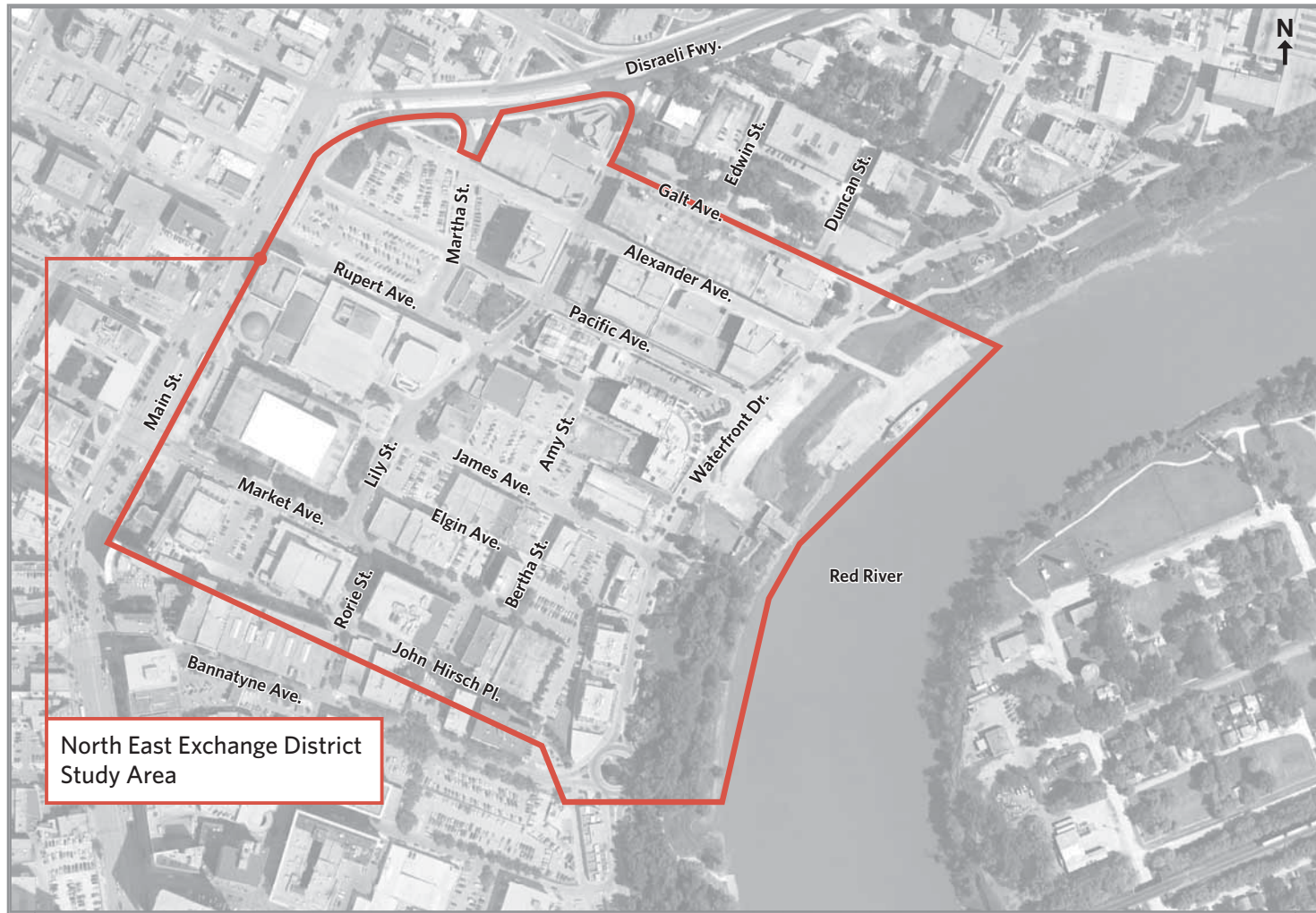

City of Winnipeg`s North East Exchange District Engineering Study

Preliminary Design & Implementation Plan

Open House

June 18, 2014

Study Area



To provide the City of Winnipeg with a blueprint for prioritized infrastructure improvements in the North East Exchange District in accordance with the City of Winnipeg Transportation Master Plan and the Complete Communities Direction Strategy.

What is INFRASTRUCTURE?

- » Roads
- » Parking
- » Sidewalks
- » Bicycle paths and amenities
- » Transit amenities
- » Underground services and utilities
- » Street trees
- » Street furniture



Existing Conditions



Public Information Display Highlights

The following highlights were provided by the public at the Public Information Display Session (PIDS) held on March 25, 2014 at the Pantages Theatre. For more information on this event, visit: www.winnipeg.ca/northeastexchange

- » Incorporate sidewalks on both sides of every street.
- » Ensure adequate street lighting throughout the District.
- » Preserve and protect the area's heritage elements through design, interpretative signage and public art.
- » Encourage land uses that support activity on the street (e.g. coffee shops, cafes, grocery store, market, etc.).
- » Incorporate street calming measures on Lily Street (e.g. speed bumps or roundabouts).
- » Reduce surface parking by developing parkades, which are critical to support future development.
- » Encourage community gardening.

- » Create a green, pedestrian-only street.
- » Incorporate improved garbage/recycling bins.
- » Enhance the connection between the Museum for Human Rights, The Forks and the District.
- » Ensure infrastructure improvements are planned, taking the broader area into consideration.



Market Avenue Street Improvements

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Market Avenue from Main Street to Rorie Street was reconstructed in 2012. Feedback received during stakeholder and public engagement activities indicates that 94% of individuals 'generally like' the recent street improvements.

- » "The lights are nice."
- » "The improvements add landscape diversification."
- » "It's fresh and different."
- » "Love it! Would like to see more of it - it would encourage the area to become more of a destination."
- » "Like the lights, but there may be too many benches."
- » "The improvements are great, but shouldn't be extended throughout the District."



Major Study Area Linkages



1 GENERAL DESIGN ACTIONS

- improve sidewalk corridor by adding a clear curb zone, street element zone and pedestrian travel zone (clear path of travel).
- improve legibility through wayfinding (W) and interpretive (I) information points focused on routes into the district
- improve pedestrian safety with raised intersections
- improve lighting by adding traditional 'stitsville' and 'federal globe' poles and floodlights mounted to heritage buildings
- add individual or grouped bike racks (B) at strategic locations, based on adjacent land uses
- add public art (A) to enhance the environment, create a sense of place and reflect the character of the neighbourhood
- where possible, retain existing trees and plant new trees at locations with favorable growing conditions

2 JOHN HIRSCH WAY from Bannatyne to Bertha

- improve sidewalk corridor by widening existing pedestrian zone and adding a pedestrian travel zone (clear path of travel) from Bannatyne to Rorie
- improve legibility through wayfinding (W) and interpretive (I) information points focused on routes into the district
- improve lighting by adding traditional 'federal globe' poles to match existing. Existing pole lighting and hydro poles to remain
- add public art (A) to enhance the environment, create a sense of place, and reflect the character of the neighbourhood

3 BERTHA ST. pedestrian lane from John Hirsch to Market

- improve sidewalk corridor by adding a clear curb zone, street element zone and pedestrian travel zone (clear path of travel)
- improve legibility through wayfinding (W) interpretive information points focused on routes into the district
- improve lane by adding trees, trellis, benches, vine-growing walls and upgrading existing stairs and ramp to accessibility standards
- Retain existing traditional 'federal globe' building mounted lights, roadway lighting and hydro poles

4 ELGIN AVE. Hill's Alley pedestrian street

- Elgin to become a pedestrian first interpretive street 'Hill's Alley' with interpretive elements such as wayfinding (W) and interpretive (I) information points, signage and banners
- develop City property at each end of Elgin as interpretive 'pocket parks'
- improve lighting by adding traditional 'federal globe' mounted lights to existing buildings
- retain existing hydro poles as a historic street feature
- retain existing railway line and incorporate into pavement design

DYNAMIC supportive of street life and reflective of the diverse activities happening within the East Exchange buildings

FLEXIBLE accommodating change and inviting experimentation

COHERENT easy to navigate, and possessing a recognizable unity and identity

SAFE creating a reassuring sense of well being on the streets



Typical Street View



- accessible tree grate
- sustainable tree planting in soil trench
- clear curb and street element zone
- new or rehabilitated roadway
- wayfinding and bike rack node
- pedestrian zone / clear path of travel
- brick inlay wayfinding strip
- traditional 'federal globe' pole lighting

Typical Street View



seasonal pop-up sidewalk in parking lane

seasonal pop-up patio

building frontage

brick inlay wayfinding strip

Exchange District Palette

EXCHANGE DISTRICT WAYFINDING



EXCHANGE DISTRICT SIGNAGE



EXCHANGE DISTRICT PUBLIC ART



EXCHANGE DISTRICT INTERPRETIVE STORYTELLING





TREE PLANTING IN CLUSTERS ON BOTH SIDES OF STREET
Market, James and Lily



TREE PLANTING IN CLUSTERS ON ONE SIDE OF STREET
Borlha, Amy, Rupert, Martha, Pacific, Alexander and Galt

SUSTAINABLE tree planting in soil trench



varied tree species selected to suit local growing conditions

tree grate
structural concrete soil trench
large soil volume in continuous trench
sub drain

pedestrian travel zone / clear path of travel

brick inlay wayfinding strip



 tree planting in clusters on both sides of street
 tree planting in clusters one side of street

Pedestrian Scale Lighting







EXISTING LIGHTING LEVEL Galt Avenue



PROPOSED LIGHTING LEVEL Galt Avenue



FLOODLIGHTS MOUNTED TO HERITAGE BUILDINGS
in partnership with developers

-  traditional 'stitsville' pole lighting within the national historic site boundary
 -  traditional 'federal globe' pole lighting outside of national historic site boundary
 -  exchange district national historic site boundary
- 

The following criteria were developed for use in preparing the implementation plan for the sections of the street being considered for improvement in the study area. The proposed implementation plan is illustrated on board 17.

- » Supports Development
- » Timing of Sewer/Water Improvements
- » Financial Impact
- » Illumination
- » Pavement Condition
- » Improved Pedestrian & Cycle Environment
- » Improved Safety/Security
- » Street Importance

Apart from the previous criteria, there are other factors that should be considered when developing an implementation plan to determine when each section of the street should be constructed:

- » Ease of Construction/Staging
- » Coordination with Development
- » Development Timing
- » Annual Budget Constraints

Recommended Implementation Plan

Legend

- Immediate 2014
- Sidewalk Construction (South Side of James Avenue) 2015
- Short-Term 2015-2017
- Lighting Upgrades 2015-2017
- Medium-Term 2018-2020
- Long-Term 2021-2023



On behalf of the Project Team, thank you for your attendance and participation. Please fill out a feedback form before you leave.

For more information, contact:

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