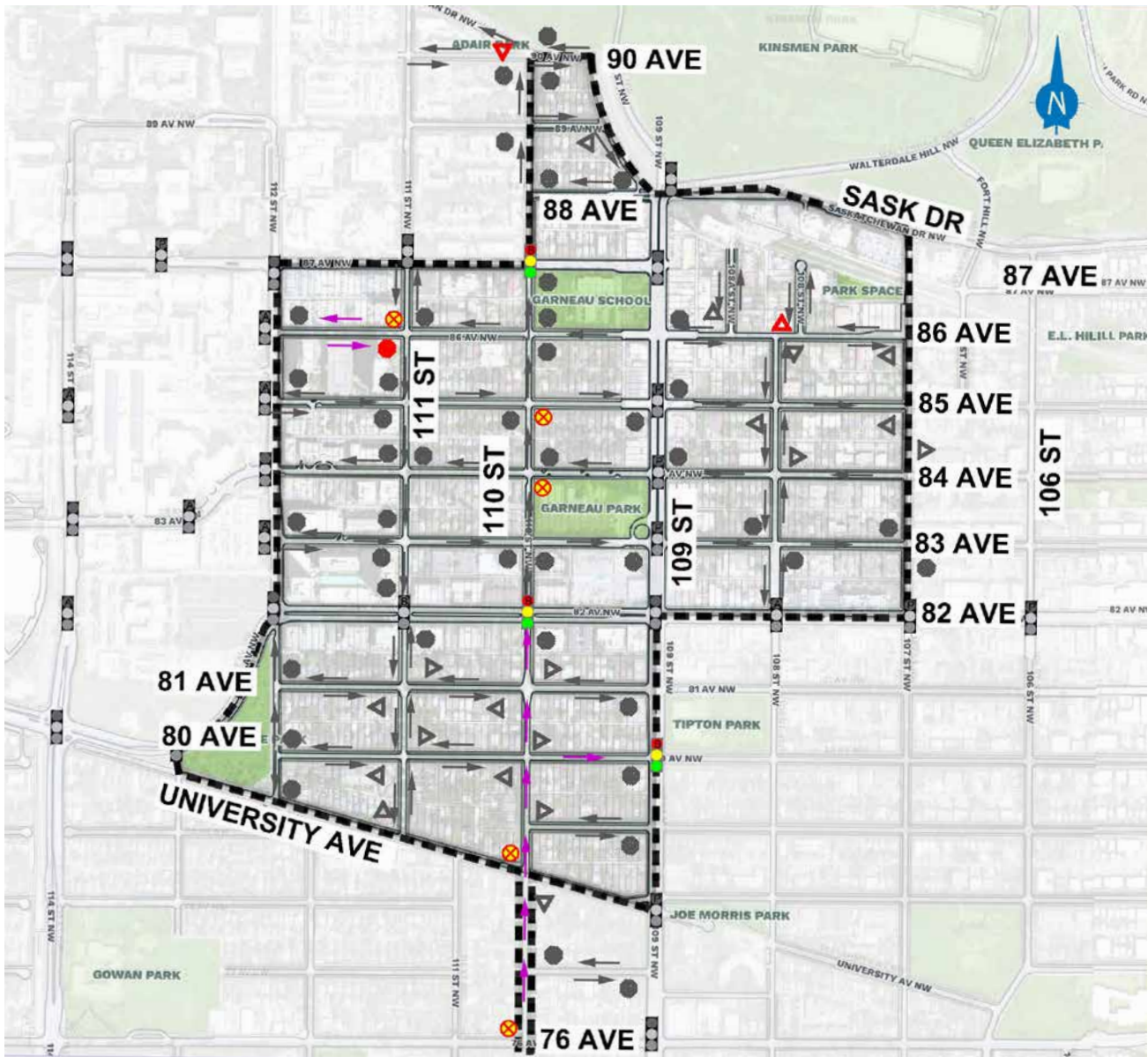
New Enhancement:



Existing enhancements to remain (see page 52)


- + 107 Street existing curb extensions
- + 83 Avenue and 108 Street existing curb extensions
- + 111 Street and University Avenue medians

DRIVING

TRAFFIC SIGNAGE AND DIRECTION



New Signage:  


New Bike Signal: 

New Traffic Direction: 

Existing Signal: 

Existing Traffic Direction: 

Existing Signage:  

Existing Signage Removed: 

DRIVING

What changed since the final design November 2020?

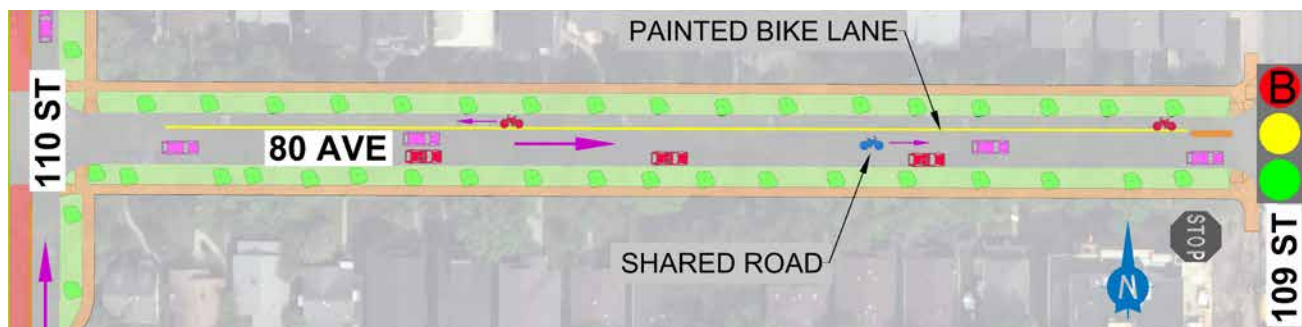
- + **80 Avenue at 110 Street:** Removed median
- + **85 Avenue between 110 and 111 Street:** Added speed hump mid-block
- + **86 Avenue:** Added curb extension to the southwest and southeast corners, narrowed road west of 109 Street to alley shortening crossing distance for pedestrians
- + **90 Avenue / 110 Street:** Added bike lane slip ramp, added curb extension to southwest corner
- + **110 Street / 84 Avenue:** Added raised crosswalk to south side of intersection



DRIVING

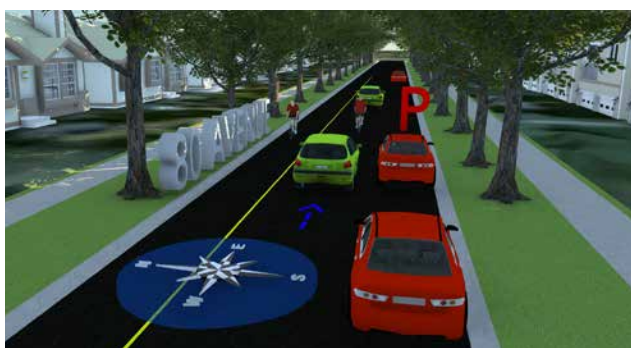
80 Avenue: 109 Street to 110 Street

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 onto 109 Street. Bikes will share the road with traffic going eastbound. Public parking will be available on the south side of the road.



NEW TRAFFIC DIRECTION: NEW BIKE SIGNAL: CONCRETE MEDIAN:

PARKING: EXISTING SIGNAGE:



What changed since the final design November 2020?

- + **80 Avenue / 110 Street:** Removed median at bike entrance

DRIVING

81 Avenue

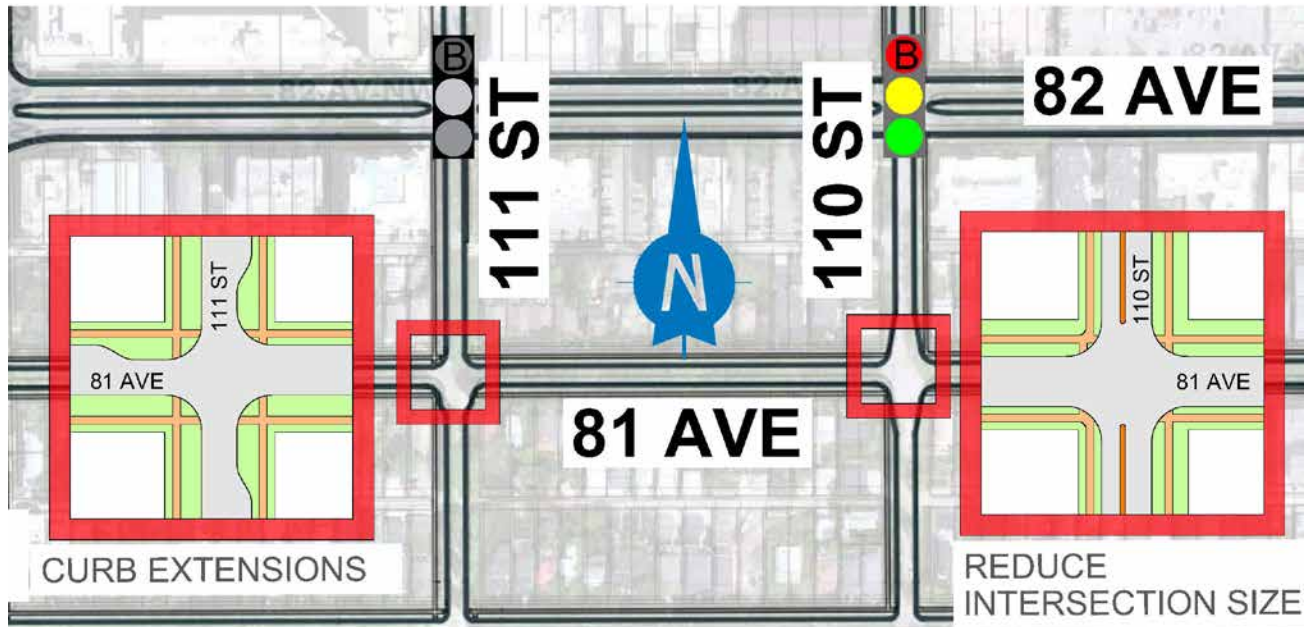
110 Street Intersection

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

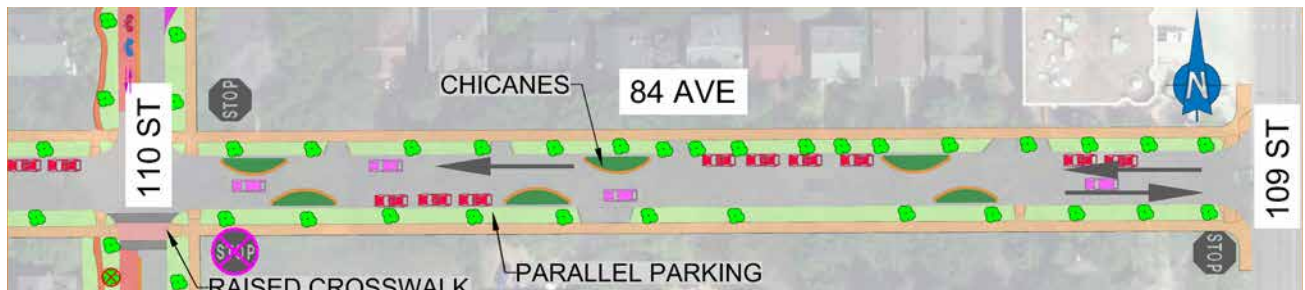


DRIVING

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 a curb ramp on south side across from the alley.



110 Street to 111 Street: Landscaped chicanes with parallel parking



LANDSCAPED CHICANES WITH LID



The landscaped chicanes will include Low Impact Development (LID) infrastructure which uses natural features to protect water quality and lessen the impact to our drainage system. [See LID for more information.](#)

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:	PARKING:	EXISTING TREES:
EXISTING TRAFFIC SIGNAL:	EXISTING SIGNAGE:	EXISTING TRAFFIC DIRECTION:
		EXISTING TREES REMOVED:



What changed since the final design November 2020?

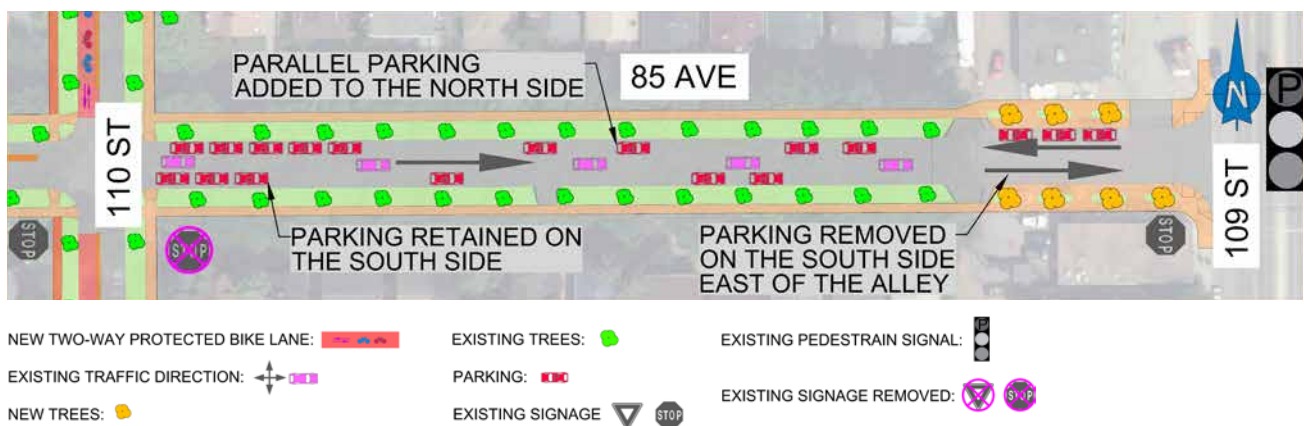
- + Concrete header added identifying buffer for people exiting parked cars and people who bike of potential conflict area

DRIVING

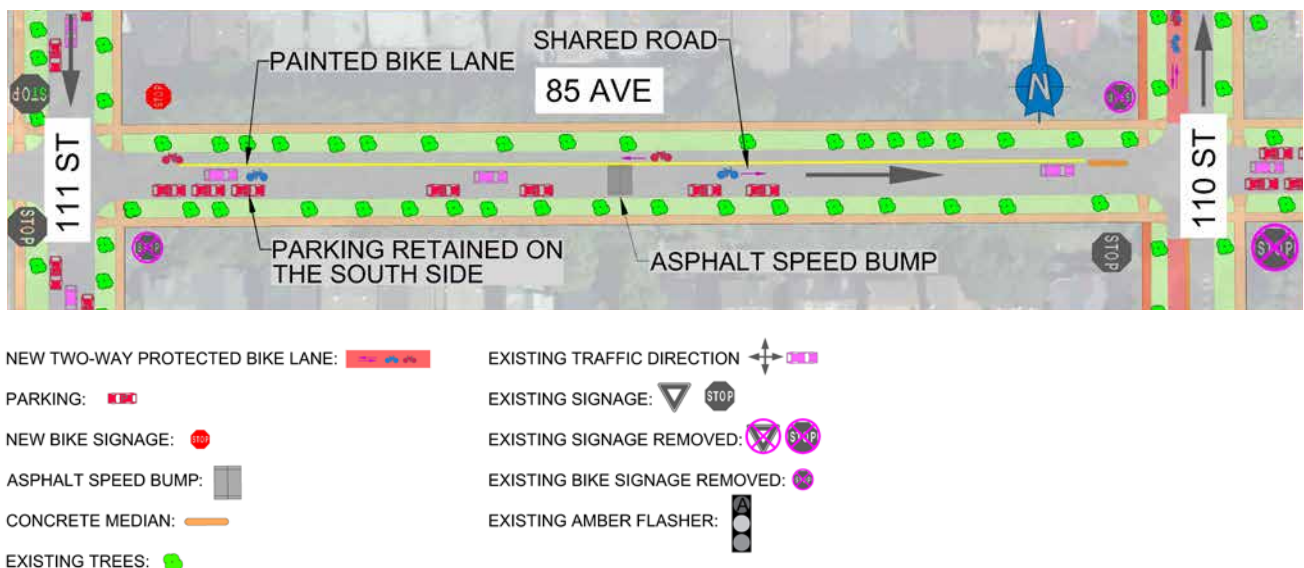
85 Avenue: 108 Street to 112 Street

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

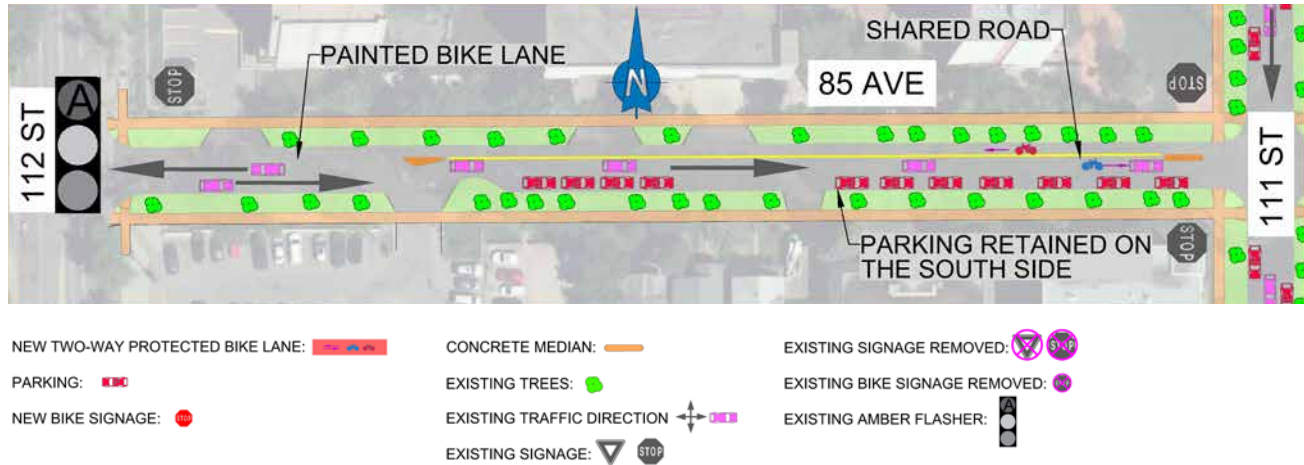


110 Street to 111 Street: Painted bike lane on north side and shared-use roadway

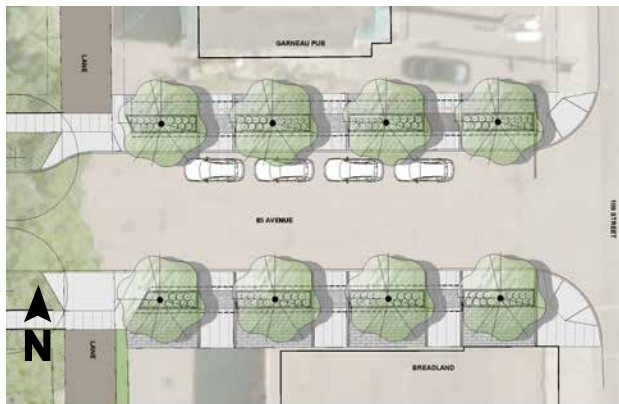


85 Avenue

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 final design November 2020?

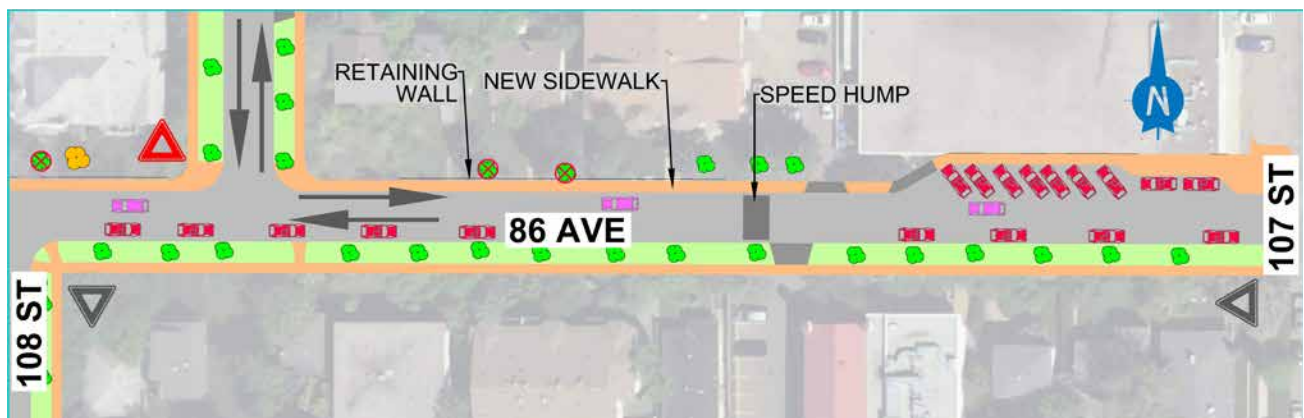
+ **110 Street to 111 Street:** Added speed hump mid block

DRIVING

86 Avenue: 107 Street to 112 Street

107 Street to 108 Street

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










- | | |
|-----------------|-----------------------------|
| PARKING: | EXISTING TRAFFIC DIRECTION: |
| EXISTING TREES: | REMOVE EXISTING TREES: |
| NEW TREE: | EXISTING SIGNAGE: |
| NEW SIGNAGE: | SPEED HUMPS: |

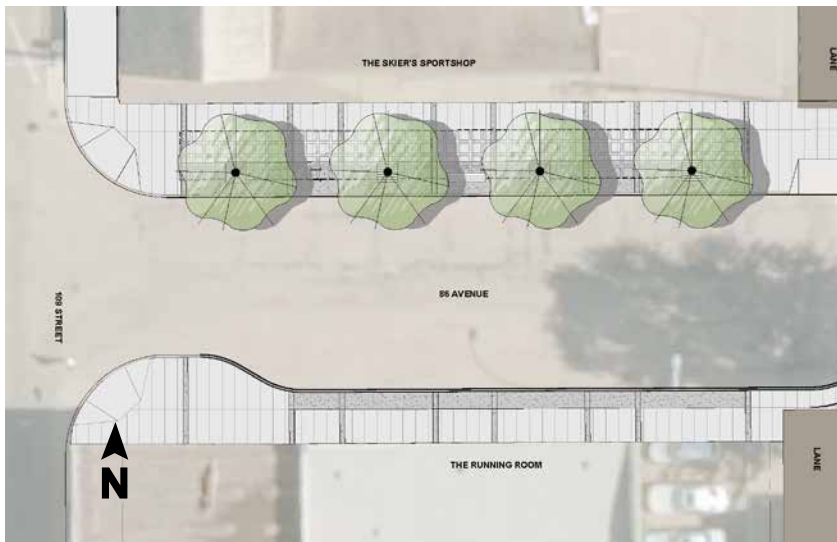
86 Avenue

108 Street to 109 Street

A new boulevard will be added to the north side between 109 and 108A Street with tree plantings for a more residential feel and the road will be narrowed to slow traffic.



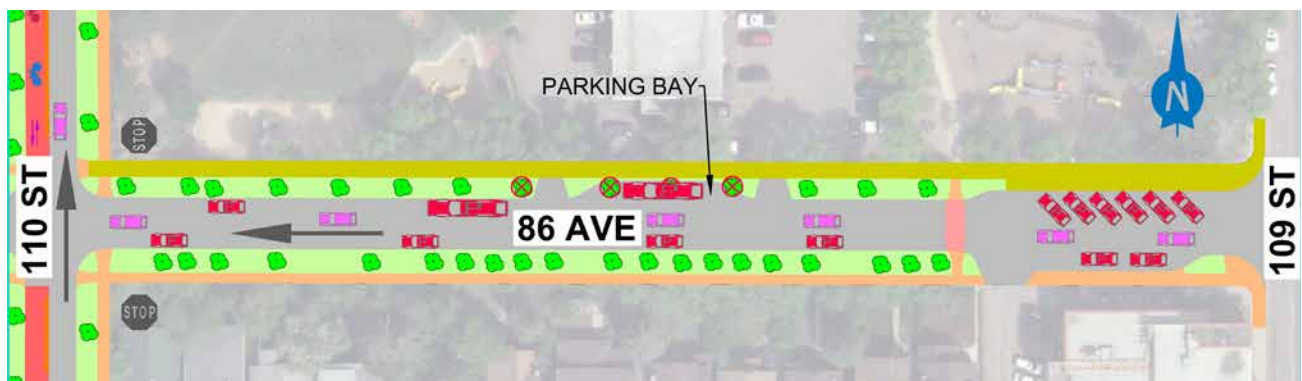
- PARKING: 
- EXISTING TREES: 
- NEW TREES: 
- EXISTING TRAFFIC DIRECTION: 
- REMOVE EXISTING TREES: 
- EXISTING SIGNAGE:  



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.



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

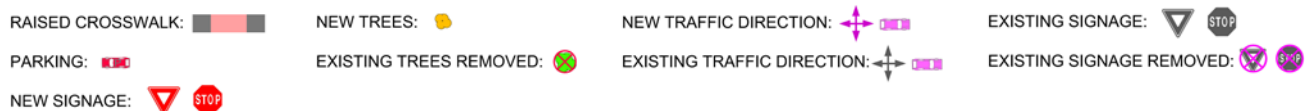
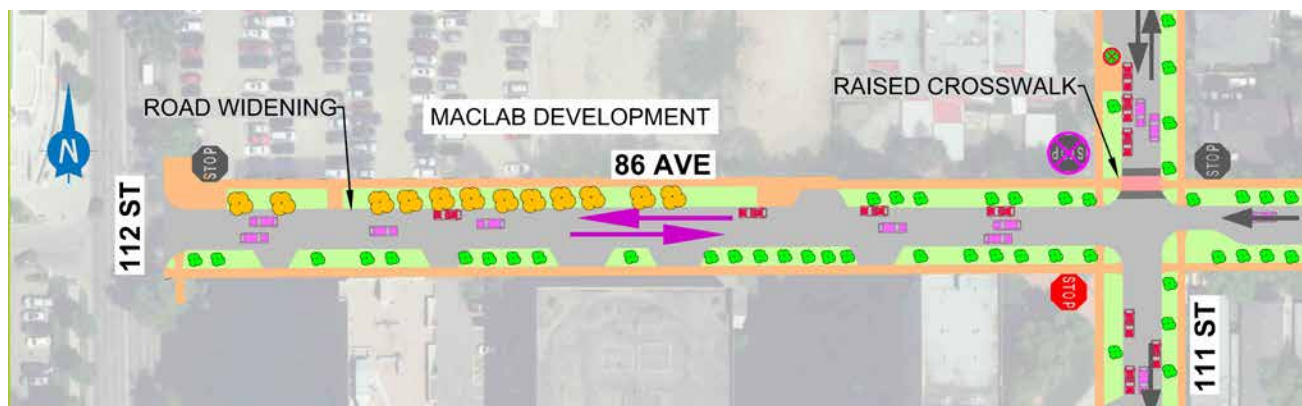


86 Avenue

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



What changed since the final design November 2020?

- + **111 Street intersection:** Raised crosswalk confirmed
- + **West of 109 Street intersection:** New curb extension on southwest corner
- + **East of 109 Street intersection:** New curb extension on southeast corner, parking to remain 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-USE ROAD:

EXISTING SIGNAGE:

EXISTING TREE REMOVED:

NEW YIELD SIGN:

90 Avenue / Saskatchewan Drive / 110 Street Intersection

TRAFFIC ISLAND



DRIVING

111 Street: 82 Avenue to 87 Avenue

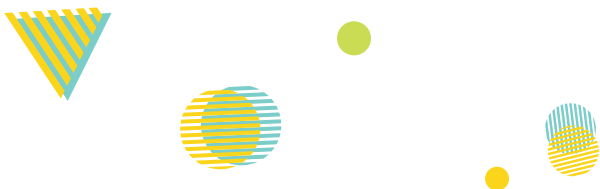
82 Avenue to 83 Avenue: A painted bike lane will connect 82 Avenue to the 83 Avenue protected lane.

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

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).



111 Street

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:
- CONCRETE MEDIAN:

85 AVENUE TO 87 AVENUE



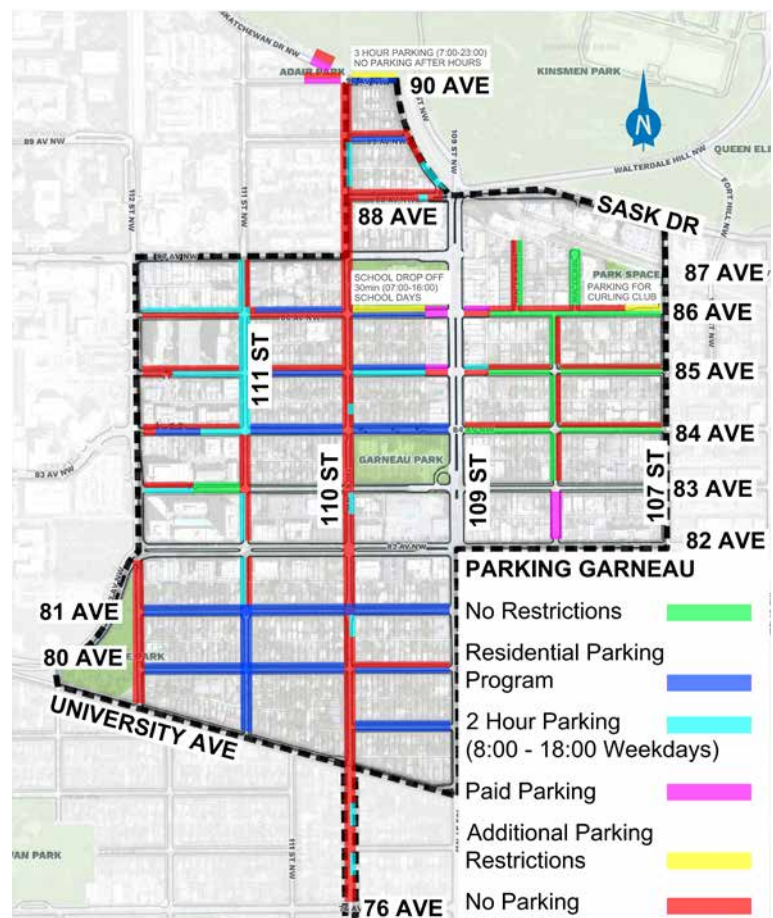
- NEW RAISED CROSSWALK:
- NEW TRAFFIC DIRECTION:
- PARKING:
- EXISTING TRAFFIC DIRECTION:
- EXISTING TREES:
- EXISTING TREES REMOVED:
- NEW SIGNAGE:
- EXISTING SIGNAGE:
- REMOVE EXISTING SIGNAGE:

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



What changed for parking in Garneau since the final design November 2020?

- + Parking on the south side of 85 Avenue changed from proposed residential parking to 2 hour parking

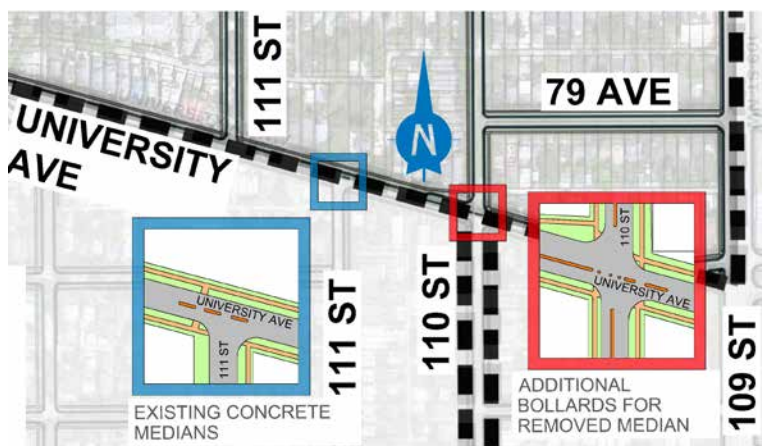
DRIVING

Existing Road Enhancements

The following road enhancements existing on Garneau's road today, will be rebuilt in their same form:

- + 107 Street curb extensions
- + 83 Avenue and 108 Street curb extensions
- + 111 Street and University Avenue medians

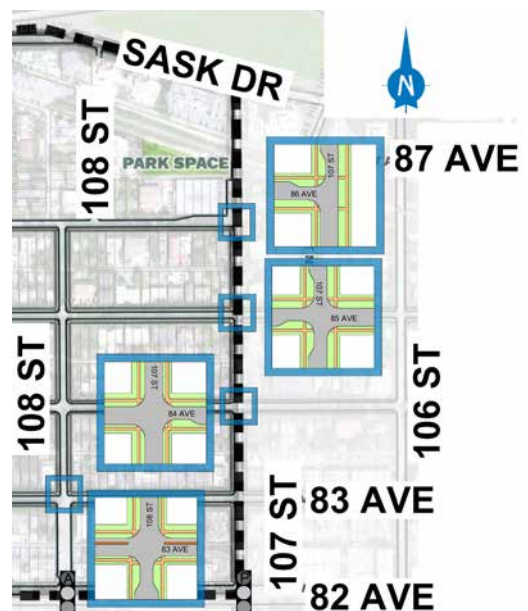
UNIVERSITY AVE



Existing Enhancement To Remain:

New Enhancement:

EAST GARNEAU



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.

Location / Topic	Final Design includes:
Braithwaite Park*	Fenced dog park, pathways, tree plantings, boulevard sidewalks
City Arts Centre / Bus Turnaround* (Not funded for Renewal Construction)	Continuous north-south green space, boulevard trees, pedestrian path
Park Space at 107 Street/ 86 Avenue*	Multi-use programming open space, playground seating
Adair Park*	Plaza, seating, pedestrian connections
88 Avenue - Commercial Area west of 109 Street	Patio area, plaza, seating, maple tree, bike parking
Seating Nodes*	Locations
Trees*	Location of new tree plantings and potential removals
Low Impact Development*	Potential locations and features (Storm water retention)
Street Lights*	Locations

*Click to go directly to details

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.

Funding

The Neighbourhood Renewal Program is funded through the tax-levy, and managed through a Neighbourhood Renewal Reserve.

As outlined in the Neighbourhood Renewal Program City Policy C595, the Neighbourhood Renewal Program provides for infrastructure enhancements where there is a need to adopt current design or functional standards, and is primarily focussed on renewing neighbourhood-level roads.

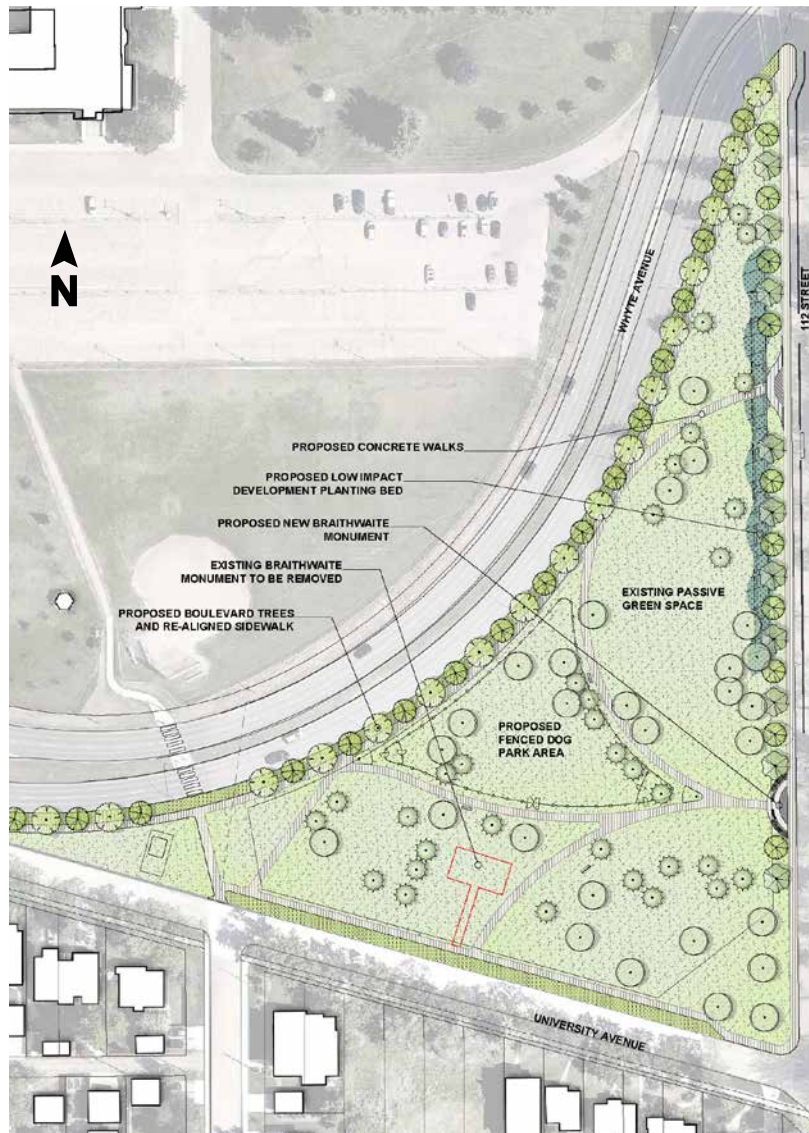
All proposed enhancements may not be accommodated within the limits set out in City Policy C595. To deliver these enhancements, the Project Team has leveraged other City program funding to deliver better value as part of neighbourhood reconstruction. Improvements such as the designs near the commercial area along 88 Avenue, the Rail Trail and some park enhancements like the off-leash dog area at Braithwaite Park have been confirmed.

At this time, improvements to City Arts Park are not funded and will not be constructed in alignment with neighbourhood renewal. It may be considered in the future as a partnered project with the community and the City. This work would need to be initiated by the community in consultation with the Neighbourhood Resource Coordinator.

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

Braithwaite Park

PLAZA



FENCE TYPE (EXAMPLE)



PATHS AND DOG PARK

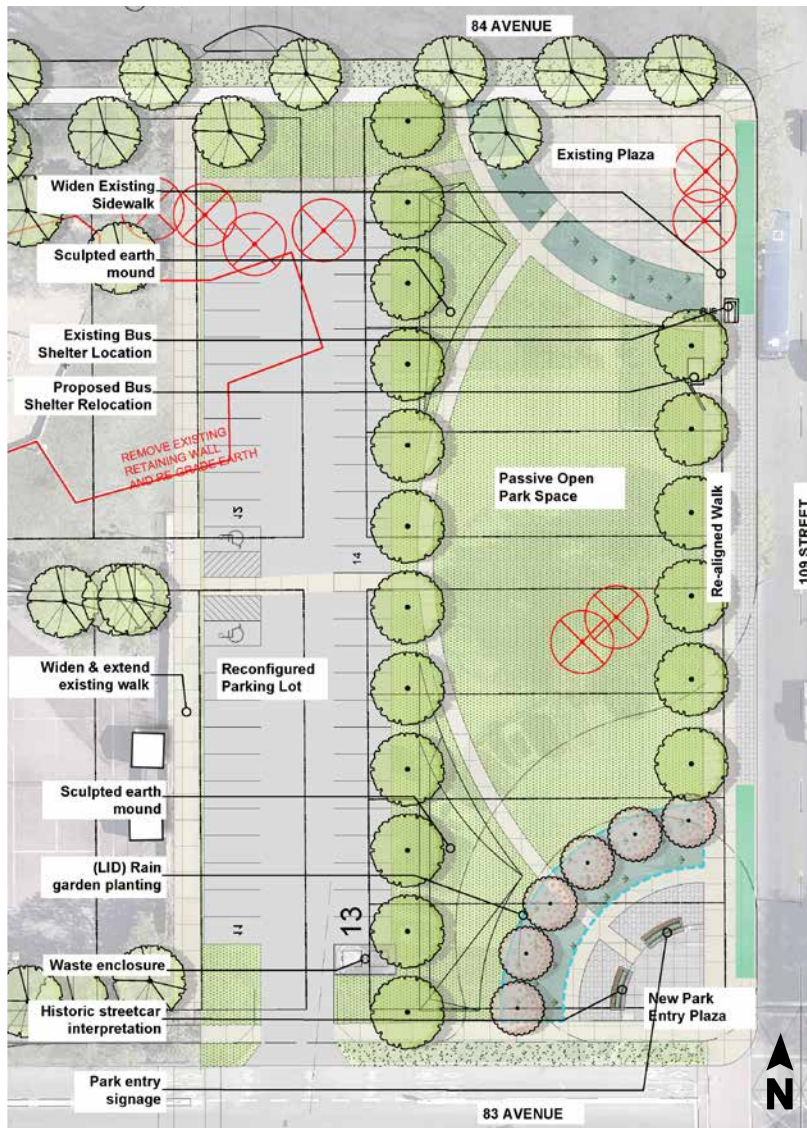


PLAYING

City Arts Centre / Bus turnaround

(Not funded for Neighbourhood Renewal construction)

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

City Arts Centre / Bus turnaround

BIRDS EYE VIEW



ENTRY PLAZA



SCULPTED EARTH MOUNDS

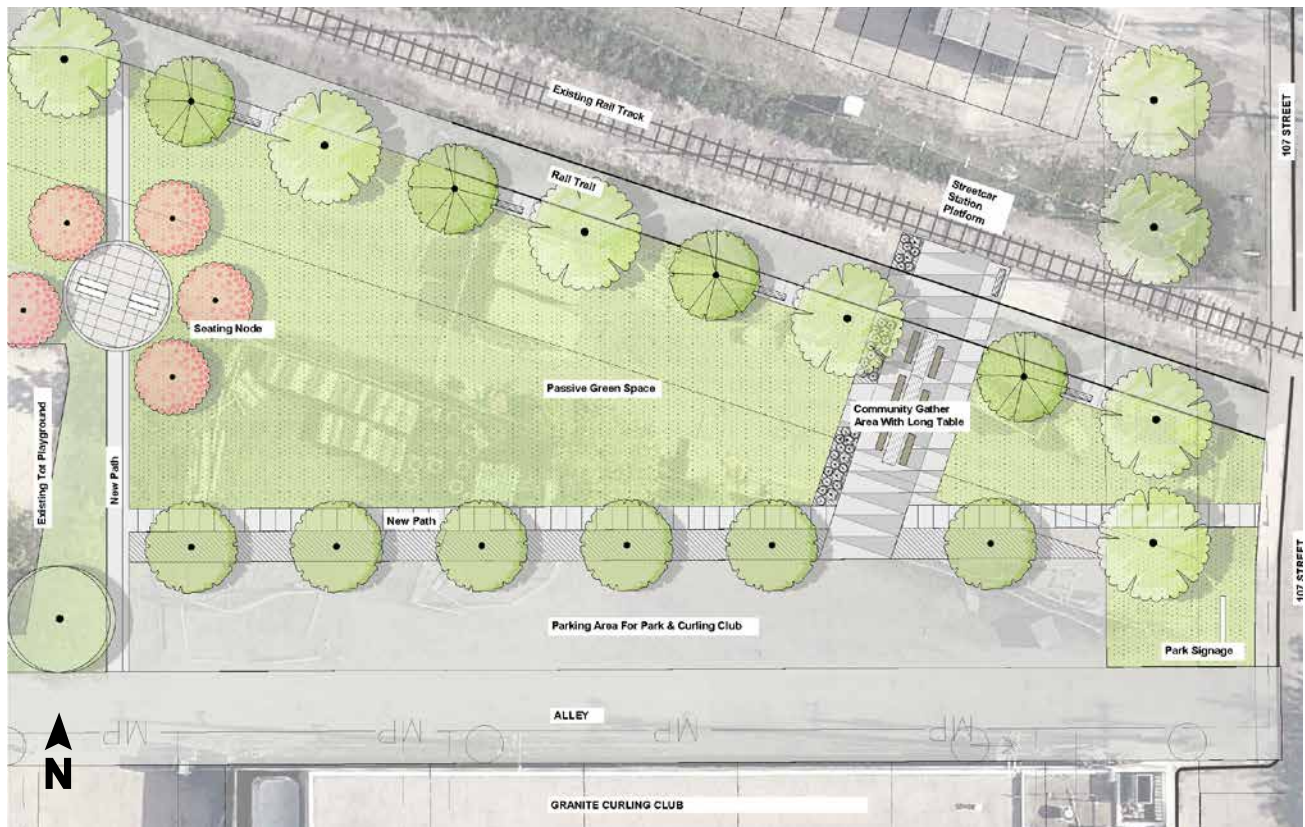


PLAYING

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.



Park Space at 107 Street / 86 Avenue

STREET CAR PLAZA



LONG GATHERING TABLE



City Park Naming Process

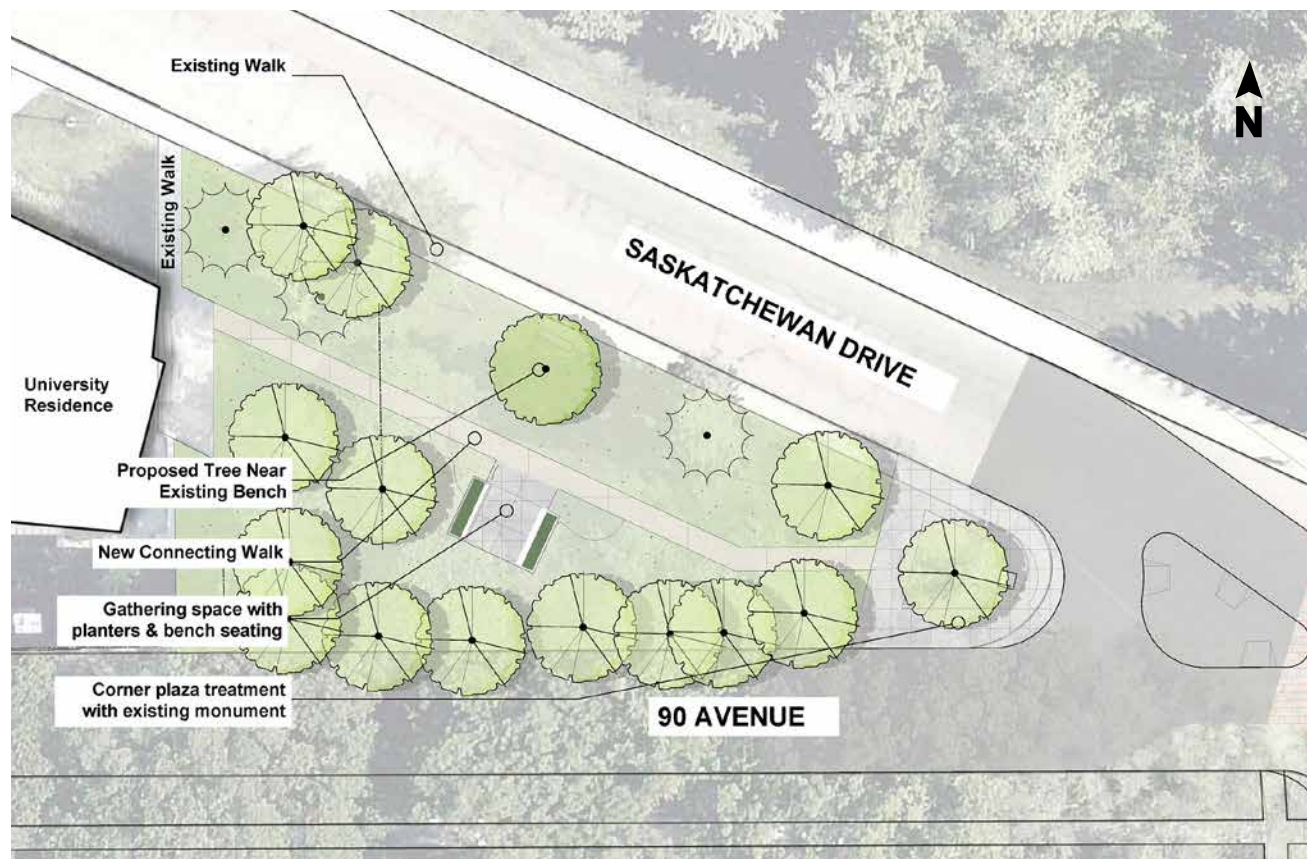
The park space at 107 Street / 86 Avenue currently does not have a name. A number of community volunteers have come forward to begin the process to have the park officially named. If you are interested in supporting the name submission please email becky.redford@edmonton.ca to have your contact information shared with the group.

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.



Adair Park

GATHERING AREA



BENCH PLANTER



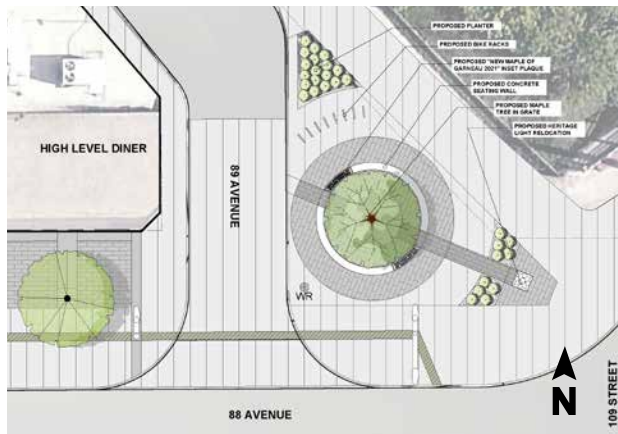
MONUMENT



PLAYING

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.



LEGEND

PRECEDENT IMAGES



1
SAW CUT BROOM FINISH
CONCRETE



2
STONE PAVER



3
CONCRETE UP-STAND BENCH
WITH WOOD TOPPING



4
BIKE RACK



5
PATIO WITH LOW FENCING



6
PEDESTRIAN LIGHT



7
ROAD LIGHT

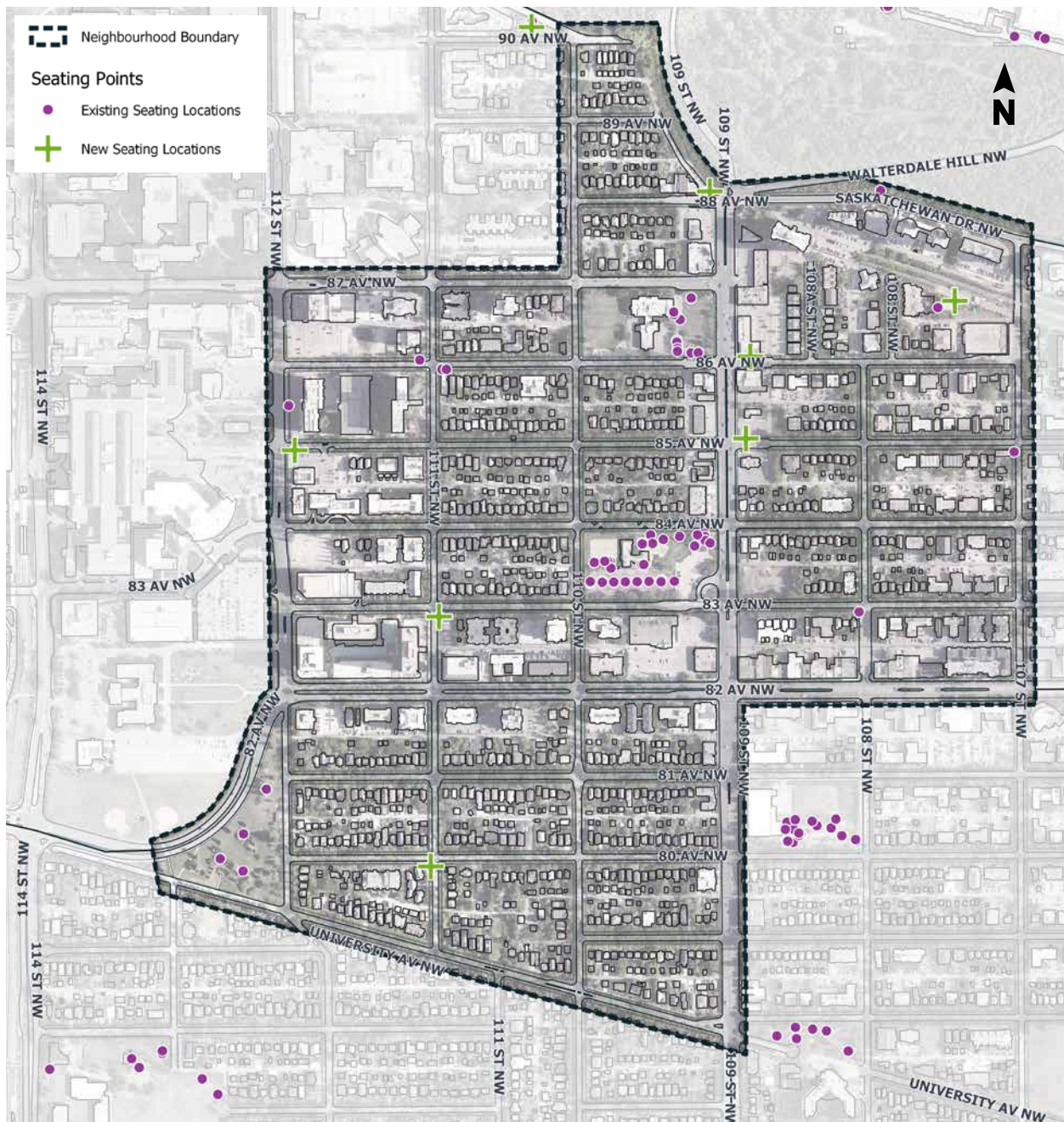


What changed since the final design November 2020?

- + A new maple tree added to the plaza area
- + Seating changed
- + Historic lamp relocated
- + Bike parking added to the south side of 88 Avenue

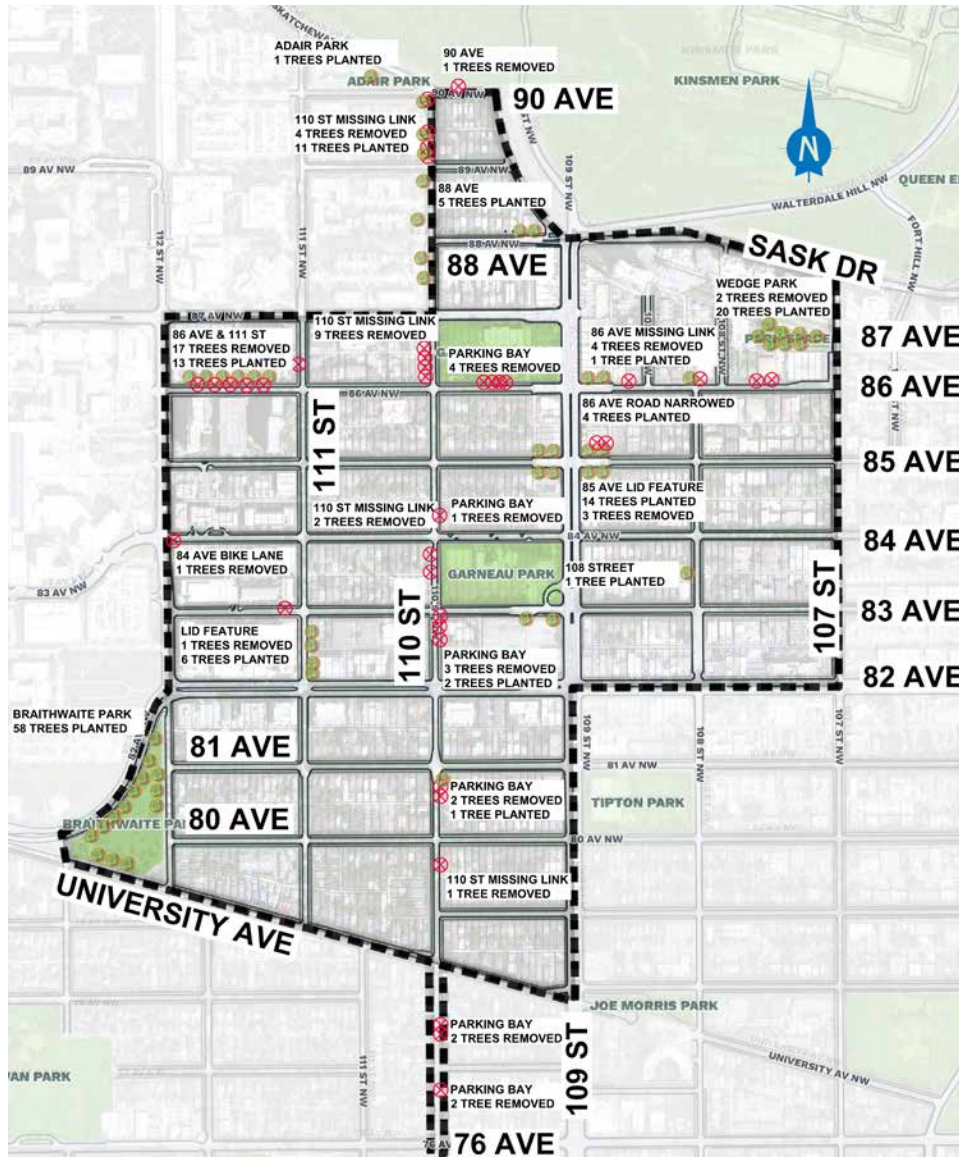
SEATING NODES

Additional seating locations will be added to entrances into the neighbourhood and park spaces. Existing seating locations will remain.



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:

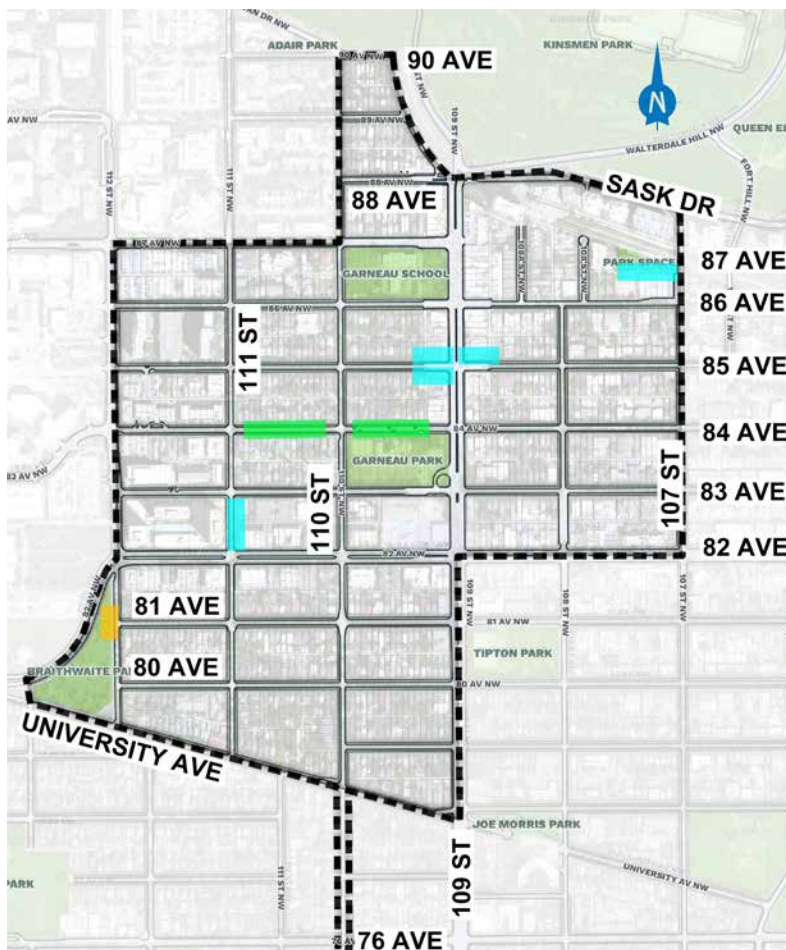
TOTAL NEW TREE PLANTINGS: 137

TOTAL TREE REMOVAL: 59

Low Impact Development (LID)

Throughout Garneau, we will be installing Low Impact Development (LID) infrastructure which uses natural features to protect water quality and lessen the impact to our drainage system.

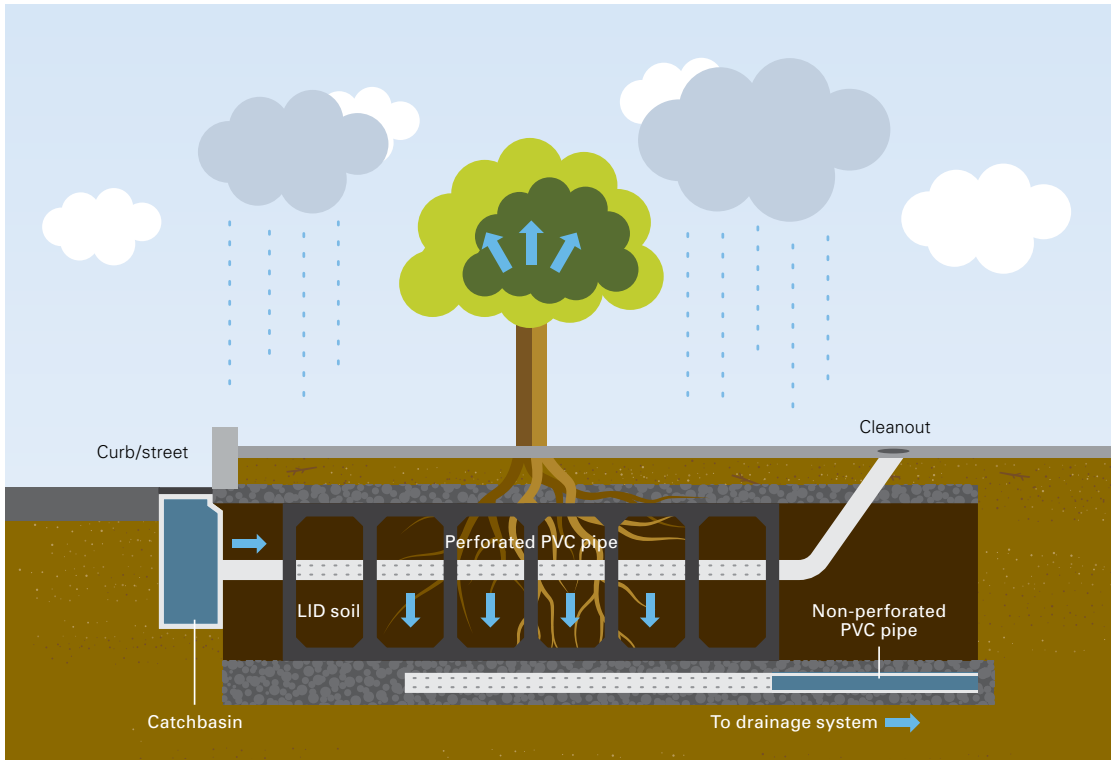
Currently, when it rains, the water on your street flows into a catch basin connected to underground pipes which lead to the wastewater treatment plant or into the North Saskatchewan River. Garneau's construction will include LID features that rainwater and snow-melt will be directed into. LID uses plants and special soils to capture, store and manage the water from small rain events. Excess water drains into the underground pipes as it did before.



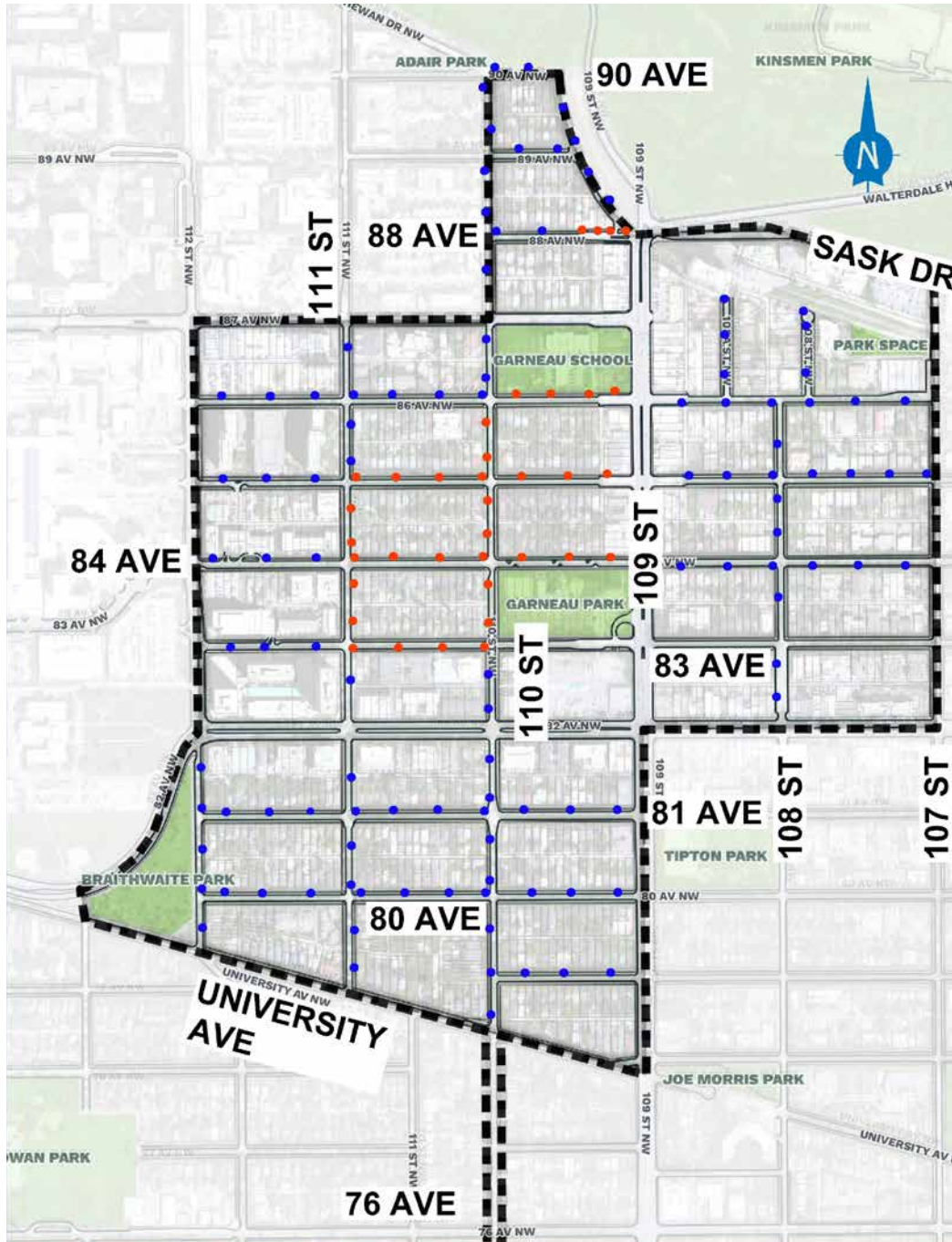
For more information on Low Impact Development (LID) CLICK HERE

LID PLAN GARNEAU

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



Garneau Street Lights



- STANDARD STREET LIGHT: ●
- DECORATIVE STREET LIGHT: ●