

City of
Prince Albert



Central Avenue
Streetscape
Development Master
Plan

Submitted To
City of Prince Albert

Prepared By
Stantec Consulting

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A.1 Central Avenue Engagement Results I
 A.2 Detailed Streetscape Cost Estimate II



1.0

PROJECT OVERVIEW



1.1 EXECUTIVE SUMMARY

Prince Albert has determined that the revitalization of its downtown is an important next step in growing the community, attracting new business, and embracing the addition of the University of Saskatchewan Prince Albert Campus to the downtown core. The streetscape master plan document aims to embrace Prince Albert's history as the Gateway to the North and major centre for commerce and trade while acknowledging Indigenous history and culture as a great meeting place. The design aims to blend those elements together to create a destination all Prince Albertans can be proud of.

The new vision for Central Avenue is that of a four-season destination; a space for commerce, teaching, music, story-telling, ceremony, community gathering, relaxation, and contemplation. This is achieved through balancing all modes of transportation, providing consistent reliable treatments which can interact seamlessly, and putting the focus of the design back on the pedestrians and community. Components such as curb extensions, pedestrian lighting, sidewalk widening, and improved placemaking will provide significant measurable increases to the pedestrian experience and therefore improve main street vitality. The integration of Memorial Plaza at City Hall, University Plaza,

and the development of the empty lot on the corner of 11 Street East and Central Avenue into a dedicated park space will provide a great community gathering space to help reactivate downtown Prince Albert and bring a sense of pride to the community.

The streetscape master plan document is intended to be used to set the framework for the Central Avenue revitalization. It will inform the high-level design intentions for the street and guide the future redevelopment of Central Avenue. The design will further be refined during the detail design process and eventual construction phases of the redevelopment.



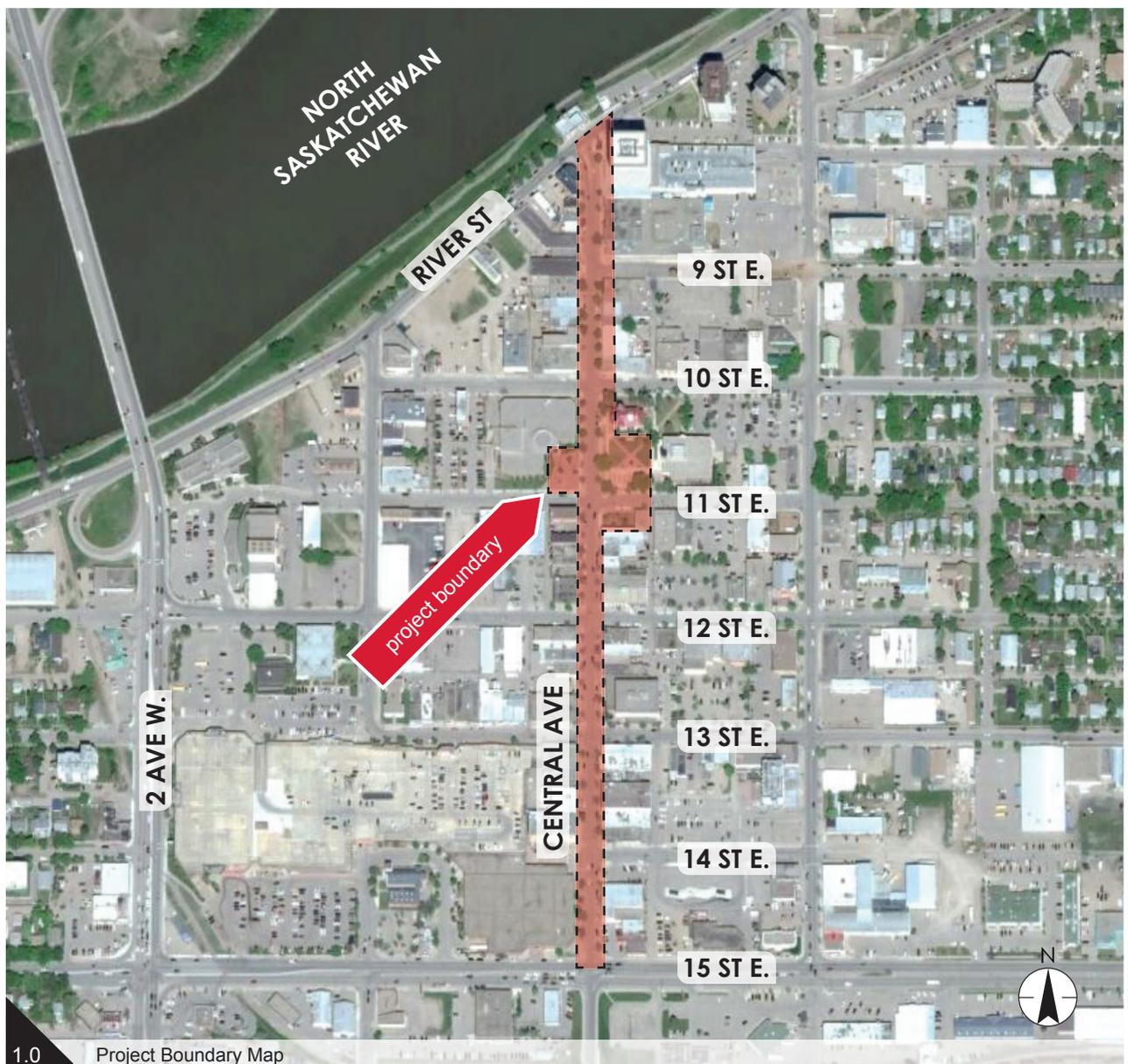
An aerial photograph of a city, likely Victoria, British Columbia, showing a river (the Strait of Juan de Fuca) flowing through the urban area. The image is overlaid with a semi-transparent green filter. A white square box highlights the number '2.0' in the upper left quadrant.

2.0

**PROJECT
CONTEXT**

2.1 STUDY AREA | PROJECT BOUNDARY

In an effort to improve aging infrastructure and bring more people, jobs, buildings, and activities to downtown, Central Avenue has been strategically selected to help grow the historic urban centre of Prince Albert. The Central Avenue Streetscape Development Master Plan project is focused along Central Avenue and runs north from 15 Street East to River Street. The project boundary ties into the existing conditions on the side streets both to the east and west of Central Avenue.



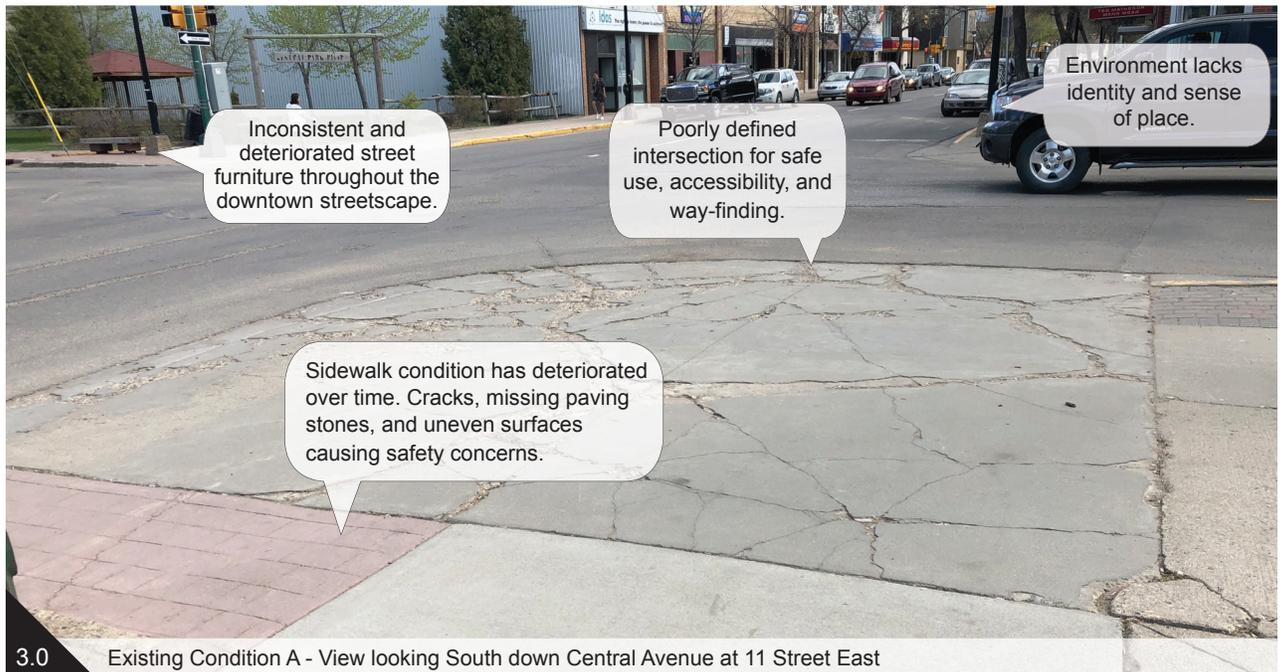
2.2 FEATURE AREAS | BIG IDEAS

Good public space often acts as the heart of the community, it defines the physical, cultural and social identities of a community. Central Avenue has three key areas within the project boundary that help define its redevelopment. The key areas are; the south gateway, that defines the entrance into the downtown corridor; the north gateway that serves as the connection to the river; and the re-imagined Memorial Square that links the Memorial Square, University Plaza and the development of a dedicated park space on the corner of 11 Street E. & Central Avenue. These feature areas will form a centralized hub that can become a community event space throughout the year.



2.0 Feature Area | Big Ideas Location Map

2.3 EXISTING CONDITIONS





3.0

**PUBLIC
ENGAGEMENT**

3.1 ENGAGEMENT RESULTS

Public engagement is critical to the success of a master plan as it allows the community to highlight the major factors vital for success. The City conducted two phases of engagement with the citizens of Prince Albert, these engagement sessions included options for the community to engage both on-line and in person. Hundreds of responses were collected and analyzed and have been used to inform all aspects of the Central Avenue Master Plan.

The initial engagement session was conducted with the city residents and the Prince Albert Downtown Business Improvement District (PADBID). It was designed to determine how Central Avenue could function and what opportunities should be provided for. Questions were asked to determine the characteristics and feature developments that would make for a great downtown. The results from the first engagement session clearly identified that Central Avenue needed to incorporate unique gathering places such as patios, parklets and site furniture, better connectivity throughout, and increased safety treatments, all to provide for more eyes on the street. The second engagement session layered the information gathered during the initial engagement session and presented four cross-section options to the community to answer the question: how should the streetscape be redeveloped from a transportation and pedestrian realm

perspective? The four cross-section options are:

Option 1: Two (2) lanes, parallel parking on both sides.

This streetscape option provides what we currently have for Central Avenue; two (2) lanes of 1-way traffic and parallel parking on both sides of the street. The number of parking spaces would remain the same, and two (2) lanes of traffic would allow vehicles to keep speed through Downtown. This option would provide updated streetscape aesthetic such as unique features, landscaping, street furniture and opportunity for small sidewalk.



5.0 Cross-Section Option 1 (Existing Condition)

This streetscape option is a balance of traffic speed, parking convenience and people's experiences.

Option 2: Two (2) lanes, parallel parking one side

This streetscape option provides two (2) lanes of 1-way traffic and parallel parking on one side of the street. Parallel parking on one side of the street will reduce the number of spaces, and having two (2) lanes of traffic will allow vehicles to keep speed through downtown. Substantially wider sidewalks will allow for unique features, ample landscaping, street furniture and opportunity for sidewalk cafés and parklets.



This streetscape option prioritizes people's experiences over parking convenience and maintains current vehicle speeds through downtown.

Option 3: One (1) lane, angled parking

This streetscape option provides one (1) lane of 1-way traffic with angled parking on one side of the street. Angled parking will allow for roughly an equal amount of parking spaces to be established, and having one (1) lane of traffic will slow vehicle speeds, reducing traffic noise and creating a safer place for people to enjoy. Substantially wider sidewalks will allow for unique features, ample landscaping, street furniture and opportunity for sidewalk cafés and parklets.



This streetscape option prioritizes people's experiences over vehicle speed through the downtown while maintaining current parking convenience.

Option 4: Two (2) lanes, angled parking

This streetscape option provides two (2) lanes of 1-way traffic with angled parking on one side of the street. Angled parking will allow for roughly an equal amount of parking spaces to be established, and having two (2) lanes of traffic would allow vehicles to keep speed through Downtown. Pedestrian space has been reduced in this option but there will remain some opportunity to improve the streetscape aesthetic with unique features, updated landscaping and an opportunity for parklets.



This streetscape option prioritizes parking convenience and vehicle speed through the downtown over people's experiences.

As a result of both the on-line and the in person community engagement sessions it was determined that Option 3 (One-way street with one lane of traffic and angled parking on the east side of the street) was overwhelming favoured by the community. For the complete engagement results refer to Appendix A.1.



The background is a green-tinted illustration of a city street scene. It features several large, leafy trees, a yellow kiosk with people sitting at a table, and pedestrians walking on a sidewalk. A white SUV and an orange pickup truck are parked on the street. The overall atmosphere is bright and urban.

4.0

STREETSCAPE DESIGN VISION

4.1 STREETScape VISION

Through unique and adaptive urban design, the vision for the downtown streetscape enhancement is to:

Improve safety, increase the appeal of the pedestrian realm, and attract growth and support year-round activity, while promoting a sense of community and civic pride.

Prince Albert is commonly known as the Gateway to the North; Central Avenue represents the urban heart of that gateway, a place for the community members to gather, discuss ideas, shop at the local businesses, and gather in the community plazas and open spaces.

The community made a significant move in the function of Central Avenue by voting to change the street from that of a car-centric thoroughfare to a people-centric community street. The switch to a one-lane roadway with angled parking will slow down traffic speeds, enhance the pedestrian realm, and create a more community focused street. Tied to the vision are the streetscape enhancement principles which will inform the design:

- **Urban Design** - To create a unified design language through distinct and complementary streetscape elements.
- **Character** – To improve the perception of downtown Prince Albert and create a vibrant downtown destination that celebrates the culture and heritage of the community.

- **Mobility** - To enhance accessibility for all ages and abilities and to improve the overall pedestrian experience, improve access to and overall transit experience, convenient parking, and reduced vehicular speeds.

- **Safety** - To increase the perceived safety for pedestrians and vehicles throughout the downtown enhancement area.

- **Economy** - To enhance the economic vitality of the downtown by attracting a mix of businesses that serve a wide variety of people.

- **Landscape** - To provide for maintainable landscape treatments that complement the character of downtown streets and identity of the urban core.

- **Seasonality** - To incorporate flexible design solutions into the streetscape to accommodate a range of functions and activities that can vary throughout the four seasons.

- **Maintenance** - To safeguard the design to facilitate ease of year-round maintenance.



4.2 THE MASTER PLAN

Main streets are unique places full of character, diversity, and energy. They are inclusive, evolving, and help bring out the best in the community. To aid in Central Avenue meeting those goals, we have focused on four key placemaking attributes that help contribute to a great sense of place.



4.3 PLACEMAKING ATTRIBUTES

- AL** • **Access + Linkages:** Strong visual and physical connections that provide clear and safe routes for pedestrians, cyclists, and transit moving around and through the downtown of Prince Albert.
- CI** • **Comfort + Image:** Planting vegetation to provide shade in areas and buffers from traffic to create comfortable spaces for people to walk and linger.
- S** • **Sociability:** A streetscape master plan that provides opportunity for community nodes and space for community events.
- UA** • **Uses + Activities:** Provide permanent or temporary amenities and space for local businesses and residents to plan community events.

These attributes have been integrated in the master plan to ensure the design accomplishes more than street beautification, but brings a sense of vibrancy to Central Avenue and creates spaces that define a main street. The following pages highlight the new placemaking opportunities and how they integrate into the streetscape.

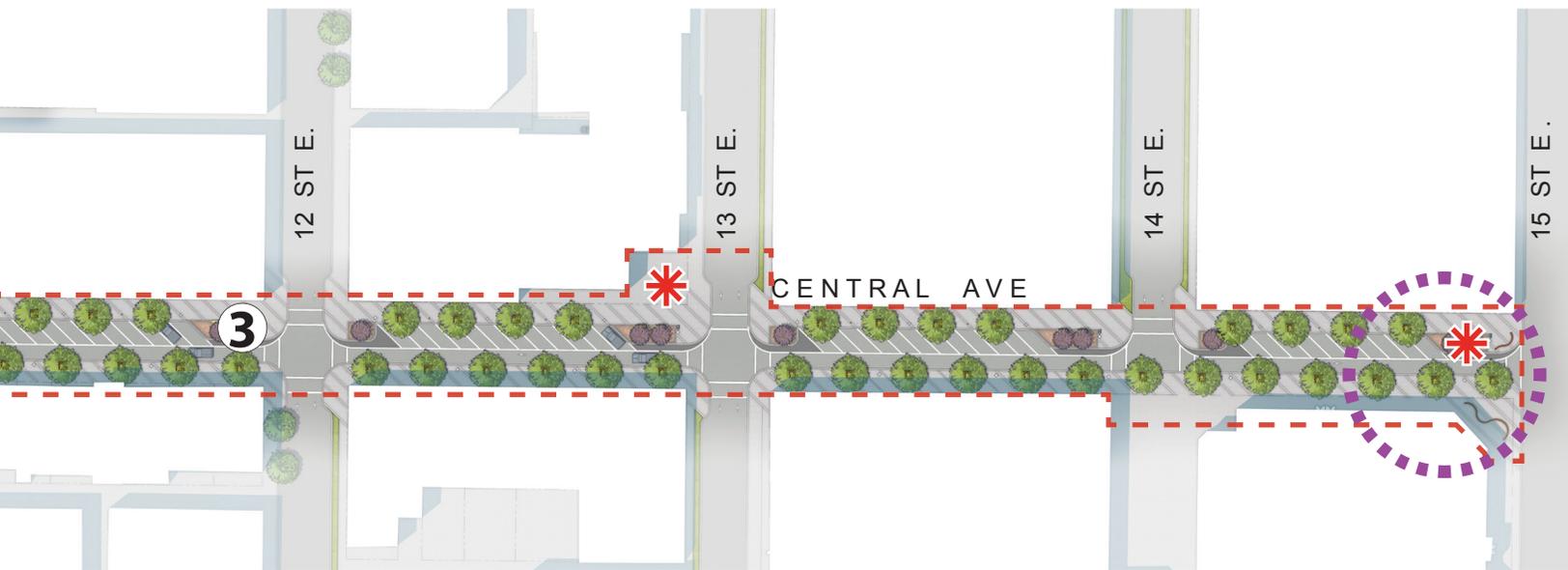


Figure 9.0 - Central Avenue Master Plan



LEGEND

-  COMMUNITY ICON FEATURE
-  PUBLIC TRANSIT BUS STOP
-  TEMPORARY CLOSED STREET
-  PLACEMAKING OPPORTUNITY

Locations subject to change during detailed design.

4.4 PLACEMAKING OPPORTUNITIES

4.4.1 MEMORIAL SQUARE + UNIVERSITY PLAZA AL CI S UA

Creating a space for the community unique to Prince Albert was clearly addressed by the community as a major goal of the streetscape master plan. The re-imagining of Memorial Square into a festival / community gathering space that links the community to City Hall and the new university campus will create a vibrant heart for the community within the Central Avenue corridor. Seating nodes, farmers market space, a bus plaza, and strong promenade will all act to create a space that the community can be proud of.



Figure 10.0 - Memorial + University Plaza



11.0

Perspective Rendering A.1 - View Looking North at 11 St. E Memorial + University Plaza



12.0

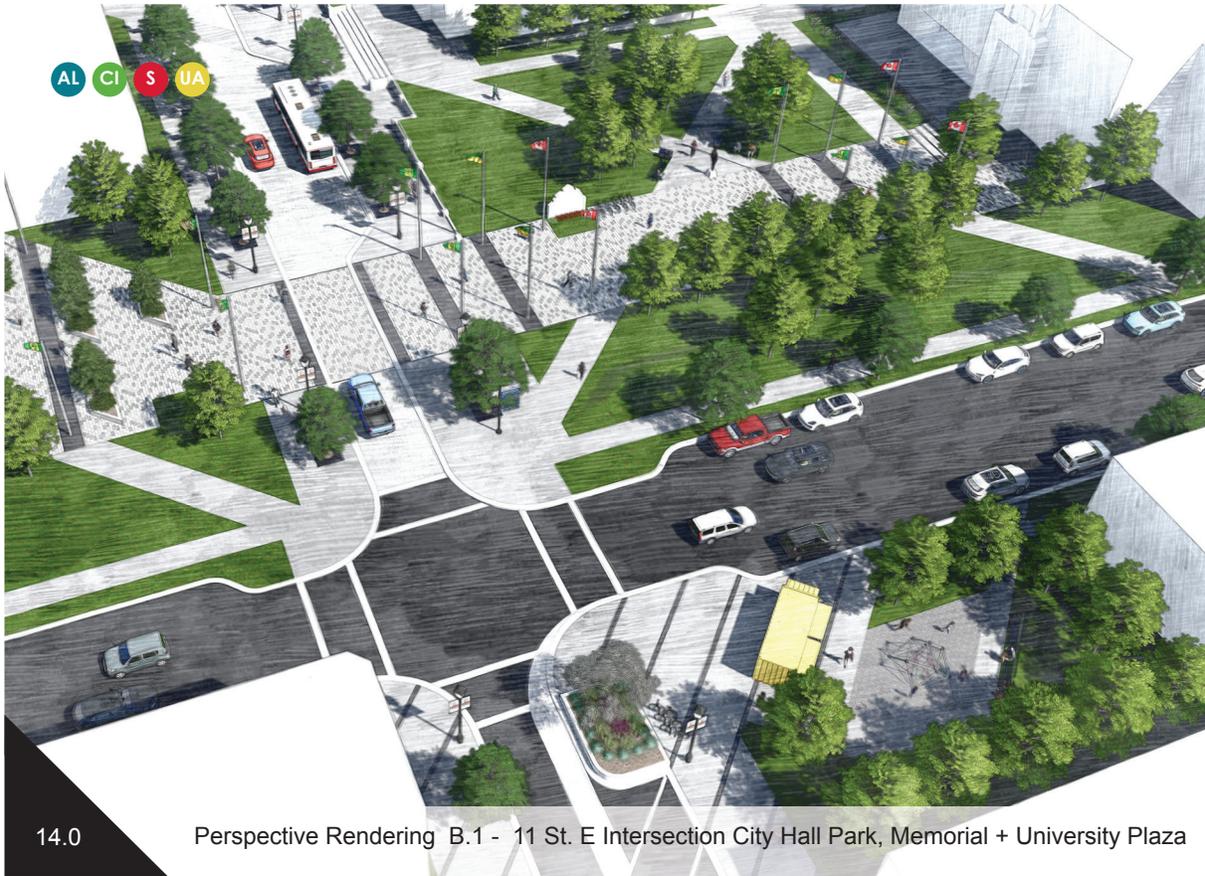
Perspective Rendering A.2 - Memorial + University Plaza Promenade During a Festival

4.4.2 CITY HALL URBAN PARK AL CI S UA

Adjacent to the re-imagined Memorial + University Plaza, City Hall Park has been designed as an inclusive space for users of all ages. Using a vacant downtown lot, the park aims to bring much needed vibrancy and life to downtown Prince Albert. The parks program elements include: a children’s play zone, adding a place for families to gather to enjoy the downtown; a cafe pavilion building creating a space for students and downtown employees to stop and enjoy lunch during the week; and a passive seating area in an urban setting during afternoons and weekends.



Figure 13.0 - City Hall Urban Park



14.0

Perspective Rendering B.1 - 11 St. E Intersection City Hall Park, Memorial + University Plaza



15.0

Perspective Rendering B.2 - City Hall Park - Cafe and Playground Zone

4.4.3 TYPICAL CENTRAL AVENUE INTERSECTION AL S

The typical urban intersection treatment has been designed with a focus on balancing pedestrian safety and placemaking. The design aims to create new dynamic pedestrian spaces for sitting, watching and exploring, increasing the urban tree canopy, and improving pedestrian safety and connections.

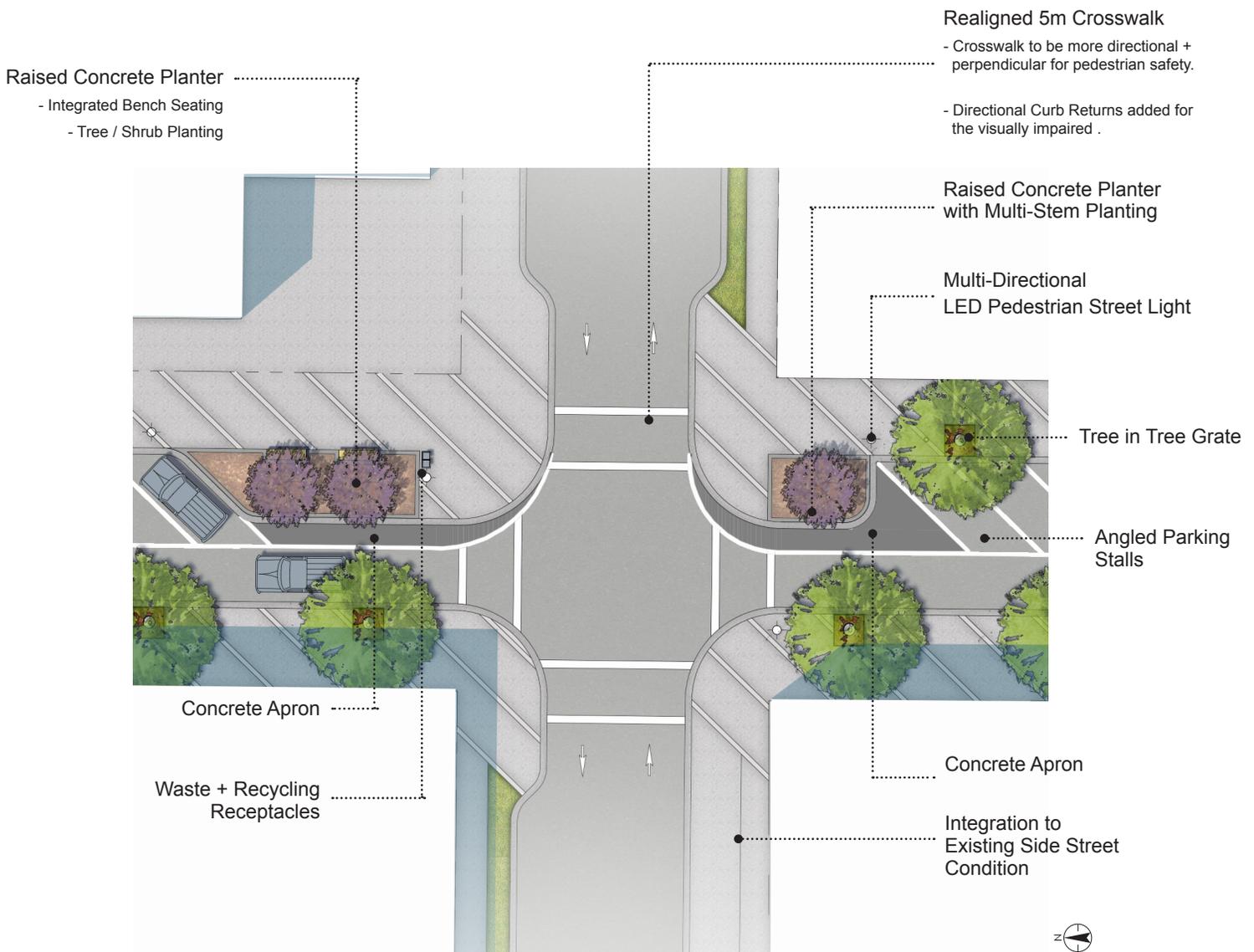


Figure 16.0 - Typical Central Avenue Intersection



17.0 Perspective Rendering C.1 - Typical Intersection Planter with Seating



18.0 Perspective Rendering C.2 - Central Avenue Looking North

4.4.4 RIVER STREET GATEWAY AL CI S

A community feature that marks Central Avenue and that reflects the local culture and architecture used within the main street is essential to developing a full sense of place. To best accommodate a sense of entrance and pageantry at the intersections of Central Avenue and both 15 and River Streets, community icon features have been proposed at both ends of the main street. The detail design of the features will be done together with the local and Indigenous communities to ensure they reflect the history and culture of Prince Albert and respect the Indigenous community.

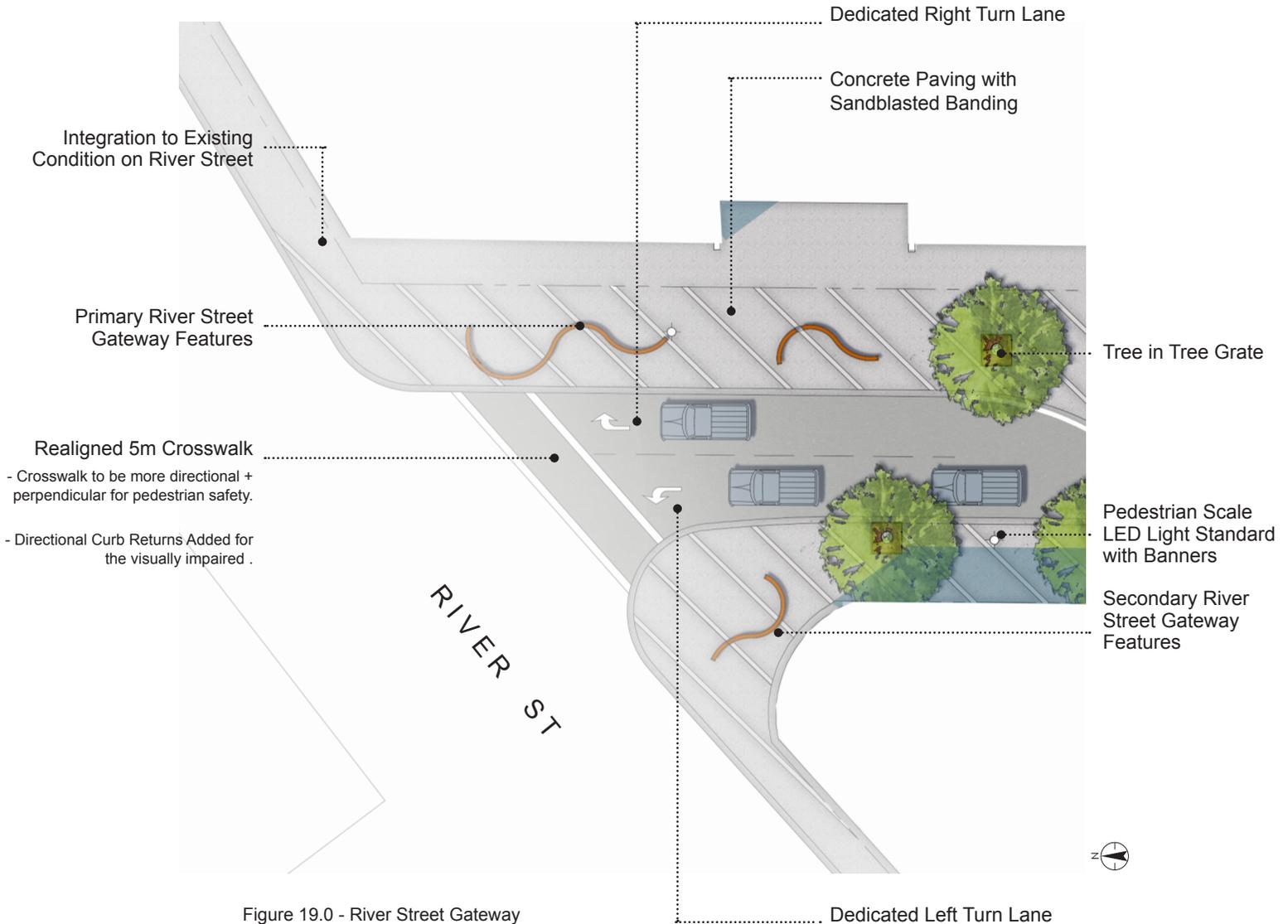


Figure 19.0 - River Street Gateway



20.0

Perspective Rendering D.1 - Conceptual River Street Gateway Feature Looking South



21.0

Perspective Rendering D.2 - Conceptual River Street Gateway Feature Looking North

4.5 PREFERRED CROSS-SECTION (TYPICAL)

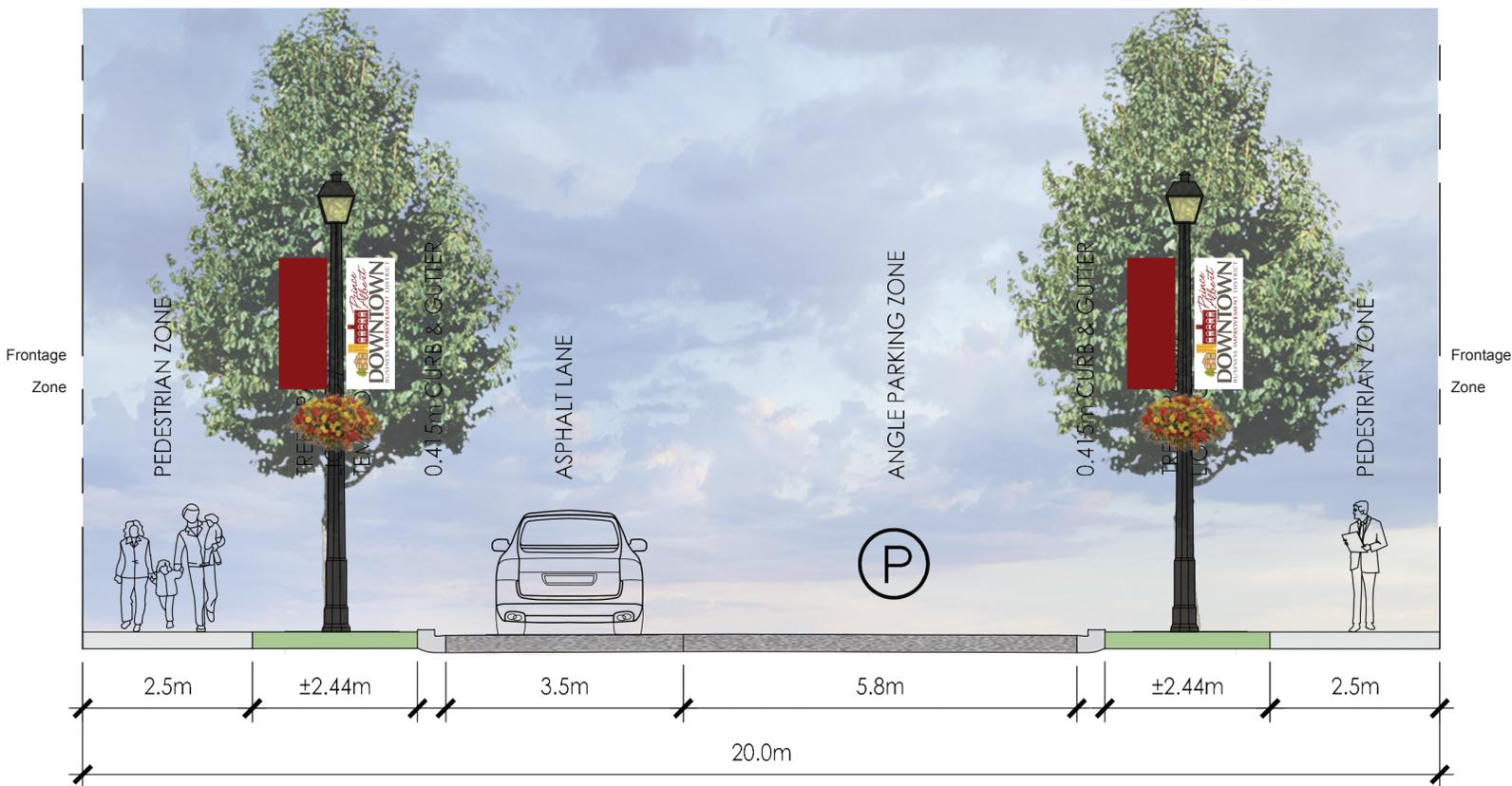


Figure 22.0 - Preferred Central Avenue Cross Section

Cross-Section Highlights

- Trees in tree grates (optional soil cells)
- Raised concrete planters with integrated seating
- Distinct Central Avenue light standards
- Light standard pageantry
- Concrete paving with sandblasted banding
- 2.5m pedestrian clear zone
- Angled parking zone
- 3.5m travel lane (vehicular) with 5m access for snow clearing equipment

4.6 CENTRAL AVENUE KIT OF PARTS

Attractive, high-quality, well-maintained street furniture can greatly enhance pedestrian experience along public streets. Seating provides an extra space to catch up with a neighbour, tie your shoe while on a jog, or take a moment to adjust the stroller. Bike racks make it possible to visit a favourite retailer without searching for parking or locking the bike to a random object. Trash and recycling receptacles help keep streets free of waste.

New street furniture, including planter-integrated benches, are proposed at various areas along Central Avenue. By integrating the benches with landscaping and centrally locating them, it is anticipated that this solution will create efficiencies and allow adaptability in the future.

The materials presented on pages 26-32 have either been generated as a result of the rendering or present existing materials that are in common use at the time of authoring of this master plan. At the detail design stage, the material selection will be made. During the detail design work, effort should be taken to adhere to the design intent presented in this streetscape master plan, presenting practical options which provide a cohesive solution to the Central Avenue streetscape.



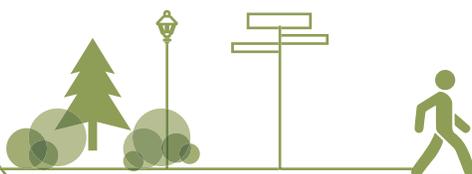
Typical Corner Treatment



Activated Plaza Space



Improved Pedestrian Crossings



4.6.1 Lighting

Decorative lighting plays a key role in animating streets and sidewalks, enhancing safety, and emphasizing streetscape character. The design should reflect the context and the surrounding cultural environment. Lighting can also be used to highlight special features like heritage buildings, character areas, landscaping, and public art. Given the low light conditions during the shoulder seasons and winter months, lighting is extremely important within the main street corridor to promote a vibrant, accessible, year-round public realm. A dynamic lighting plan, predominantly shaped by the provision of lighting for the pedestrian users, can be transformative to the user experience, extending the use of public spaces into the night hours, and creating spaces where moments of fun, exploration, and excitement happen year-round. The value of lighting is not only measured in the ability of users to access and enjoy a space but additionally in the increase of perceived and actual safety. Lighting of this scale and purpose is of proven value, particularly in the fields of Crime Prevention Through Environmental Design (CPTED). Areas such as Memorial + University Plaza and the adjacent park, or sidewalks without adjacent businesses will no longer be dark/intimidating spaces as they will be illuminated in the public realm, creating safer, welcoming places.

4.6.2 Street Lighting with Pageantry

The materiality, lamp design, and banner signage will aid in adding a consistent look



Enhanced LED Plaza Lighting



Heritage Light Standard

and feel to Central Avenue and enhancing its desirability for future redevelopment. The banners will help establish a unified theme for the downtown, as well as provide opportunities to advertise various community events, such as Farmers Markets, summer and winter festivals, and events at the university. The materiality and lamp design will remain consistent with the look and feel of the heritage buildings and existing light standards of the surrounding downtown core, establishing a unified character that permeates out of the downtown core throughout the remainder of the main street, while also providing the opportunity for flower pots.

4.6.3 Enhanced Sidewalks + Crosswalks

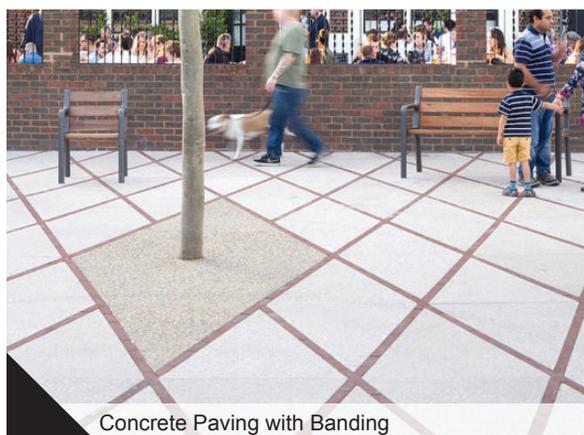
Crosswalks assist pedestrians in safely crossing streets by signifying the crossing point for vehicles approaching an intersection. The design of a crosswalk can greatly influence a crossing's safety and effectiveness. Enhanced sidewalk and crosswalk paving will be located at all intersections along Central Avenue to clearly delineate the pedestrian priorities. With pedestrian safety being a major tenet of the streetscape master plan, ensuring the crosswalks are well identified and clearly signed is paramount to the design. The enhanced crosswalks will consist of a different material from the driving lane with larger paving bands and will include a tactile strip for improved accessibility. The sidewalk width will be increased to a 2.5m clear zone from the existing varying condition to ensure the pedestrian realm is consistent and encourages a safe, comfortable walking experience throughout the main street. The concrete



Light Standard with Pageantry



Enhanced Crosswalk Painting



Concrete Paving with Banding

paving pattern with banding will continue throughout the streetscape to enhance the pedestrian experience.

4.6.4 Enhanced Paving

Enhanced paving can be located on Central Avenue to establish a textural divide between pedestrians and vehicles moving along the asphalt travel lanes. The shared avenue in front of Memorial Square + University Plaza can incorporate an enhanced paving pattern that spans the entire width of the street, including the bus bay. The textures can be one of the many components that help distinguish the shared street in the heart of the downtown. Concrete paving with banding can be used through the main street to help define Central Avenue as a special district within downtown Prince Albert.

4.6.5 Travel Lane Concrete Banding

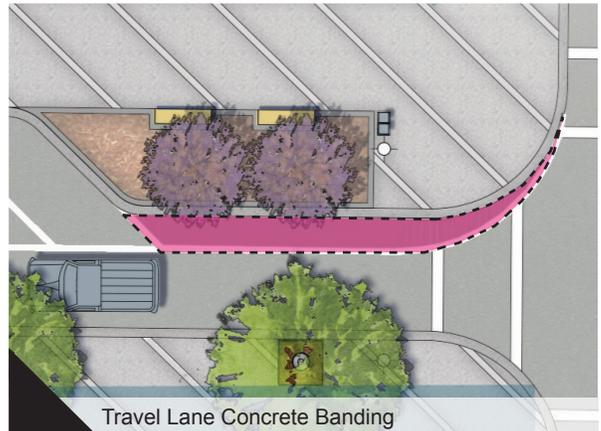
In order to accommodate emergency and snow clearing vehicles, the asphalt travel lane at the intersections was increased from 3.5m to 5m in width. The result of the widening at the intersections was a perceived conflict between the vehicular traffic and parked cars. To address this conflict concrete paving has been proposed in the extra 1.5m of the travel lane to visually reduce the lane to 3.5m and clearly mark the area in which vehicular traffic should occur.

4.6.6 Park Benches

Opportunities for more park benches to be integrated into the streetscape master plan are possible within the furniture zone and



Enhanced Unit Paving Treatment at Promenade



Travel Lane Concrete Banding



Park / Streetscape Benches

building frontage zone and can be looked at in connection with future development. Park benches with simple low maintenance steel materials should be placed at key open space areas (e.g. bus stop, memorial/university plaza, city hall park).

4.6.7 Integrated Planter Benches

Urban style benches integrated with the concrete base of the corner bump-out planters will be located throughout the corridor. These benches can offer variety within the streetscape as they can be designed with or without a backrest. They offer a seating opportunity in a comfortable environment with clear sight-lines and attractive planting. It is recommended that the benches are of a material that is of quality design with minimal maintenance.



Integrated Planter Bench Seating

4.6.8 Bicycle Racks

Simple low maintenance steel bike racks should be coordinated with the street furnishing palette and will be placed at key areas in the subject area including the bus stop, Memorial Square + University Plaza, City Hall Park and at consistent spacing throughout the corridor.



Bicycle Rack

4.6.9 Waste + Recycling Receptacles

Simple low maintenance steel waste and recycling receptacles will be located along Central Avenue at key areas (e.g. bus stops, busy intersections, park and plaza locations). Designed with robust proportions to withstand both the weather and frequent use, the waste and recycling receptacles can efficiently fit in the street rights-of-way.



Waste + Recycling Receptacles

4.6.10 Public Transit / Bus Stops

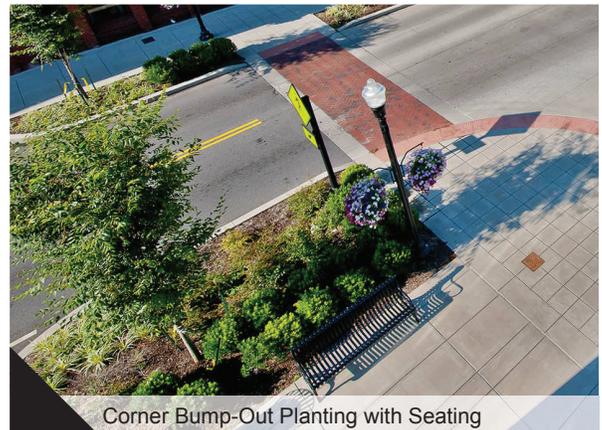
Transit is critical to supporting the growth of the downtown community without increasing the personal vehicle dependency. With the University of Saskatchewan Prince Albert campus set to open in 2020, the need for effective and safe public transportation will become even more important. To increase the appeal, effectiveness, and safety of the current bus routes that move through the Central Avenue corridor, the existing two bus stop locations have been consolidated into one centrally located bus plaza adjacent to both City Hall and the future university campus. The design is intended to be in a well-lit, centrally located space with improved stop design and waiting areas, enough space for waiting shelters, waste bins, and other components to support comfortable use.



Bus Plaza with Well-Lit Shelter

4.6.11 Corner Bump-outs

A bump-out is a widening of the boulevard and narrowing of the roadway in a strategic location. Bump-outs can be installed at intersections throughout Central Avenue and can be used to accommodate site furnishings, signage, and landscaping. Concrete planters may be located on the north side of the intersection within the area created by the corner bump-outs. The planters will contribute to the aesthetics of the streetscape and enhance the overall planting environment. In addition to planting various tree species, shrubs, and perennials, the planter will capture and temporarily store stormwater and provide additional seating. The planters provide opportunities to plant hardy native species for year-round interest. To have a streetscape full of healthy plants, a variety of species should be considered that are of the appropriate hardiness.



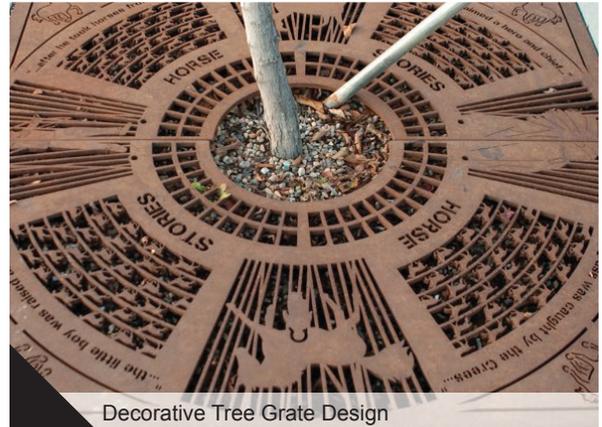
Corner Bump-Out Planting with Seating



Corner Bump-Out Planting with Seating

4.6.12 Tree Grates

Tree grates will be used for the streetscape trees within the main street corridor. Tree grates help protect trees against traditional severe urban surrounding, they allow space for the tree while providing pedestrian traffic flow over the planting area. Tree grates also provide more air circulation over the root area and a greater surface area for either natural or supplemental irrigation. The tree grates will signify the use of a root director management system to help improve tree growth and survivability all while helping to prevent hard pavements and road curbs from costly damage due to root heave.



Decorative Tree Grate Design

4.6.13 Tree Guards + Tree Protection

To help further improve the overall aesthetics and strength of the street trees tree guards will be used throughout Central Avenue streetscape. Tree guards protect the urban trees from surrounding traffic elements, such as passing vehicles, bicycles and pedestrians as well as adding a unique aesthetic to Central Avenue.



Root Director



Tree Guard

4.6.14 Angle Parking Design

During the engagement process, the community made it clear that angled parking was their preferred option. This option aims for an equal distribution of parking and the reduction of a the travel lanes from two to one. The reduction of Central Avenue to one travel lane will slow traffic speeds, reduce noise, creating a safer space and providing the pedestrians with a wider sidewalk right-of-way.



Example of Angle Parking on a Main Street

4.6.15 Way-Finding Signage

Various signage and way-finding features can be added throughout the Central Avenue streetscape to direct pedestrians and drivers to key locations within the downtown area (ie. City Hall, University of Saskatchewan Prince Albert Campus, History Museum). City Council recently approved way-finding signs for public attractions in the downtown. Public parking, business signs, pedestrian scaled maps and other signage will be explored during the detail design.



Existing Prince Albert Way-finding Signage

4.6.16 Icon Features

To celebrate the historic significance and unique culture of Prince Albert, various iconic features, such as heritage icons / monuments, sculptural features, and public art, can be incorporated into the urban streetscape. These elements can be placed at key locations within Central Avenue corridor and at the gateways of the downtown core to mark the community's entrance and exit from the Central Avenue corridor. Cultural monuments do not necessarily have to be historic or permanent. They can reflect the past, present, and/or future of Prince Albert, and can be interchanged as the downtown grows and adapts. They provide opportunities to artistically display the city's culture. Public art is a vital ingredient in the cultural fabric of attractive downtowns and contributes to the enhancement of great places while adding flexibility and interactivity to the streetscape. To ensure the icon features accurately represent the wishes of the community, reflect the history and culture of Prince Albert, and respect the Indigenous community, the detail design of the features will be done together with the local and Indigenous communities.



Example of Gateway / Icon Feature



Example of Gateway / Icon Feature

4.7 WINTER CITY RECOMMENDATIONS

Prince Albert is a four-season city; with that in mind, it is important to incorporate flexible seasonal elements into the streetscape to enhance the Central Avenue streetscape environment, especially during low light and winter weather conditions. Throughout the master plan, opportunities have been made available to hang seasonal decorations from the street light brackets, to string lights or banners across the streets from light pole to light pole, or to add holiday lighting to plaza spaces. This treatment can engage the eye, adding light, colour, and warmth to the streetscape while also making it feel safer during winter conditions. To ensure the continued success of the Central Avenue Streetscape Development Master Plan, the main street must be able to function as an all-season environment. The proposed streetscape enhancements help to promote a main street that is active year-round, from new infrastructure for seasonal decorations and lighting, to expanded public gathering spaces with seating options in a more comfortable micro-climate.

4.7.1 Year-Round Activities

Year-round activities will be enhanced by encouraging the activation of the festival street, and other gathering spaces for winter activities and encouraging snow focused play areas, ice sculptures, crokicurl, and Christmas markets. The Memorial Square + University Plaza promenade space can be used as a key area to focus on four-season programming and design.



Holiday Streetscape Lighting



Winter Plaza Activation - Crokicurl

4.7.2 Snow & Ice Removal

The Central Avenue streetscape enhancement process presents a significant opportunity to deal with the realities of winter conditions by establishing a comprehensive snow removal strategy. Winter maintenance recommendations include:

- Travel lanes within the streetscape design account for the width of snow clearing machinery.
- Temporary designation on street parking spaces for snow storage to allow for snow storage to be removed from the boulevard.
- Restriction on street parking during snow events (no overnight parking in winter months).
- Minimize damage from snow clearing equipment by placing vertical elements within the bump-outs to provide visual cues to plow operators.
- Consider utilizing ATV-mounted snowploughs or other small snow removal vehicles for bike lanes and sidewalks.
- Implement a priority system for snow removal on sidewalks, plaza areas, and around transit stops.
- Locate site snow storage areas where they will receive enough solar radiation to speed melt-off.



Winter Plaza Activation - Christmas Market



Winter Plaza Activation - Ice Sculptures



At-Grade Banding to Accommodate for Snow Clearing

4.8 VEGETATION / PLANTING

The Planting + Furnishing Zone located between the sidewalk and adjacent to the travel and parking lanes provides a location for street trees (and site furnishings). The location provides space to create optimal growing conditions for street trees to ensure a healthy and robust urban forest that provides shade, adds to the character of the street, and provides an additional buffer between vehicles and pedestrians.

Due to Prince Albert's northern climate, it is common for low winter temperatures or early frost to create more challenging growing conditions and result in winter-kill and/or stunted growth. To create a streetscape full of healthy plants, a variety of species should be considered that are hardy and low maintenance. Vegetation can also offer climate control by establishing desirable micro-climate conditions if planted appropriately.



Coniferous Feature Tree



Street Tree Canopy With Under-story Planting



Winter Planter Design

4.9 TRAFFIC LIGHT REMOVAL

When used properly and appropriately, traffic control devices (ie. traffic signals) can help improve traffic flow and improve safety. When used inappropriately they have the adverse affect, slowing traffic flow and increasing vehicular and pedestrian conflicts. In its current condition, Central Avenue has traffic lights at the intersections of 15th, 14th, 13th, 12th, 11th St. E. and River Street. With the roadway geometry set to change, the traffic demand and patterns are likely to change along with it to the point where it has been recommended by the City of Prince Albert Public Works department that the removal of the traffic lights at 14th, 13th and 11th St. E. be explored. It is recommended that during the detail design phase of the project that a Traffic Impact Study be explored to better understand the traffic demand and patterns as a result of the revised streetscape design.



Potential Street Light to be Removed



Proposed Typical Intersection Treatment



Signed Pedestrian Crossing

4.10 MAINTENANCE

The life-cycle and maintenance of a street are key concerns for road designers, affecting long-term cost, environmental sustainability and the perceived quality of a place. It is important not to compromise the long-term longevity and quality of materials, planting, and furnishings to save on short-term costs. Correspondingly, maintenance practices must adapt to new conditions. Maintenance requirements should be considered when deciding the placement and design of landscaping, curbs, and boulevard elements to avoid accidental damages. Snow clearing is particularly important to ensure safe access for users of the road and sidewalks.



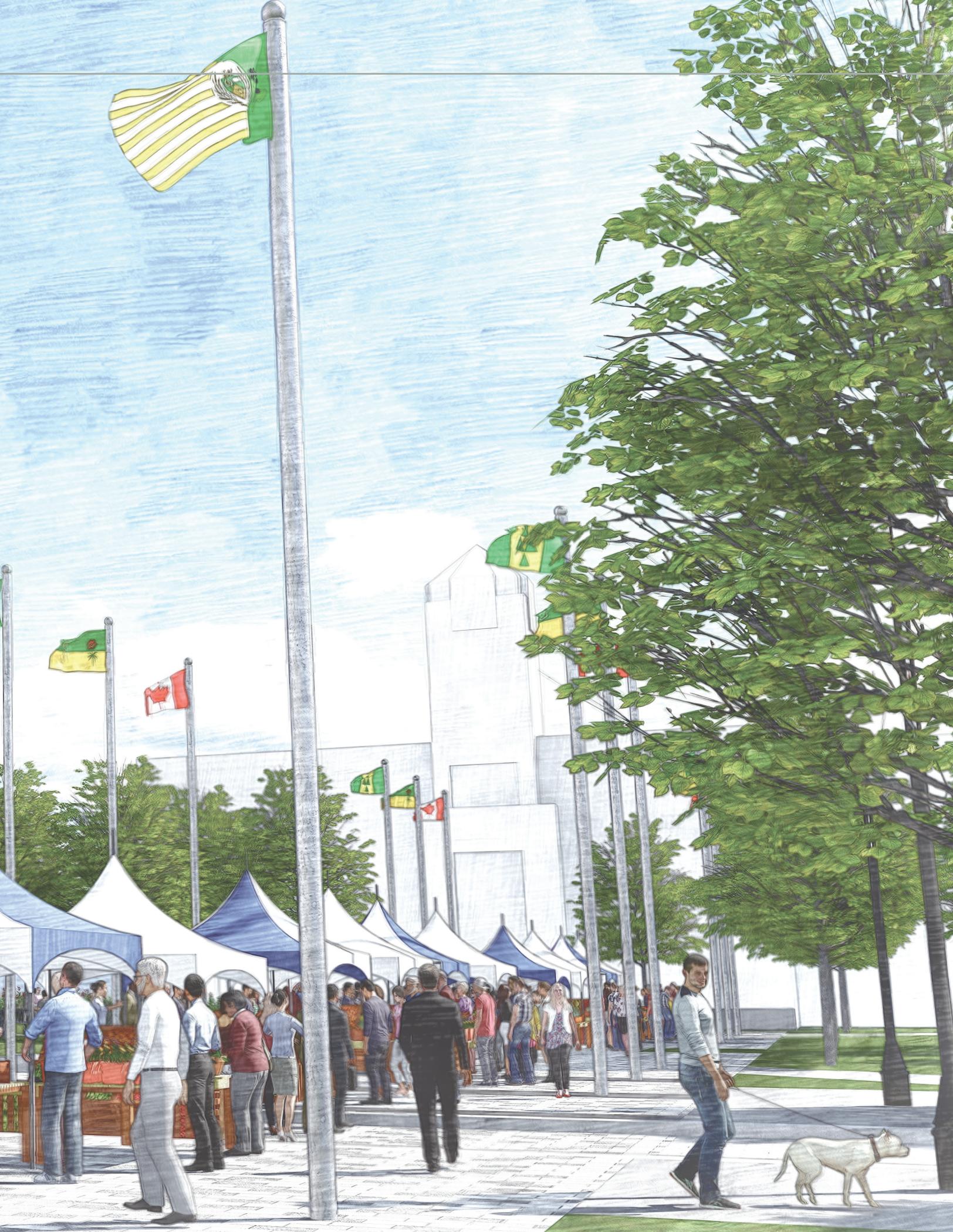
4.11 HOW TO USE THE PLAN

The goal of the Central Avenue Streetscape Development Master Plan has been to create a cohesive vision and theme that is maintained through the use of paving materials, consistent street furniture and a new streetscape typology. These streetscape elements work together to achieve the vision of a vibrant, active streetscape that will act as a catalyst for future growth in downtown Prince Albert.

The specialty areas within the master plan provide an opportunity to leverage concurrent work or funding and establish specific key areas of the plan. For example, this approach could use limited funding to reconstruct Memorial + University Plaza, City Hall Park, and the shared festival street during the redevelopment of the new University of Saskatchewan Prince Albert Campus.

As the downtown continues to redevelop and grow there is a need within the implementation plan to limit the impact to residents and businesses during ongoing construction. This can be best achieved through coordinating infrastructure replacement, construction timelines, and other City or private work to ensure the redevelopment runs smoothly with limited impact to the community. While many components of this Streetscape master plan will be refined during the detail design and eventual construction phases, this concept provides the outlines and forms of a vibrant, intense public realm supporting the mixture of private uses.





A photograph of a construction site on a city street. In the foreground, there are several orange traffic cones with reflective white stripes. A white pickup truck is parked in the background. The scene is partially obscured by a semi-transparent grey overlay. The number '5.0' is displayed in a white box in the upper left, and the word 'IMPLEMENTATION' is written in large white letters across the middle.

5.0

IMPLEMENTATION

5.1 PHASING

The effective execution of the streetscape master plan will depend largely on a well planned and attainable phasing plan. Phasing is a critical component to establishing funding, minimizing the impact to the existing businesses and ensuring a significant return to each dollar invested in the project. The details of the phasing plan are subject to change during the detail design phase.

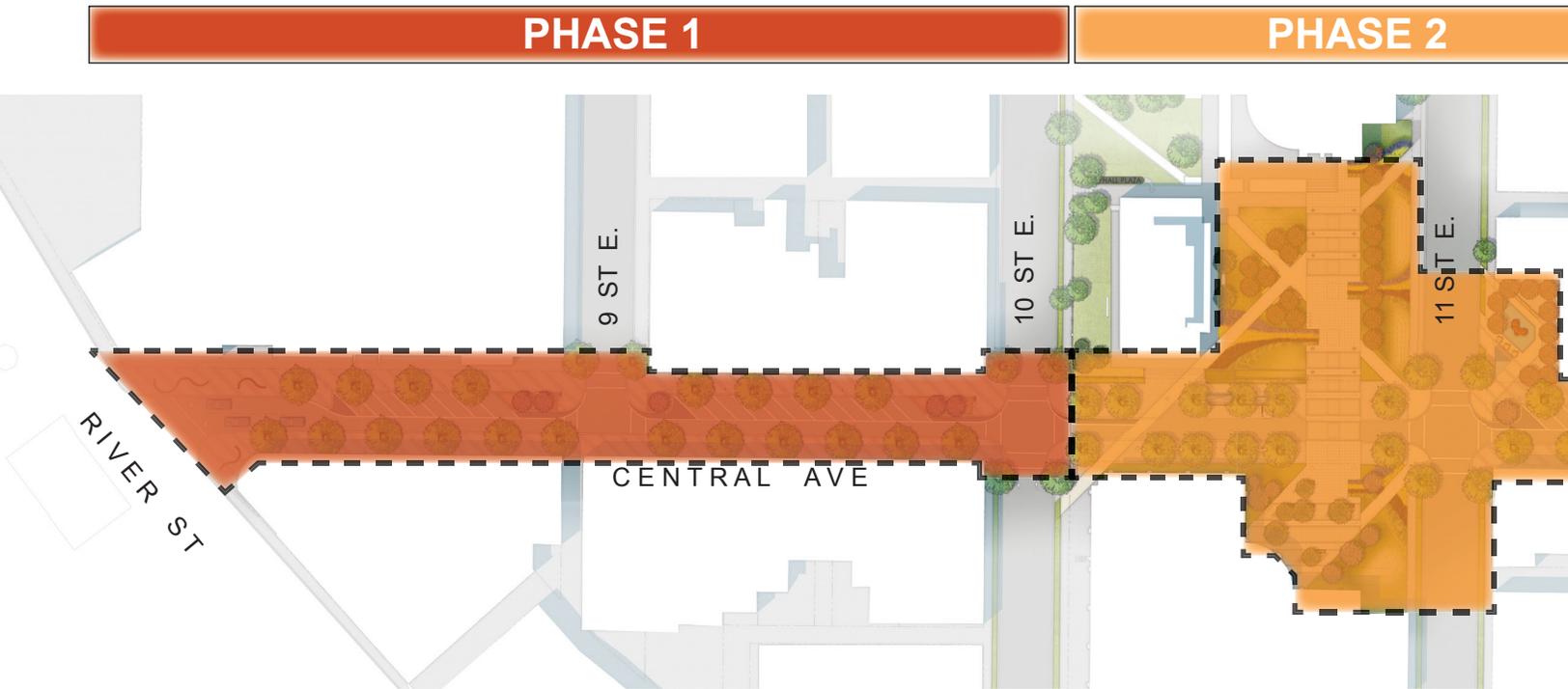
Phase 1 - Will begin at River Street work its way south to the intersection of Central Avenue and 10th St E. The location of the Phase 1 boundary responds to the direction from the City of Prince Albert to start the project at the downstream and ensure the streetscape revitalization project is directly linked to the infrastructure upgrades taking place on Central Avenue. This phase also includes the gateway icon feature & plaza located at the intersection of River St and Central Avenue.

Phase 2 - Is the most significant phase of development in the reconstruction of Central Avenue. Phase 2 covers the re-imagining of Memorial Square, integrating the existing plaza space with the adjacent plaza located in front of the future University of Saskatchewan Prince Albert campus, the proposed Central Avenue festival street located between 10th and 11th St. E and the adjacent City Hall Urban Park located in the vacant lot to the east of Memorial Square. The integration of these current independent areas into one central focused amenity area will provide for a much needed focal point in downtown Prince Albert creating a space for all members of the community. This phase also includes the typical streetscape redevelopment from 11th St. E to 13th St. E.

Phase 3 - This phase anticipates the completion of the Central Avenue redevelopment from 13th St. E. to 15th St. E. This phase also includes the secondary gateway feature located at the 15th St. E. intersection.

In conjunction with project phasing, costing is another critical component in ensuring the successful implementation of the Central Avenue streetscape master plan. Detailed cost estimates have been generated based on the phasing plan (*figure 5.2*) and have been included in appendix A.2.

5.2 CONSTRUCTION PHASING PLAN



In conjunction with project phasing detailed cost estimates have been generated based on the phasing plan (figure 5.2) and have been included in appendix A.2.

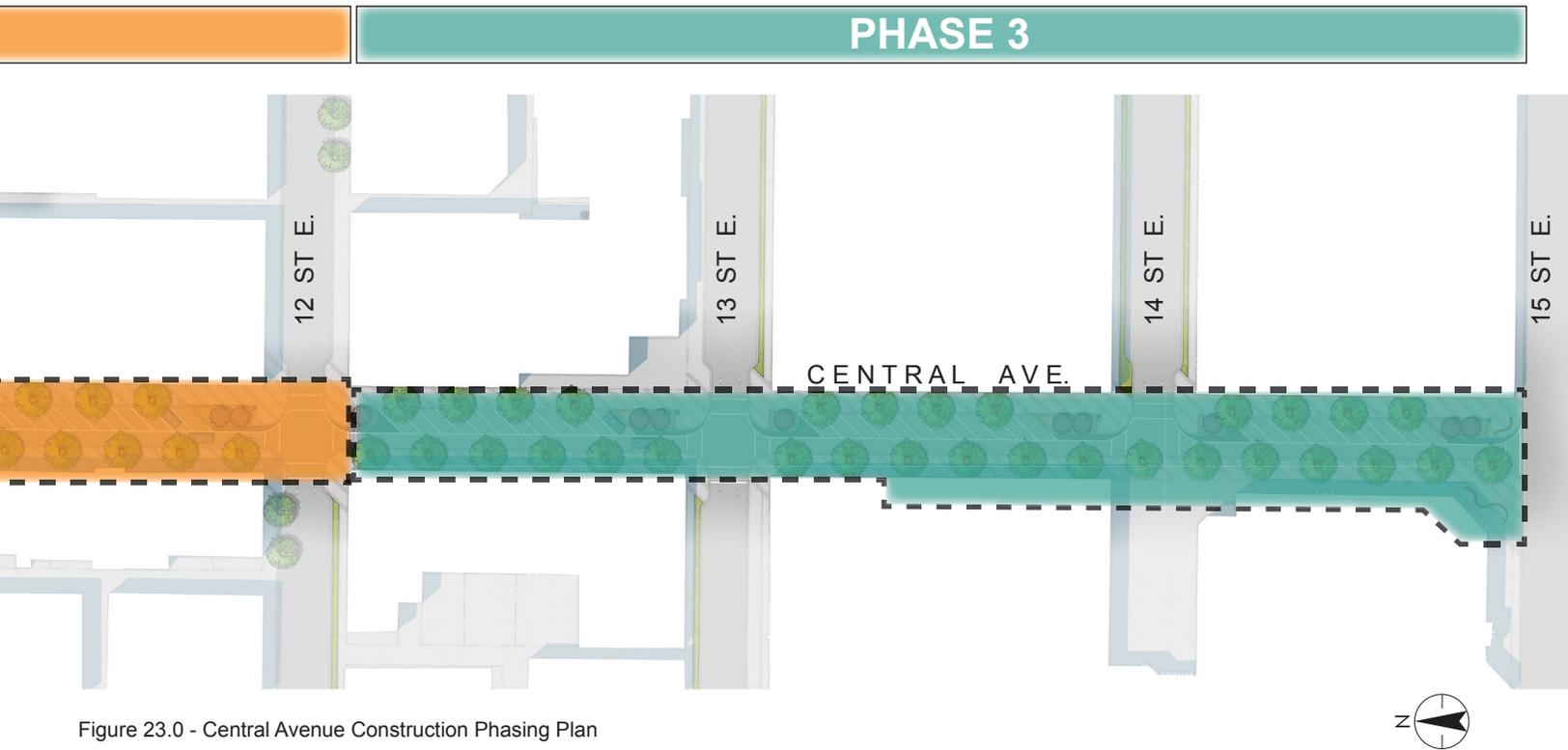


Figure 23.0 - Central Avenue Construction Phasing Plan

5.2.1 Construction Phase 1 | Year 1

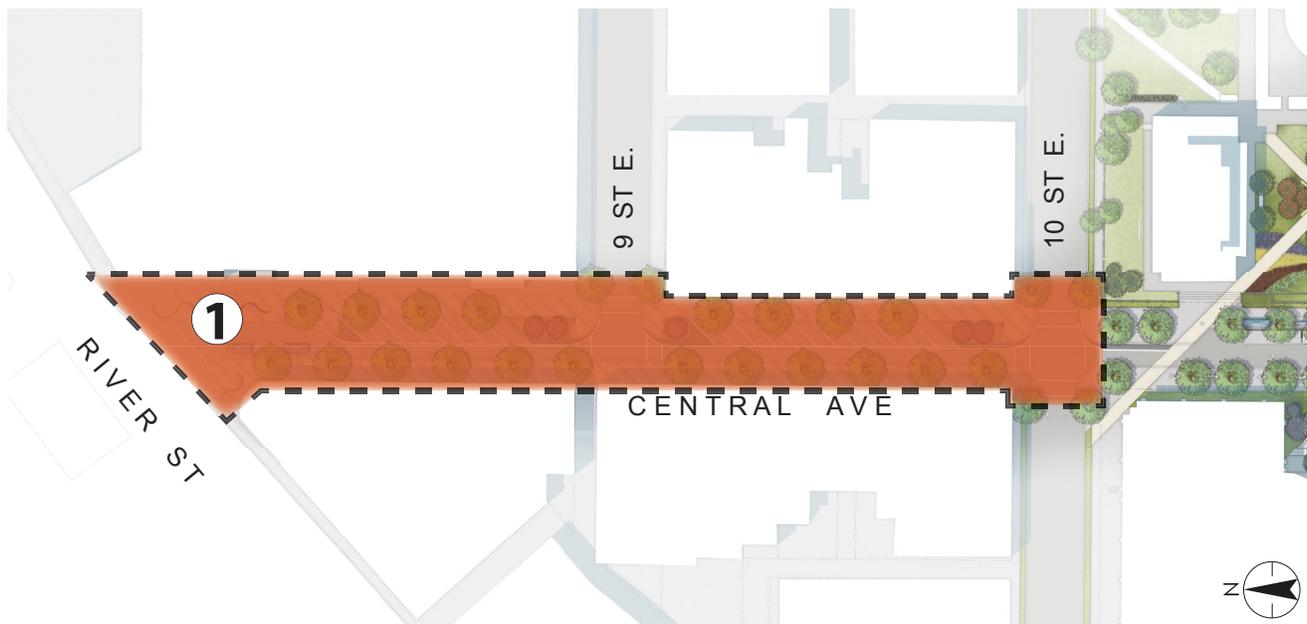


Figure 24.0 - Central Avenue Construction Phase 1 Plan

*** Cost estimates were generated using typical costs and with typical materials using indicative measurements for units, area, and length. Estimates do not include any costs associated with the replacement of underground infrastructure. Refer to appendix A.2 for an itemized cost estimate. ***

PHASE 1	\$942,753.00
PHASE 1 - SPECIALTY AREAS	
① Northern Gateway Icon	\$ 375,000.00
PHASE 1 TOTAL - \$ 1,317,750.00	

5.2.2 Construction Phase 2 | Year 2

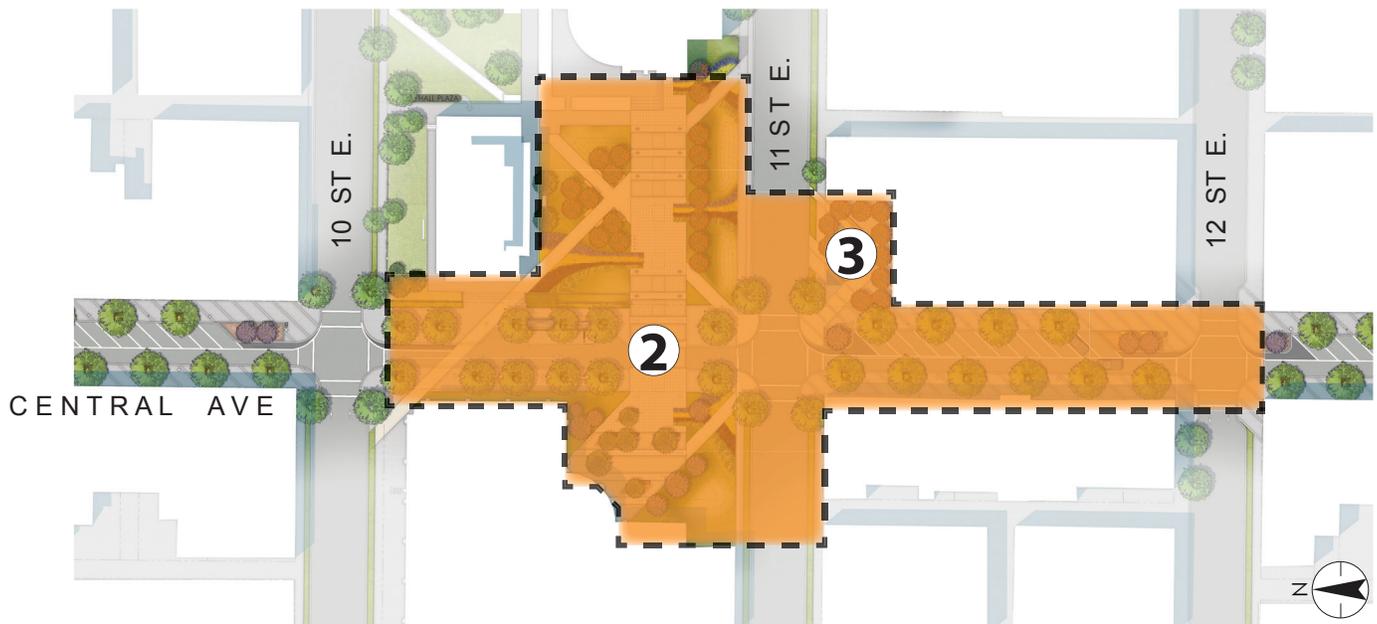


Figure 25.0 - Central Avenue Construction Phase 2 Plan

*** Cost estimates were generated using typical costs and with typical materials using indicative measurements for units, area, and length. Estimates do not include any costs associated with the replacement of underground infrastructure. Refer to appendix A.2 for an itemized cost estimate. ***

PHASE 2	\$511,000.00
PHASE 2 - SPECIALTY AREAS	
② Memorial + University Plaza	\$ 1,664,671.25
③ City Hall Park	\$ 151,190.00
PHASE 2 TOTAL - \$2,326,861.25	

5.2.3 Construction Phase 3 | Year 3

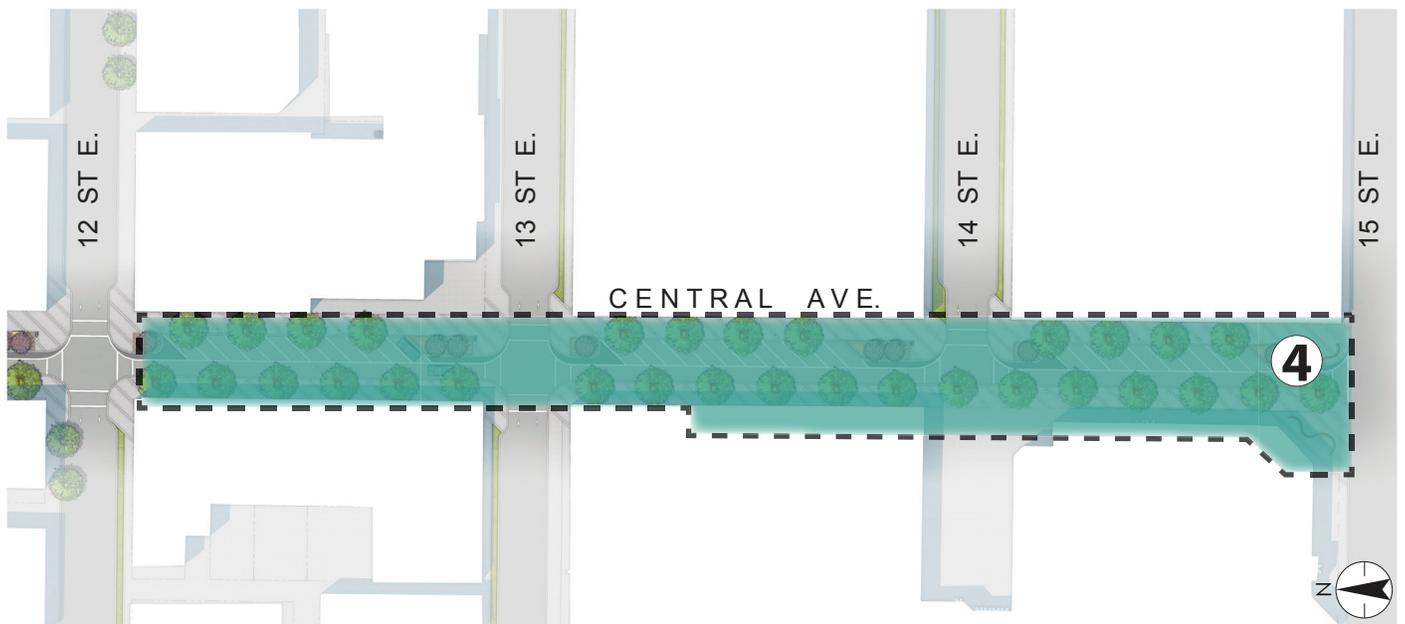


Figure 26.0 - Central Avenue Construction Phase 3 Plan

*** Cost estimates were generated using typical costs and with typical materials using indicative measurements for units, area, and length. Estimates do not include any costs associated with the replacement of underground infrastructure. Refer to appendix A.2 for an itemized cost estimate. ***

PHASE 3	\$1,165,252.00
PHASE 3 - SPECIALTY AREAS	
<p>④ Southern Gateway Icon \$ 125,000</p>	
PHASE 3 TOTAL - \$ 1,415,250	

5.2.4 Total Construction Budget Phase 1-3

PHASE 1 \$942,750
PHASE 1 - SPECIALTY AREAS
<ul style="list-style-type: none"> ① Northern Gateway Icon \$ 375,000
PHASE 1 TOTAL - \$ 1,317,750.00



PHASE 2 \$511,000
PHASE 2 - SPECIALTY AREAS
<ul style="list-style-type: none"> ② Memorial + University Plaza \$ 1,644,671 ③ City Hall Park \$ 151,190
PHASE 2 TOTAL - \$2,326,861.25

PHASE 3 \$1,290,250
PHASE 3 - SPECIALTY AREAS
<ul style="list-style-type: none"> ④ Southern Gateway Icon \$ 250,000
PHASE 3 TOTAL - \$ 1,415,250.00



TOTAL 6,589,861
DEMOLITION TOTAL - \$ 480,000
ASPHALT ROAD TOTAL - \$ 1,050,000
PHASE 1 TOTAL - \$ 1,317,750
PHASE 2 - \$ 2,326,861
PHASE 2 - \$ 1,414,250
** AVERAGE TYPICAL COST PER BLOCK - \$451,250 **

*** Cost estimates were generated using typical costs with typical materials using indicative measurements for units, area, and length. Refer to appendix A.2 for an itemized cost estimate. ***