



urban design plans

2023



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TOUCH THE WATER PROMENADE

urban design plan

While most 21st-century riverfront redevelopments are driven by the demands of urbanization, Touch the Water Promenade is distinct; seeking to restore and regenerate the ecology of the North Saskatchewan River Valley, while providing new opportunities for people to experience the water's edge and accommodating critical infrastructural functions.

A wilderness in the heart of the city, the riverfront is essential ecologically but also culturally and socially, representing an urban identity specific to Edmonton – as an Indigenous space, where gathering, hunting, fishing, and trading has occurred since time immemorial, and a former

industrial space whose degradation is finally being addressed. The project responds to this layered history by preserving and enhancing existing character while inviting people to literally "touch the water."

Social and ecological goals are intertwined in every aspect of the plan. The team examined questions of access from multiple angles. The resulting design solution reconnects the urban fabric to the river through a series of gateways at key nodes; navigates technical constraints including steep grade changes, variable water levels, and frequent icy conditions to provide access right at the water's edge; and slopes pathways to accommodate visitors of varied mobilities. To bring people into the space while respecting its role as a critical wildlife corridor, the circulation design takes into account different modes of human transit, but also different avian, terrestrial, and aquatic species.

This is achieved through the selection of plant species as habitat and food sources for birds, providing unbroken corridors for the movement of larger mammals, and improving feeding and spawning conditions for fish using planting, erosion control, and a softened riparian edge.

This approach was made possible by an interdisciplinary team representing alliances outside of the traditional design and engineering disciplines, including fisheries biologists, environmental scientists, hydrologists, paleontologists, and archaeologists. Furthermore, engagement with 26 Indigenous Nations and Communities as well as over 430 respondents from the general public was an essential component of the process. The plan for Touch the Water Promenade is a model for restoring, protecting, and coexisting with a complex landscape that forms a living part of our collective cultural identity.

ENHANCED GROAT BRIDGE MULTI-USE PATH



ROSSDALE PLAZA, RIVERFRONT SCRAMBLE, AND PUMP HOUSE 2



GROAT RAVINE DAYLIGHTING



THE BEND AT ROSSDALE





Station Lands is located on an approximately 3.6 hectares (9 acres) area south of 105 Avenue between 97 and 101 Street.

STATION LANDS MASTER PLAN

The Station Lands Master Plan establishes a highly connected community within a bustling downtown. At 9 acres and approximately 2.2 million square feet, it is envisioned to be a high-density mixed-use area with an intimate, fine-grained pedestrian network along with a variety of urban open spaces. The master plan sets out a dynamic hub with a robust public realm and flexible built forms that will offer diverse and exciting retail, restaurants, entertainment, and office and residential opportunities that are unique and authentic to Edmonton.

Edmonton is a swiftly changing city and there is a need to adapt and revitalize areas surrounding the downtown. Station Lands responds to this need for increased urbanization and once fully built will invest \$1.2 billion into the downtown core through citizens living and working in the redeveloped CN railyard. Amenities will bring arts to the community through live performance venues and interactive art exhibits, imposing a positive change on the downtown's sidewalk culture.

The plan focuses on walkability, with all vehicular-related uses being located below grade. With the pedestrian in mind, pedway connections as well as connections to the LRT are incorporated. Station Lands is designed to be a family-inclusive community and a model for downtown living, with broad based demographic appeal that is easily accessible by all modes of transportation. This pedestrian focus will also promote safety of the streets by encouraging a regular flow of residents throughout the area and discouraging underused areas.

The Station Lands Master Plan will act with several other recent developments to enact unprecedented change on Edmonton's downtown; helping in large part to refocus design away from a vehicle-oriented business centre towards a safe and dynamic space to live, work, and play. As the city expands and matures into a world-class destination, projects like Station Lands serve as a marker of positive change to come.





Station Lands will transform an underutilized site with six mixed-use towers into a continuous internal open space network.

Big City Moves

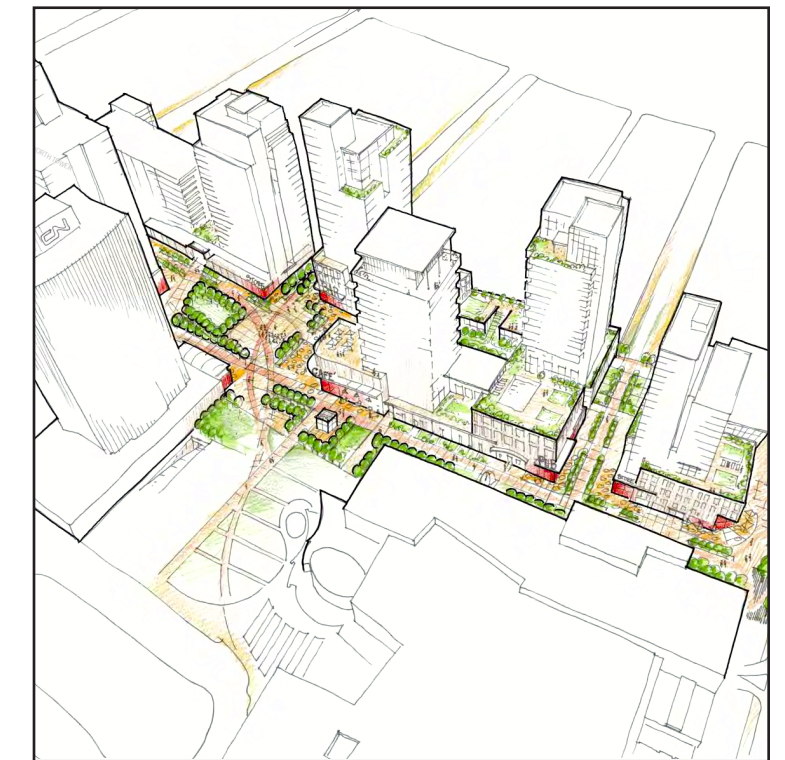
The Plan outlines a bold and transformative development within Edmonton's core. It represents a "Rebuildable City" - the pedestrianized open space connects several high-density buildings in a flexible, vibrant and livable environment that is responsive to modern urban trends. This exciting hub will bring residents, businesses, restaurants, shopping and events into the core, contributing to a Downtown that is livable and accessible through all forms of transportation, fostering an Edmonton that is a "community of communities".



Ground level uses are designed through form and function to encourage a vibrant and lively streetscape.



Station Lands is a commitment to a complete community that supports the revitalization of Edmonton's downtown.



Station Lands will function as a key economic driver, an educational centre, and an artistic hub.

Boyle Street & McCauley

Urban Design Analysis & Preliminary Design

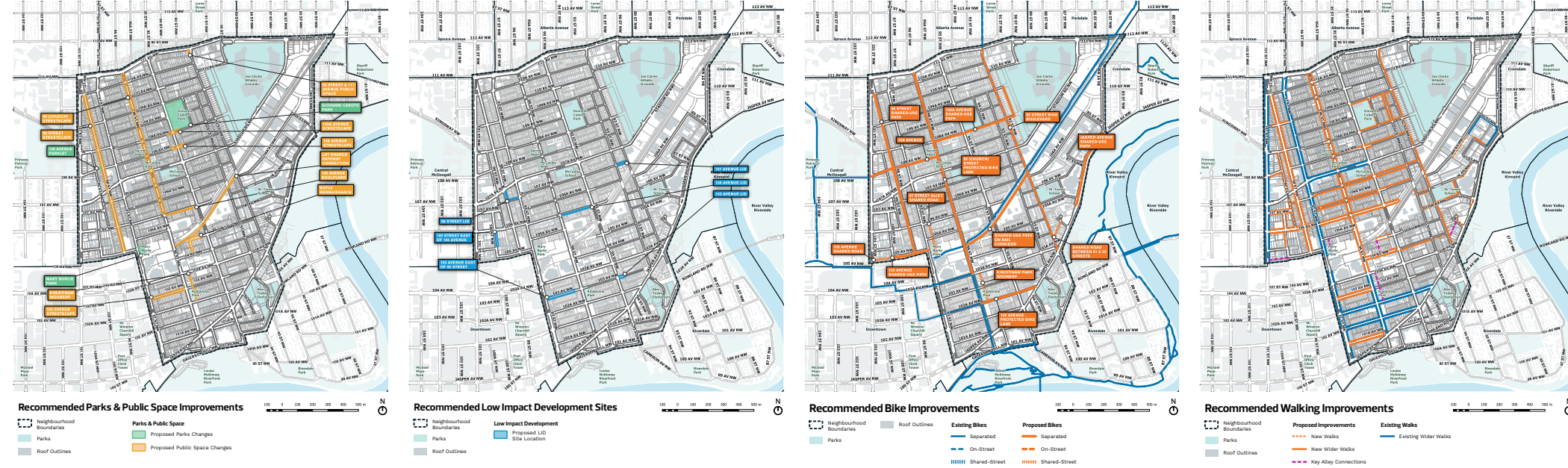
The Boyle Street and McCauley (BSM) Neighbourhood Renewal is an urban design project that began with broad neighborhood analysis and design, coordinated across scales down to fine construction details, integrating local community knowledge and stakeholder feedback at all steps.

The City's Neighbourhood Renewal program began with priority and funding primarily toward rehabilitation of road right-of-way, mainly roads and sidewalks. As the program has matured it has evolved its process and expanded outcomes. BSM is identified as the most complex renewal to date. By embracing complexity and collaboration, the program has innovatively leveraged partnerships to take larger strides toward goals and outcomes in City plans:

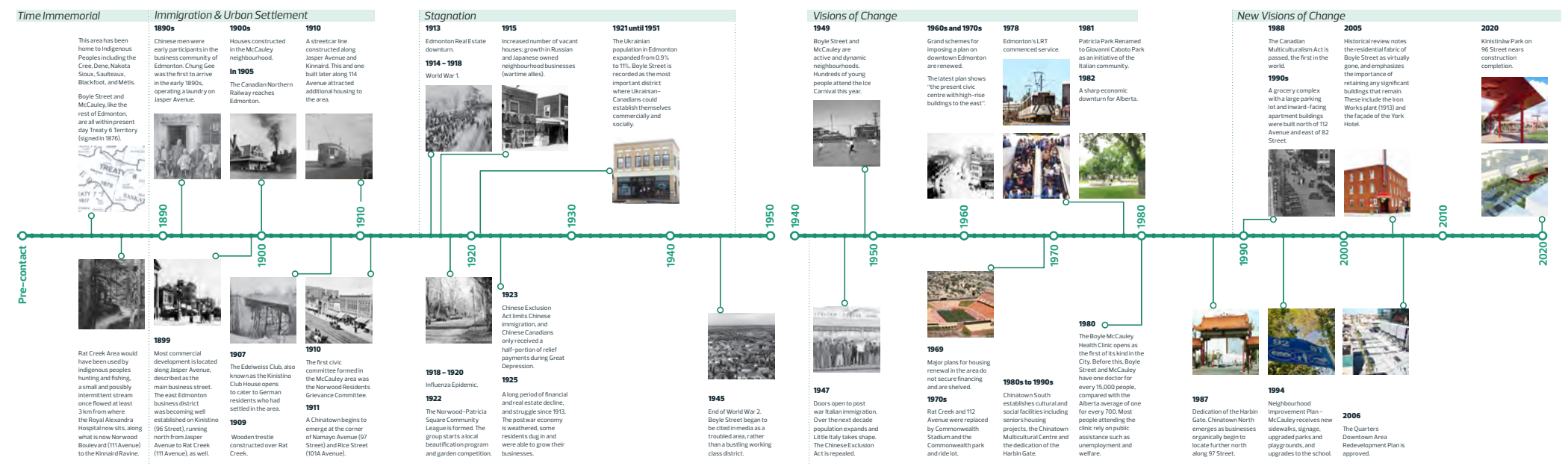
- In alignment with the Edmonton Bike Plan, the project will implement new protected east-west and north-south bike facilities.
- In partnership and collaboration with EPCOR and its Low Impact Development (LID) program, the project will implement LID facilities designed to cumulatively retain and pre-treat 296m³ of stormwater runoff in an 18mm storm event. This increases the resilience of existing drainage infrastructure, and mitigates downstream environmental impacts
- In collaboration with the Indigenous Relations Office and stakeholders, designs for Okîsikow Way align with Commitments in the Indigenous Framework and Inclusive and Passionate outcomes in City Plan's Big City Moves. Okîsikow Way make strides toward a more welcoming City for Indigenous Peoples who may see their culture reflected in City spaces.
- The project collaborated with the Corner Store Program to leverage support for community businesses and the local economy in coordination with renewal. By combining funding sources and collaborating across programs and boundaries, project funding and programs are leveraged to maximize civic investments made during renewal.

The cultural, urban, and historical richness of Boyle Street and McCauley became the unique project driver of the renewal project. The diversity of existing and unique character areas required a strategy to enhance and celebrate the cultural and historic diversity in the project area.

The BSM renewal began in 2020 and reached approval of preliminary design in autumn of 2022. McCauley advanced to construction in 2023. Boyle Street detailed design is underway and scheduled for construction in 2024. Project completion is scheduled for 2026



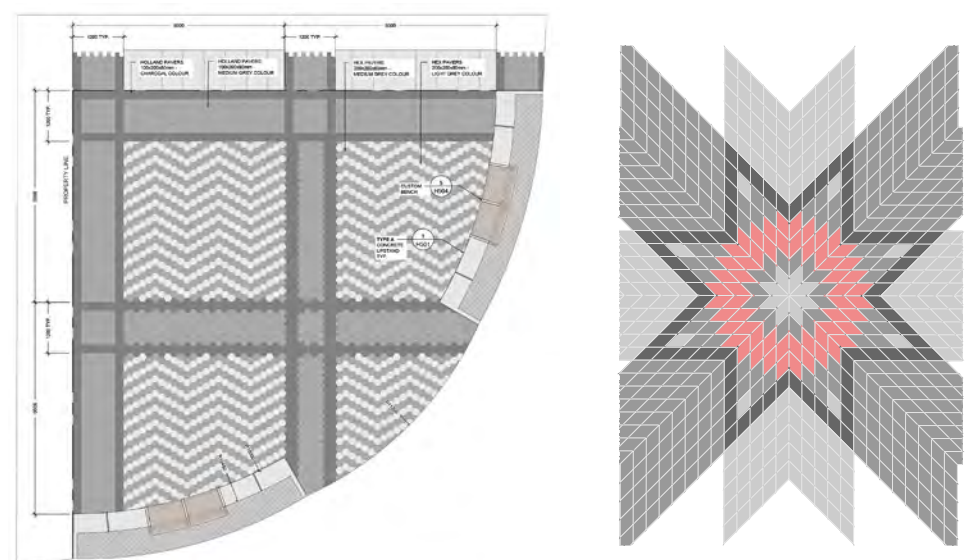
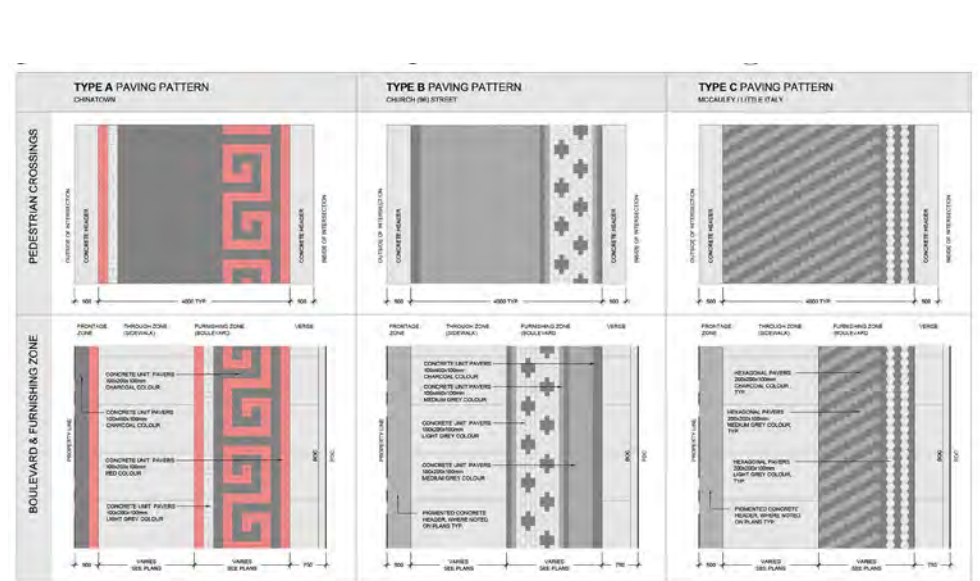
Extensive Urban Design & Context Analysis (Below) Lead to Broad Urban Scale & Site Specific Design Recommendations (Above)



Local Cultural, Historical, and Social Neighbourhood Characteristics Are Explored In Urban Design Analysis to Inform Project



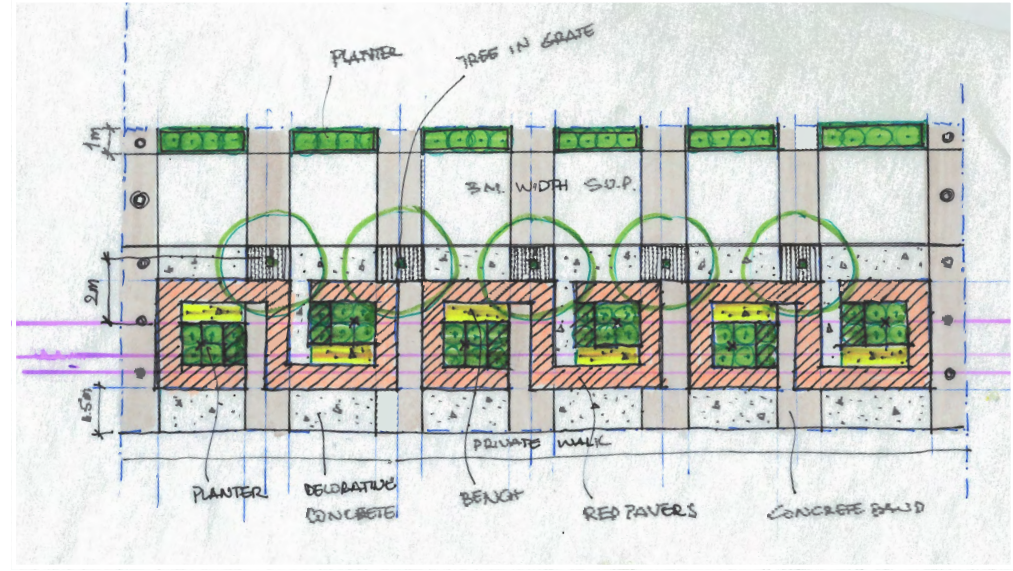
Extensive Inventory of Existing Physical, Biophysical, Cultural, and Environmental Assets and Constraints Are Invented to Understand Opportunities



Cultural Richness and Character Areas Became a Project Driver & Necessitated a Design Strategy that Treats Areas Consistently Yet Distinct

Unique Paving Patterns, Furnishings, and Design Details Celebrate Cultural Areas as Distinct Unique Places

| Area | Through Zone | | Furnishing Zone | | | | | | |
|-----------------------|--------------|--|-----------------|--|--|--|--|--|--|
| 95 ST - LITTLE ITALY | | | | | | | | | |
| 96 ST - CHURCH STREET | | | | | | | | | |
| 97 ST - CHINA TOWN | | | | | | | | | |



Open Spaces Were Designed with Cultural Distinction

Cultural Richness in the Project Area Necessitated a Design Strategy that is Consistent Yet Treated Each Area As Distinct

STUDENTS' BOULEVARD

UNIVERSITY OF ALBERTA | NORTH CAMPUS

The Students' Boulevard Planning Concept at the University of Alberta provides a clear, bold, and celebratory vision for this reimagined campus landscape. Initiated by the University's Campus Planning and Development office, the plan achieves broad based design objectives that **reinforce pedestrian safety, improve multi-modal functionality, and enhance the student, faculty, staff, alumni, and visitor experience** along one of the University's most noted public spaces, the Students' Boulevard (89 Avenue).

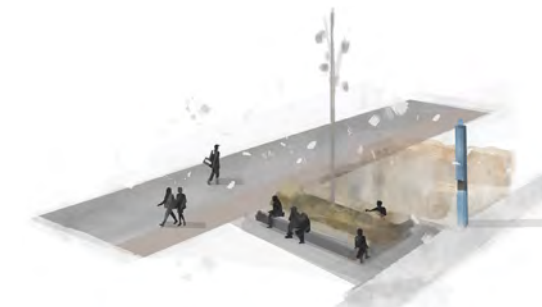
Project objectives include:

- Reinforcing Students' Boulevard as the **central spine of campus**, and an organizing space for circulation, movement, social and academic life.
- Enhancing Student's Boulevard as a safe, inclusive, and vibrant space of activity and culture**, where users feel welcome, secure, included, and connected.
- Designing Students' Boulevard to be **flexible and responsive to future projects** as they occur while establishing a landscape character that is legible, intuitive, and reflective of the historic campus character.
- Emphasizing Students' Boulevard function as a **third place, a place of belonging**, and as "the heart of a community's social vitality, the grassroots of democracy."
- Highlighting the 24/7, four-season flexibility** of Students' Boulevard as an active, flexible space on campus where students gather to celebrate festivals, events, and other special activities regardless of the weather, or the time of day.
- Expressing the "spirit of place" intrinsic to campus** through design elements, materials, and regional specificities, including indigenous plants, colours, paving materials, and microclimate.

A detailed site inventory and analysis of the entire 89 Avenue was completed, including an audit of site opportunities and constraints, extensive public engagement from student and staff involving over 400 participants, and a time-lapse video analysis that captured circulation patterns along and across the Boulevard. This analysis informed a larger master plan for the site, that integrated multiple modes of movement and emphasize pedestrian and cycling safety and experience. The project also established key gateways and major gathering spaces along the Boulevard, and a palette of indigenous planting, paving and site furnishings that augment the impressive allée of elm trees, and further contribute to a cohesive, landscape-focused, visual identity to North Campus.



CAMPUS HEART



SAFE & INCLUSIVE



WHOLE SYSTEMS PLANNING



THE THIRD PLACE



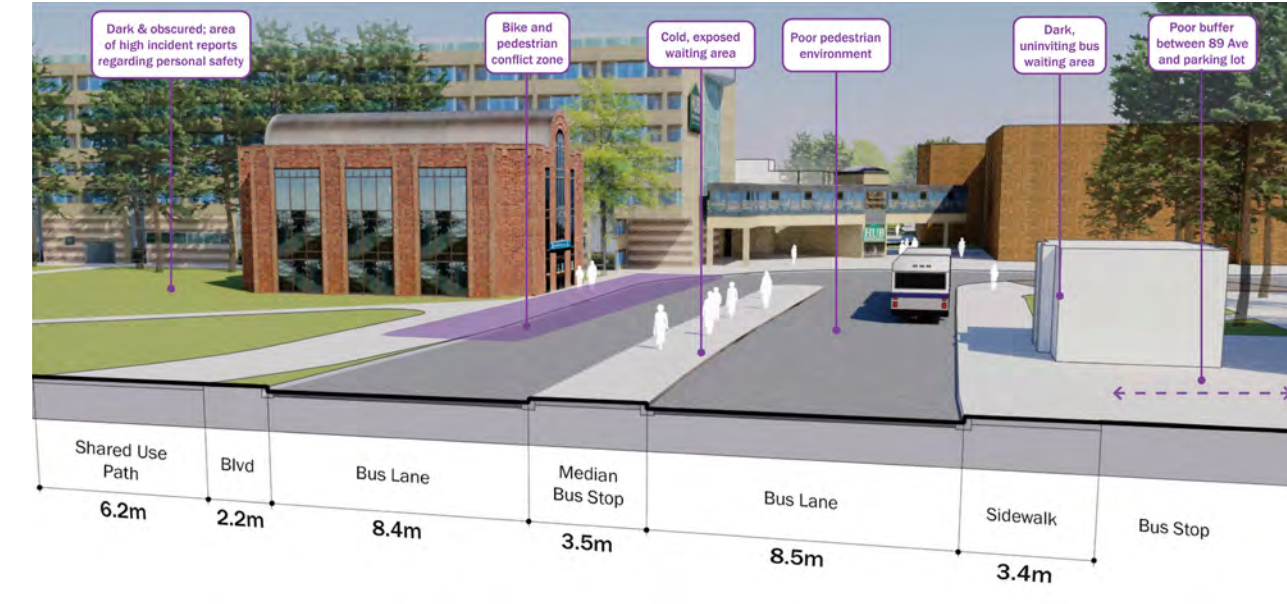
DAY & NIGHT, ALL SEASONS



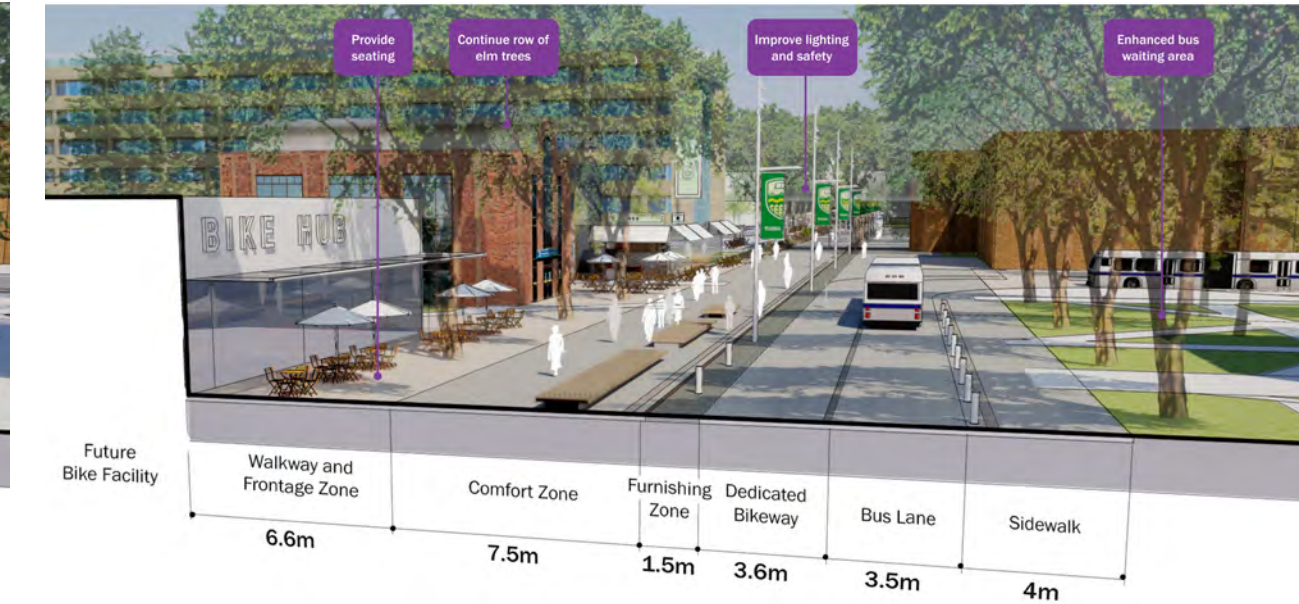
SPIRIT OF PLACE



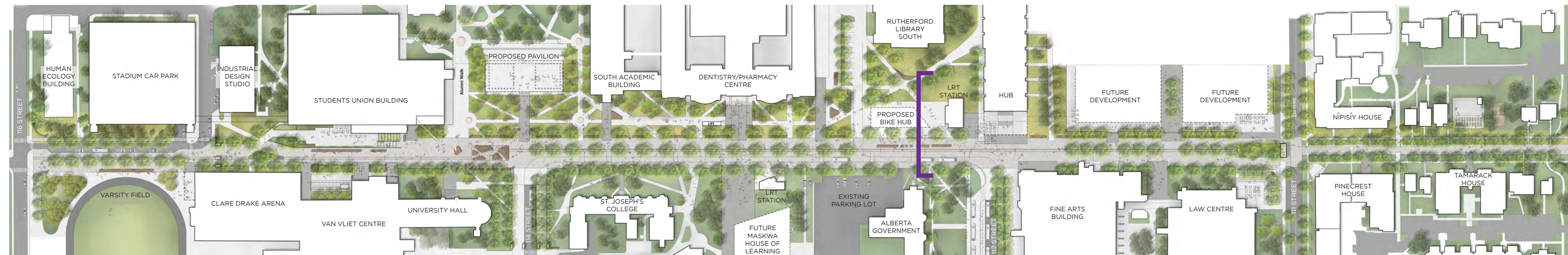
STUDY AREA IN CONTEXT



TRANSIT HUB | BEFORE



TRANSIT HUB | AFTER

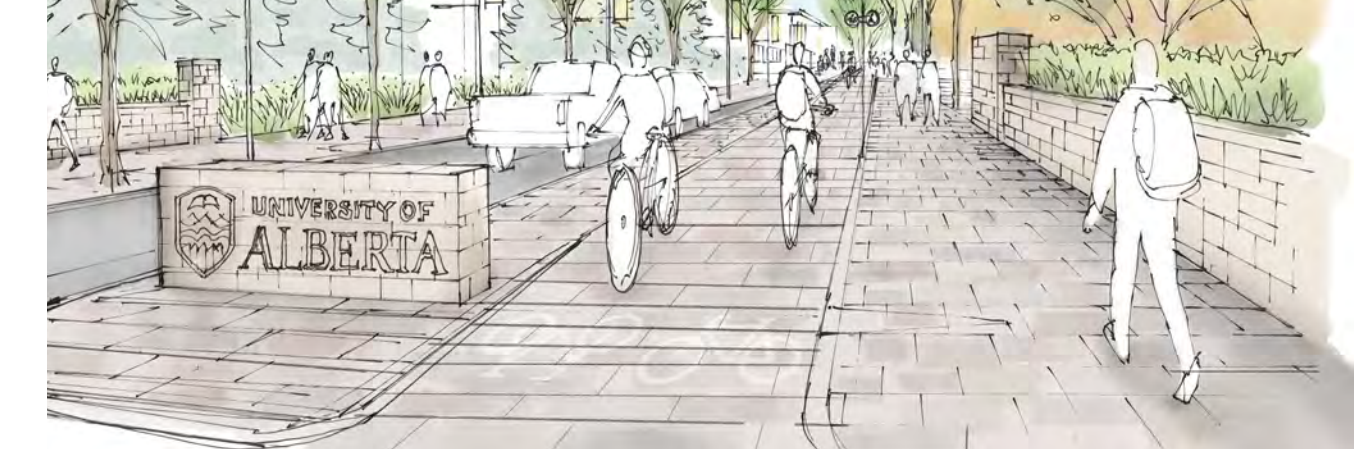


WEST PORTAL / VARSITY COMMONS

SUB / VAN VLIET PLAZA

CELEBRATION PLAZA / TREE-LINED STUDENTS' BOULEVARD / TRANSIT HUB

EAST ACADEMIC PRECINCT / EAST CAMPUS VILLAGE



Varsity Commons from 116 Street



TRANSIT HUB, LOOKING WEST

100 Street Pedestrian Bridge

EDMONTON, AB

In collaboration with the City of Edmonton, the 100 Street Pedestrian Bridge was designed to be an iconic landmark and destination that celebrates the river valley edge and that becomes a signature piece of the Edmonton skyline.



The suspension bridge design, which was supported during public engagement, provides a safe and continuous link over McDougall Hill Road and along the edge of Edmonton's downtown.

The project approach and design decisions were informed in response to the local context, ensuring the bridge contributed to the public realm both in terms of immediate infrastructure, economic impact, and primarily in response to a survey of respondents throughout the City.

Unobstructed views of the river valley from the bridge will be made possible by one-sided cables, while the asymmetrical bridge design reduces disruption to the City skyline and views of downtown. Finally, the gentle pathway curve will help the bridge feel comfortable and safe.



The suspension bridge design solution allowed for a unique structure that extends further over the river valley, creating a statement experience as a signature destination.

The envisioned implications of the new bridge on nearby businesses, transportation hubs and commuting Edmontonians align with several City plans including the Capital City Downtown Plan, Capital City Downtown Community Revitalization Levy Plan, Bike Plan, and Downtown Public Places Plan.



Preliminary design of the project was approved in Summer 2023 and is currently on hold pending funding approval.

During preliminary design, the City of Edmonton undertook Public Engagement activities to promote participation in a public survey to elicit feedback on three major areas: Important Factors (such as impact to existing natural environment, positive impact on the skyline, and accessibility); Bridge Concept Options (gauging sentiment towards timber, cable-stayed, and suspension bridge designs); and Ideas for Improvement.



There were 900 survey respondents ranging from the general public to stakeholder groups (ie. adjacent property owners, residents' associations, downtown businesses).

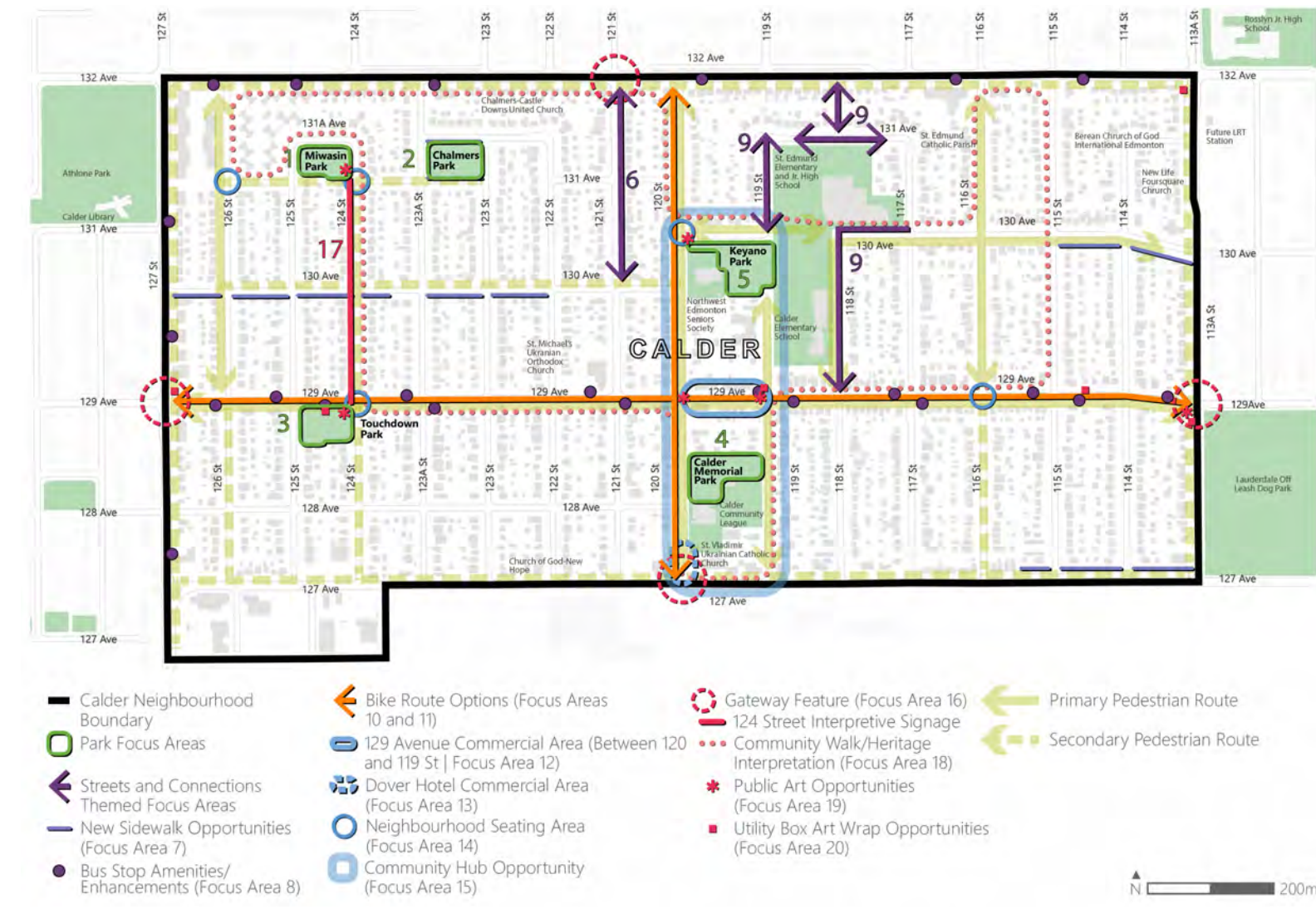
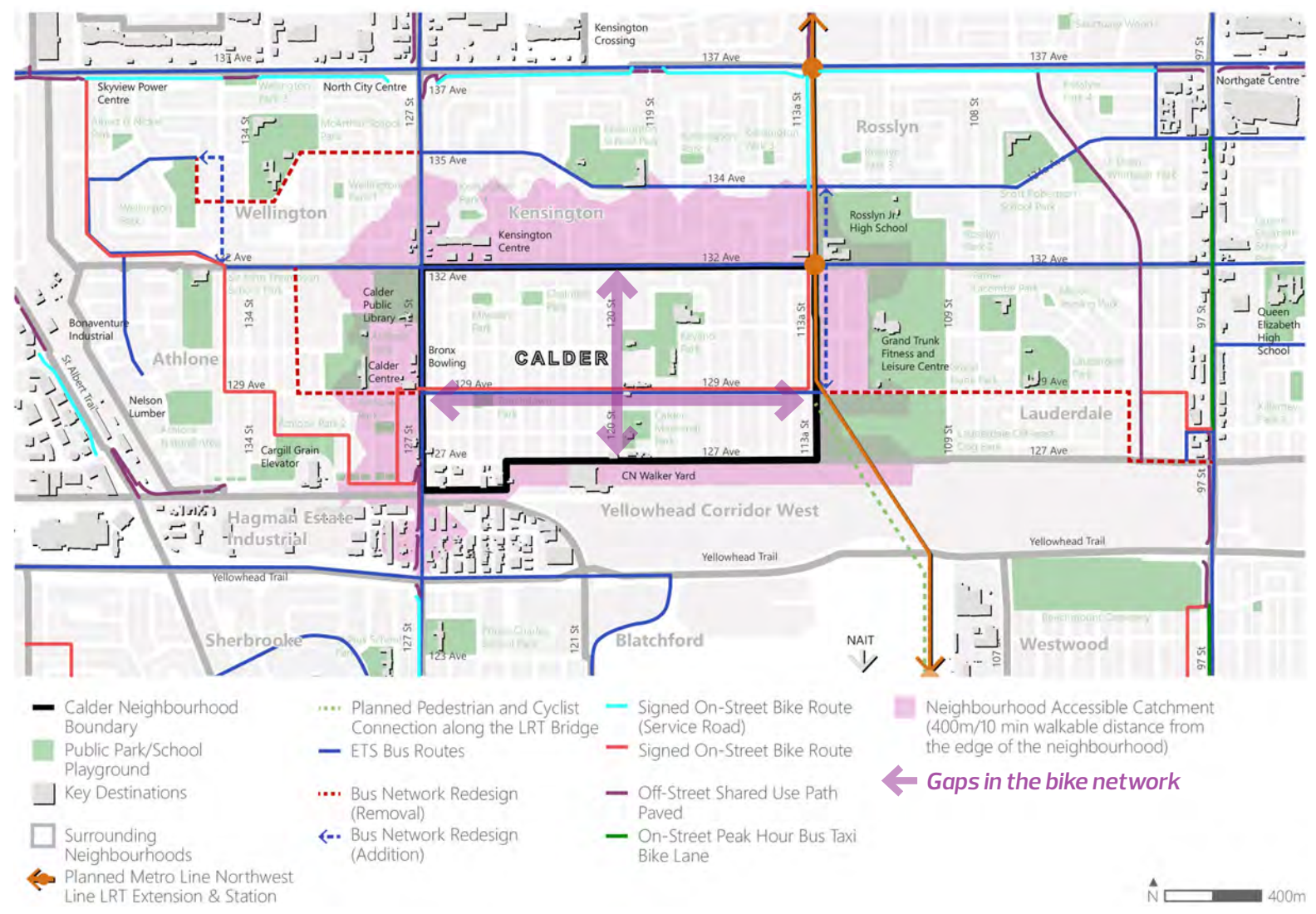
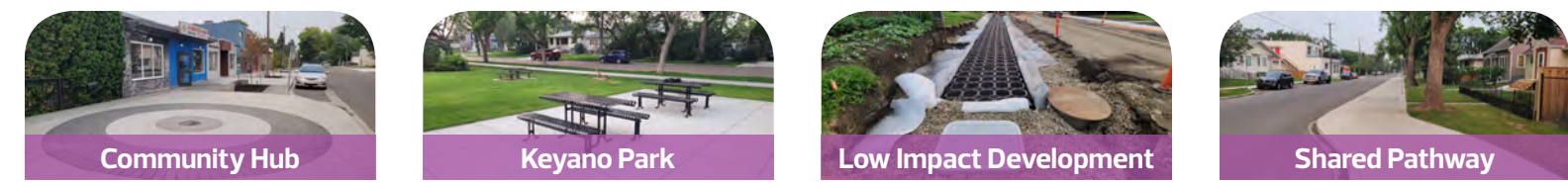
+ SPECIAL RECOGNITION

The bridge design reimagines Edmonton's streets to accommodate change over time, particularly the interface of Edmonton's streets with the River Valley and downtown edge. The City of Edmonton's vision not only provides a critical connection for active modes of transportation but a connection to the Heritage Trail. **Integrated within the escarpment to preserve views of downtown landmarks, the bridge will further activate social and cultural revitalization in the area.**



In respect to Edmonton's identity as a winter city, the established design will accommodate active transportation year-round, further celebrating the seasonal transformation of the River Valley.

The **Calder Neighbourhood Renewal Urban Design Analysis** identifies opportunities to address infrastructure gaps and enhance the public realm. Scheduled construction completion: Fall 2023



Surrounding Context Analysis

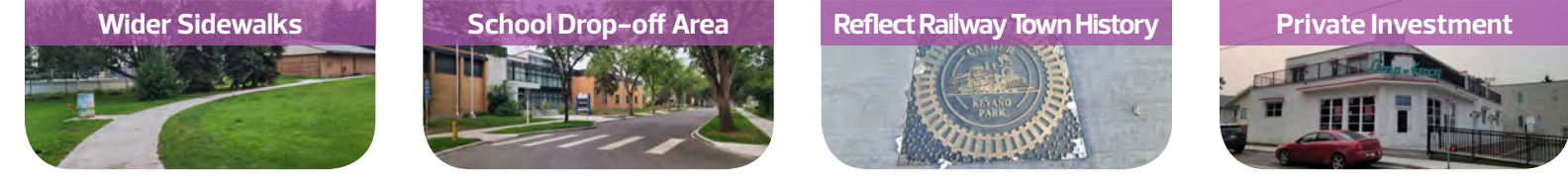
Design objectives

Community's Vision:
 "Calder is a well-maintained, diverse, **historical rail community**. Bright and happening for all ages and backgrounds, Calder is rich with natural beauty, heritage and community pride. It is a neighbourhood full of connections to services and amenities for all ages. **Calder is unique in its historical significance and how together we live, work, play and gather. It has a small town feel within a big city.**"

- Guiding Principles:**
- + Provide greenery
 - + Support accessibility and connections
 - + Celebrate historical pride
 - + Foster a sense of community
 - + Provide local amenities
 - + Support neighbourhood safety and attraction

Project outcomes

- Twenty urban design interventions were designed:
- + Four redesigned parks (pathways, seating areas, and landscaping)
 - + Development of missing bike connections (**2.4 km of new bike routes**)
 - + Development of a **Community Hub**
 - + Public realm improvements near commercial areas
 - + New boulevards for trees (approximately **115 new trees**)
 - + Wider and new sidewalks to community destinations and future LRT station
 - + Additional bus stop amenities (**21 locations**)
 - + Improvements to school parent/bus drop-off areas for safety (in front of two schools)
 - + Expression of 'community identity' through **plaques (total 5)** and street blades
 - + Community-led projects (gateway features, street blades, and playground upgrades)
 - + Promote private sector investments (residential and commercial infill)



Urban Design Framework

Responds to local context by:

- + Improving walking and biking connections to future LRT station with **wider sidewalks** and a **shared pathway**
- + **Addressing gaps** in the surrounding bike network (improved north-south and east-west connections)
- + **Enhancing the public realm** near commercial areas to encourage community gatherings and improve the economic well-being through the Corner Store Program
- + Establishing a **Community Hub** to serve all age groups
- + Incorporating **low impact development** principles for better stormwater management (10 locations)
- + Implementing **Winter City Design** principles to activate public spaces year-round

Contributes to the public realm by:

- + Creating spaces for seating and **community events**
- + **Enhancing the pedestrian experience:** Wider sidewalks, curb extensions, and crosswalks
- + Expressing **historical pride** through heritage walks, gateway features, and sidewalk plaques
- + Adding **boulevard trees** and landscaping

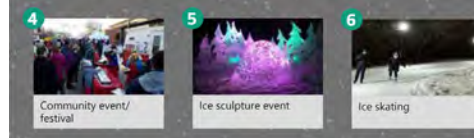


Community Hub

- + Incorporates Seniors Centre, Corner Store Area, Community League, and park spaces
- + Serves the needs of all age groups
- + Better lighting and improved safety



Winter City Design



- + Incorporation of Winter City Design principles in park spaces
- + Additional lighting for winter activation
- + Winter activities for kids in park spaces

School Drop-off Improvements



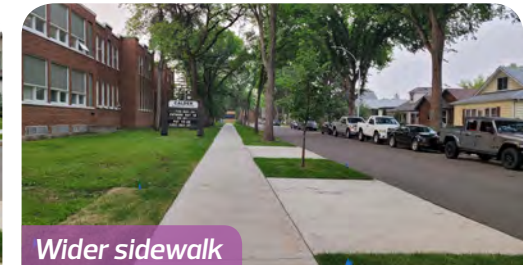
New bus drop-off pads



New all-way stop

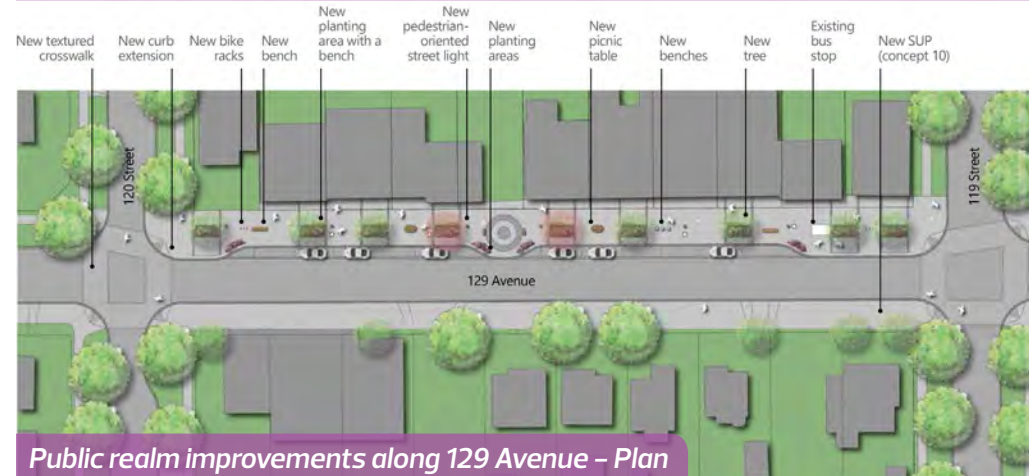


Enhanced crossings



Wider sidewalk

Corner Store Streetscape



Public realm improvements along 129 Avenue - Plan

Low Impact Development and Boulevard Trees



New soil cells



New boulevard trees

Bike Network



New shared pathway: East-west connection along 129 Avenue



New shared road: North-south connection along 120 Street



Public realm improvements along 129 Avenue - Perspective

Historic Plaques



Celebrate the railway town history



Interpretive signage

Private Investment



Corner Store Program facade improvements



Public realm investments attracted a number of commercial infills and facade improvement projects

Big City Moves of The City Plan

A Community of Communities

- + Creates a Community Hub (spaces for seating and community events)
- + Improves walking and biking connections to destinations and the future LRT

A Rebuildable City

- + Reflects historical pride
- + Renewed infrastructure
- + Promotes residential and commercial infill investment

Greener as We Grow

- + New trees and LID elements

Inclusive and Compassionate

- + Public spaces for all ages and seasons

Catalyze and Converge

- + Invests in local businesses: Corner Store Program