

July 25 & 30th, 2024



Avenue B, D & 21st Street Streetscape Project Information Session



Outline

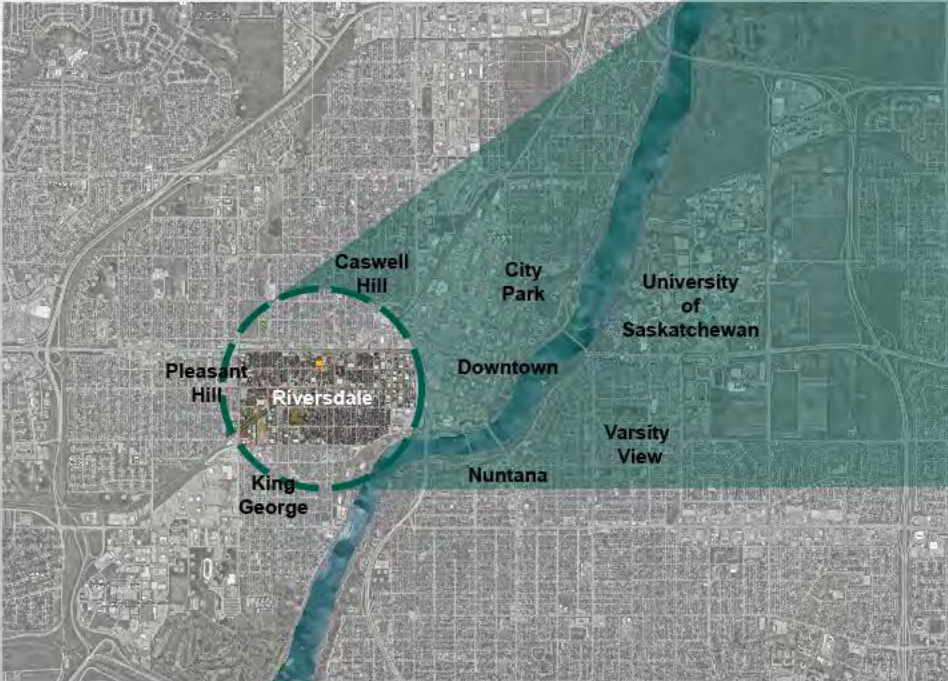
- Location
- Project Location
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- Questions

Virtual Information Sessions were held on July 25 and July 30, 2024.

We acknowledge we are on Treaty 6 Territory and the Homeland of the Metis. We want to pay our respect to the First Nations and Metis ancestors of this place and reaffirm our relationship with one another.

Location

The project is located within the Riversdale Business Improvement District.



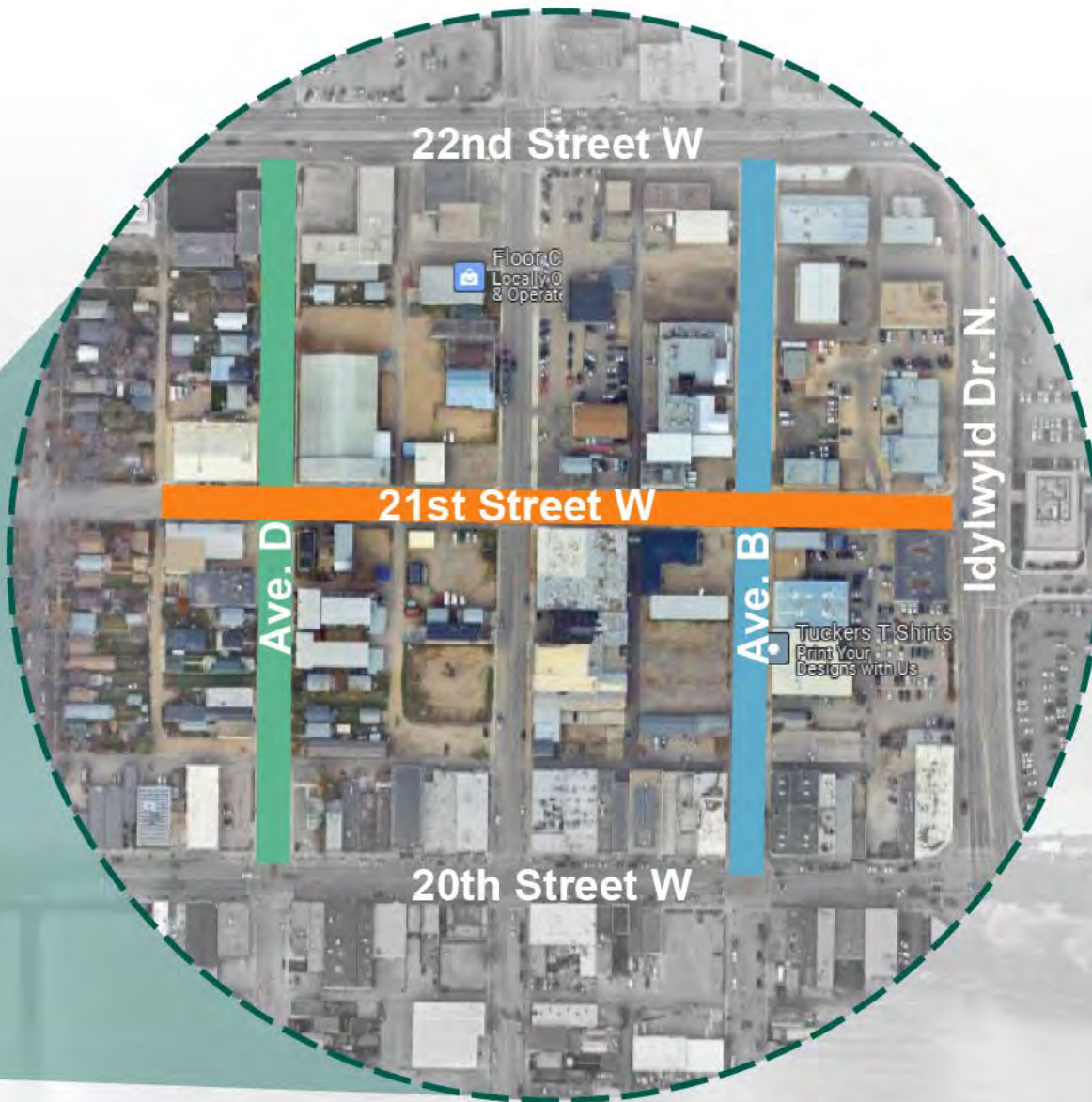
The boundary of the Riversdale Business Improvement District

Images Credit: Google Maps

Project Area

- Avenue B
- Avenue D
- 21st Street

Our focus for the streetscape work will be from 20th Street to 22nd Street along Avenues B and D and along 21st Street from Idylwyld to the intersection of Avenue D.



Images Credit: Google Maps

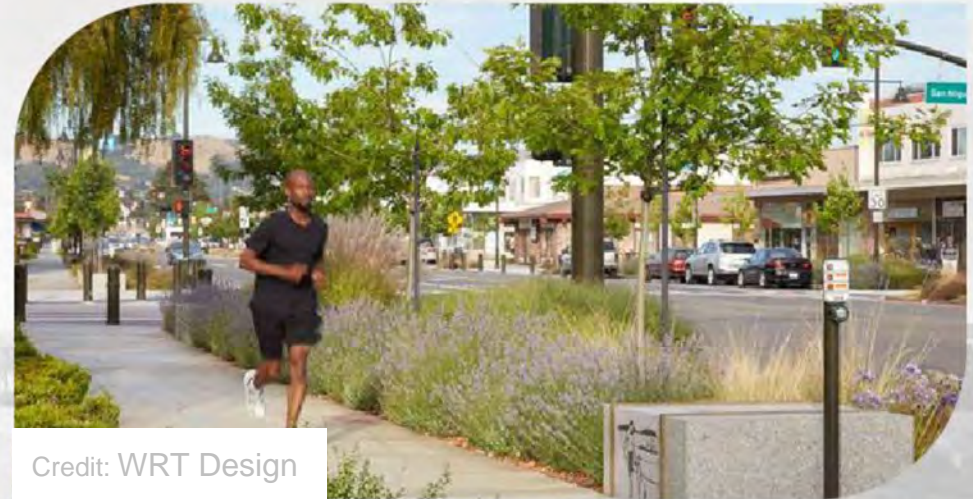
Project Overview

In March of 2021, Urban Design presented an information report, *“Riversdale Business Improvement District (BID)– Proposed Streetscape Master Plan for North of 20th Street West,”* to the Standing Policy Committee on Planning Development and Community Services. This report presented an alternative approach to completing a master plan and instead proposed completing streetscape improvements in Riversdale BID on individual streets as the need arises.

This project identifies one of those needs and aims to identify opportunities to enhance the aesthetics of the streetscape along Ave B, D, and 21st Street. The team will explore design elements such as lighting, seating options, spaces for outdoor gatherings, sidewalk improvements, integration of green infrastructure, and creating a cohesive landscape to establish a visual identity that can encourage connection, community spirit, and positive relationships.



Credit: Lifang International



Credit: WRT Design

Project Overview

The project aligns with the Riversdale Local Area Plan, Corridor Planning, Official Community Plan, Strategic Plan, and City Centre Plan.

The project is being coordinated with Asset Preservation's work on water and storm mains to capitalize and coordinate projects in the area. Funding for this initiative is secured through Streetscape, which is sustained by parking meter revenue.

Our goal is to complete design work in 2024, with an anticipated construction start of 2025.

UrbanDesign@Saskatoon.ca



Credit: Lifang International



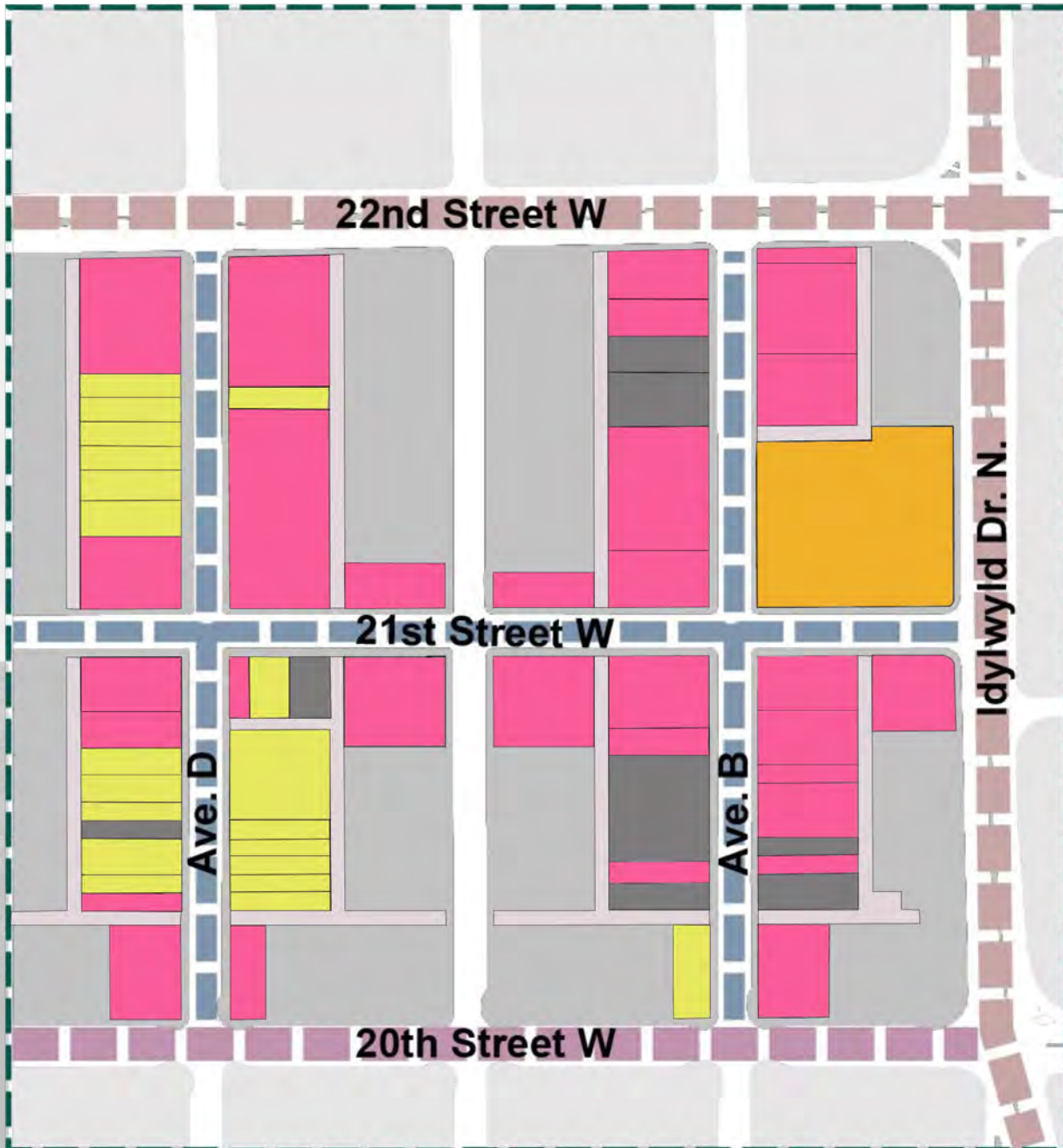
Credit: WRT Design

Current Condition

Existing Land Uses & Roadway Classification

We review both to understand current policies and what can be done within the project area.

- Public (Fire Hall)
- Commercial/Retail
- Residential
- Vacant/Parking
- Not Applicable
- Roadway – Major Arterial
- Roadway – Minor Arterial
- Roadway – Local



Current Condition

Public Realm

The public realm is comprised of the “sidewalk area” which includes the Through Zone (sidewalk) and the Furniture & Planting Zone (amenity strip). To the left are examples of how the current condition of the sidewalks impacts the streetscape and accessibility.

Through Zone (sidewalk):

- Different levels at entrances, asphalt sidewalks and broken concrete, create difficult conditions for people using mobility aids.
- Sidewalks with obstructions limit accessibility.
- Narrow sidewalks limit the options to add greenery or street trees.
- Pedestrian lighting is limited, and there are few “Eyes on the Street” – storefronts to the street.

Furniture & Planting Zone (amenity strip):

- This zone is mostly non-existent in the project area; therefore, the area lacks the typical streetscape elements such as furniture and plantings.



Current Condition

Curb Extensions



20th St & Ave D



20th St & Ave B



20th St & Idylwyld Dr

There are almost no curb extensions existing within the project area. The project provides an opportunity to assess the need and location of possible curb extensions.

Images Credit:
Google Maps

Current Condition

Driveways and Rear Lanes



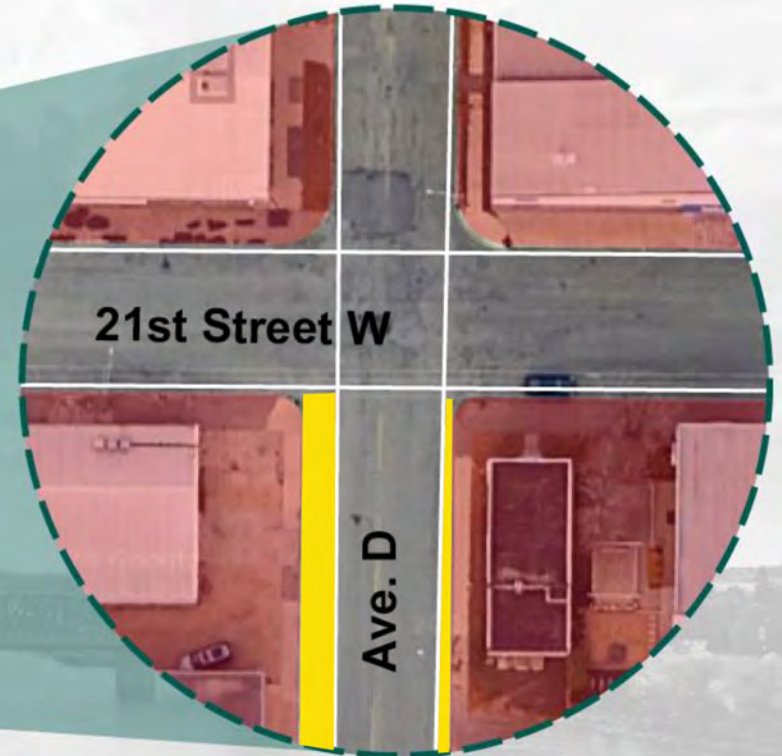
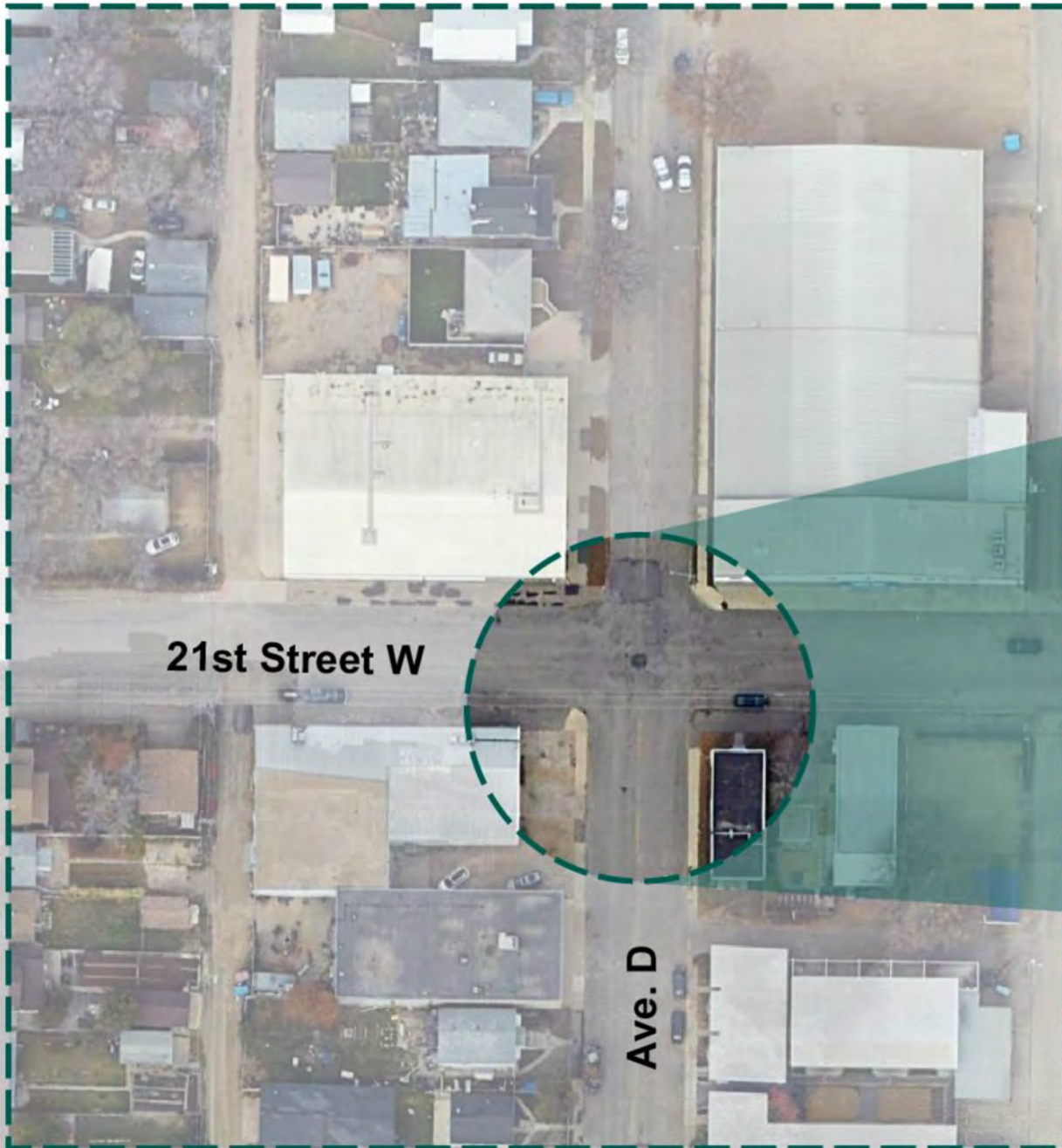
- Driveway
- Rear Lane

Driveways and rear lanes can create conflict between pedestrians and vehicular traffic, particularly for those with mobility challenges. As with all projects, all driveways within the project area will be reviewed to ensure they meet the current standards and bylaws (Bylaw 4785).

Current Condition

Sidewalk Alignment

This is an example of where the sidewalks are not in alignment—the SW Corner is inset by approximately 2.5m.

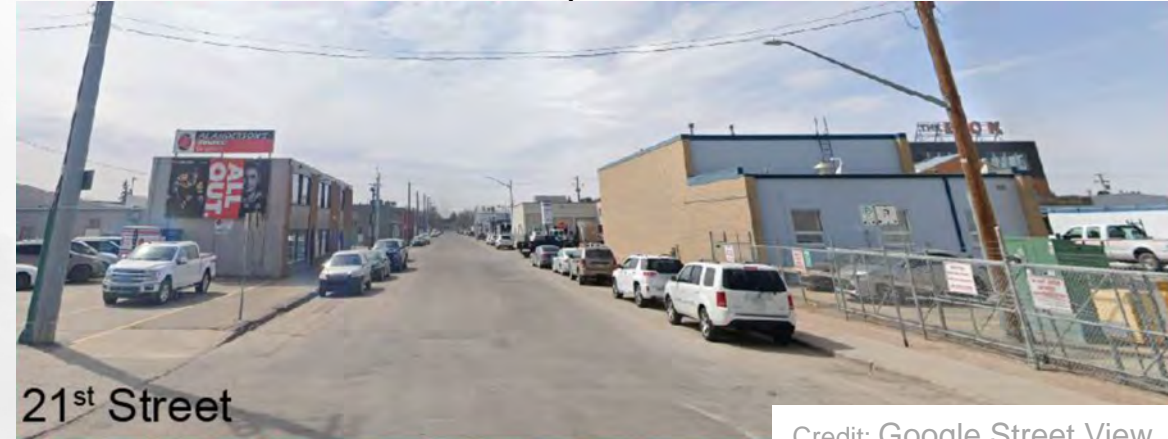


The alignment of the sidewalks is important to ensure pedestrian safety. It facilitates movement and makes the street more accessible for everyone.

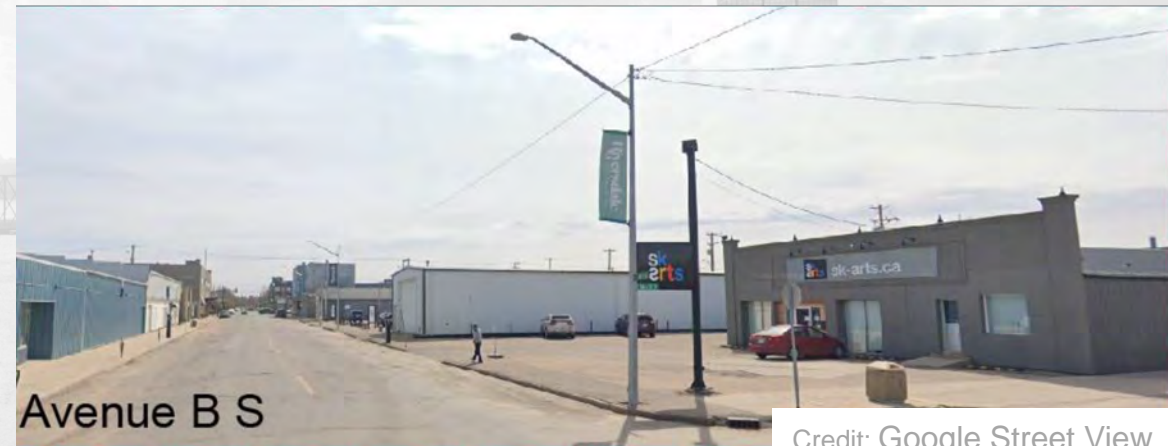
Images Credit:
Google Map

Current Condition

Greenery & Street trees



Credit: Google Street View



Credit: Google Street View

Overall, the project area lacks green elements, such as street trees or other plantings. This is particularly evident in specific locations within the project area, such as 21st St and Ave B, where street trees are noticeably absent.

The absence of shaded areas may deter outdoor activities, impacting local business development and community engagement.

Urban Heat Island Effect refer to warmer temperatures in urban areas than in surrounding rural areas.

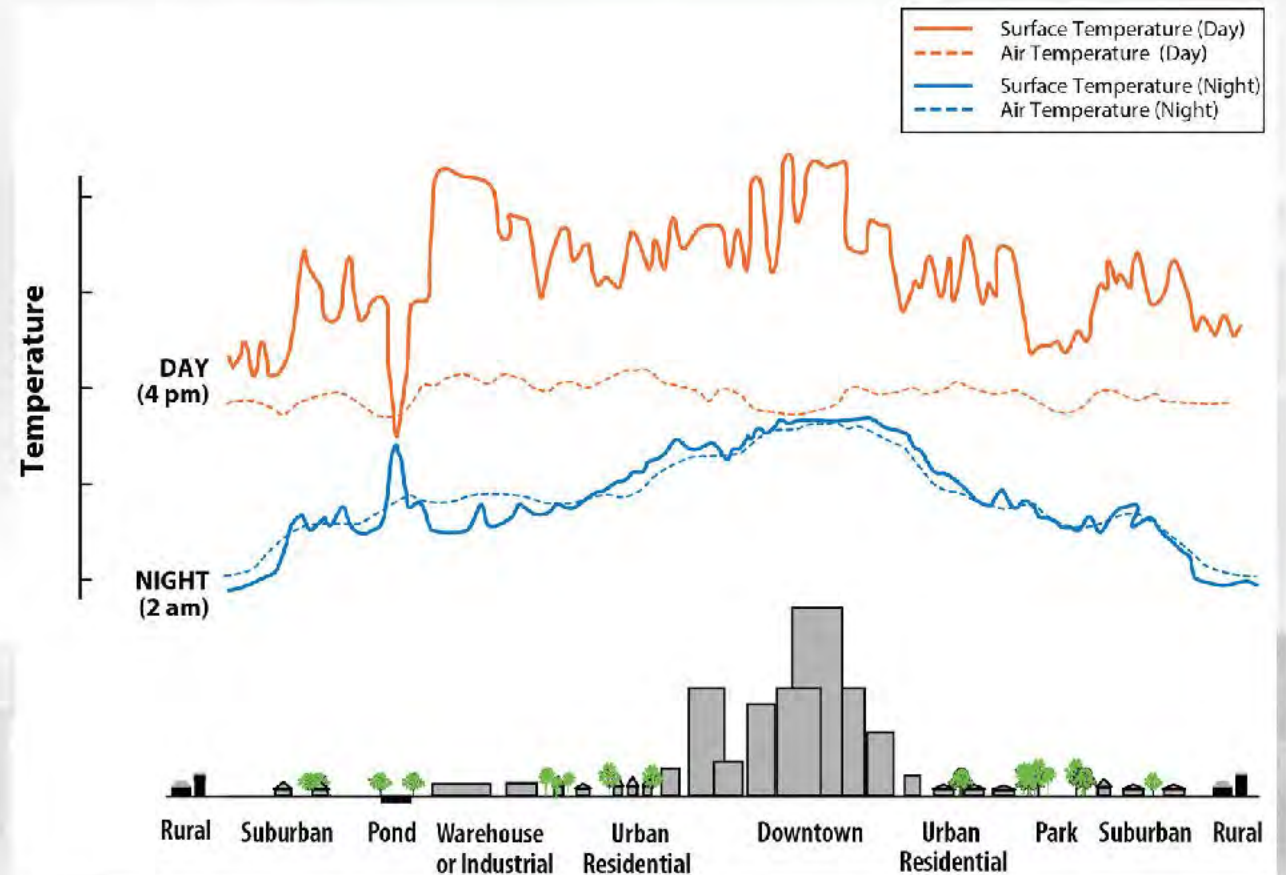
Paved surfaces like sidewalks and roads can be 27-50°C hotter than the air. The difference is noticeable at night, when the heat capture by pavement and hard surfaces during the day continues to warm the city.¹

Street trees and greenery in the streetscape are essential for fostering a more sustainable and inviting urban environment.

1. The Canadian Encyclopedia. (n.d.). *Urban heat island effect*. June 13, 2024, from <https://www.thecanadianencyclopedia.ca/en/article/urban-heat-island-effect>

Current Condition

Urban Heat Island Effect



Credit: *Reducing Urban Heat Islands: Compendium of Strategies*; EPA

Constraints

Understanding the constraints within the project area is important to identify conflicts and options that are available.

- Moving major infrastructure, i.e. electrical or hydrants, is costly.
- Driveways can create conflict between pedestrians and vehicular traffic, especially for those with mobility challenges.
- Narrow sidewalks restrict the comfort of pedestrians when passing each other.
- Limited Right Of Way space can reduce options to widen the Through Zone and/or add a Furniture/Planting Zone.
- Surface parking lots are limited in their use.
- Storefronts not facing the street.
- Budget.

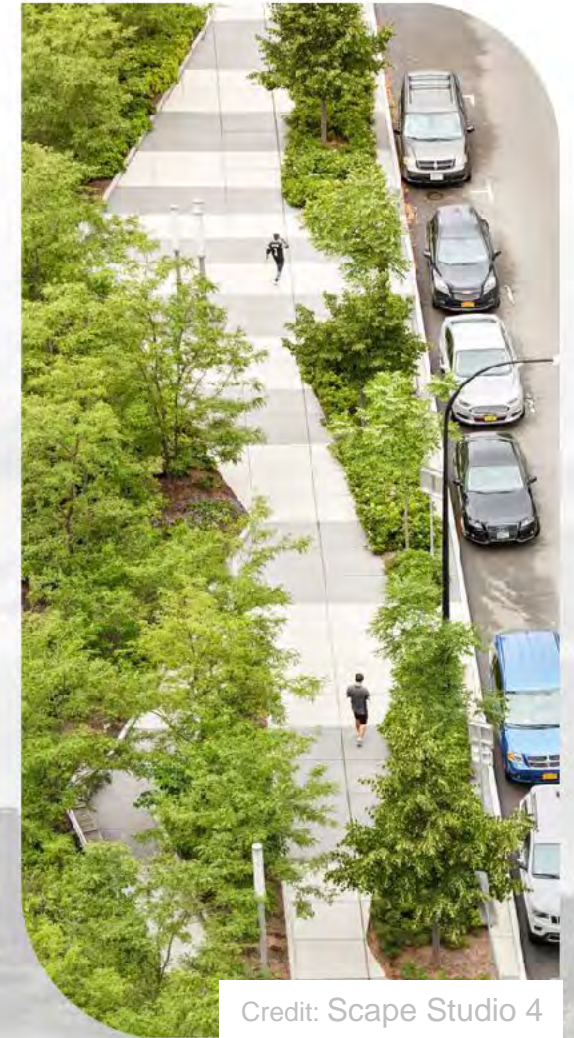
On a positive note, surface parking lots, blank walls and storefronts can be opportunities. They can be transformed into vibrant spaces, with storefronts facing sidewalks, parking lots being developed, and creative installations on empty walls.



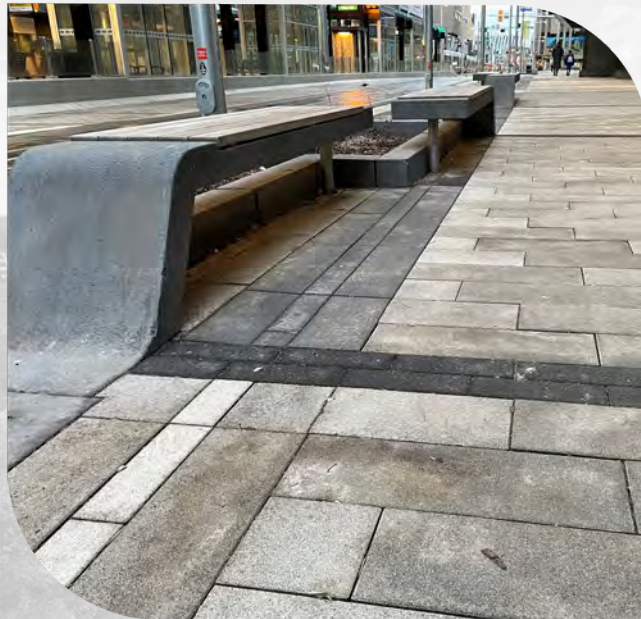
Priorities + Opportunities

Streetscape projects aim to create a balanced environment that invites social interaction, supports local businesses, and enhances the overall quality of urban life through the following:

- Create a safe pedestrian environment
- Improve pedestrian connectivity/accessibility
- Enhance crossings and sidewalks
- Pedestrian lighting
- Urban Furniture
- Enhance the urban forest and green infrastructure
- Exploration of park-like spaces



Credit: Scape Studio 4



Priorities + Opportunities

Sidewalks

The project will explore opportunities to enhance the urban space through wider sidewalks, greenery, and amenities.

The addition of pedestrian lighting could help to make a safe pedestrian environment.

Enhancing the public realm can create a bond in the community and help define Riversdale.

Priorities + Opportunities

Greenery and Street Trees

Green spaces in streetscaping offer multiple benefits, such as creating pedestrian safety by providing a green buffer between the street and sidewalk, reducing the heat island effect in hard surface areas, effectively managing stormwater, and enhancing the aesthetics and quality of the overall area.





Credit: National Association of City Transportation Officials



Credit: National Association of City Transportation Officials

Priorities + Opportunities

Curb Extensions

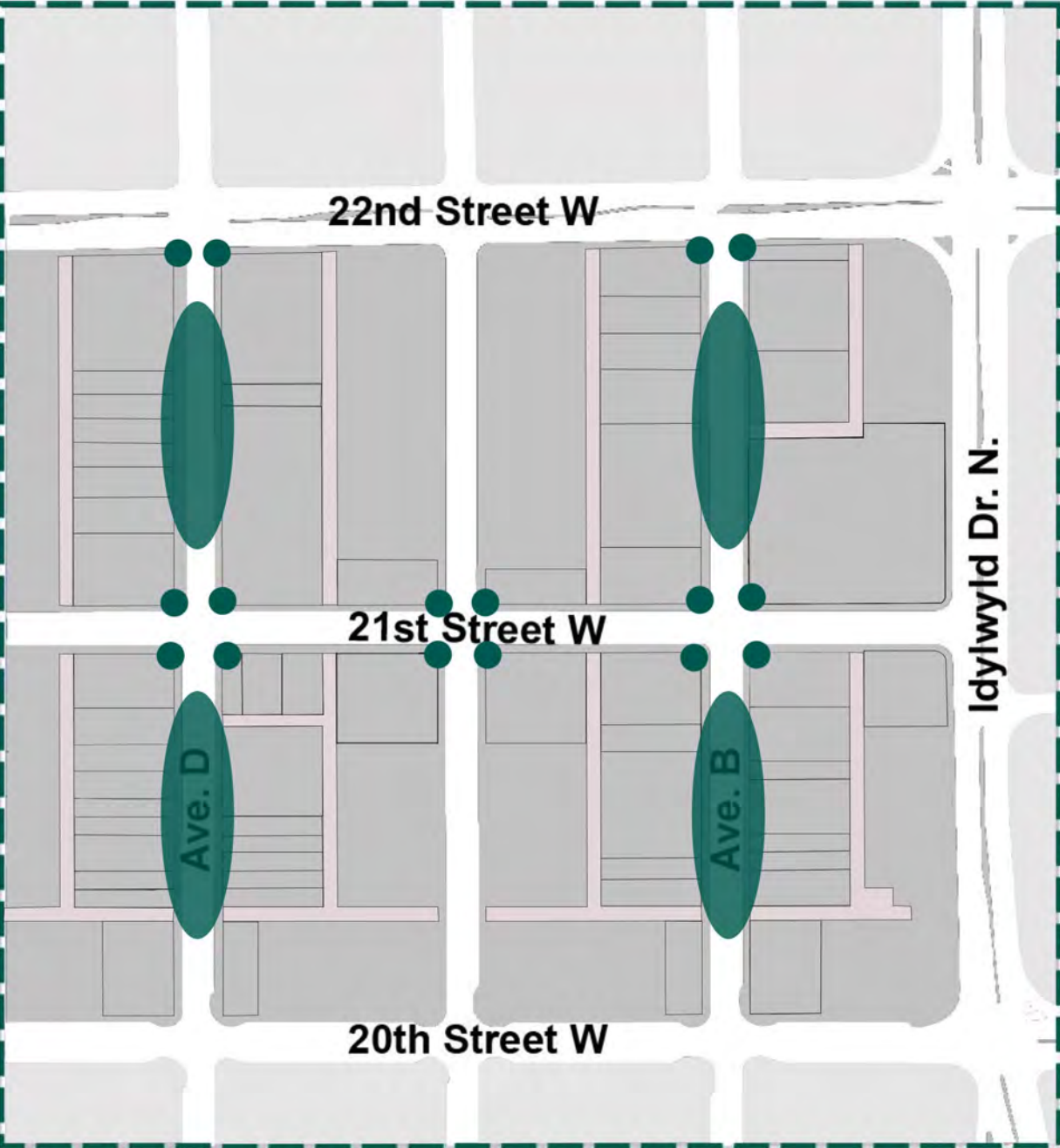
Curb extensions can enhance pedestrian safety by shortening crossing distance, increasing visibility, and slowing down vehicle traffic. They have the potential to improve street aesthetics with greenspace and seating and offer the possibility to implement park-like spaces.

Curb extensions can provide opportunities for stormwater management, protect parking, and improve accessibility.

Locations where curb extensions are advantageous will be explored. Not all identified locations shown on the next slide are possibilities but worth exploring.

Priorities + Opportunities

Curb Extension



Credit: Architizer



Credit: Sustainable Transport Council



Credit: Graham Projects



Programs

The ***Opportunity Response Program*** provides flexible funding for initiatives led by other groups (private organizations, businesses, BIDs, etc.) to support and enhance the public realm.

The ***Façade Conservation & Enhancement Grant Program*** supports the conservation & enhancement of commercial building facades by covering a portion of eligible costs.

- Façade Conservation & Enhancement Incentive: supports larger, comprehensive façade redevelopment projects.
- Heritage Conservation Incentive: supports the conservation of heritage facades.
- Building Refresh Incentive: supports small maintenance and improvement projects.



Credit: Archi Tonic

Credit: LAAB Architecture



Credit: Architect Magazine



Programs

Sidewalk Cafes & Parking Patios

Sidewalk cafes and parking patios help create vibrant community gathering spaces.

They promote street life, encourage face-to-face interaction with the local communities.

Parking patios can incorporate seating, greenery, and/or bike racks and accommodate unmet demand for public space in thriving neighbourhood retail streets or commercial areas

Examples



Credit: Cruikshank Studios



Programs

Blank Walls

Creative installations in the public realm enhance aesthetic appeal, foster cultural diversity and creativity, and serve as focal points for social interaction and community pride.

Public and interactive installations stimulate tourism and local economies, and contribute to urban regeneration by revitalizing spaces, and promote civic engagement and enrich the culture of cities.



Credit: BKK Architects



Credit: BKK Architects

Next Steps

- Complete a detailed analysis of the Site.
- Collaborate and coordinate with internal work groups on design, utilities and infrastructure.
- Prepare a conceptual design plan for the project area.
- Review concept plan with Riversdale BID Board in September.



Credit: Cruikshank Studios



Credit: Architect Magazine



Credit: Graham Projects

Contact Information

For more information about the project, or if you have questions, please contact us at UrbanDesign@Saskatoon.ca

For questions about Asset Preservations work, contact CustomerCare@Saskatoon.ca

References

Figure 1: Photo by Lifang International, <https://www.cnu.org/publicsquare/2022/03/09/comprehensive-redesign-makes-city-more-livable>

Figure 2: WRT Design, <https://www.wrt-design.com/projects/castro-valley-redevelopment-strategic-plan-implementation>

Figure 3: Akbari, H.; Brazel, T.; Cole, D.; Estes, M.; Heisler, D.; Hitchcock, D.; Johnson, B.; Lewis, M.; McPherson, G.; et al. (2008) *Reducing Urban Heat Islands: Compendium of Strategies*; EPA

Figure 4: Scape Studio, <https://www.scapestudio.com/projects/buffalo-Niagara-medical-campus-streetscape/>

Figure 5: National Association of City Transportation Officials, https://nacto.org/wp-content/themes/sink_nacto/views/design-guides/retrofit/urban-street-design-guide

Figure 6: National Association of City Transportation Officials, <https://nacto.org/publication/urban-street-design-guide/streets/neighbourhood-street/>

Figure 7: Architizer, <https://architizer.com/projects/aspen-art-museum-commons/>

Figure 8: Graham Projects, <https://grahamprojects.com/projects/reverberations-crosswalk-calvert/>

Figure 9: Sustainable Transport Council, <https://www.transportcouncil.org/141/72/Bellingham-raingardens-east-magnolia-street.html>

Figure 10: Archi Tonic, <https://www.architonic.com/en/product/vestre-parklet-2-0/1544460>

Figure 11: LAAB Architecture. Photo by Raphael Thibodeau, <https://www.laabarchitecture.com/post/agora-maximus-tactical-urbanism-2-0>

Figure 12: Architect Magazine, https://www.architectmagazine.com/design/gensler-designs-bright-yellow-parklet-for-d-c_o

Figure 13: Falling Stars (2022) Cruickshank Studios, <https://www.cruickshankdesignstudio.com/work/falling-stars>

Figure 14: Lonsdale Street Redevelopment (2011) BKK Architects, <https://b-k-k.com.au/projects/central-Dandenong-Lonsdale-street-upgrade>

Figure 15: Lonsdale Street Redevelopment (2011) BKK Architects, <https://b-k-k.com.au/projects/central-Dandenong-Lonsdale-street-upgrade>