

THE WAY WE LIVE

# STONY PLAIN ROAD STREETSCAPE

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## Jasper Place Revitalization Strategy: Vision

The people involved in the Jasper Place Revitalization Strategy envision:

### Goal 1: Feeling safe in our community

Create a community where feeling safe is common--where children can play freely, residents and visitors can walk and ride bikes safely, and where drugs and crime are under control. The Jasper Place area will be known as a safe community in which to live, work and play.

### Goal 2: Connecting our community

Create a community where neighbours and business owners know each other and all work together to resolve issues and create opportunities. Residents and business owners take pride in their community and share this pride through street appeal, cleanliness and events. A community newspaper and other efforts help to market a positive image.

### Goal 3: Building our community

Jasper Place is the place to live and have a business. Storefronts are well kept, clean and bring pride to the area. Parkland, schools and pedestrian walkways have plenty of lighting. Sidewalks, roadways and signage are improved and safe for all users. Adult businesses are only a small component of area business.

The **Stony Plain Road Streetscape Improvements Initiative** is one element of the Jasper Place Revitalization Strategy.



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## Stony Plain Road Streetscape Improvements Initiative Stage 1: 149 Street to 158 Street

### The Project

- Stony Plain Road streetscape improvements are a result of the City's continued efforts to revitalize the neighbourhoods of West Jasper Place, Canora, Glenwood, and Britannia-Youngstown--the Jasper Place Revitalization Strategy.
- Stony Plain Road is emerging as one of West Edmonton's key destinations. The project will help make Stony Plain Road a place where people want to live, work and shop.
- Streetscape improvements involve creating a sustainable, vibrant and well-designed pedestrian-friendly mixed-use 'main street', accessible by a variety of transportation modes.
- Public consultation for Stony Plain Road began in 2008 with the local community and businesses working with the Project for Public Spaces and the City of Edmonton in identifying ways to improve the Stony Plain Road corridor.
- Eleven million in funding through the Great Neighbourhoods Initiative is earmarked for the Stony Plain Road streetscape improvements over the next three years.

### The Project Area

- Stage 1 - 149 Street to 158 Street (includes side streets one block north and south of corridor)
- Stage 2 - 158 Street to 170 Street



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## Timeline



The project is two stages. Construction for Stage 1 (149 Street to 158 Street) will be carried out over two years. Stage 2 (158 Street to 170 Street) will be conducted following the completion of Stage 1; currently no schedule has been set.

January 2012	Public Input to Streetscape Improvements
February 2012	Streetscape Improvements Concept Plan
Summer 2012-2013	149 Street - 158 Street Construction (Stage 1)
Following Stage 1 Completion	158 Street - 170 Street (Stage 2)



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## West LRT: Downtown to Lewis Farms Transit Centre

The City is committed to ensuring that future LRT becomes an asset to the village character as part of the revitalization strategy for Stony Plain Road.

City Council passed several important motions related to improving the Stony Plain Road corridor and surrounding neighbourhoods including the Jasper Place Revitalization Strategy and West LRT line.

The goal is for LRT and the Stony Plain Road streetscape to be complementary.

The City is moving forward with the planned investments as part of the council approved revitalization strategy including physical components for identified needs like walkability, biking, way finding, gathering places, connections to businesses and the river valley, parking, transit, streetscape elements including trees, and green infrastructure.

City Council has not provided a timeline for construction of the West LRT, therefore work is continuing on the streetscape mindful of LRT but focusing on achieving the vision of the Jasper Place Revitalization Strategy.

Future changes related to transit service related to LRT may impact the streetscape.

## Funding

Funding for West LRT is currently not in place.

LRT projects require significant investment from all levels of government.

## Timing

February 2010 Council identified Southeast to West LRT would be next priority after (or concurrent with) NAIT LRT.

November 2011 Council passed a motion to prioritize Southeast to Downtown LRT and a funding formula of \$800 million from 2014 to 2018.

Fall 2013 Completion of preliminary design for West LRT.



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## Stony Plain Road Streetscape Improvements Initiative Public Consultation

This public consultation process builds upon the extensive involvement of the community and input received on this project to date.

The City is committed to open and transparent public consultation processes; the public consultation component of this project follows the City's *Involving Edmonton* initiative.

### Previous Consultation

March 2008	Design Charrette on Physical Changes
April/May 2008	Projects for Public Spaces Report and Open House
October 2008	Building Group Workshop - Consultation with BRZ
December 2008/ January 2009	Discussions with Property Owners
February 2009	Workshop with Stakeholders (Building Group, Property Owners and Steering Committee)
March 2009	Urban Design Framework Open House
December 2011	Testing of Key Streetscape Elements with Stakeholders

### 2012 Consultation

January 31, 2012	<b>Public Open House</b> <ul style="list-style-type: none"> <li>• Presentation of Draft Streetscape Improvements</li> <li>• Input and Comments Gathered</li> </ul>
February 15, 2012	<b>Public Information Session</b> <ul style="list-style-type: none"> <li>• Presentation of Final Recommended Streetscape Improvement Concept</li> </ul>
May 2012	<b>Streetscape Design Construction Meeting</b> <ul style="list-style-type: none"> <li>• Final Detailed Streetscape Design</li> <li>• Construction Schedule</li> <li>• Detours, Traffic, Cyclist and Pedestrian Accommodation</li> </ul>

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## Stony Plain Road Streetscape Improvements Initiative: Proposed Key Elements

### Sidewalk

Current	1.5 metres wide (in most locations)
Proposed	2.8 metres wide (in most locations) <ul style="list-style-type: none"><li>• The additional 1.3 metres of sidewalk is obtained from narrowing Stony Plain Road from its current 16.0 metres (curb face to curb face) to 14.5 metres, and widening the sidewalk to property lines.</li></ul>
Future businesses'	The City of Edmonton would also like to immediately explore an agreement for the inclusion of the streets for the inclusion of the streetscaping for the 3 additional meters back from the property line to the building faces. This would allow for the best possible streetscape and sidewalk for Stony Plain Road.

### Roadway

Current	16 metres (curb face to curb face) - 4 travel lanes plus one parking lane on north side.
Proposed	14.5 metres (curb face to curb face) - 4 travel lanes <ul style="list-style-type: none"><li>• Two 3.75 metre outside lanes (including gutter width) and two 3.5 metre inside lanes</li><li>• Weekday Peak Hours - Two travel lanes both east and westbound</li><li>• Weekday Off-peak and Weekend - One travel lane both east and westbound and one parking lane on both north and south sides.</li></ul>
Future	May be impacted by future West LRT.



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## Parking Reconfiguration

Current	Weekday Peak Hours (07:00 - 09:00 and 15:30 - 18:00) <ul style="list-style-type: none"><li>• On-street, parallel parking on north side</li><li>• Side street parallel parking</li></ul>
	Weekday Off-Peak Hours and Weekends <ul style="list-style-type: none"><li>• On-street, parallel parking on north and south sides</li><li>• Side street parallel parking</li></ul>
Proposed	Weekday Peak Hours <ul style="list-style-type: none"><li>• No parking both north and south sides</li></ul>
	Weekday Off-Peak Hours and Weekends <ul style="list-style-type: none"><li>• Two on-street, parallel parking lanes (north and south sides of Stony Plain Road)</li><li>• Perpendicular parking will be added to side streets where appropriate. (A 90° parking configuration allows for nearly double the stalls in the same amount of space as a parallel parking configuration.)</li><li>• Removal of "bulbings" on existing parking lane on north side of Stony Plain Road and closure of 152 Street will create more parking stalls during off-peak hours and weekends.</li><li>• Existing transit exclusive peak hour bus lanes and no parking at bus stops remains unchanged.</li></ul>
Future	May be impacted by future West LRT
	There is potential for land and business owners to reconfigure onsite parking to make the best use of available space.

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## Public Places

Current	No public gathering places between 149 and 157 Streets.
Proposed	<p>Create a public gathering place/amenity space by closing 152 Street to traffic on both the north and south sides of Stony Plain Road. Alley access will be maintained.</p> <ul style="list-style-type: none"><li>• Addition of a public gathering place/ amenity space adds to the Urban Design vision of Stony Plain Road.</li><li>• Provides for a focal point (area of interest) to stage events or increase outdoor space for businesses.</li><li>• Increases on-street parking on Stony Plain Road during weekday off-peak hours and weekends.</li><li>• Existing bus stops will be improved with shelters (space permitting) and made more accessible for mobility impaired riders.</li></ul>
Future	Improve Butler Park (158 Street) to increase vibrant public places.





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## Stony Plain Road Streetscape Improvements: Moving Forward

The Stony Plain Road Streetscape Improvements concept design addresses the council approved Jasper Place Revitalization Strategy and draft Urban Design Vision for a pedestrian-oriented mixed-use main street.

### Proposed Elements

- **Gateway Features** - Community, district and neighbourhood gateway features provide a distinct, recognizable character to Stony Plain Road and adjacent pedestrian oriented areas.
- **Crossings** - Visually enhanced and clearly designated crosswalks increase pedestrian safety and help control vehicular traffic flow.
- **Bicycle Facilities** - Bicycle facilities may be located, if space is available, at bus stop locations and selected intersection corners to contribute to the network of bicycle amenities.
- **Bicycle Lanes** - Strengthened bicycle lanes along 153 Street promote north south connections from Stony Plain Road to the shared-use path along 100 Avenue with further connections to MacKinnon Ravine and the river valley.
- **Side Street Parking** - Ninety degree side street parking helps maximize overall parking availability. (A 90° parking configuration allows for nearly double the amount of stalls in the same space as a parallel parking configuration.)
- **Pass Throughs** - Redeveloped existing and proposed building pass throughs provide efficient pedestrian access to businesses from rear parking and increased pedestrian traffic past storefronts of mid-block businesses.
- **Bus Stops** - Existing bus stops will be enhanced with shelters, subject to available space, and made more accessible for mobility impaired riders.
- **Jasper Place Transit Centre** - This centre will remain in its present location and configuration until the WLRT line is constructed. When LRT is constructed it will be relocated and combined with the new Jasper Place LRT station.



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## Stony Plain Road Streetscape Improvements Initiative: Next Steps

### Information Session

Presentation of Final Recommended Streetscape Improvement  
Concept

Wednesday, February 15, 2012

5:00 p.m. to 9:00 p.m.

Westlawn Chapel

### Streetscape Design Construction Meeting

May 2012

Location TBD

Presentation of final detailed streetscape construction schedule,  
detours and traffic, cyclist and pedestrian accommodations



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# Welcome

Stony Plain Road Streetscape

Improvements Initiative

(149 Street to 158 Street) Open House

January 31, 2012

5:00 - 9:00 p.m.

Presentation: 5:30 and 7:00 p.m. (Chapel)