



Calder

Urban Design Analysis

September 2020





SHORT-LOCK COMBS HAIR

UNISEX'S
Bar & Book Club
Gift Certificates

PARLOR
LAUNDRY

HAIR TRIMMING
ESTHETIC

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Executive Summary

The Calder (UDA) is the product of a process that involved extensive public engagement. Public engagement included walking tours, workshop sessions, online surveys, pop-up events, and interactive exercises at public events. The community identified issues and opportunities and their feedback helped refine concepts for neighbourhood renewal. Public knowledge and feedback, obtained throughout the project, influenced the urban design concepts. All concepts aim to maximize the financial investments of neighbourhood renewal and enhance the overall quality of life in the neighbourhood.

Residents and community stakeholders contributed to the development and refinement of a vision statement and six guiding principles to inform the neighbourhood renewal design process. Themes highlighted within the vision and guiding principles include the importance of greenery, accessibility, connections, historic pride, sense of community, local amenities, and neighbourhood safety and attraction. Objectives of the recommended urban design concepts within this report are consistent with the community's vision and guiding principles.

The recommended urban design concepts are classified by the overarching themes of Parks, Streets and Connections, Bike Routes, and Placemaking. The urban design concepts address gaps and create opportunities within Calder. The UDA also summarizes Community-led Projects that were identified during the UDA process.

Community identified issues and opportunities were grouped by their themes. Focus areas were established at physical locations where issues and opportunities were concentrated. These focus areas included neighbourhood assets such as public parks, prominent streets and avenues, and community facilities.

Public feedback, City policy, and technical considerations were used to develop a series of detailed draft concepts. An urban design framework was established to show the relationships between the urban design concepts and the core values of the community vision.

The UDA is intended to serve as a holistic community vision to inform current and future city processes to improve the quality of life of residents. Ultimately, the realization of community prioritized concepts is dependent on the availability of neighbourhood renewal funding and coordination with other possible funding sources (e.g. Cornerstores Program). Identified community enhancements unable to be included within neighbourhood renewal efforts may be championed by other City programs and departments.

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the Ave
the Road share
with Bikes

The city has
Done a lot of
work to be better
- but we can do
more things

Very little bike
friendly
The road has been
at night paths

Local streets
are scary

Idaho stops
(cars, stops, bikes
yield) are essential
safe for me

127th + 132
ave are scary
to bike along

I bike around
Calder like
how calm the
streets are

Don't want to
deal with
parking

Loss
of
parking

Bike Routes
10. East-West Options
11. North-South Options

What we heard

- Improved biking infrastructure
- The infrastructure should include:
- Additional infrastructure to enhance connectivity
- Improving streets in Calder to improve experience for people who bike
- Bike routes and separate paths to make people who bike feel more comfortable
- Improving biking from destination to destination within the neighbourhood

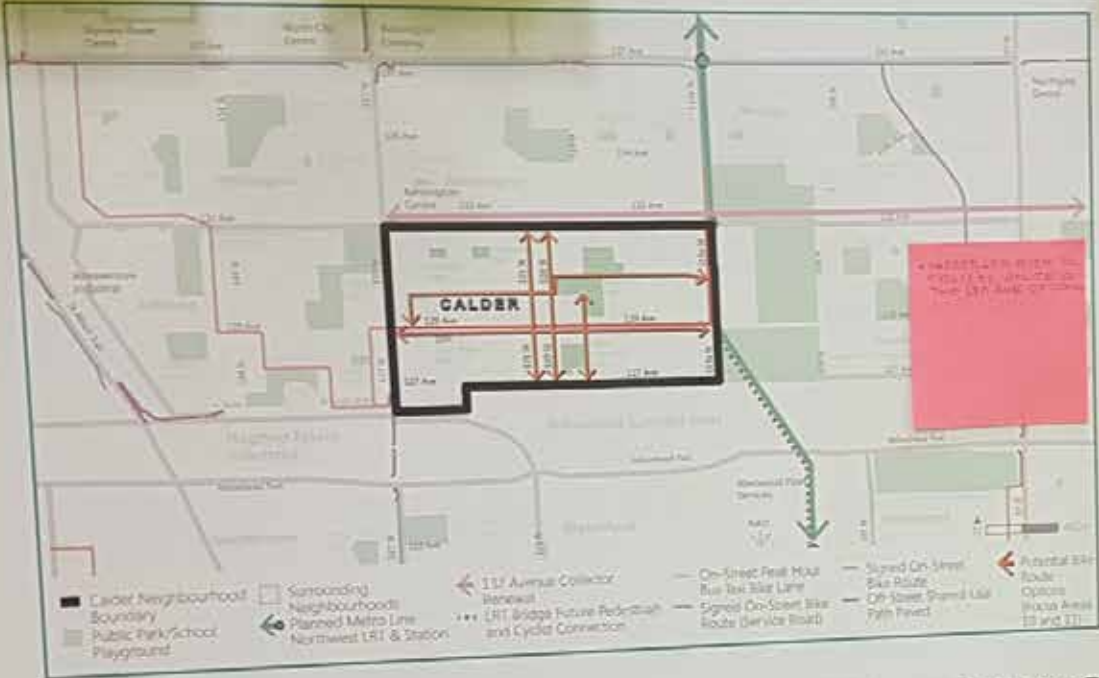
Setting a
clear vision of
what we want to
achieve

NO, NO
NO

127th + 132
ave

Don't want
to deal with
parking

overview



132 Avenue Collector Renew

1 Public Engagement Summary

A variety of public engagement events were hosted to inform the creation of the UDA. Concept Phase in the Building Great Neighbourhood and Open Spaces (BGN&OS) Public Engagement Charter, is a time to understand the lived experience of the community and businesses. Residents and business owners identified issues and opportunities, created solutions, and helped refine draft concepts for potential inclusion with renewal. The following provides a high-level overview of public engagement events within the Building a Community Vision Together, Exploring Opportunities and Exploring Options and Tradeoffs stages of the Concept Phase.

1.1 Building a community vision together

Public engagement process

The Calder Neighbourhood Renewal project team organized the following opportunities for the public to help **CREATE** a draft vision and guiding principles for the project. These public engagement activities helped create the project team's understanding of what residents and businesses want Calder to look like in the future.

Surveys

An online survey was available to the public to complete from May 1 - May 21, 2019. The survey asked participants to share their views of Calder today and their wishes for Calder tomorrow.

Community conversations

From May 15 to May 31, 2019, eight small group conversations were held with members and representatives of the following groups and organizations:

- Al Rashid Mosque Youth Group;
- Northwest Edmonton Seniors Society;
- Calder School Parent Council;
- Grade 8 and 9 Career Studies classes at Rosslyn School;
- Brownie Group at Calder Community Hall;
- Indigenous Seniors Centre; and
- Calder Community League.

Visioning boards

From May 4 to May 22, 2019, 8 visioning boards were placed at various locations around Calder to gather comments about what residents like about Calder today, and what they would like to see for Calder tomorrow. We received over 400 comments.

Community pop-ups

Two community pop-ups were held on May 22 and May 27, 2019. Calder visioning ideas were shared by users of the Lauderdale off-leash area, as well as business operators and area residents along 127 Avenue and 129 Avenue.



Calder Neighbourhood Renewal visioning workshop

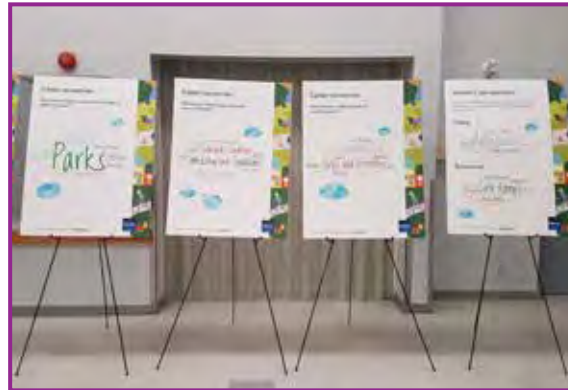
On June 25, 2019, the project team hosted a public event to share the draft vision statement and guiding principles for further collaboration with the public.

Participation

Over 230 participants were involved in various engagement activities in this stage.

What We Heard

Residents shared feedback on areas of City-owned land and opportunities to enhance the neighbourhood in coordination with the neighbourhood renewal project. The input from these events was used by the community and City to collaboratively create a Vision and Guiding Principles. Principles include the importance of greenery, accessibility, connections, historic pride, sense of community, local amenities, and neighbourhood safety and attraction.



1.2 Exploring opportunities

We organized the following opportunities for the public to help **REFINE** our understanding of opportunities to improve Calder.

Surveys

An online survey was available from September 14-24, 2019. The survey asked the public to share the ways they experience living, working, playing and traveling in the Calder neighbourhood.

Walk and workshop

An “Exploring Opportunities Walk and Workshop” took place on September 14, 2019, at the Northwest Edmonton Seniors Centre. Participants walked through the neighbourhood and stopped at important Calder landmarks to share their input about opportunities for neighbourhood renewal. Attendees also participated in a series of small group exercises to further explore issues and opportunities for their neighbourhood.

Community conversations

During this phase, we identified stakeholders in the area to have conversations about specific design considerations. Conversations have occurred with local business owners, faith organizations and the community league. These meetings occurred throughout Fall 2019 and into Winter 2020.

Participation

Over 60 participants were involved in various engagement activities in this stage.

What we heard

Community members shared feedback on areas of City-owned land (parks and roadways) and opportunities to enhance the neighbourhood. Six key themes were identified as important areas for improvement including historic character, open space upgrades and recreational opportunities, placemaking, community safety, streets and connections, and traffic. These themes and feedback informed the draft concept designs.

1.3 Exploring options and tradeoffs

Public engagement process

In January 2020, we invited Calder’s residents, businesses and visitors to view design options for Calder neighbourhood renewal. Design options were provided for:

- Pedestrian sidewalks and crossings;
- Bike facilities and routes in the neighbourhood;
- Traffic management, including traffic calming to enhance safety;
- Enhancements to parks and open spaces;
- Placemaking to meet our neighbours; and
- Historic celebration of rail street car and indigenous history.

During the Exploring Options and Tradeoffs stage we distributed an online survey, conducted meetings with community members and key stakeholders, and hosted two public engagement events to gather input to assist us in **REFINING** the design options for the Calder neighbourhood.



During this stage, we also provided information regarding Local Improvements for Sidewalk Reconstruction and Decorative Street Lighting.

Surveys

An online survey was available for the public to complete in January 2020. The survey presented specific design options and features to help understand community preferences before incorporating them into a draft plan.

Workshops

Two public workshops were held on January 23 and January 25, 2020, at the Northwest Edmonton Seniors Society.

Display boards presented the design options for specific areas around the neighbourhoods, as well as the benefits and tradeoffs of each option.

Attendees provided comments and feedback to identify their level of support for each option and elements that the City should consider as it moved toward Draft Design.

Pop-ups and community conversations

Conversations with key stakeholders and one pop-up event were conducted.

Conversations were held with representatives of the St. Edmund's Catholic Elementary and Junior High School and Calder School to gather feedback on proposed changes to traffic flow around the schools, and bike infrastructure.

Conversations also occurred with business owners on 129 Avenue to gather input on proposed streetscape enhancements in the 129 Avenue Corner Store project area.

Participation

Over 150 participants were involved in various engagement activities in this stage.

What We Heard

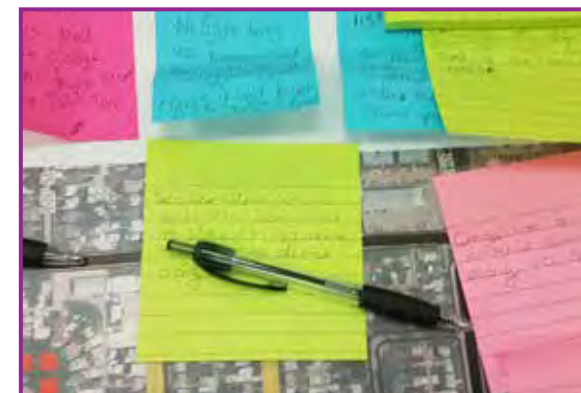
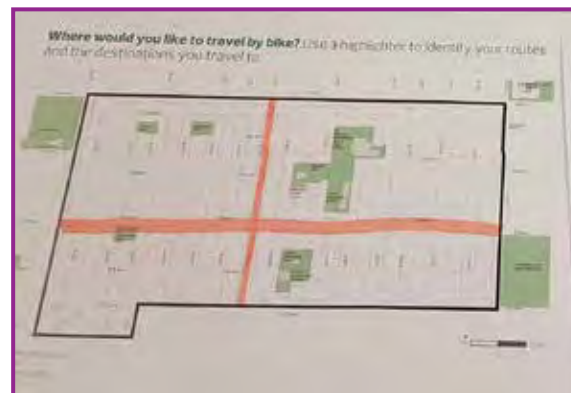
The following is a summary of what we heard through public engagement during the Exploring Options and Tradeoffs stage of this project. These themes were developed using input gathered through the online survey and during the public engagement event.

Parks

Residents appreciated the addition of amenities within the parks of Calder, such as barbecue pits, waste receptacles, benches, picnic tables and pathways to increase connectivity. Residents enjoy using space that supports recreational activities including horseshoes, bocce ball, and community gardens. Participants shared that additional amenities and enhancements would encourage them to use park spaces in the neighbourhood.

Historical character

Calder has a unique history unlike any other neighbourhood in Edmonton, and residents want to ensure that this history would be celebrated. Community members placed emphasis on highlighting historic spaces and landmarks within the neighbourhood. Participants were also interested in volunteering to be involved in community-led projects that will help shape the celebration of history in the neighbourhood.



Bike routes

Participants indicated that connecting Calder to the wider bike network would be a welcome enhancement in the neighbourhood. The addition of an enhanced bike route on 129 Avenue, which is a major community thoroughfare, was believed to be best suited to create those connections. We continue to hear that families with younger children would like separated facilities from roadways to use for biking. Some participants expressed a perception that bike routes in Calder are currently underutilized and were unsure if enhancements would increase use.

129 Avenue commercial area

Enhancements in proximity to the 129 Avenue commercial area are seen to be a positive improvement in Calder. Amenities such as lighting, benches and waste receptacles would encourage the use of the 129 Avenue commercial area for residents and enhance the overall attractiveness of Calder. Community members would also like to ensure there is enough parking in the area to support comfortable access to area businesses.

Placemaking

Community members expressed appreciation for the proposed additional seating areas at locations throughout the neighbourhood. They indicated that amenities, such as lights and waste receptacles, would enhance the attractiveness of the neighbourhood and comfort for users of seating areas. Participants were unsure if gateway features are a necessary enhancement in the Calder neighbourhood.

Potential community hub

The community hub concept was supported by many participants. People were excited about the idea and thought it would create a sense of community in Calder. Community members believed that the concept would encourage the use of parks, businesses and amenities at all times of the year within the area.

121 Street opportunity for new boulevards

Some community members indicated that new boulevards on 121 Street should be pursued. It was believed that this improvement will enhance pedestrian safety, as well as provide a place for new

trees. Others noted concern about the possible impacts of a narrowed road on traffic flow and the comfort of people who drive.

Traffic calming

Community members have varying perceptions about the impact of shortcutting and speeding in the neighbourhood. As we continue to develop our understanding of this issue, we are identifying locations where people do not feel safe when they walk or bike. There are road and sidewalk changes we may be able to add to the draft design that can enhance a sense of safety when walking or biking in the neighbourhood.

Traffic congestion around the Schools

We heard emphatically that the congestion of traffic around the two schools is an area to focus on and to explore solutions. Participants value the mature trees and ability to park in this area. In regards to the drop-off options of bus bays and/or bus pads, participants placed value on retaining the mature trees.



KEY FOCUS AREAS

* OPEN SPACE IMPROVEMENTS

- O1 - Myraan Park
- O2 - Chalmers Park
- O3 - Trenchard Park
- O4 - Calder Memorial Park
- O5 - Irving Park
- O6 - New Postal Park - Cold concept (season)

* STREETS & CONNECTIONS

- S1 - 129 Avenue corridor improvements
- S2 - 136 Avenue improvements
- S3 - Opportunities for enhanced sidewalks & trees
129 Ave (bet 130 Ave & 131 Ave), 131 St (bet 130 Ave & 131 Ave),
133 St (between 130 Ave & 131 Ave), 133 Ave (bet 130 Ave & 131 Ave),
134 Ave (between 130 St & 131 St), 134 Ave (bet 130 Ave & 131 Ave),
134 Ave (between 130 St & 131 St), 134 Ave (bet 130 Ave & 131 Ave)
- S4 - 126 Street Intuitive Storage
- S5 - School drop-off zones improvement
- S6 - 720 St traffic calming
- S7 - 116 St traffic calming
- S8 - 116 St traffic calming
- S9 - 124 Ave / Bike Corridor
- S10 - Pedestrian Access to Calder Memorial (LRT Station)
Planning primary pedestrian route
Planning secondary pedestrian route
- S11 - New sidewalk
- S12 - Bus stop location / improvements

* PLACEMAKING

- P1 - 124 Ave commercial (public realm improvements)
- P2 - Gateway Features
127 Ave & 130 St, 131 Ave & 131 St,
132 St & 134 Ave, 133 St & 134 Ave
- P3 - Public Realm Improvements around key
religious assembly buildings
Calder Memorial United Church, St Michael's Operation

CALDER URBAN DESIGN FRAMEWORK



2 Neighbourhood Urban Design Framework

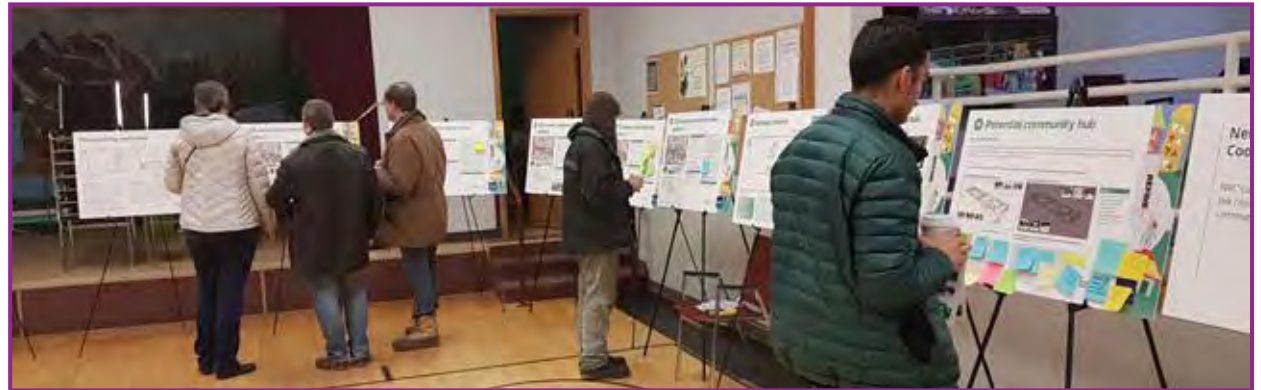
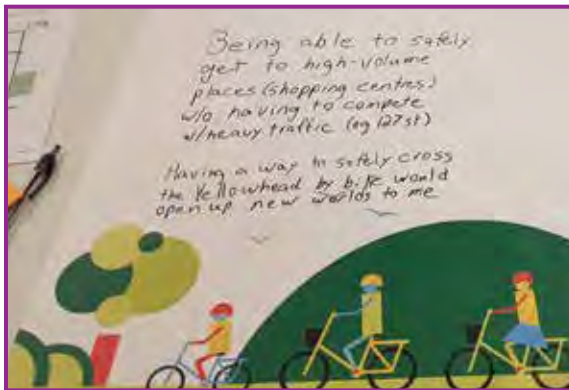
2.1 Community vision and guiding principles

The following community vision and guiding principles were developed through the public engagement process. The vision provides a short description that sets the direction for the community's future livability. Guiding principles provide ideas which inform how the vision is applied to neighbourhood design.

Public knowledge on existing issues and future opportunities for Calder was received at the Creating a Community Vision stage. This feedback informed the development of the draft community vision and guiding principles. Through the next phase, the draft community vision and guiding principles were shared with the public.

Community 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



Greenery

Calder features a natural beauty full of green spaces and tree-lined streets.



Sense of community

Calder prides itself on the neighbourhood's diversity and togetherness, fostered through friendliness of residents, public gathering spaces, public art, regular community programs, events and initiatives.



Accessibility and connections

Calder provides freedom of movement through safe and accessible connections for all ages and abilities, whether they walk, bike, drive or take transit in the community.



Local amenities

Calder offers a wide range of services and amenities in and around the neighbourhood.



Historical pride

Calder values and maintains its unique character stemming from its strong history, heritage and community pride.



Neighbourhood safety and attraction

Calder feels safe and inviting with friendly people, active public spaces, cared-for properties and well-lit parks and pathways.



2.2 Urban design framework

Building on the community vision and guiding principles, the Urban Design Framework (UDF), illustrated in Map 1, shows the interrelationships between all recommended urban design concepts. The urban design concepts address gaps and create opportunities that were identified in the Background Report and through public engagement input. Concepts were developed during the UDA and associated public engagement process.

Urban design concepts

The following is a list of the recommended urban design concepts, organized under the relevant analysis theme. Recommended urban design concepts of the UDF are explained in detail in Section 3.



Parks

1. Miwasin Park upgrades
2. Chalmers Park upgrades
3. Touchdown Park upgrades
4. Calder Memorial Park upgrades
5. Keyano Park upgrades



Placemaking

12. 129 Avenue commercial area (between 120 Street and 119 Street)
13. Dover Hotel commercial area
14. Neighbourhood seating areas
15. Potential community hub



Streets and connections

6. 121 Street new boulevards (between 132 Avenue and 130 Avenue)
7. Potential new sidewalks
8. Bus stop/amenities/enhancements
9. School drop-off improvements



Community-led projects

16. Gateway features
17. 124 Street interpretive signage (between Miwasin Park and Touchdown Park)
18. Community walk/heritage interpretation
19. Public art opportunities
20. Utility box public art wrap opportunities



Bike routes

10. 129 Avenue shared-use path
11. 120 Street shared road bike facility

Each urban design concept contains a summary of identified issues/challenges/opportunities, options created, what we heard and considered summary, list of key features, and conceptual graphics that help explain design details. Concepts proposed are the result of the City of Edmonton's Project Management Decision-Making process as shown below in Figure 1. Ultimately, each recommended urban design concept strives to achieve public aspirations, city policies and programs, and various technical requirements.

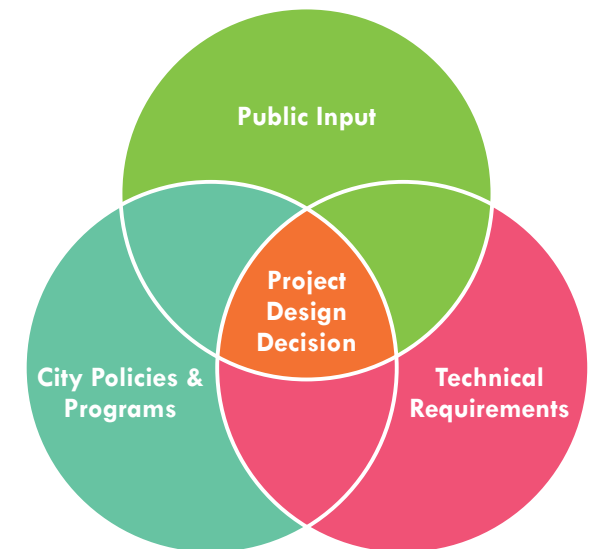
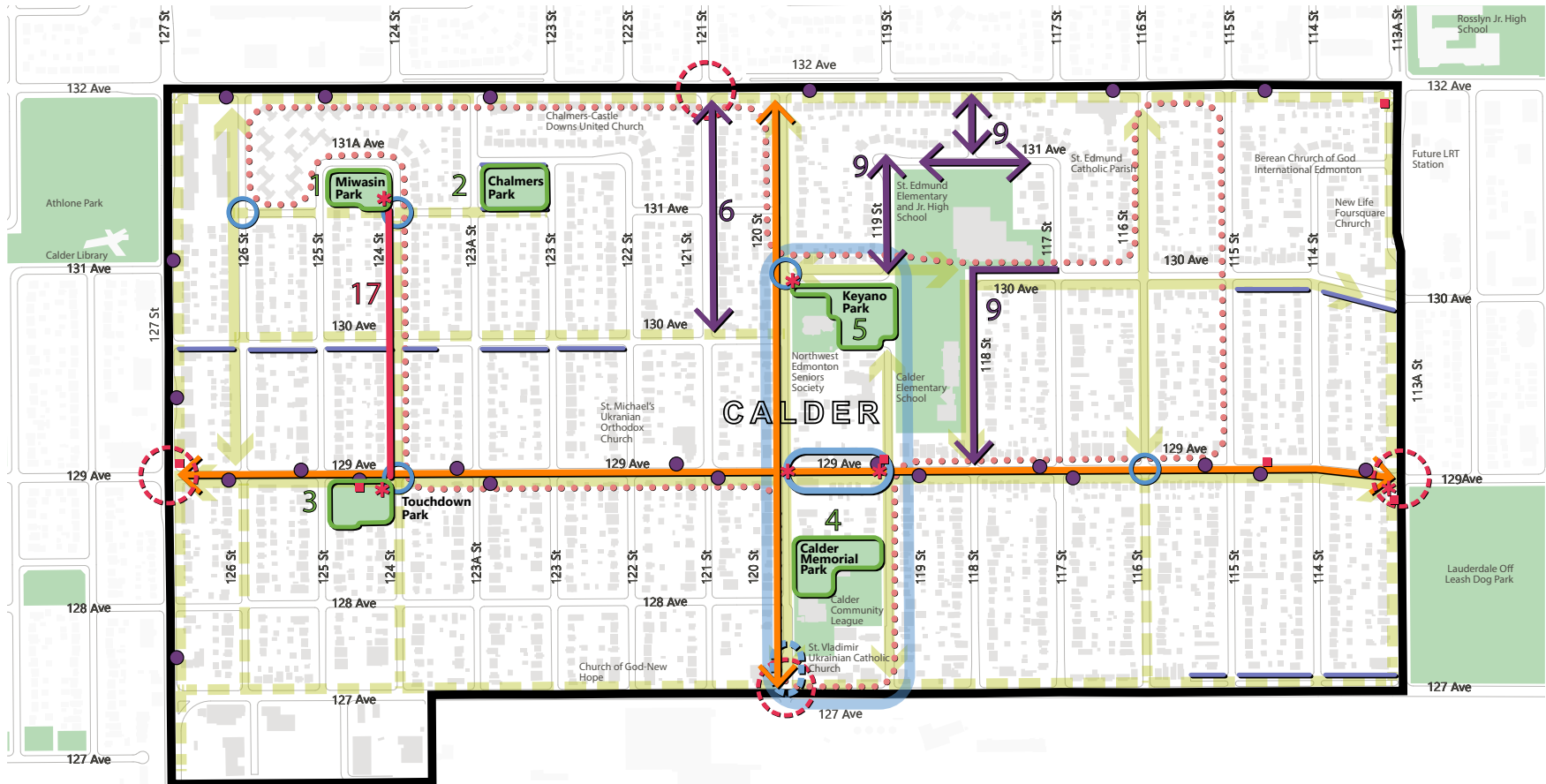


Figure 1. City of Edmonton's Project Management Decision-Making Process

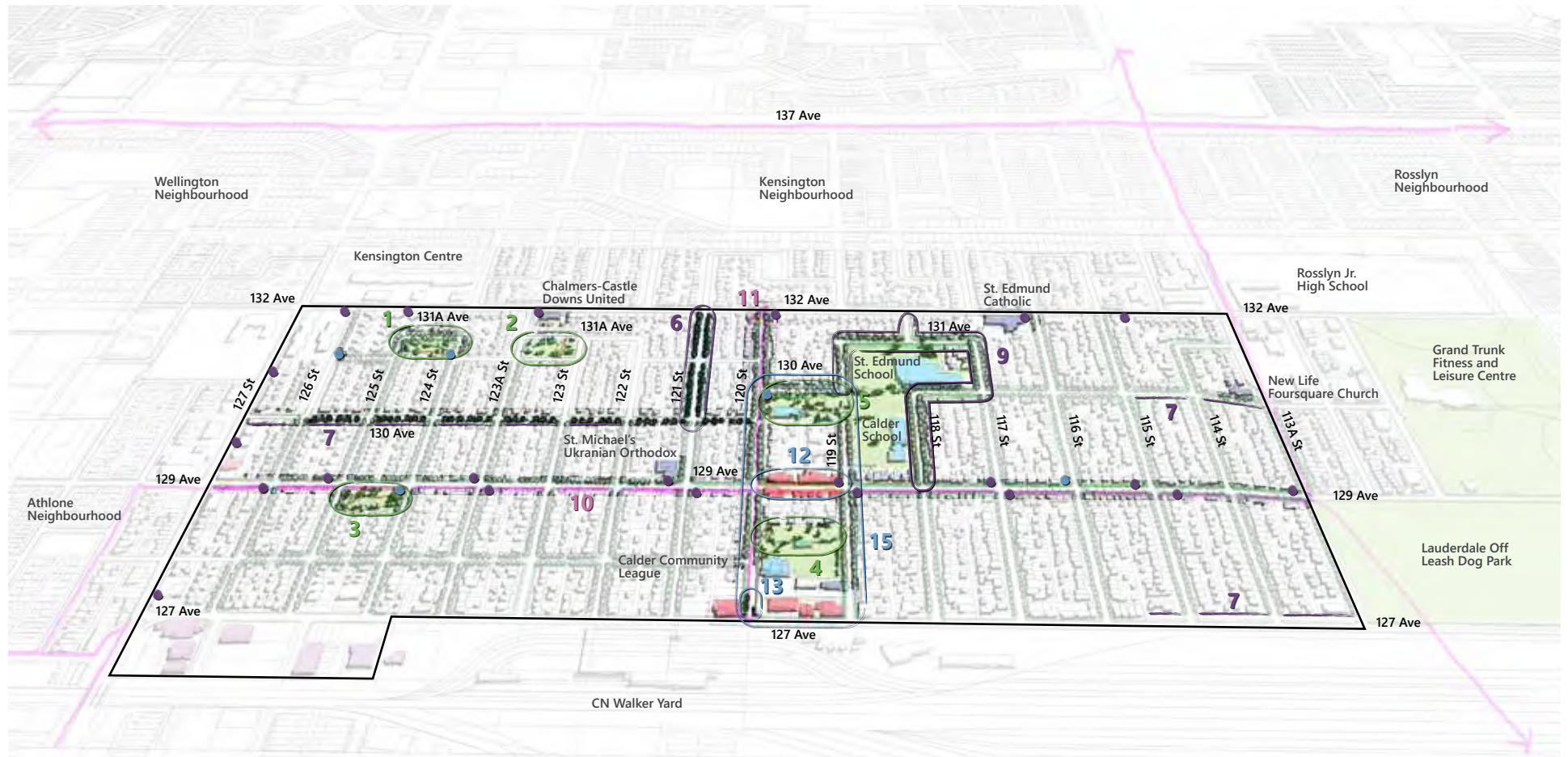
Map 1. Urban Design Framework



- Calder Neighbourhood Boundary
- Park Focus Areas
- Streets and Connections Themed Focus Areas
- New Sidewalk Opportunities (Focus Area 7)
- Bus Stop Amenities/Enhancements (Focus Area 8)
- Bike Route Options (Focus Areas 10 and 11)
- 129 Avenue Commercial Area (Between 120 and 119 St | Focus Area 12)
- Dover Hotel Commercial Area (Focus Area 13)
- Neighbourhood Seating Area (Focus Area 14)
- Community Hub Opportunity (Focus Area 15)
- Gateway Feature (Focus Area 16)
- 124 Street Interpretive Signage
- Community Walk/Heritage Interpretation (Focus Area 18)
- Public Art Opportunities (Focus Area 19)
- Utility Box Art Wrap Opportunities (Focus Area 20)
- Primary Pedestrian Route
- Secondary Pedestrian Route



Neighbourhood sketch



- | | | | |
|--|--|--|-----------------------------------|
| — Calder Neighbourhood Boundary | 5 Keyano Park upgrades | 10 129 Avenue shared-use path | 15 Potential community hub |
| 1 Miwasin Park upgrades | 6 121 Street new boulevards | 11 120 Street shared road bike facility | |
| 2 Chalmers Park upgrades | 7 Potential new sidewalks | 12 129 Avenue commercial area | |
| 3 Touchdown Park upgrades | 8 Bus stop/amenities/enhancements ● | 13 Dover hotel commercial area | |
| 4 Calder Memorial Park upgrades | 9 School drop-off improvements | 14 Neighbourhood seating areas ● | |



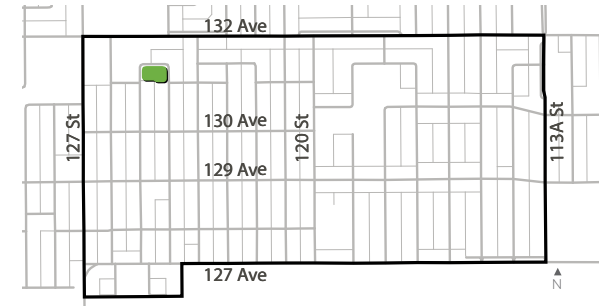
3 Urban Design Concepts

3.1 Concept 1: Miwasin Park upgrades

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of Miwasin Park were identified through a combination of public engagement and analysis by the project team:

- Lack of pedestrian lighting within the park;
 - Cracked and upheaving pathways;
 - Narrow 1.5m pathways;
 - A dead-end east-west pathway connecting 124 Street to the alley;
 - Safety concerns related to limited sightlines through the park due to trees and shrubs;
 - Enhancement of picnic areas;
 - Amenities including waste receptacles, seating, and pedestrian-oriented lighting could make this space more attractive to community members of all ages; and
- Community members are interested in more programming, and community-led opportunities including public art, play areas, and enhance sports fields.



Existing Conditions

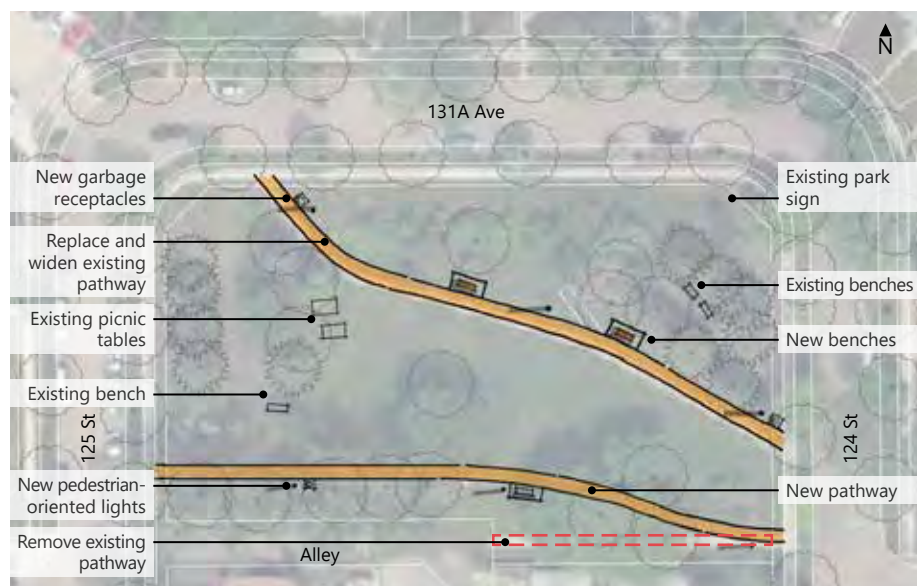


Images of Miwasin Park

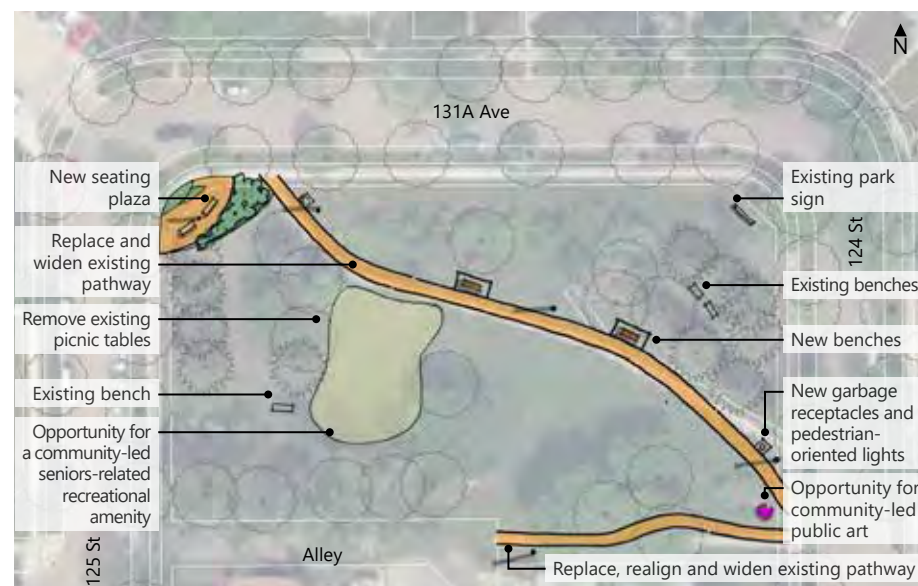
Exploring Options and Trade-offs

The following two options were created to address the issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Option A



Option B



The following table summarizes key themes we heard regarding the two options and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> An improved east-west pathway through the park would enhance connectivity and access. Amenities such as garbage receptacles, benches, and pedestrian-oriented lighting would encourage people to use the park. Trim existing trees and consider planting new trees. An opportunity for community-led public art would be welcomed. 	<ul style="list-style-type: none"> Impacts on existing landscaping to accommodate an enhanced pathway. The park is located near a retirement facility and a community-led senior related recreational amenity would be suitable. Benches in the park would provide a comfortable place for users to sit and rest. Maintaining a quiet and relaxed atmosphere in this park space. A seating plaza in the northwest corner of the park. A seating plaza is not included in the recommended concept because there are additional proposed benches along the pathways.

Miwasin Park upgrades

What we propose

- Add a new east to west pathway between 124 Street and 125 Street along the south side of the park **making it easier** for people who walk to **move around** the park.
- Upgrades to the existing diagonal pathway which **connects** the southeast and northwest corners of the park.
- Waste receptacles, benches, and pedestrian-oriented lighting will be installed along the pathways to **enhance user comfort and safety**.
- Trees and shrubs will be trimmed by the City through regular maintenance to **maintain visibility and promote safety**.
- Opportunity for a community-led seniors-related recreational activity (seniors' fitness equipment, bocce ball, picnics, yoga, etc.).
- Opportunity for community-led public art.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The removal of several shrubs along the south edge of the park is required to allow for the recommended east-west pathway;
- Investigate power source for recommended pedestrian-oriented lighting;
- Install concrete pads for recommended benches, picnic table, and garbage receptacles; and
- Design the picnic table and concrete pad to be accessible by people who use wheelchairs or mobility aids.

Guiding Principles



Greenery



Accessibility and connections



Local amenities



Neighbourhood safety and attraction

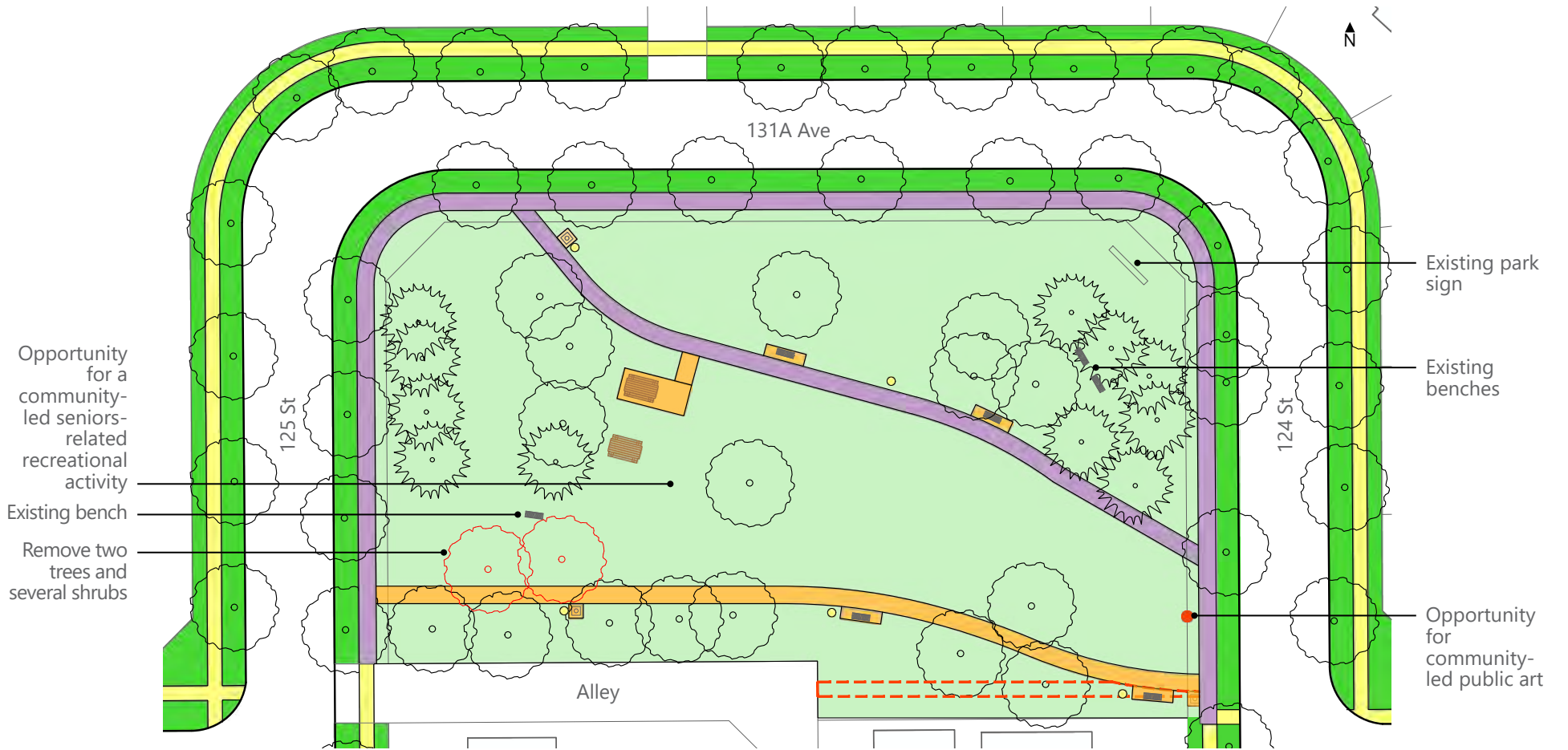
Example Images












Conceptual view of Miwasin Park Upgrades



New and wider pathways, new benches, new picnic tables on concrete pads, new pedestrian-oriented lights, and new garbage receptacles.



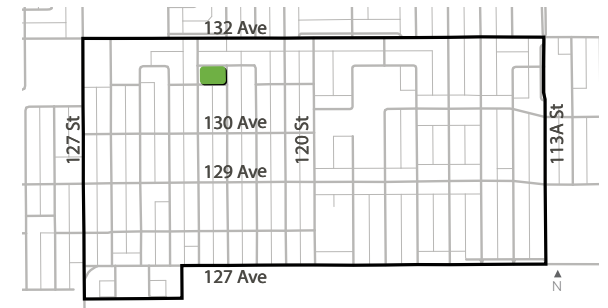
- | | | | | | | | |
|---|---------------------------------|---|---|---|------------------------|---|-------------------------------|
|  | New pathway |  | New bench |  | Existing picnic table |  | New pedestrian-oriented light |
|  | Existing sidewalk |  | Existing picnic table on a new concrete pad |  | New garbage receptacle | | |
|  | Widen existing pathway/sidewalk | | | | | | |
|  | Remove existing pathway | | | | | | |

3.2 Concept 2: Chalmers Park upgrades

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of Chalmers Park were identified through a combination of public engagement and analysis by the project team:

- Missing sidewalk connection to the existing playground;
- Missing sidewalks along the east and west edges of the park;
- Lack of pedestrian lighting within the park;
- Opportunity for additional amenities within the park such as waste receptacles, bike racks, BBQ pits, and seating that could make this space more attractive to community members;
- Community members feel unsafe due to limited sightlines through park due to trees and shrubs; and
- There is interest in community-led opportunities including play areas and exercise equipment.



Existing Conditions



Images of Chalmers Park

Exploring Options and Trade-offs

The following two options were created to address the issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Option A



Option B



The following table summarizes key themes we heard regarding the two options and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> Amenities such as picnic tables, BBQ pits, garbage receptacles, benches and pedestrian-oriented lighting would encourage people to use the park. Maintenance of playground equipment is important for community members. An enhanced pathway would improve connectivity for people who walk and bike in the park. 	<ul style="list-style-type: none"> Benches in the park would provide a comfortable place for users to sit and rest. The addition of picnic tables and BBQ pits would create a picnic area for community members. An extended pathway will enhance accessibility and connectivity in the park. Benches around the park promote interactions with pedestrians along the sidewalks. However, bench placement will consider sightlines to ensure privacy is maintained for residents around the park. It is important to connect a picnic table and BBQ pit to a pathway to provide access for people of all ages and abilities.

What we propose

- Add new sidewalks on the north and south sides of the park and a new north-south pathway through the park to **make it easier** for people who walk to **move around** the park.
- Add new picnic tables and BBQ pits to provide residents with a **new picnic area**.
- Waste receptacles, benches, and pedestrian-oriented lighting will be installed along the pathways to **enhance user comfort and safety**.
- Trees and shrubs will be trimmed by the City through regular maintenance to **maintain visibility and promote safety**.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Further investigation into the location of the recommended BBQ pits (i.e. separation distance between picnic tables and BBQ pits);
- Investigate power source for recommended pedestrian-oriented lighting;
- Install concrete pads for recommended benches, picnic tables, and garbage receptacles; and
- Design the picnic table and concrete pad adjacent to the recommended north-south pathway to be accessible to people who use wheelchairs or mobility aids.

Guiding Principles



Accessibility and connections



Sense of community



Local amenities

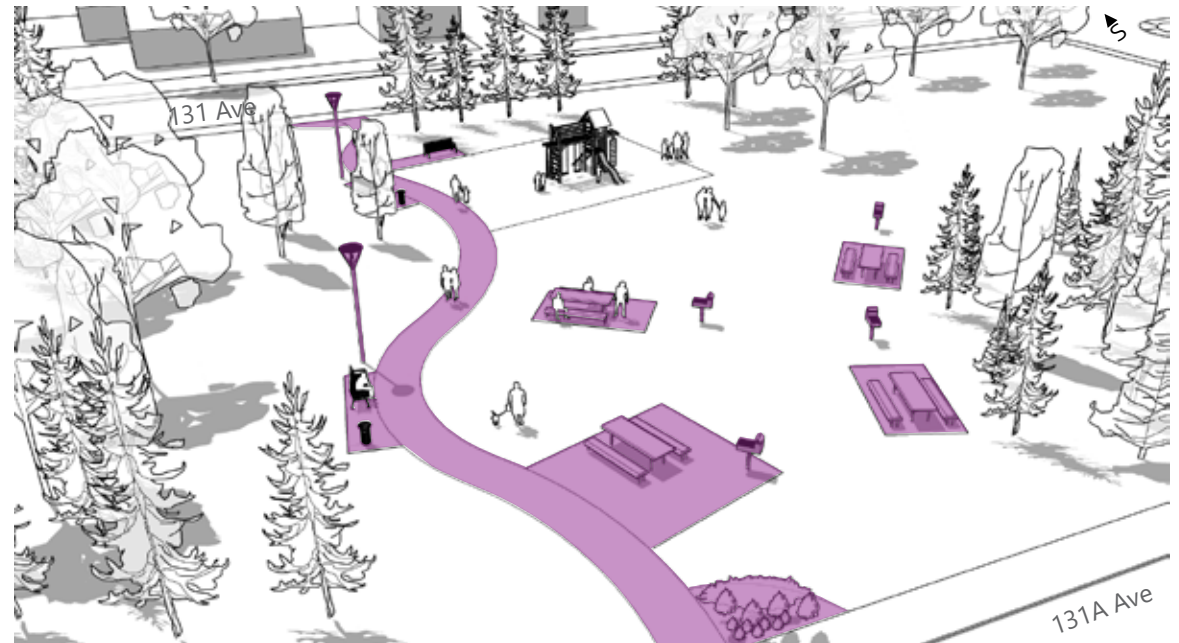


Neighbourhood safety and attraction

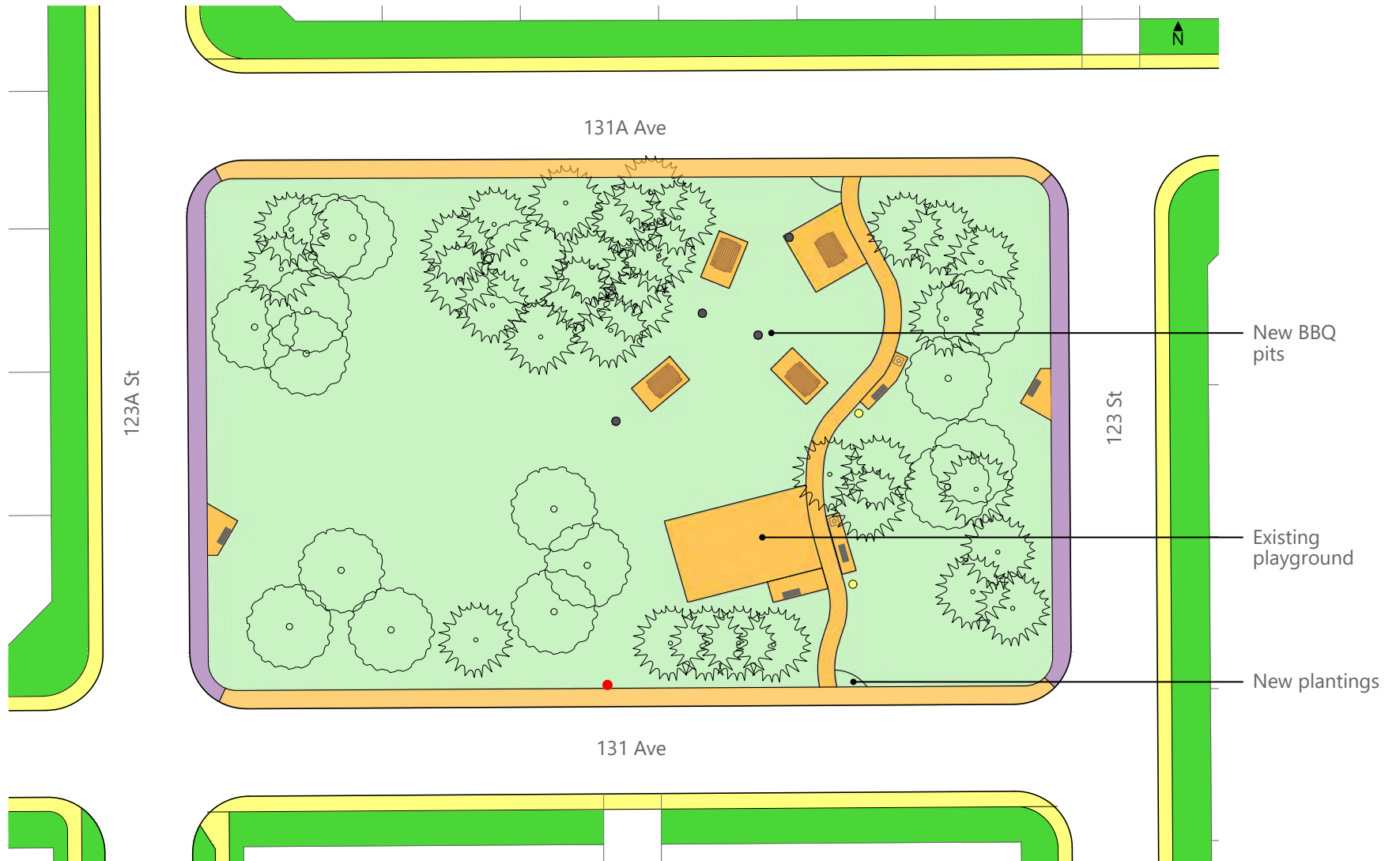
Example Images



Conceptual view of Chalmers Park Upgrades



New pathway, new benches, new picnic tables on concrete pads, new BBQ pits, new pedestrian-oriented lights, new garbage receptacles, and new plantings.



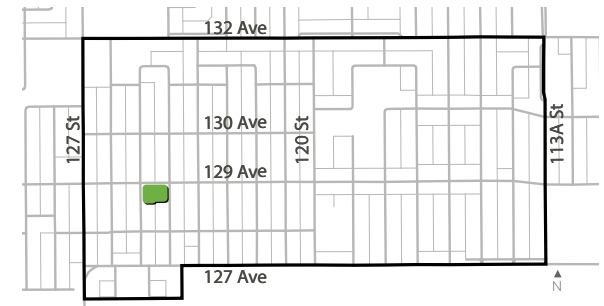
- New pathway/sidewalk
- Existing sidewalk
- Widen existing sidewalk
- New bench
- New picnic table on a concrete pad
- New garbage receptacle
- New pedestrian-oriented light
- Existing fire hydrant

3.3 Concept 3: Touchdown Park upgrades

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of Touchdown Park were identified through a combination of public engagement and analysis by the project team:

- Opportunity for a walking loop within the park;
- Missing sidewalk connection to the existing playground;
- Lack of playground lighting within the park;
- Safety concerns related to limited sightlines through the park due to trees and shrubs;
- Amenities including additional seating, and picnic tables could make this space more attractive to community members;
- Community members identified that a pathway through the park would enhance accessibility and enhance the feeling of safety for users; and
- There is interest in community-led opportunities including public art and art wrapped utility boxes.



Existing Conditions

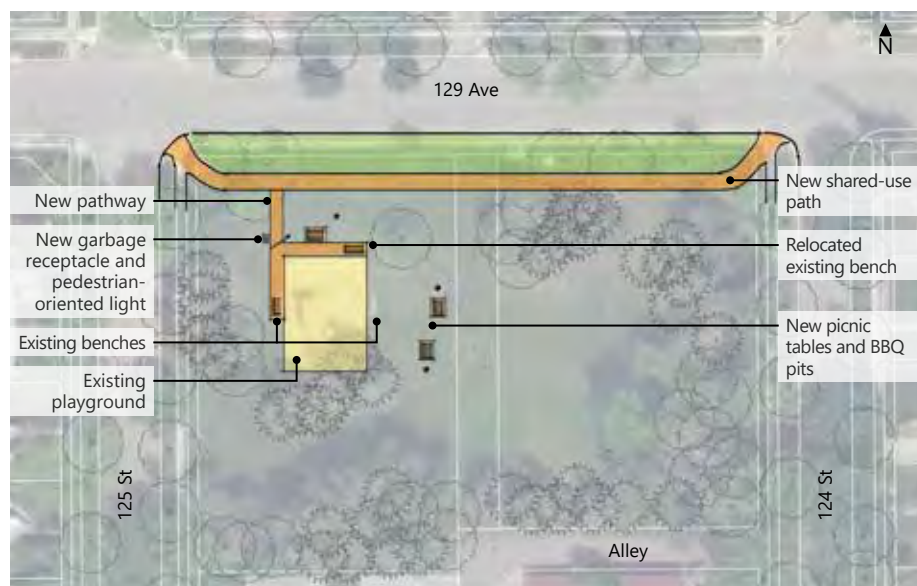


Images of Touchdown Park

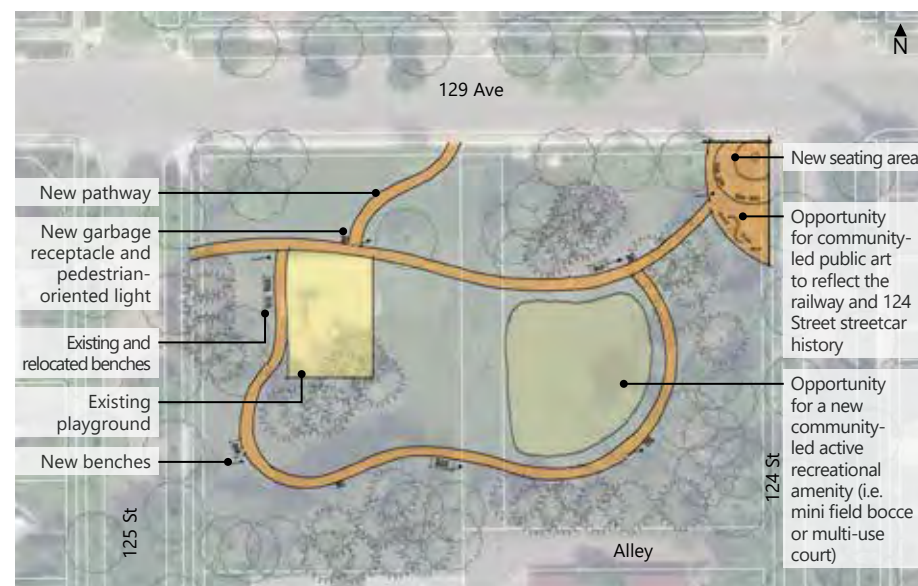
Exploring Options and Trade-offs

The following two options were created to address the issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Option A



Option B



The following table summarizes key themes we heard regarding the two options and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> Amenities such as picnic tables, garbage receptacles, benches and pedestrian-oriented lighting would encourage people to use the park. Connectivity would be enhanced by a walking loop and would encourage use of the park by community members of all ages. A space for community-led public art would be welcomed. Maintenance of playground equipment is important for community members. 	<ul style="list-style-type: none"> Benches in the park will provide a comfortable place for users to sit and rest. Maintaining open field space will allow small scale sporting activities. It is important to connect a picnic table to a pathway to provide access for people of all ages and abilities. Adding a pathway within the park improves access to the green space for people of all ages and abilities.

What we propose

- New pathways in the park to **make it easier** for people who walk to **move around** the park.
- Add new picnic tables and BBQ pits to provide residents with a **new gathering space**.
- Add a new seating area with the opportunity for community-led public art to **reflect the railway and 124 Street streetcar history**.
- Waste receptacles, benches, and pedestrian-oriented lighting will be installed along the pathways to **enhance user comfort and safety**.
- Trees and shrubs will be trimmed by the City through regular maintenance to **maintain visibility and promote safety**.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Further investigation into the design and location of the recommended BBQ pits;
- Investigate power source for recommended pedestrian-oriented lighting;
- Install concrete pads for recommended benches, picnic tables, and garbage receptacles.; and
- Design the picnic table and concrete pad adjacent to the recommended pathway to be accessible for people who use wheelchairs or mobility aids.

Guiding Principles

-  Accessibility and connections
-  Historical pride
-  Sense of community
-  Local amenities
-  Neighbourhood safety and attraction

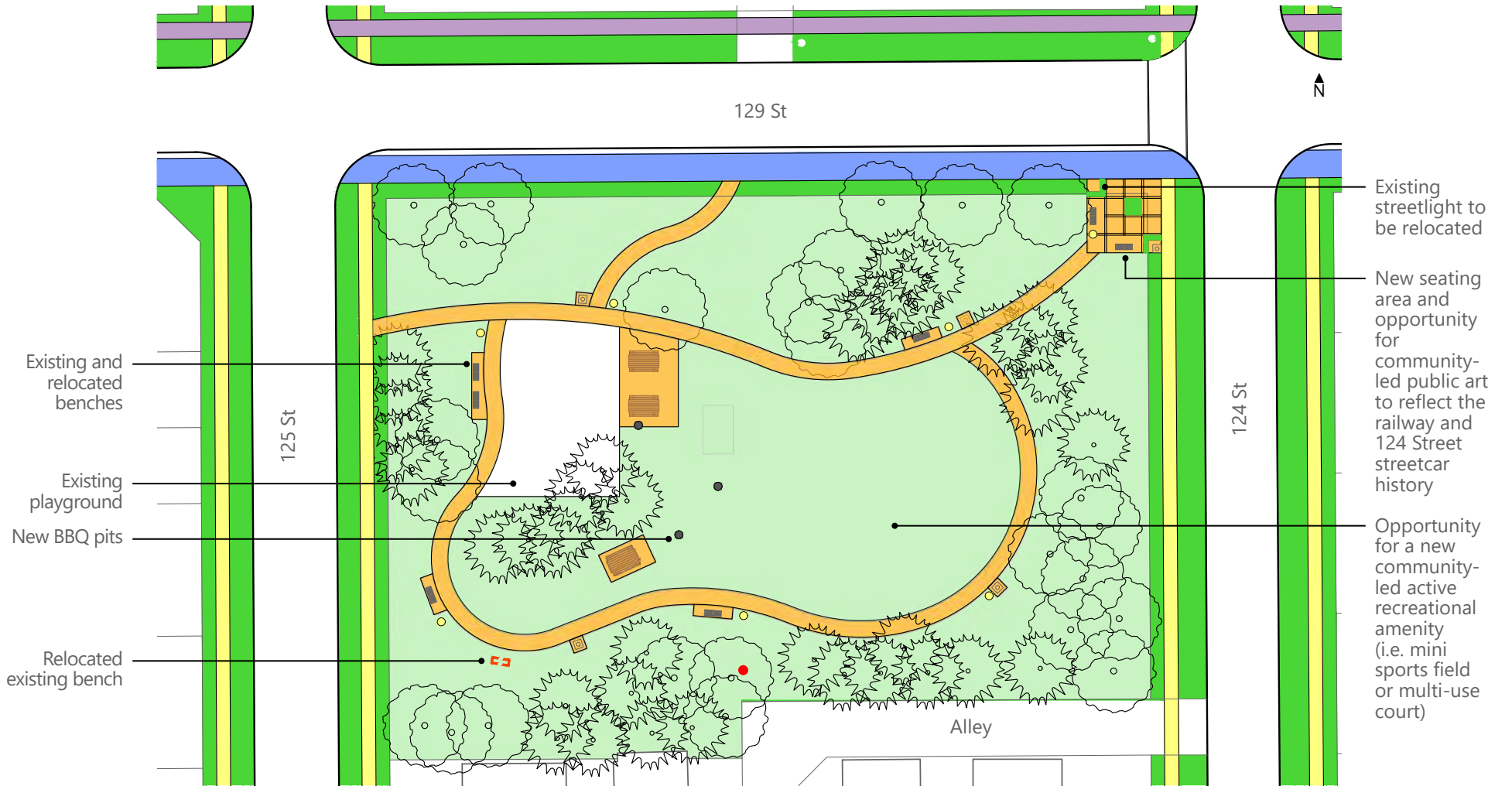
Example Images



Conceptual view of Touchdown Park Upgrades



New pathways, new pedestrian-oriented lights, new garbage receptacles, new benches, new plantings, and new seating area with an opportunity for community-led public art to reflect the railway and 124 Street streetcar history.



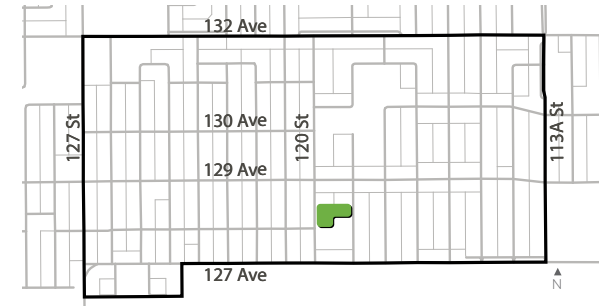
- New pathway
- Existing sidewalk
- Widen existing sidewalk
- New shared-use path (Concept 10)
- New bench
- New picnic table on a concrete pad
- New garbage receptacle
- New pedestrian-oriented light

3.4 Concept 4: Calder Memorial Park upgrades

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of Calder Memorial Park were identified through a combination of public engagement and analysis by the project team:

- Narrow 1.5m wide east-west pathway;
- Existing horseshoe pit area is in poor condition;
- There is interest in community-led opportunities including a community garden, enhanced play area and skateboard park;
- Lack of pedestrian lighting within the park; and
- Limited lighting and limited sightlines due to trees and shrubs makes some community members feel unsafe.



Existing Conditions



Images of Calder Memorial Park

Exploring Options and Trade-offs

The following two options were created to address the issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Option A



Option B



The following table summarizes key themes we heard regarding the two options and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> Amenities such as garbage receptacles, benches, and pedestrian-oriented lighting would encourage people to use the park. Retain the horseshoe pits and explore other recreational activities such as a community garden. 	<ul style="list-style-type: none"> Maintaining a quiet and relaxed atmosphere in this park space respectful of the nearby Cenotaph. Removing the existing horseshoe pits. However, the public indicated that retaining the existing horseshoe pits is important. Community members would welcome the opportunity for a new passive recreational amenity area (i.e. community garden or peace garden). A bench in the park would provide a comfortable place for users to sit and rest.

What we propose

- Replace and widen the existing pathway through the park to **make it easier** for people who walk to **move around** the park.
- Upgrade the existing horseshoe pits to provide residents with a **renewed amenity**.
- New waste receptacles, a bench, and pedestrian-oriented lighting along the pathway to **enhance user comfort and safety**.
- Trees and shrubs will be trimmed by the City through regular maintenance to **maintain visibility and promote safety**.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Further investigation into the design of the renewed horseshoe pit areas;
- Investigate power source for recommended pedestrian-oriented lighting; and
- Install concrete pads for the recommended bench and garbage receptacles.

Guiding Principles



Accessibility and connections



Historical pride



Sense of community



Local amenities



Neighbourhood safety and attraction

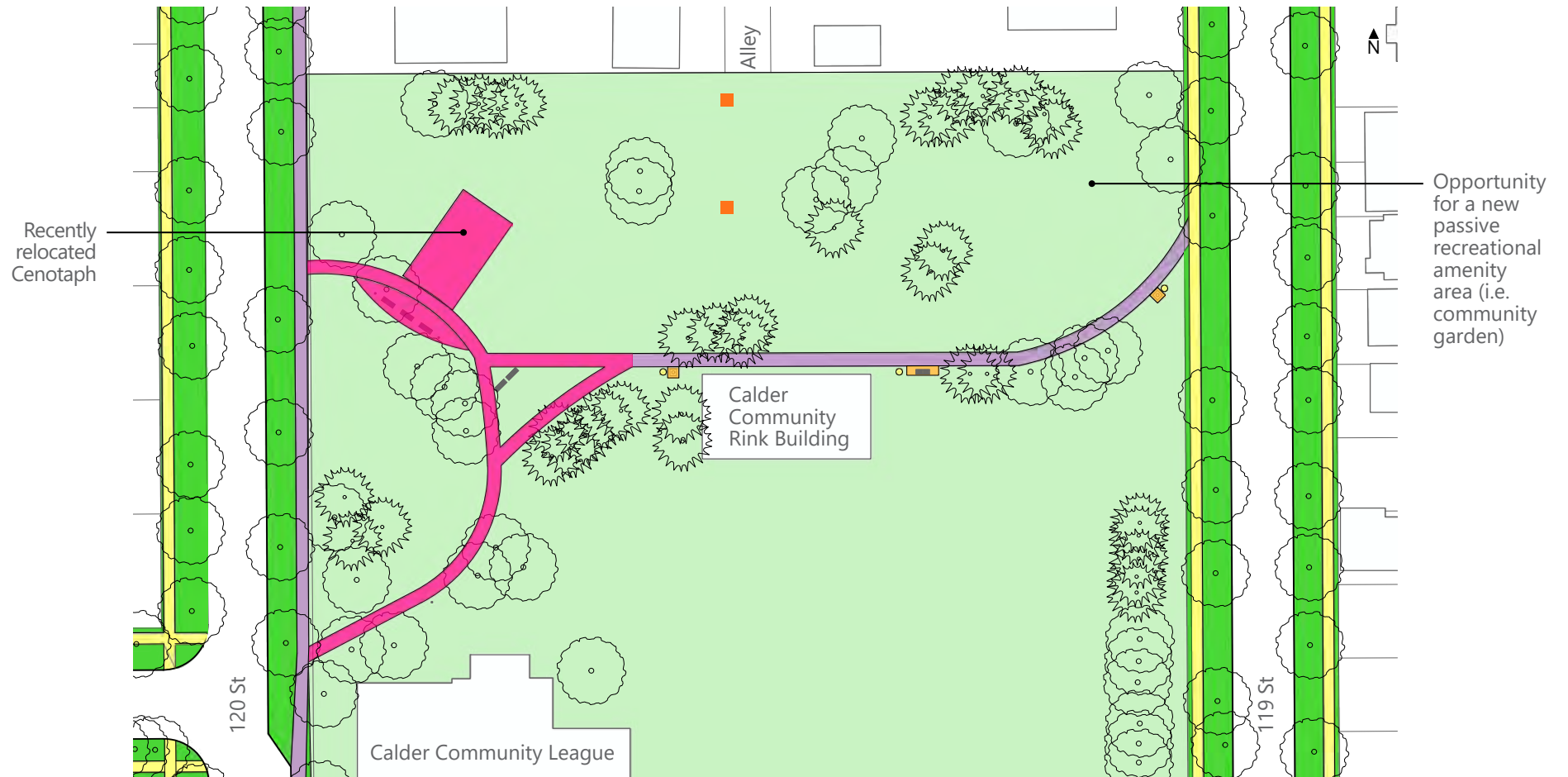
Example Images



Conceptual view of Calder Memorial Park Upgrades



Wider pathway, new bench, new pedestrian-oriented lights, and new garbage receptacles.



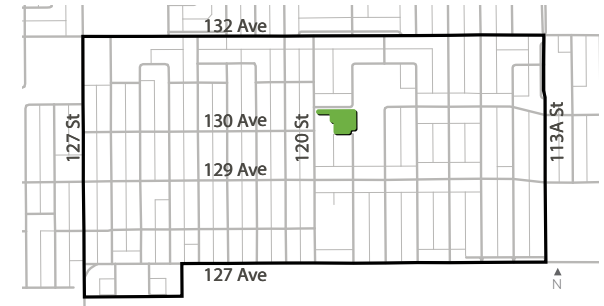
- Existing sidewalk
- Widen existing pathway/sidewalk
- Pathway recently built as part of the Cenotaph project
- New bench
- New pedestrian-oriented light
- New garbage receptacle
- Update existing horseshoe pit area

3.5 Concept 5: Keyano Park upgrades

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of Keyano Park were identified through a combination of public engagement and analysis by the project team:

- Missing sidewalk connection to the existing playground;
- Narrow 1.5m wide existing pathway;
- Safety concerns related to limited sightlines through the park due to trees and shrubs;
- Opportunity for a multigenerational space and a place for events to be hosted;
- Community members identified the raised area as an important amenity that is used in the winter for tobogganing;
- Limited lighting makes some community members feel unsafe; and
- Community members indicated that the existing playground is used seldomly and are interested in community-led projects to enhance the area.



Existing Conditions

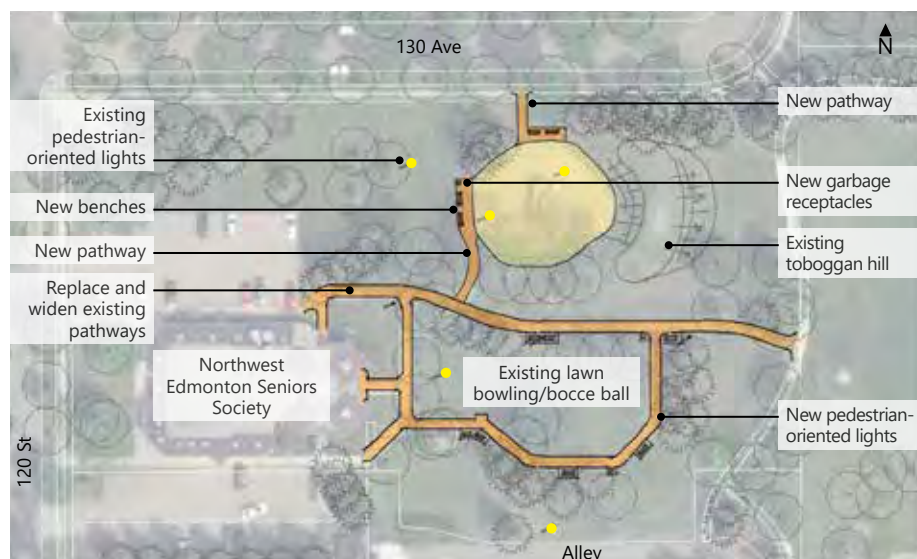


Images of Keyano Park

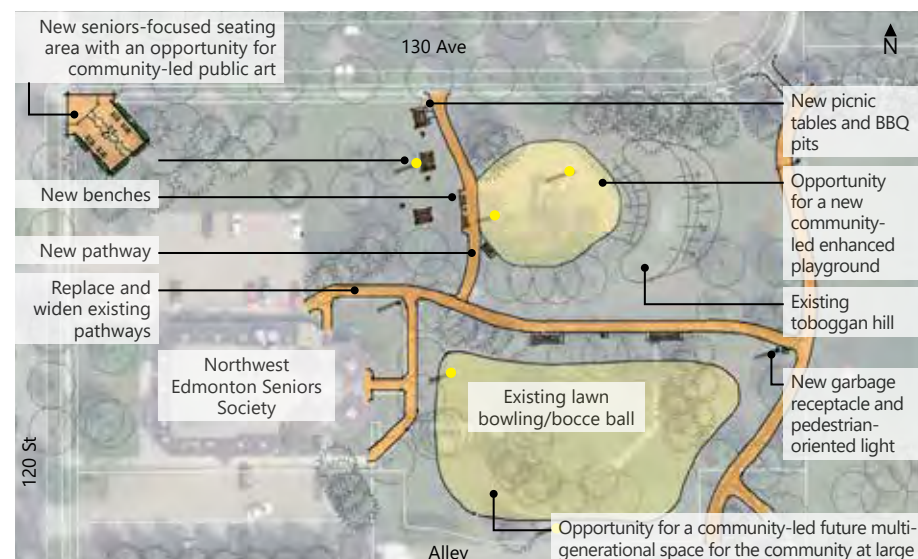
Exploring Options and Trade-offs

The following two options were created to address the issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Option A



Option B



The following table summarizes key themes we heard regarding the two options and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> Amenities such as picnic tables, BBQ pits, garbage receptacles, benches, and pedestrian-oriented lighting would encourage people to use the park. Community members enjoy using the park for activities such as bocce ball and lawn bowling. Residents enjoy using the toboggan hill for winter sledding. 	<ul style="list-style-type: none"> Residents valued the existing playground but recognized it needed replacement. Keeping the toboggan hill and lawn bowling/bocce ball area as they are used by the community. Improve universal access in the park by widening existing pathways and creating a new pathway to the existing playground area. Benches in the park would provide comfortable places for users to sit and rest. The park is located near a seniors facility. It is important to enhance connectivity between the seniors facility and park amenities.

What we propose

- Replace and widen the existing pathway through the park to **make it easier** for people who walk to **move around** the park.
- Add a new pathway to the existing playground to **improve accessibility** for people who walk and parents with strollers.
- Add new picnic tables and BBQ pits to provide residents with a **new picnic area**.
- Add a new seating area with an **opportunity for community-led public art**.
- New waste receptacles, a bench, and pedestrian-oriented lighting along the pathway to **enhance user comfort and safety**.
- Trees and shrubs will be trimmed by the City through regular maintenance to **maintain visibility and promote safety**.
- Opportunity for a new community-led enhanced playground.

Example Images



Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Further investigation into the design and location of the recommended BBQ pits;
- Investigate power source for recommended pedestrian-oriented lighting;
- Install concrete pads for recommended benches, picnic tables, and garbage receptacle;
- Design the picnic table and concrete pad adjacent to the recommended north-south pathway to be accessible to people who use wheelchairs or mobility aids; and
- Verify distance needed between the existing toboggan hill and potential community-led enhanced playground.

Guiding Principles



Accessibility and connections



Sense of community



Local amenities

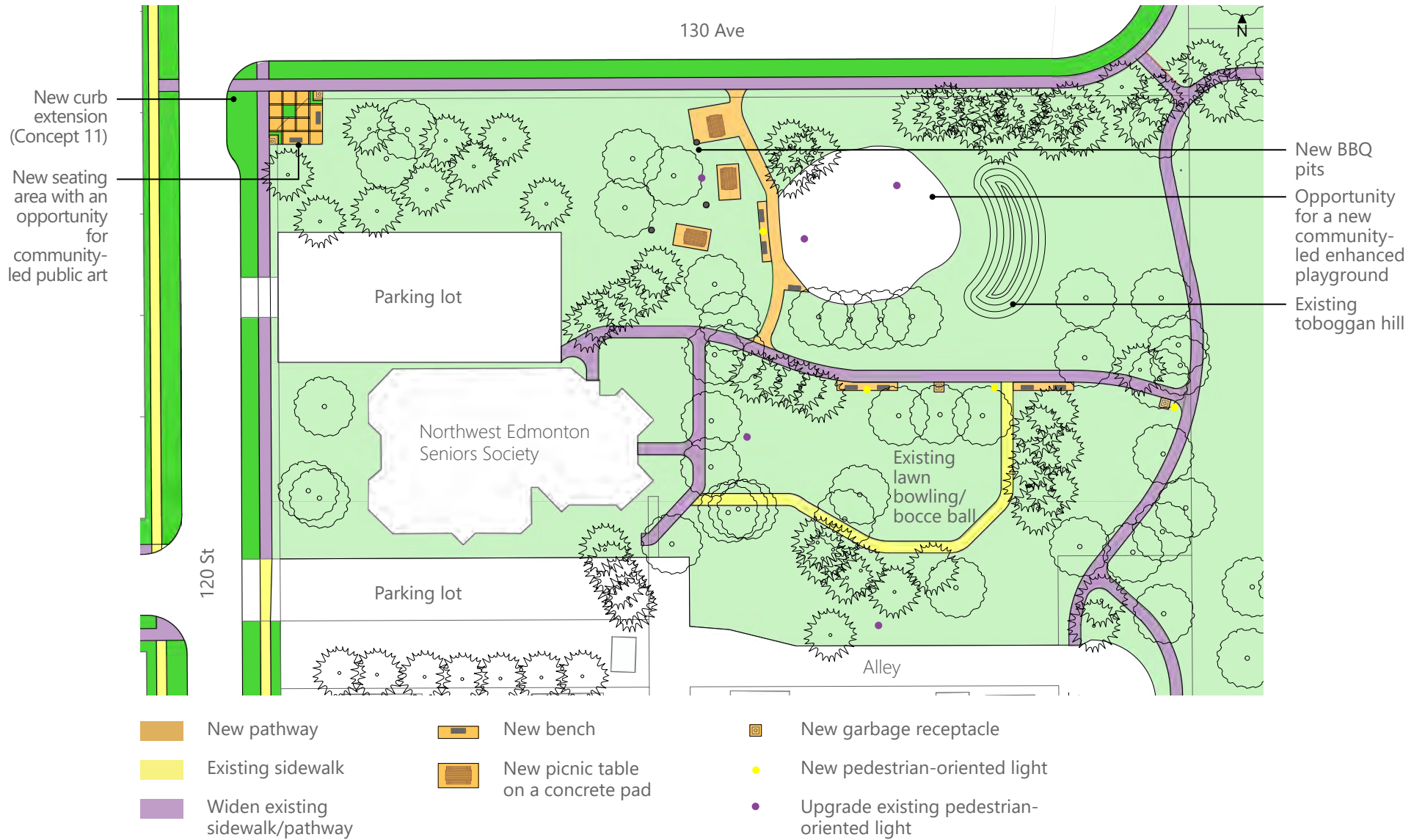


Neighbourhood safety and attraction

Conceptual view of Keyano Park Upgrades



New and wider pathways, new benches, new picnic tables on concrete pads, new BBQ pits, new pedestrian-oriented lights, and new garbage receptacles.

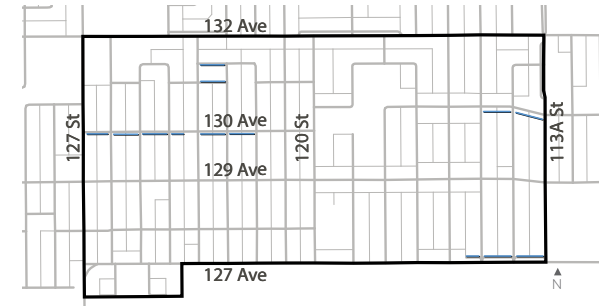


3.7 Concept 7: Sidewalks and trees

Identified Issues/Challenges/Opportunities

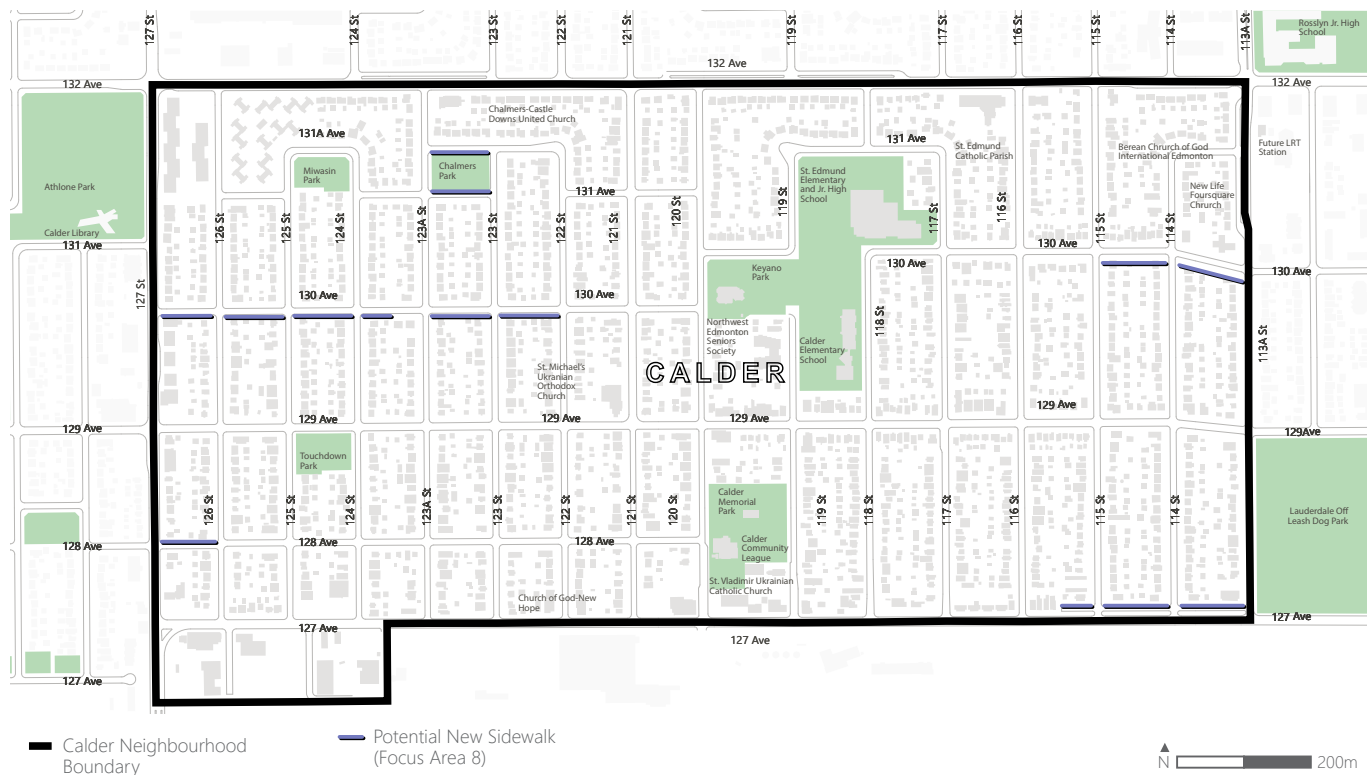
The following locations of missing sidewalk connections were identified through a combination of public engagement and analysis by the project team.

Additionally, the opportunity was identified to create boulevards where space permitted to add more trees to the neighbourhood.



Exploring Options and Trade-offs

The following locations were explored for potential new sidewalks to address missing sidewalk connections. The locations were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.



The following summarizes key themes we heard regarding the potential new sidewalk locations and what we considered while preparing the recommended sidewalk locations.

What we heard

- Community members believe it is important to limit impacts on mature trees and greenery.

What we considered

- The City of Edmonton CSDCS recommends providing sidewalks along both sides of local streets where possible to enhance accessibility for people of all ages and abilities.
- Avoid conflicts with existing trees, utilities and other constraints.
- A new sidewalk along the north side of 128 Avenue between 127 Street and 126 Street is not feasible due to limited road right-of-way space. Alternatively, it is recommended to widen the existing sidewalk along the south side of 128 Avenue between 127 Street and 126 Street.
- If a new sidewalk is feasible, it should be kept on the same side of the corridor for continuity.
- Future pedestrian route along 130 Avenue towards the planned Metro Line Northwest LRT station.

What we propose

- Establishing a continuous network of sidewalks would **improve connectivity** across Calder, and with nearby neighbourhoods.
- The addition of sidewalks to at least one side of the road where they do not currently exist would **improve neighbourhood accessibility and walkability**.
- The addition of trees along sidewalks would **improve pedestrian comfort** and **enhance the tree canopy** of the neighbourhood.
- Widening existing sidewalks along popular walking routes to **enhance connections** between destinations.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Design exceptions may be needed to fit below standard width sidewalks in constrained areas; and
- Physical constraints such as mature trees and power poles may impact the design of a new sidewalk (i.e. a narrower sidewalk).

Sidewalks adjacent to Miwasin Park (refer to Map 2 for locations)

- Widening the existing boulevard sidewalks adjacent to Miwasin Park from 1.5m to 1.8m is recommended.
- Trees exist within the boulevards adjacent to Miwasin Park. The sidewalks should not be widened on the tree side so as not to impact the trees.

Guiding Principles



Greenery



Accessibility and connections



Proposed sidewalk along the north side of Chalmers Park

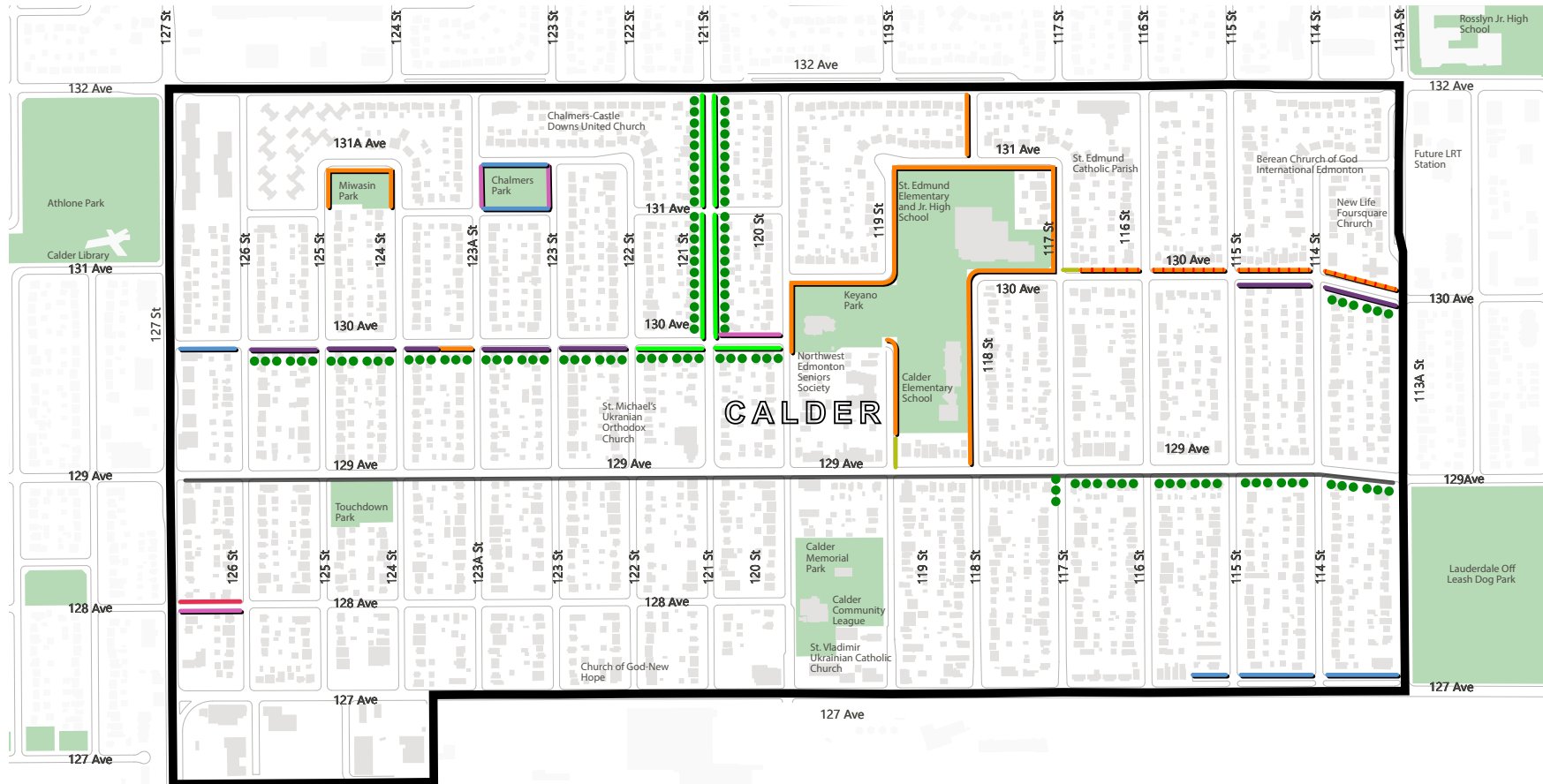


Proposed sidewalk and trees along the south side of 130 Avenue



Proposed sidewalk along the north side of the 127 Avenue Service Road

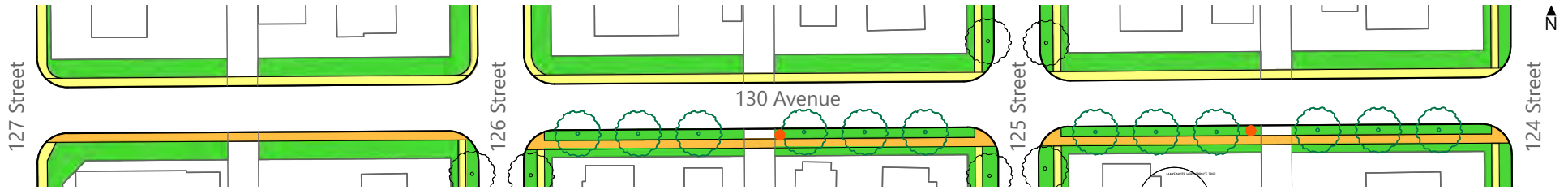
Map 2. Sidewalks and trees



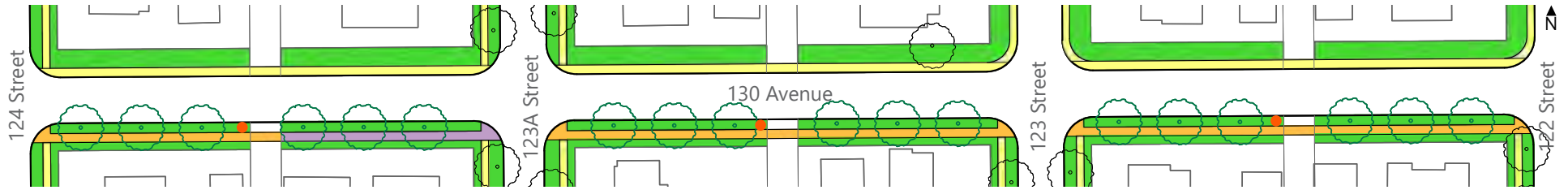
- Calder Neighbourhood Boundary
- New 1.8m Boulevard Sidewalks
- New 1.8m Curb Side Sidewalks
- Widen Existing Boulevard Sidewalk from 1.5m to 1.8m
- Widen Existing Curb Side Sidewalk from 1.5m to 1.8m
- Replace Existing 1.5m Curb Side Sidewalk with 1.8m Boulevard Sidewalk
- Missing Sidewalk - not feasible due to technical/physical constraints
- Existing 1.5m Boulevard Sidewalk - not feasible to widen to 1.8m due to technical/physical constraints
- Proposed New Trees
- Private Landscaping Constraints (to be resolved during preliminary design)



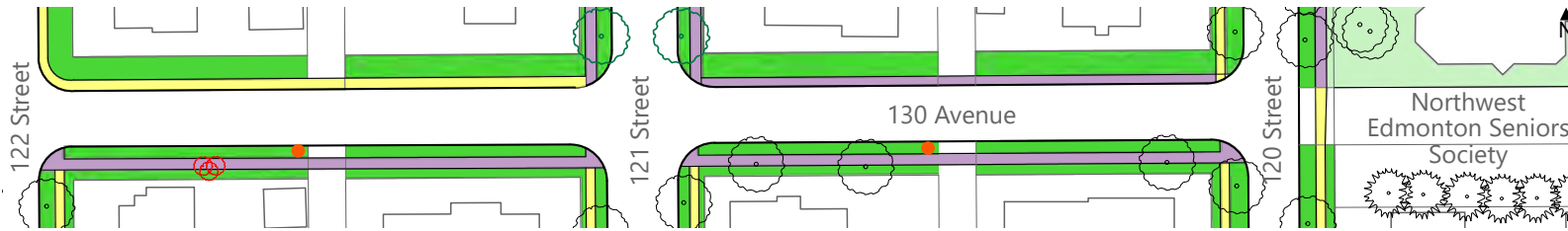
130 Avenue (Between 127 Street and 124 Street)



130 Avenue (Between 124 Street and 122 Street)



130 Avenue (Between 122 Street and 120 Street)



- New sidewalk
- Widen existing sidewalk
- Existing sidewalk
- Existing tree
- Remove tree/shrub
- New tree
- Existing fire hydrant

130 Avenue (North side between 127 Street and 120 Street)

- Existing street lights along the north side of 130 Avenue between 127 Street and 120 Street are located within the existing 1.8m wide curbside walk. It is recommended to relocate these street lights to the south side of 130 Avenue.
- New trees are not feasible along the north side of 130 Avenue between 127 Street and 120 Street because of existing overhead wires.
- Converting the existing 1.8m curbside sidewalk along the north side of 130 Avenue between 127 Street and 121 Street to a 1.8m boulevard sidewalk is not feasible due to conflicts with existing trees.

130 Avenue (South side between 126 Street and the alley east of 124 Street)

- A new 1.8m boulevard sidewalk is recommended along the south side of 130 Avenue between 126 Street and the alley east of 124 Street. This would help create a continuous pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.
- Three fire hydrants exist 1.5m south of the existing south side curb between 126 Street and 122 Street. The proposed sidewalk will not impact the fire hydrants.
- New trees are proposed in the boulevard in front of the new sidewalk.
- Street lights would need to be relocated from the north side to the south side of the avenue.

130 Avenue (South side between the alley east of 124 Street and 123A Street)

- A widened boulevard sidewalk from 1.5m to 1.8m is recommended along the south side of 130 Avenue between the alley east of 124 Street and 123A Street. This would help create a continuous pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.
- New trees are proposed in the boulevard in front of the new sidewalk.
- Street lights would need to be relocated from the north side to the south side of the avenue.

130 Avenue (South side between 123A Street and 122 Street)

- A new 1.8m boulevard sidewalk is recommended along the south side of 130 Avenue between 123A Street and 122 Street. This would help create a continuous pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.
- An intermediate pressure gas line (60mm PE) exists between 122 Street and the west alley located 4.0m south of the existing south side curb.
- Two fire hydrants exist 1.5m south of the existing south side curb between 123A Street and 122 Street. The proposed sidewalk will not impact the fire hydrants.
- New trees are proposed in the boulevard in front of the new sidewalk.
- Street lights would need to be relocated from the north side to the south side of the avenue.

130 Avenue (Between 127 Street and 126 Street)

130 Avenue (South side between 127 Street and 126 Street)

- A new 1.8m curbside walk is recommended along the south side of 130 Avenue between 127 Street and 126 Street. This would help create a continuous pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.
- The proposed curbside sidewalk along the south side of 130 Avenue will impact an existing concrete parking pad. The adjacent commercial building uses the existing concrete parking pad that extends from the curb to the adjacent building.
- New trees are not feasible behind the proposed sidewalk because of an existing concrete parking pad and trees/shrubs.
- Street lights would need to be relocated from the north side to the south side of the avenue behind the new curbside walk. This would avoid conflicts with the existing north side overhead wires.

130 Avenue (South side between 122 Street and 120 Street)

- Replacing the existing 1.5m curbside walk with a 1.8m boulevard sidewalk along the south side of 130 Avenue between 122 Street and 120 Street is recommended. This would help create a continuous pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.

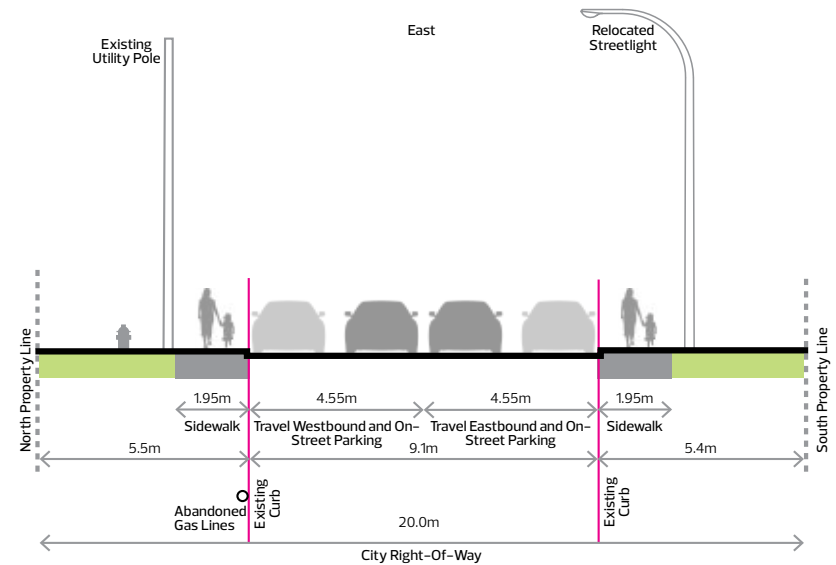
- An intermediate pressure gas line (60mm PE) exists between 121 Street and the west alley located 4.0m south of the existing south side curb.
- Two fire hydrants exist 1.5m south of the existing south side curb between 122 Street and 120 Street. The proposed sidewalk will not impact the fire hydrants.
- Approximately three medium growth trees/shrubs exist behind the existing south side curbside sidewalk between 122 Street and the east alley. These trees/shrubs would need to be removed for the recommended 1.8m boulevard sidewalk.
- One tree and private fence located at the southwest corner of 130 Avenue and 120 Street would need to be removed for the recommended 1.8m boulevard sidewalk.
- New trees are recommended in the boulevard in front of the sidewalk.
- Street lights would need to be relocated from the north side to the south side of the avenue.

130 Avenue (North side between 121 Street and 120 Street)

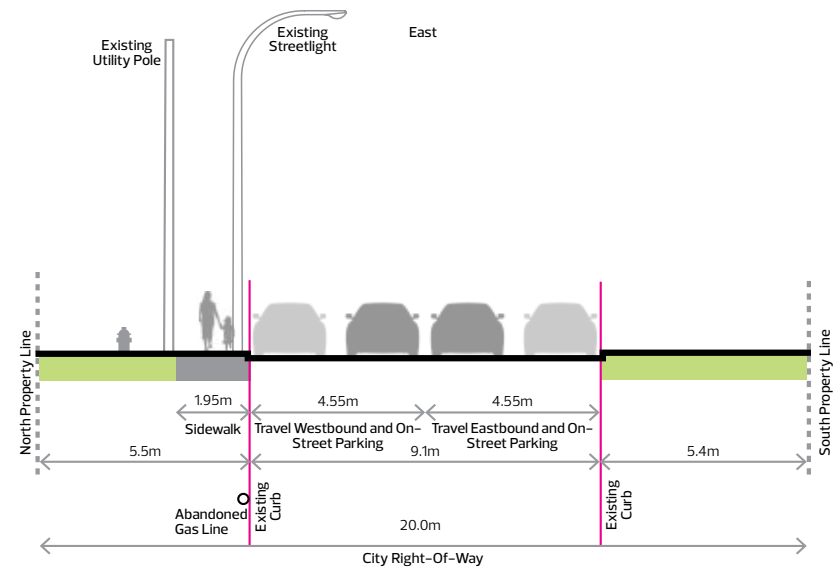
- Widening the existing curbside walk along the north side of 130 Avenue between 121 Street and 120 Street from 1.5m to 1.8m is recommended. This would help create a continuous 1.8m curbside walk pedestrian connection between 127 Street and the Northwest Edmonton Seniors Society/Keyano Park.
- New trees are not feasible along the north side of 130 Avenue between 121 Street and 120 Street because of existing overhead wires.

130 Avenue (Between 127 Street and 126 Street)

Proposed

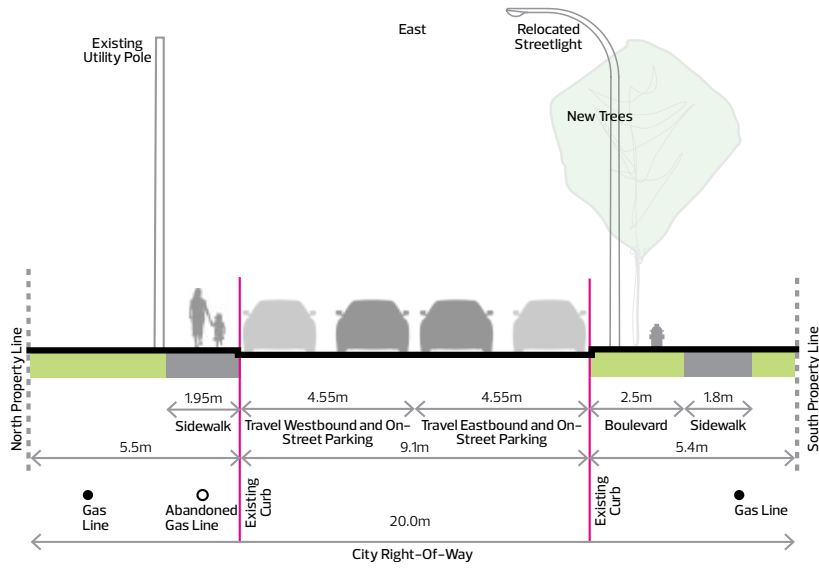


Existing



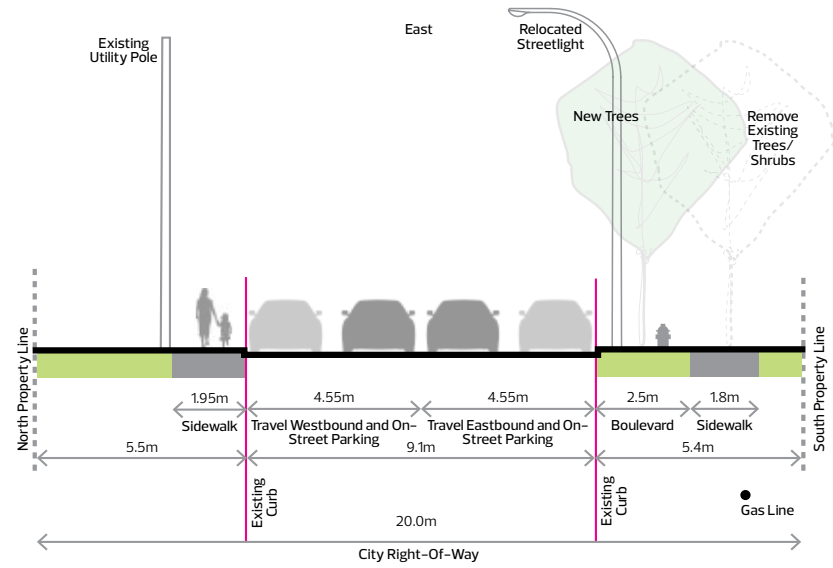
130 Avenue (Between 126 Street and 122 Street)

Proposed

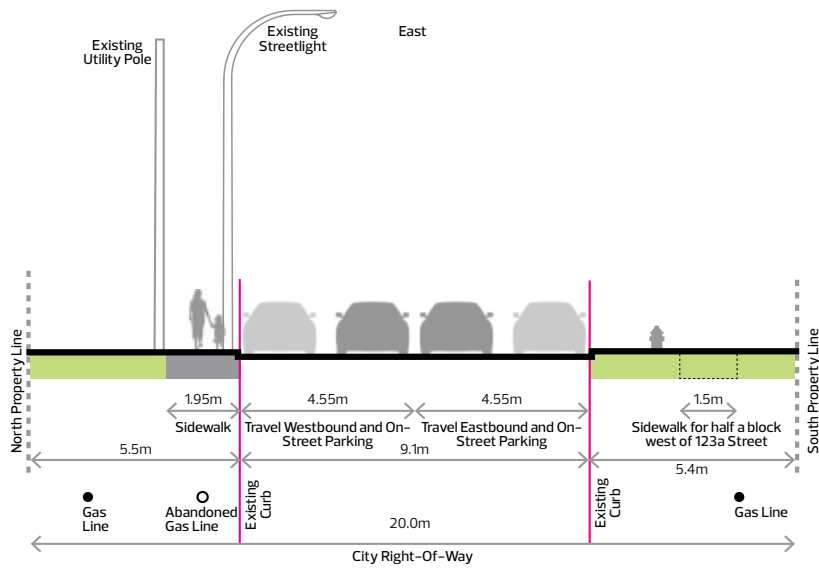


130 Avenue (Between 122 Street and 120 Street)

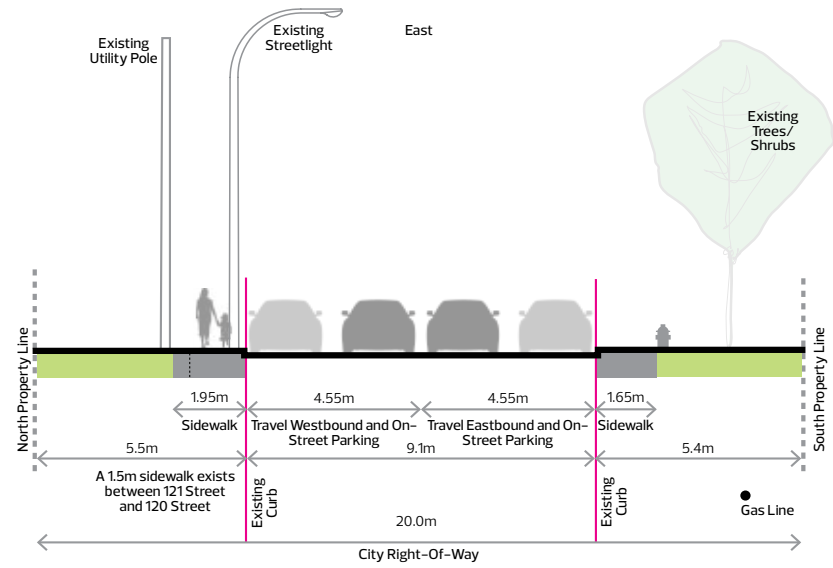
Proposed



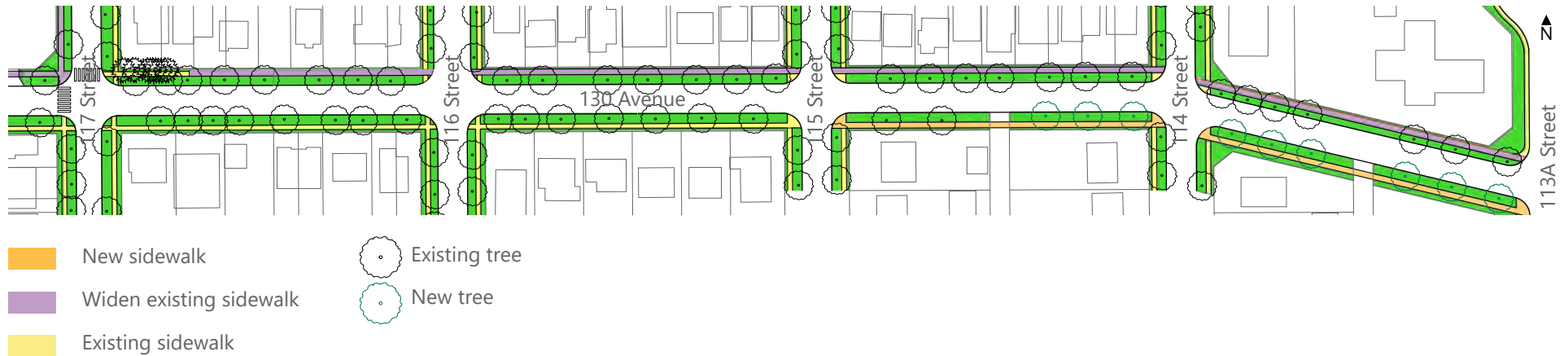
Existing



Existing



130 Avenue (Between 117 Street and 113A Street)



130 Avenue (North side between 117 Street and 113A Street)

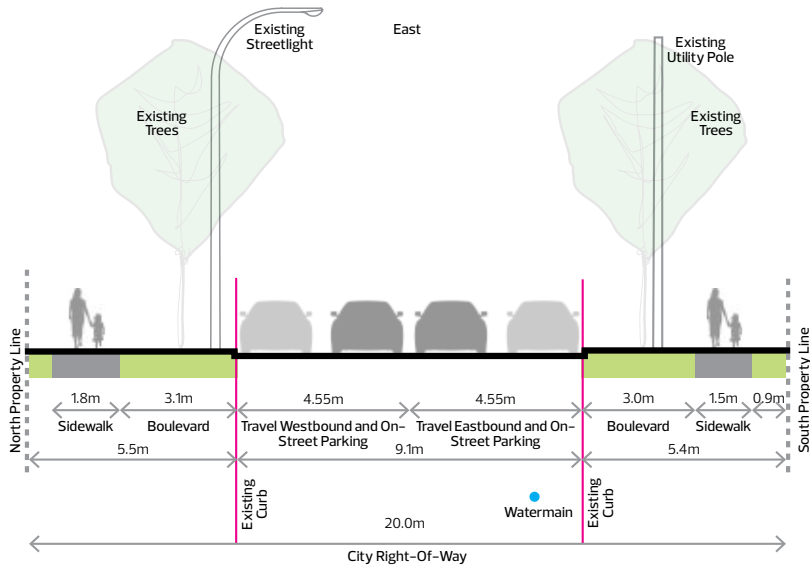
- Widening the boulevard sidewalk along the north side of 130 Avenue between 117 Street and 113A Street from 1.5m to 1.8m is recommended. This would create a future prioritized pedestrian connection between the St. Edmund and Calder Schools and the future Metro Line Northwest LRT station at 113A Street and 132 Avenue.
- Approximately seven trees exist along the north side of 130 Avenue (behind the sidewalk) on the northeast corner of 117 Street.
- A design exception is recommended to rebuild a segment of the sidewalk below standard (1.8m) in order to retain the existing trees.
- Trees exist within the north side boulevard along 130 Avenue between 117 Street and 113A Street.

130 Avenue (South side between 115 Street and 113A Street)

- A new 1.8m boulevard sidewalk is recommended along the south side of 130 Avenue between 115 Street and 113A Street. This would create a future prioritized pedestrian connection between the neighbourhood and the future Metro Line Northwest LRT station at 113A Street and 132 Avenue.
- An intermediate pressure gas line (60mm PE) exists 4.0m south of the existing south side curb between 115 and 114 Streets.
- An intermediate pressure gas line (60mm PE) exists 3.0m south of the existing south side curb between 114 Street and 113A Street.
- New trees are recommended within the south side boulevard along 130 Avenue between the alley west of 114 Street and 113A Street.

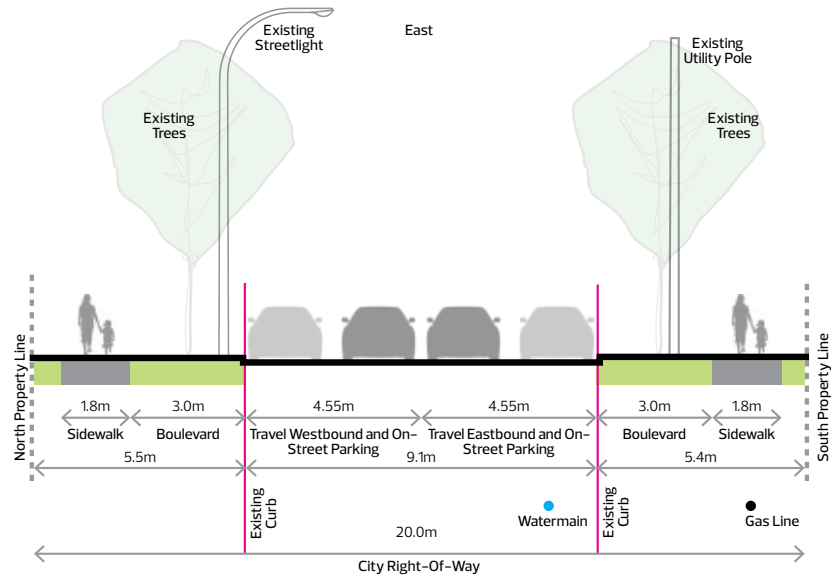
130 Avenue (Between 117 Street and 115 Street)

Proposed

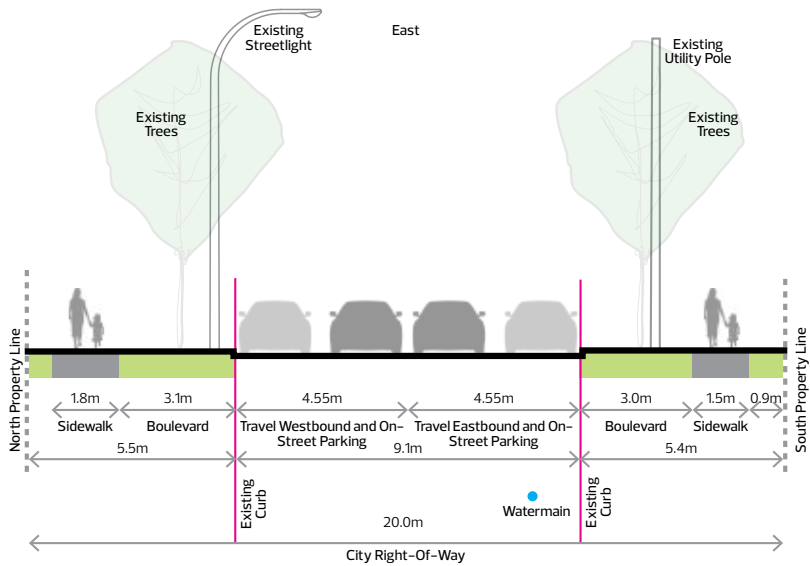


130 Avenue (Between 115 Street and 114 Street)

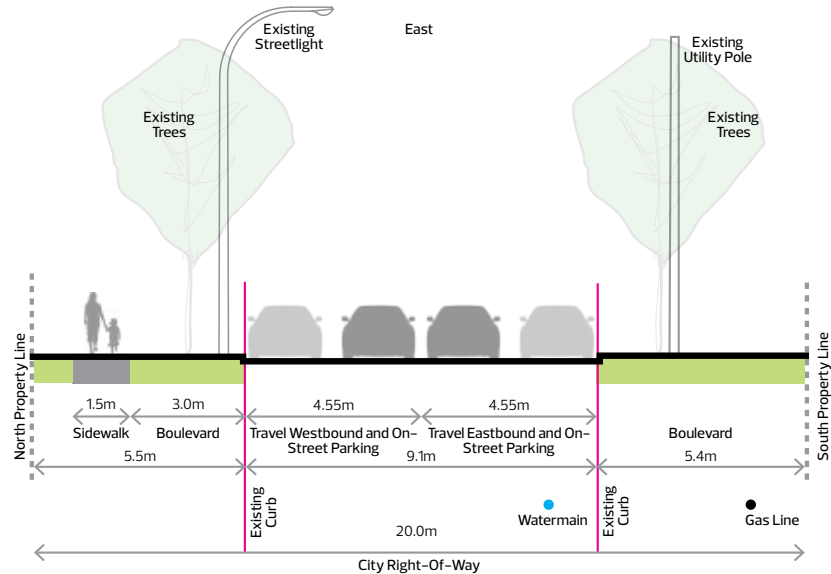
Proposed



Existing

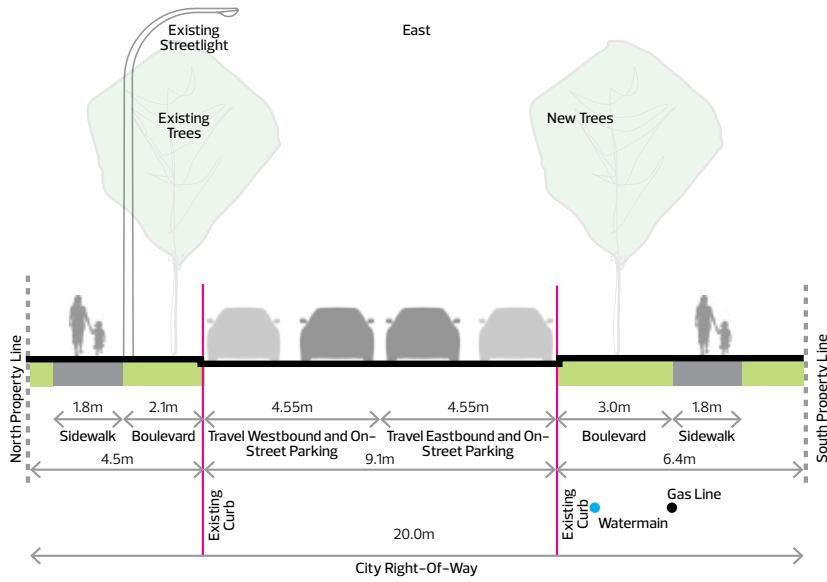


Existing

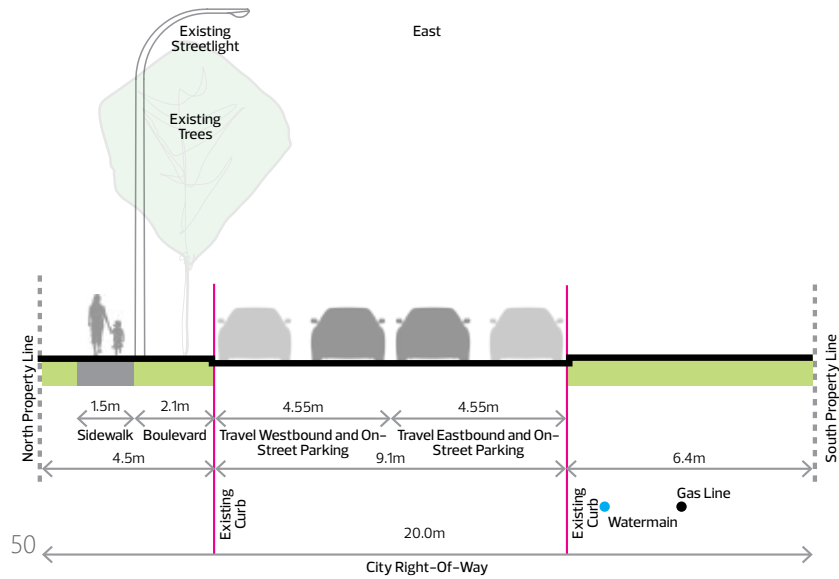


130 Avenue (Between 114 Street and 113A Street)

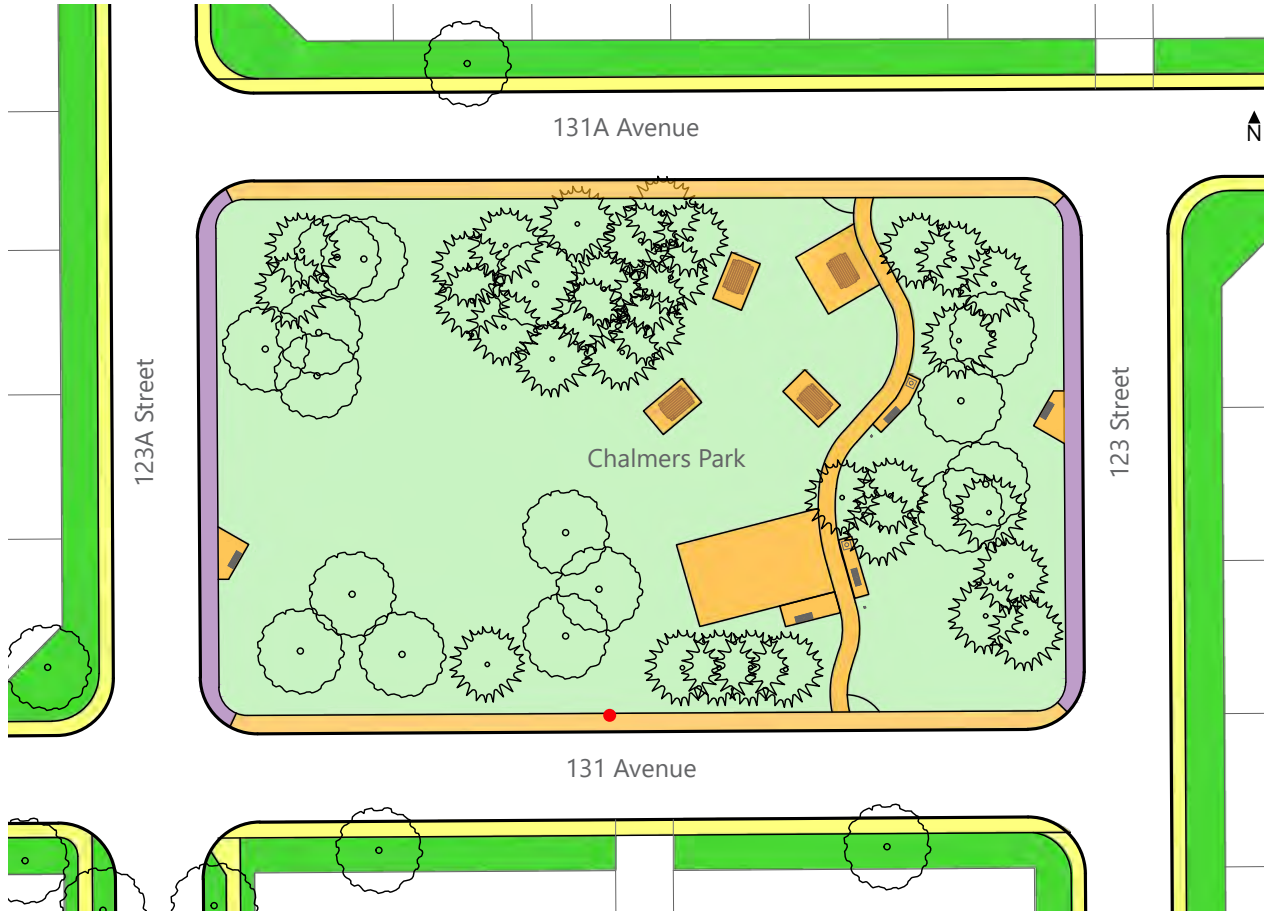
Proposed



Existing



131A Avenue and 131 Avenue (Between 123A Street and 123 Street)



- New sidewalk/pathway
- Widen existing sidewalk
- Existing sidewalk
- Existing fire hydrant

Existing Conditions



Missing sidewalk along the south side of 131A Avenue between 123A Street and 123 Street.

Sidewalks adjacent to Chalmers Park (131A Avenue and 131 Avenue between 123A Street and 123 Street, and 123A Street and 123 Street between 131A Avenue and 131 Avenue)

- Widening the existing curbside walks adjacent to Chalmers Park along the east side of 123A Street and the west side of 123 Street between 131A Avenue and 131 Avenue from 1.5m to 1.8m is recommended. This would meet the City of Edmonton CSDCS.
- New 1.8m curbside walks are recommended along the south side of 131A Avenue and the north side of 131 Avenue between 123A Street and 123 Street. This would meet the City of Edmonton CSDCS.
- A fire hydrant exists 1.5m north of the existing north side curb of 131 Avenue between 123A and 123 Street. The recommended 1.8m curbside walk would require the fire hydrant to be relocated.
- Various shrubs and trees exist slightly north of the existing north side curb of 131 Avenue between 123A and 123 Street. A survey is required to confirm the location of these trees and shrubs in relation to the proposed 1.8m sidewalk.
- A design exception is recommended to rebuild a segment of the sidewalk below standard (1.8m) in order to retain the existing shrubs and trees.

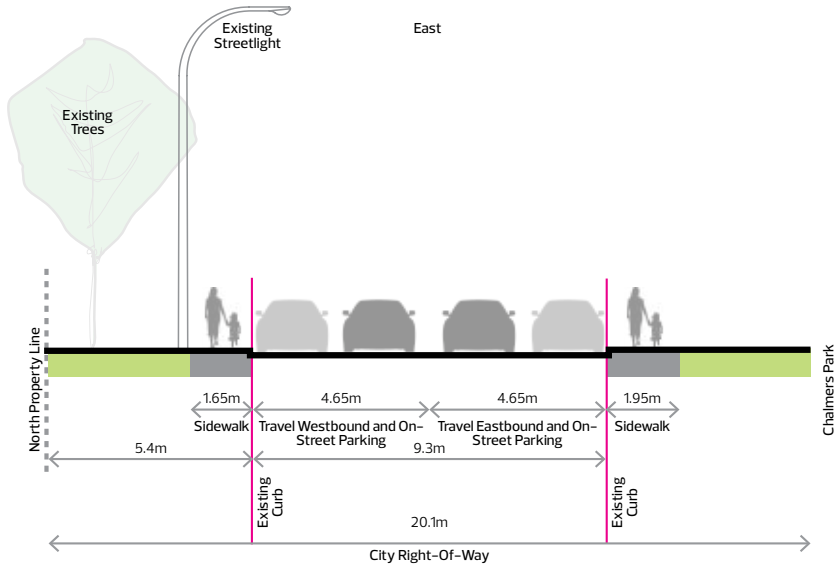
131 Avenue (Between 123A Street and 123 Street)

Proposed

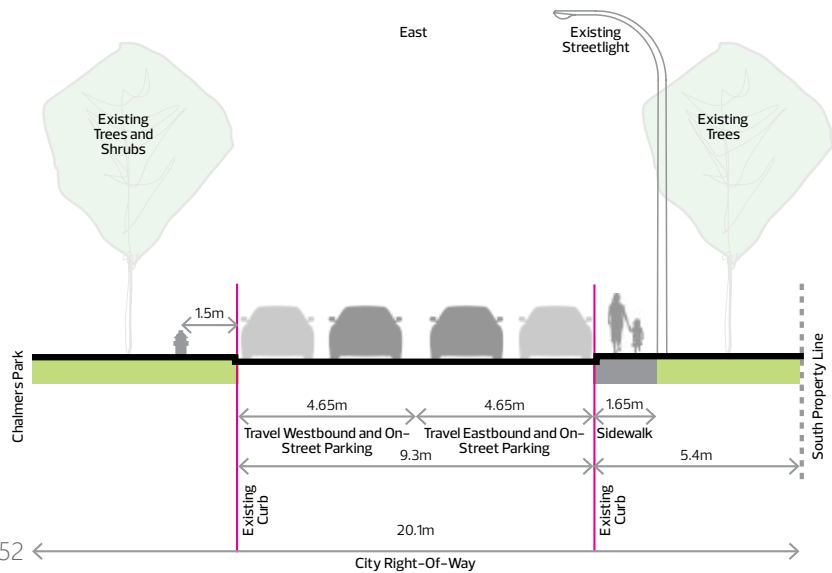


131A Avenue (Between 123A Street and 123 Street)

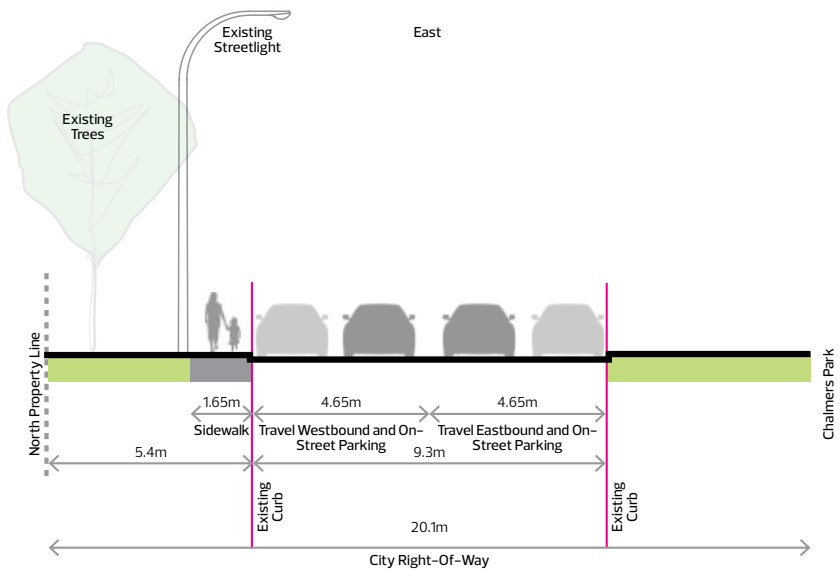
Proposed



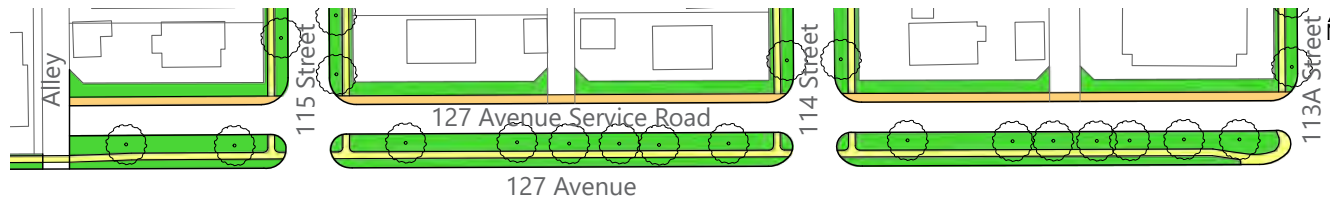
Existing



Existing



127 Avenue Service Road (Between the alley west of 115 Street and 113A Street)



- New sidewalk/pathway
- Existing sidewalk

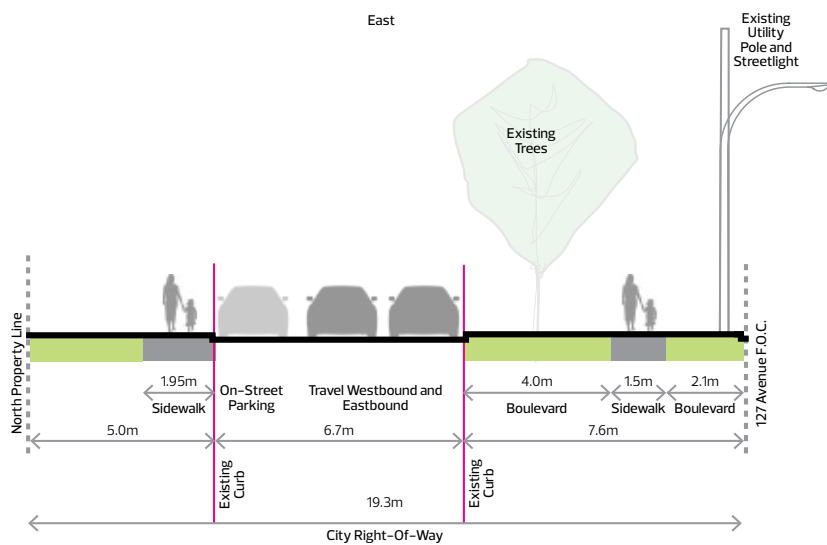
- A new 1.8m curbside sidewalk is recommended along the north side of the 127 Avenue service road between 113A Street and the alley west of 115 Street. This would create a continuous pedestrian connection along the north side of the service road.

Existing Conditions

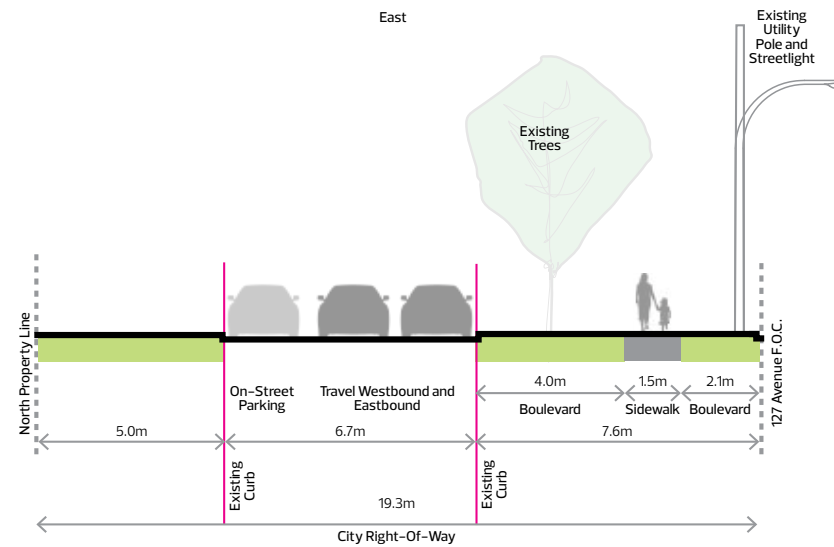


Missing sidewalk along the north side of the 127 Avenue service road between 113A Street and the alley west of 115 Street.

Proposed



Existing



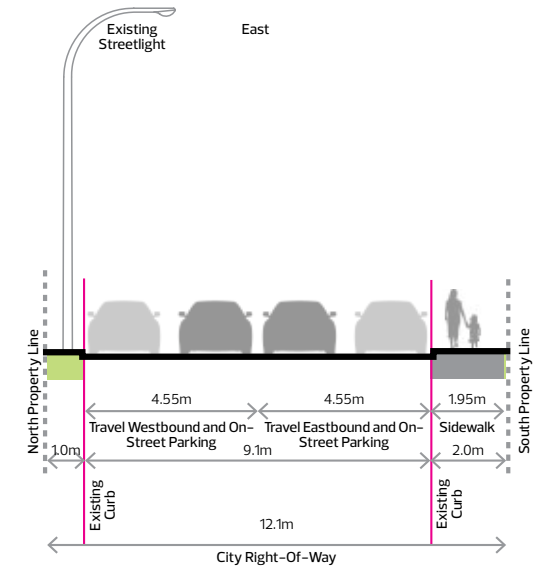
128 Avenue (Between 127 Street and 126 Street)



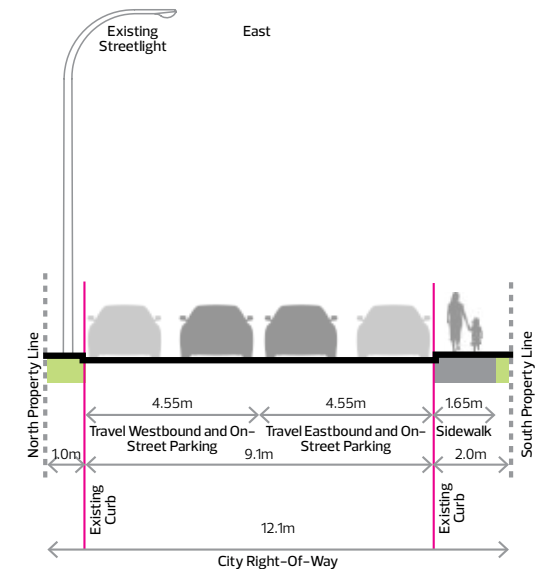
128 Avenue (Both sides between 127 Street and 126 Street)

- A new sidewalk is not feasible along the north side of 128 Avenue between 127 Street and 126 Street due to limited public right-of-way space.
- Alternatively, widening the existing curbside sidewalk along the south side of 128 Avenue between 127 Street and 126 Street from 1.5m to 1.8m is recommended. This would meet City of Edmonton CSDCS.
- New trees are not feasible along the north or south sides of 128 Avenue between 127 Street and 126 Street due to limited public right-of-way space.
- Further analysis of this area may be explored during preliminary design to identify detailed design alternatives.

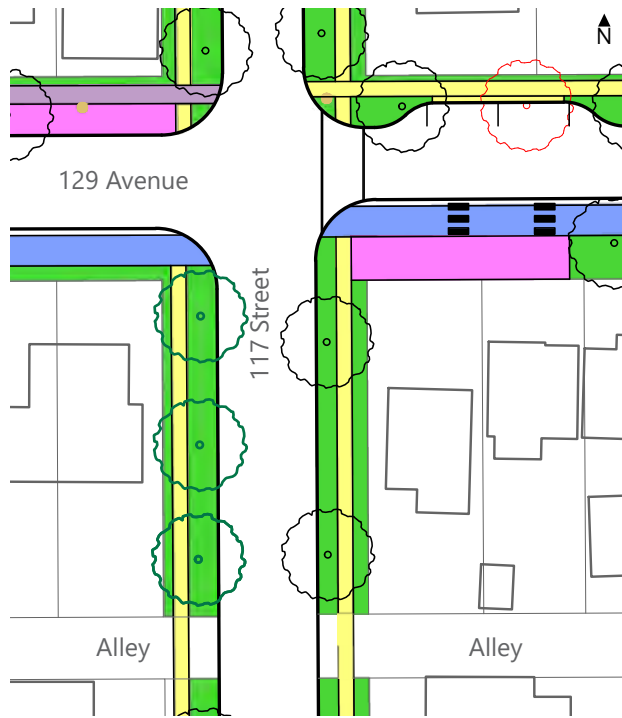
Proposed



Existing



117 Street along the west side (Between 129 Avenue and the south alley)



- New shared-use path (Concept 10)
- Widen existing sidewalk
- Existing sidewalk
- Existing utility pole
- Existing tree
- Remove tree/shrub
- New tree
- New grassed boulevard and trees
- Bus stop

117 Street new boulevard trees (West side between 129 Avenue and the south alley)

- This would require the removal of an existing former bus parking bay/loading area.
- A new grassed boulevard with trees is recommended along the west side of 117 Street between 129 Avenue and the south alley.
- Gutter runs in line with new curb line, no drainage issues anticipated.

Existing Conditions



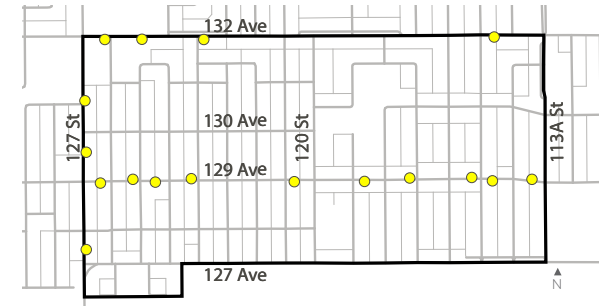
Opportunity for new boulevard trees along the west side of 117 Street between 129 Avenue and the south alley

3.8 Concept 8: Bus stop amenities/enhancements

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of bus stops within Calder were identified through a combination of public engagement and analysis by the project team:

- Many bus stop locations are missing amenities such as shelters, benches, concrete surfaces, and garbage receptacles; and
- Some existing shelters are slightly raised and inaccessible to people who use wheelchairs or walking aids.



Existing Conditions

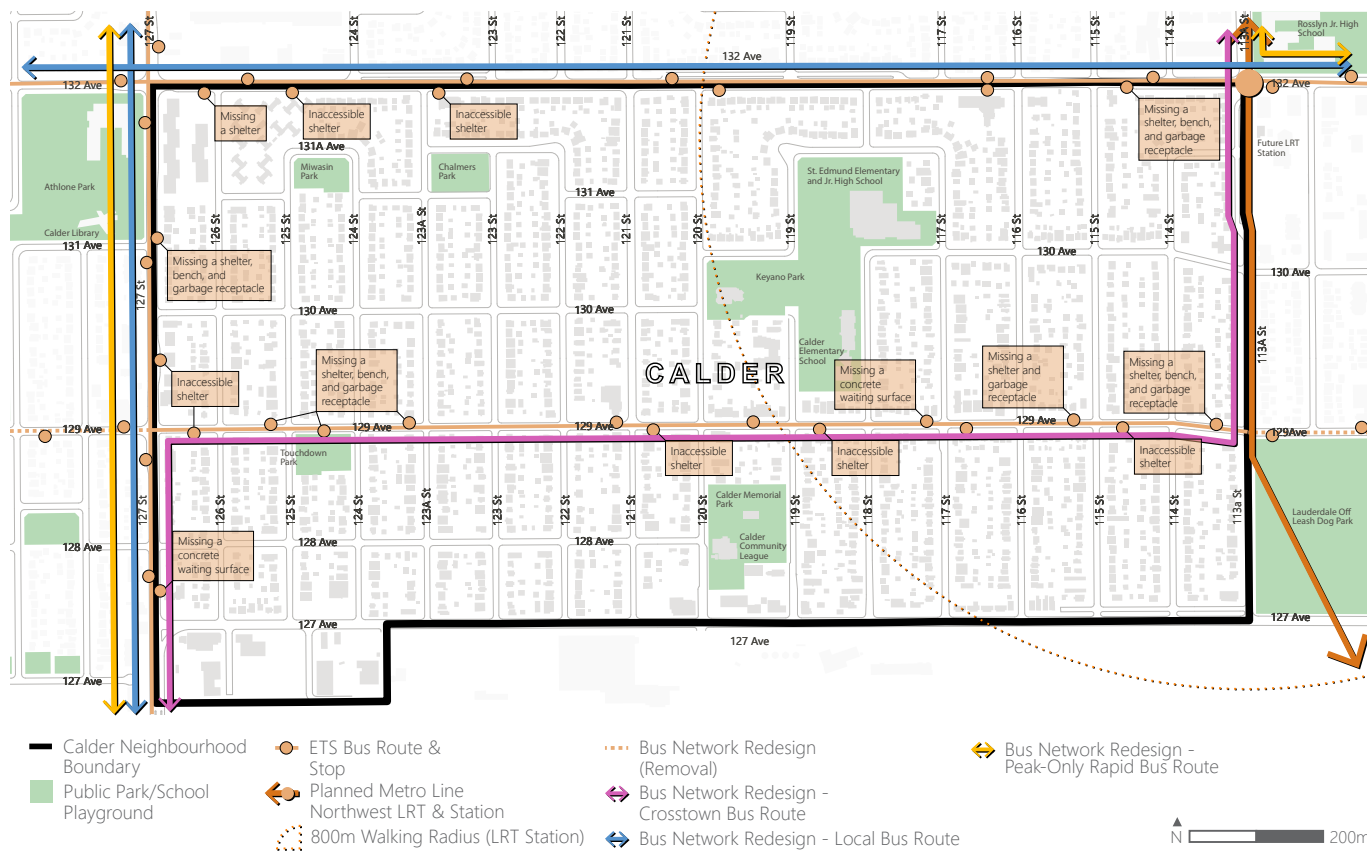


Existing bus stop location in Calder along 129 Avenue



Exploring Options and Trade-offs

The following map summarizes missing bus stop amenities within Calder. The map was shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.



The following summarizes key themes we heard regarding the bus stop amenities/enhancements and what we considered while preparing the recommended concept.

What we heard

- Decisions for locations of bus stops should be informed by the amount of passengers who use the space.
- Community members identified locations where bus stops were preferred.

What we considered

- Public input regarding the use of existing bus stops.
- Transit Planning guidelines for placement and design of bus stops
- Pedestrian safety for exiting buses and crossing streets.

What we propose

- Neighbourhood Renewal is coordinating with the Bus Network Redesign project to consider where bus stops should be placed along 129 Avenue.
- Move the existing bus stop on the southeast corner of 129 Avenue and 123 Street to the southeast corner of 129 Avenue and 123A Street. This would help distribute the bus stops along 129 Avenue.
- Neighbourhood Renewal will coordinate with other City Departments and Programs to incorporate bus stop amenities during the detailed design stage.
- Bus stops along the north side of 129 Avenue should be considered priority stops for amenity upgrades since residents wait at these stops for commuting Downtown.
- Alternating bus stops along the south side of 129 Avenue should be considered priority stops for amenity upgrades because not as many residents may be waiting at these stops compared to the north side stops.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Coordination with other City Departments and Programs to secure funding for bus stop amenity enhancements.

Guiding Principles

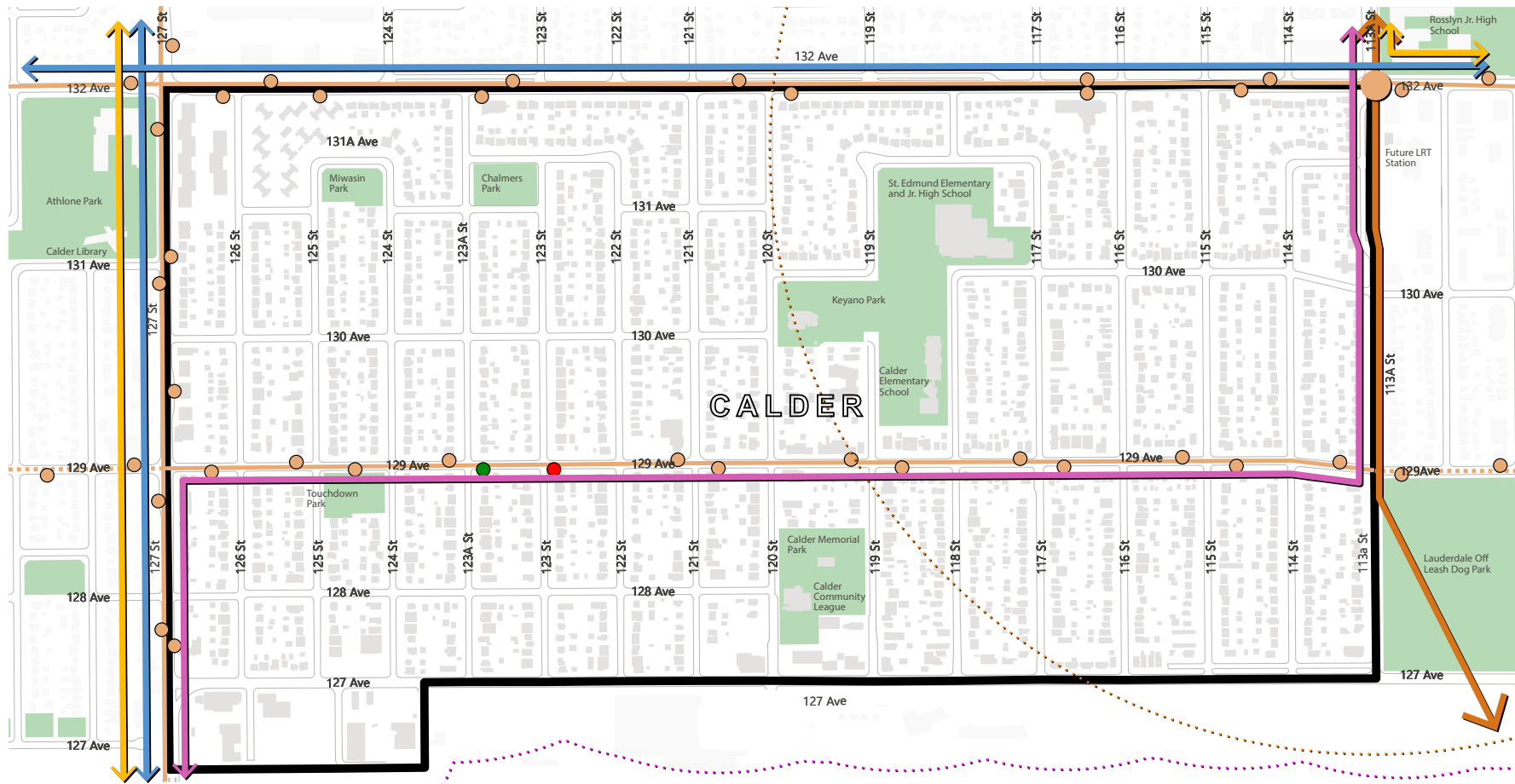


Accessibility and connections

Example Images



Map 3. Bus stop amenities/enhancements



- Calder Neighbourhood Boundary
 - ETS Bus Route
 - Bus Network Redesign (Removal)
 - Bus Network Redesign - Crosstown Bus Route
 - Bus Network Redesign - Local Bus Route
 - Public Park/School Playground
 - Planned Metro Line Northwest LRT & Station
 - 800m Walking Radius (LRT Station)
 - 400m Walking Radius (Bus Stops)
 - Existing ETS Bus Stop
 - Potential ETS Bus Stop Removal
 - Potential New ETS Bus Stop
- Bus Network Redesign - Peak-Only Rapid Bus Route

400m Walking Radius (Bus Stops)

N 200m

3.9 Concept 9: School drop-off improvements

Identified Issues/Challenges/Opportunities

The following observations about the existing conditions of the drop-off areas surrounding Calder and St. Edmund Schools were identified through a combination of public engagement and analysis by the project team:

- Traffic congestion on the roads surrounding the school sites (118 Street, 117 Street, 131 Avenue, and 119 Street) during peak school drop-off and pick-up times (8:00am to 9:00am and 2:30pm to 4:00pm);
- People who drive failing to yield to pedestrians crossing at the intersection of 130 Avenue and 117 Street;
- People who drive using the nearby alleys to avoid traffic congestion surrounding the schools; and
- School buses are often unable to turn the corner between 130 Avenue and 118 Street due to parked/idling cars.

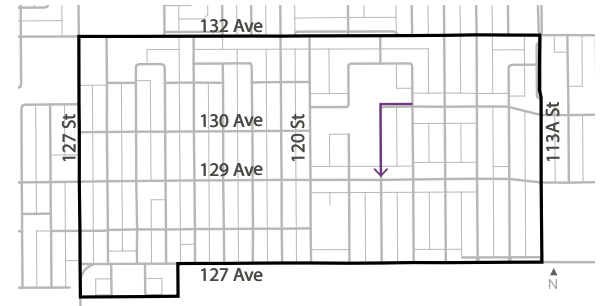
Existing Conditions



118 Street in front of Calder School



118 Street in front of Calder School

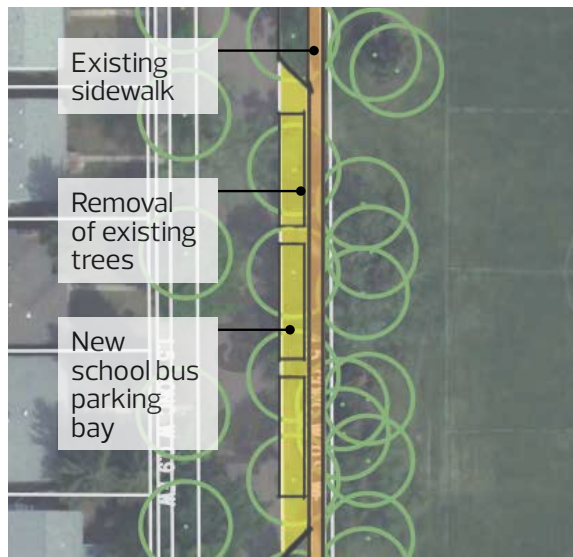
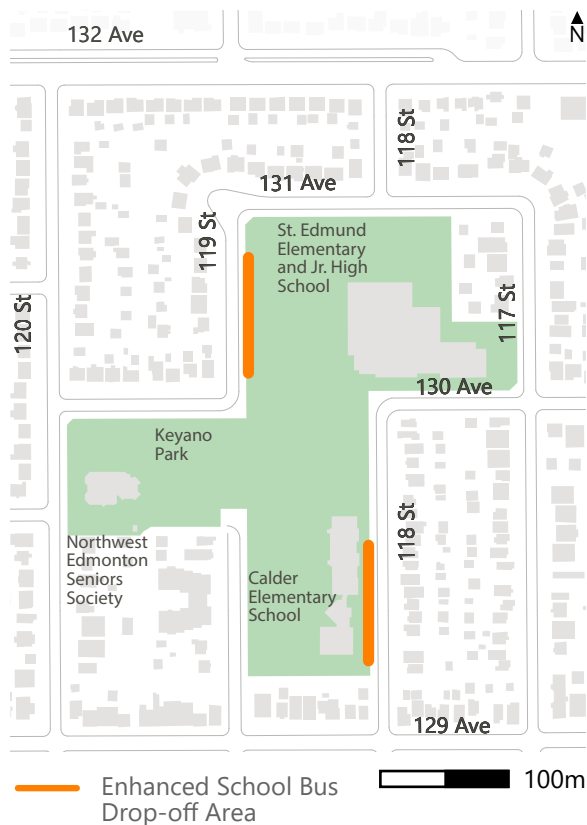


119 Street behind St. Edmund School

Exploring Options and Trade-offs

The following options were created to address the identified school drop-off issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

School bus parking bays



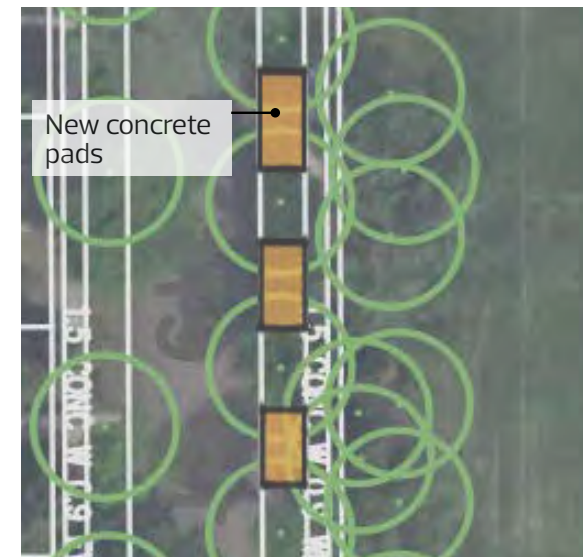
Benefits

- Reduces traffic congestion because buses will not be blocking the road.
- On-street parking will be maintained.

Tradeoffs

- Trees will be removed and relocated to accommodate new parking bays.

School bus drop-off pads



Benefits

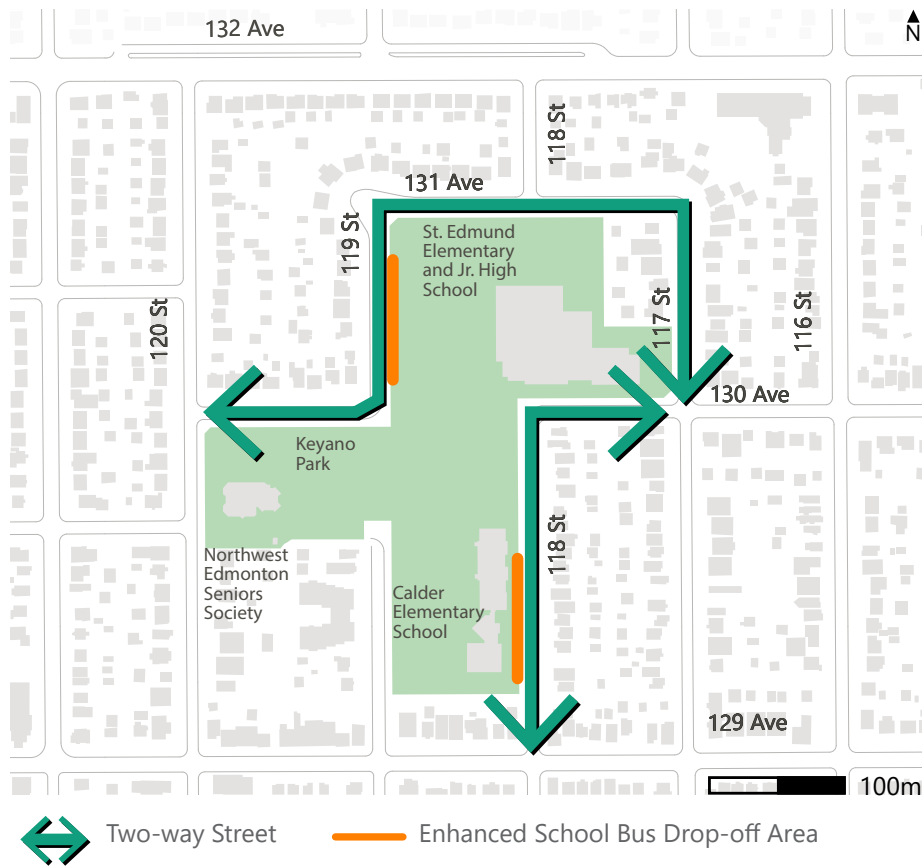
- Students will have a safer place to board and get off the bus.
- On-street parking will be maintained.

Tradeoffs

- Small trees will be removed and relocated to accommodate new bus pads.
- Drop-off pads will not address congestion because buses will remain in the traffic lane.

Direction of traffic around schools

No changes to two-way traffic



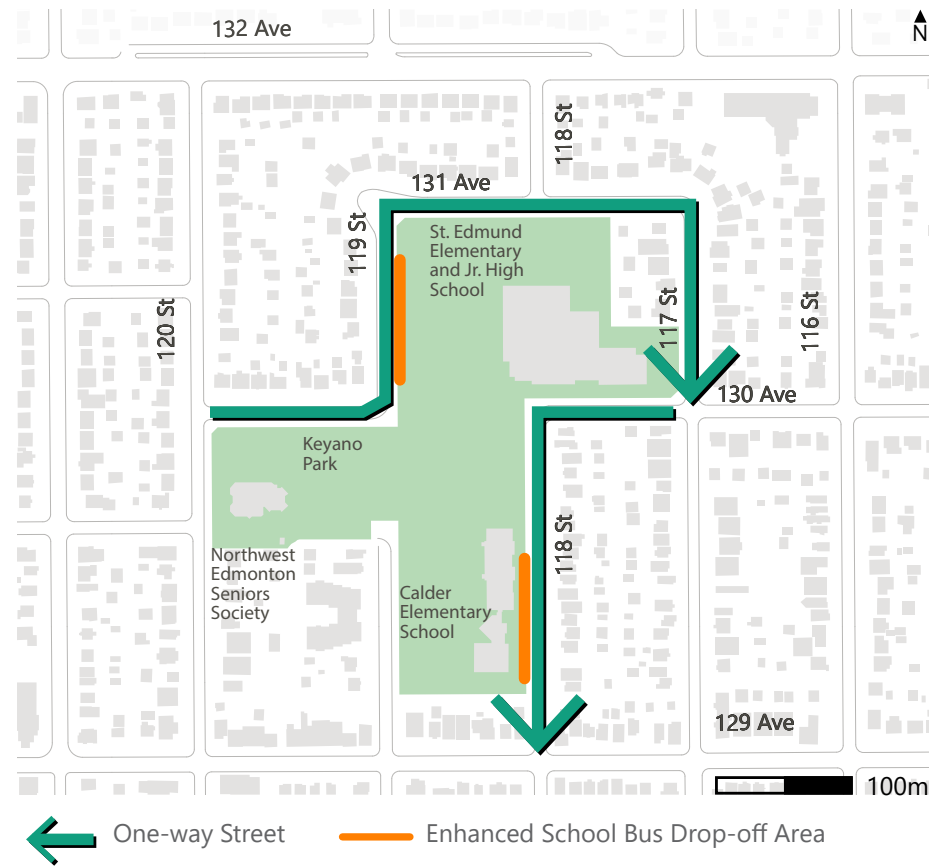
Benefits

- Two-way traffic is retained during all hours of the day.
- On-street parking will be maintained on both sides of the roads.

Tradeoffs

- Traffic flow and congestion issues around St. Edmund School and Calder Elementary School experienced at peak times may remain.

Change to one-way traffic around schools



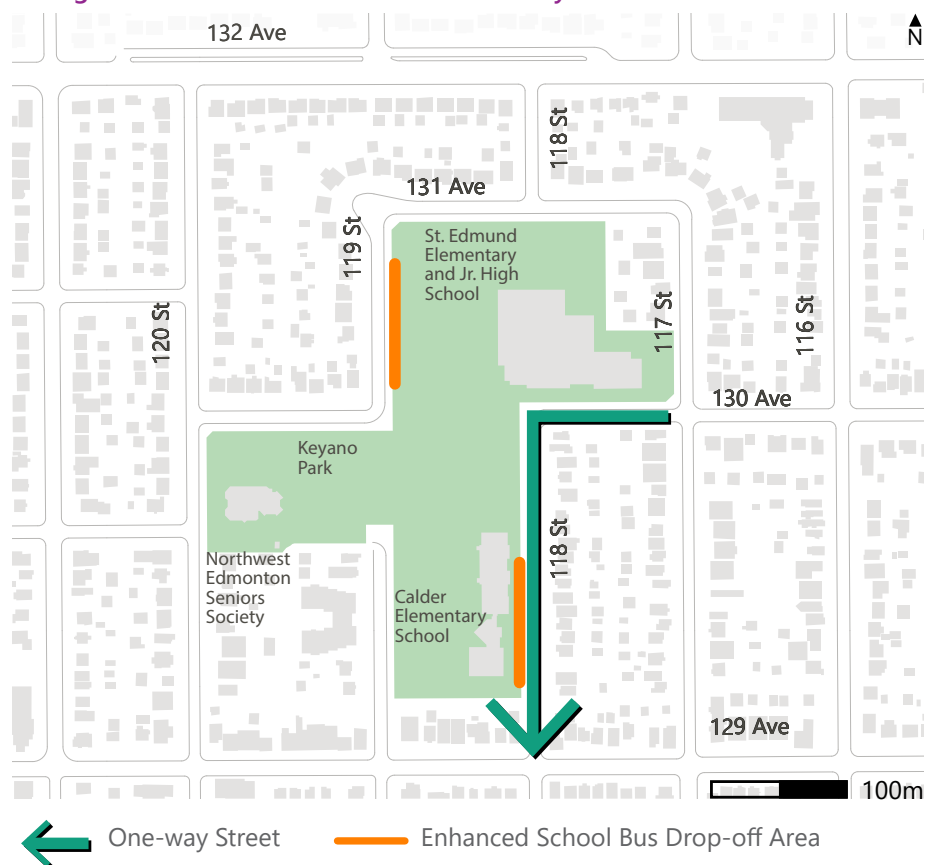
Benefits

- Traffic flow around St. Edmund School and Calder Elementary School may be improved during peak times.

Tradeoffs

- Two-way traffic will be lost in the area during all times of the day.
- On-street parking will be modified to coordinate with change to direction of traffic.

Change 118 Street and 130 Avenue to one-way traffic



The following summarizes key themes we heard regarding the options and what we considered while preparing the recommended concept.

What we heard

- Community members believe it is important to limit impacts on mature trees and greenery.
- Traffic around the schools makes it difficult for people who drive to travel through the area.
- Traffic and parking obscure sightlines and people feel unsafe crossing the street.

What we considered

- Converting roads around the schools (i.e., 130 Avenue, 117 Street, 118 Street, and 119 Street) to one-way.
- Impacts to residents who live around the school site including access and parking.
- Maintaining existing trees is important to residents.

Benefits

- Traffic flow in front of St. Edmund and Calder Elementary Schools may be improved during peak times.

Tradeoffs

- Two-way traffic will be lost on 118 Street between 130 Avenue and 129 Avenue during all times of the day.
- On-street parking will be modified to coordinate with change to direction of traffic.

What we propose

130 Avenue (117 Street to 118 Street)

- Convert 130 Avenue between 117 Street and 118 Street to one-way westbound traffic.
- Replace yield signs with stop signs at the intersection of 130 Avenue and 117 Street for north and southbound traffic.
- Add zebra crosswalks to the intersection of 130 Avenue and 117 Street along the west and north sides.
- Remove existing on-street parking along the south side of 130 Avenue between 117 Street and 118 Street. Create a 15 minute loading zone in front of St. Edmund School.

118 Street (129 Avenue to 130 Avenue)

- Convert 118 Street between 129 Avenue and 130 Avenue to one-way southbound traffic.
- Remove existing on-street parking along the east side of 118 Street, across from the school bus drop-off area during school hours.

- Add concrete pads along the west side of 118 Street in the existing boulevard between existing trees within the school bus drop-off area.

118 Street (131 Avenue to 132 Avenue)

- Remove existing on-street parking along the east side of 118 Street between 131 Avenue and 132 Avenue.
- Replace yield sign with a stop sign at the intersection of 118 Street and 131 Avenue for southbound traffic.
- Add stop signs at the intersection of 118 Street and 131 Avenue for east and westbound traffic.
- Repaint the existing north-south zebra crosswalk along the west side of the 131 Avenue and 118 Street intersection.
- Add a new north-south zebra crosswalk along the east side of the 131 Avenue and 118 Street intersection.

119 Street (130 Avenue to 131 Avenue)

- Add concrete pads along the east side of 119 Street in the existing boulevard between existing trees within the school bus drop-off area.

Guiding Principles



Accessibility and connections

General Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The maximum school bus width, excluding mirrors, is 2.6m according to the Transportation Association of Canada (TAC). A standard buffer between a parked school bus and a moving vehicle is 0.5m;
- A separate sidewalk width of 1.8m should be used where technically feasible and 1.5m should be used at constrained locations (i.e. avoid impacts to trees or removal of parking);
- School buses travel along 130 Avenue between 118 and 116 Streets; and
- Design new concrete pads in a way that avoids impacting nearby mature tree root systems.

Example Images

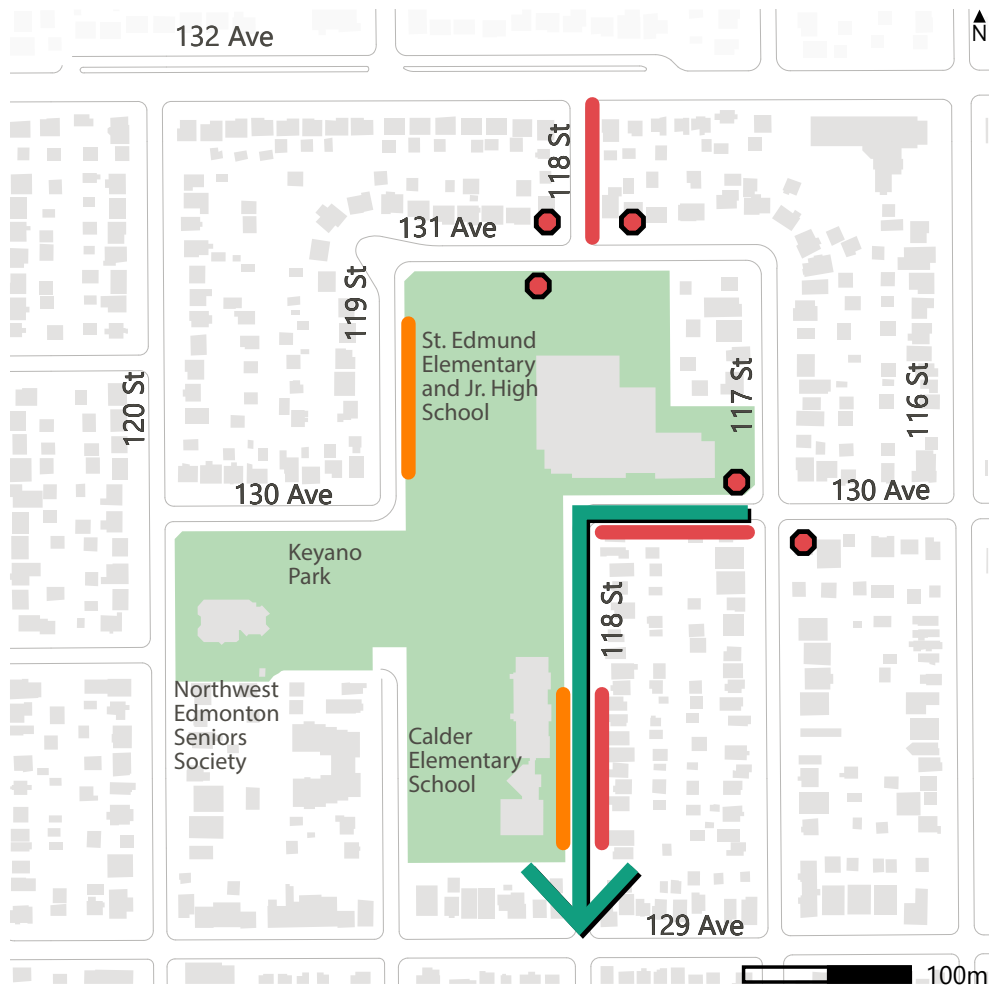


Viewpoint



119 Street behind St. Edmund School

Map 4. School drop-off improvements



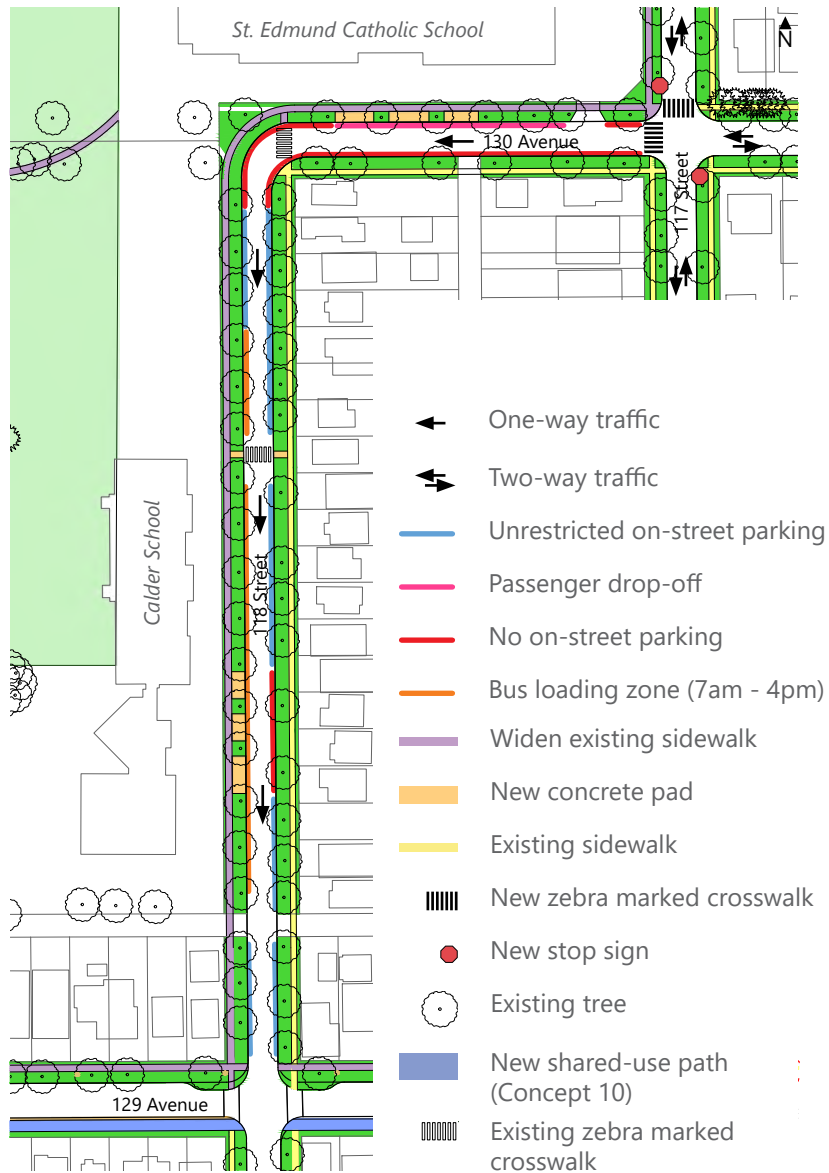
← One-way Street

— Enhanced School Bus Drop-off Area

● New stop sign

— Remove existing on-street parking

118 Street (Between 130 Avenue and 129 Avenue) and 130 Avenue (Between 118 Street and 117 Street)



Technical Considerations

The following should be taken into consideration prior to preliminary design.

118 Street (Between 129 Avenue and 130 Avenue)

- A watermain (150 CI) exists under 118 Street between 129 Avenue and the north alley 1.5m east of the existing west side curb. No impact on the recommended concept.
- A lane width of 3.2m (below the City of Edmonton CSDCS for a Transit Route width of 3.3m - 3.5m) is recommended in an effort to maintain the existing road width and avoid impacts to the existing boulevard trees.

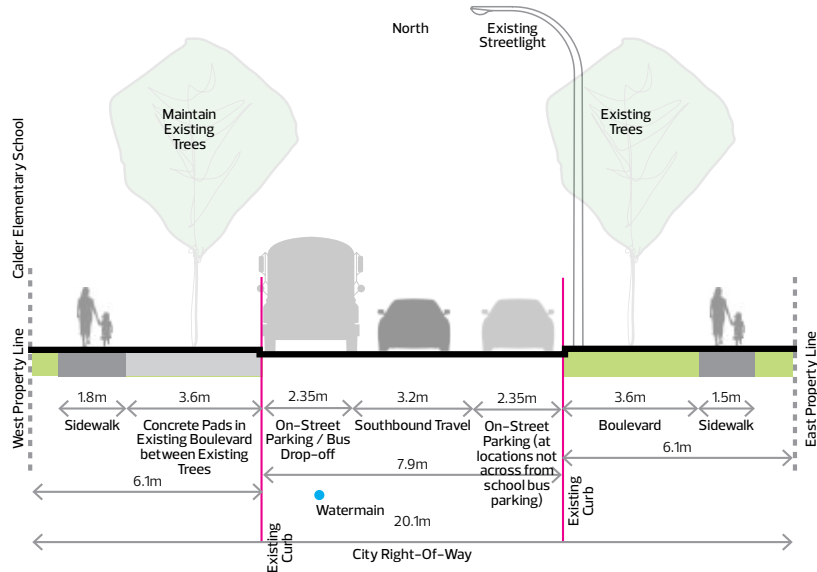
130 Avenue (Between 118 Street and 117 Street)

- A watermain (200mm PVC) exists under 130 Avenue between 118 Street and 117 Street 1.3m north of the existing south side curb. No impact on the recommended concept.



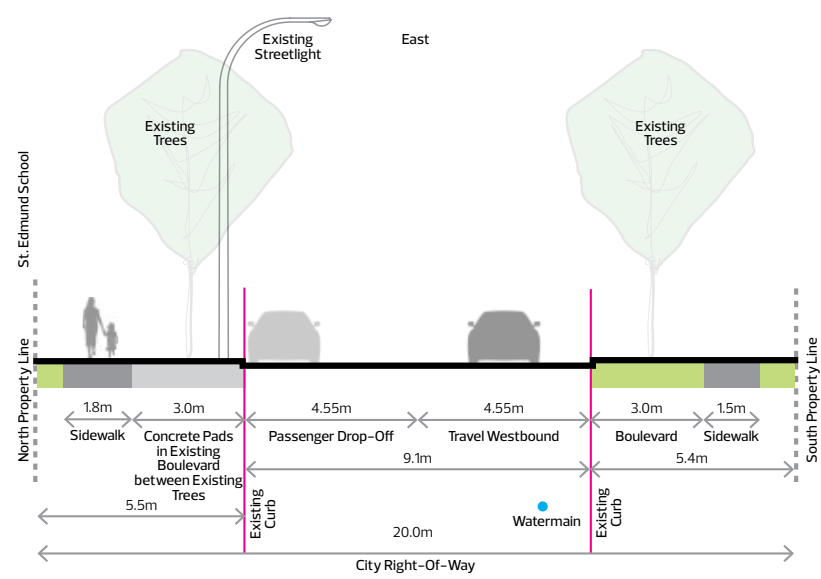
118 Street (Between 130 Avenue and 129 Avenue)

Proposed

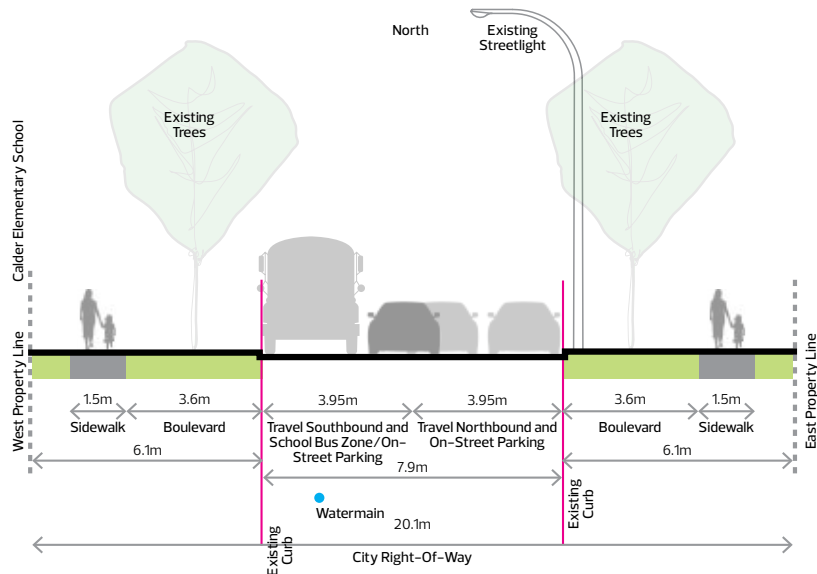


130 Avenue (Between 118 Street and 117 Street)

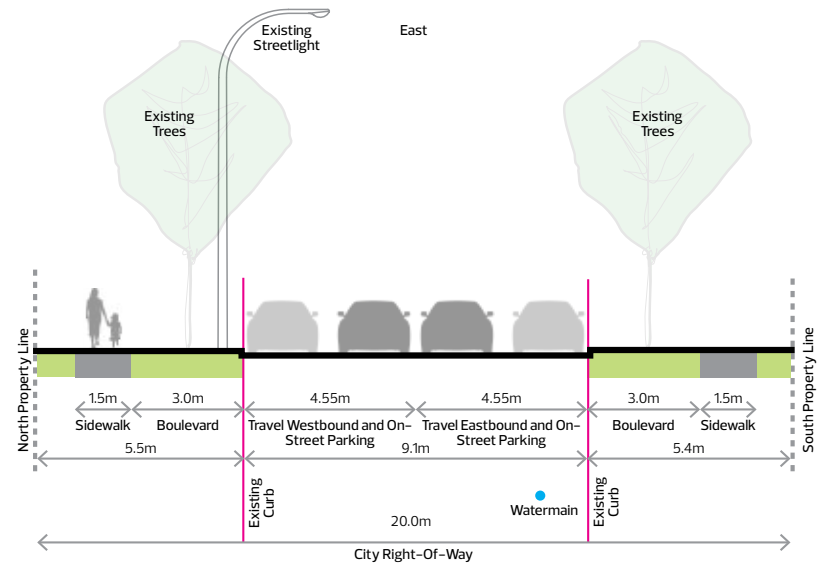
Proposed



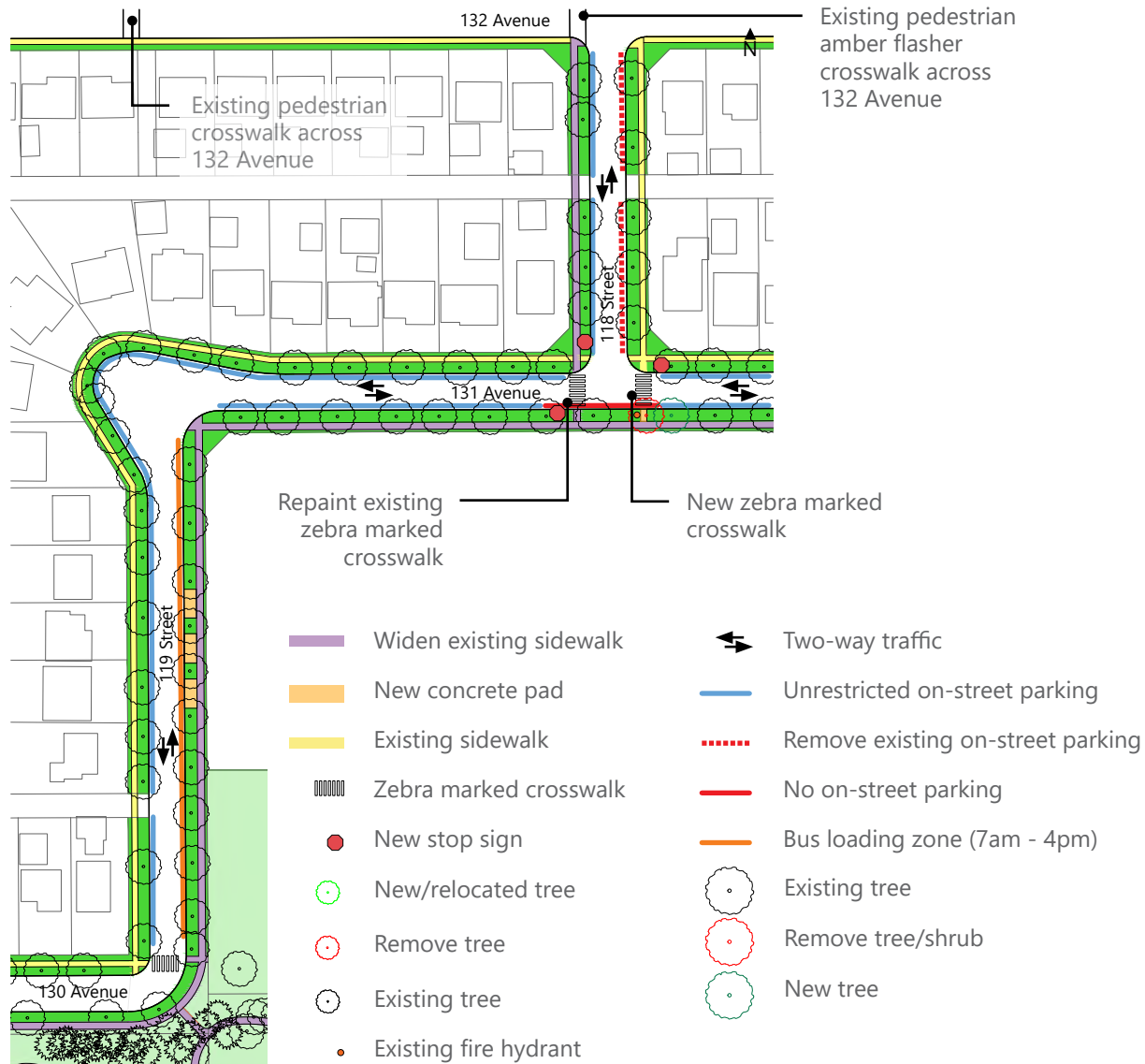
Existing



Existing



119 Street (Between 130 Avenue and 131 Avenue) and 118 Street (Between 131 Avenue and 132 Avenue)



Technical Considerations

The following should be taken into consideration prior to preliminary design.

119 Street (Between 130 Avenue and 131 Avenue)

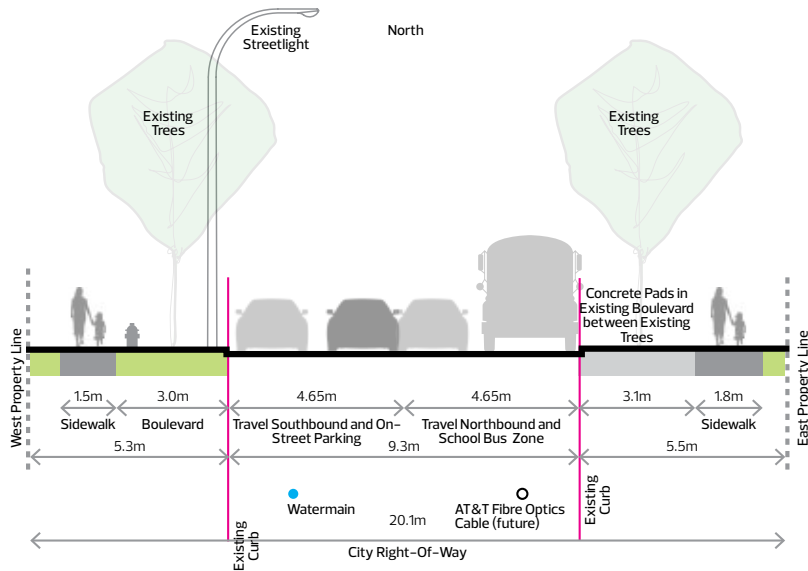
- A watermain (200mm PVC) exists under 119 Street between 130 Avenue and the north alley 1.7m east of the existing west side curb. No impact to the recommended concept.
- An AT&T fibre optics cable (future) exists under 119 Street 1.5m west of the existing east side curb (connects to both schools from 132 Avenue). No impact to the recommended concept.

118 Street (Between 131 Avenue and 132 Avenue)

- Two private fences exist within the public right-of-way behind the west sidewalk of 118 Street between 131 Avenue and 132 Avenue. The recommended 1.8m wide sidewalk would require these private fences to be moved. The wider sidewalk would enhance the important north-south connection for people who walk along 118 Street between 132 Avenue and the school sites in Calder.
- Grade changes exist between the existing west sidewalk of 118 Street and the adjacent property lines. The recommended 1.8m sidewalk would require these grade changes to be addressed (i.e. a retaining wall).

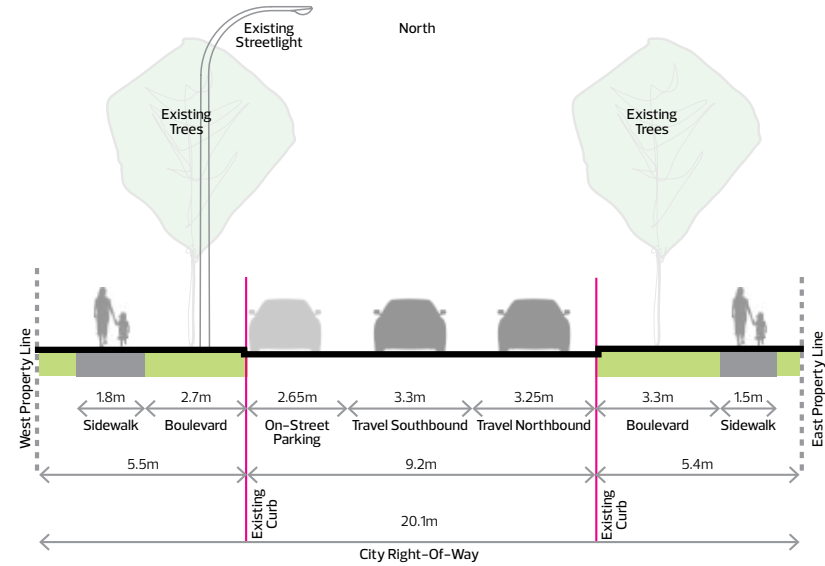
119 Street (Between 130 Avenue and 131 Avenue)

Proposed

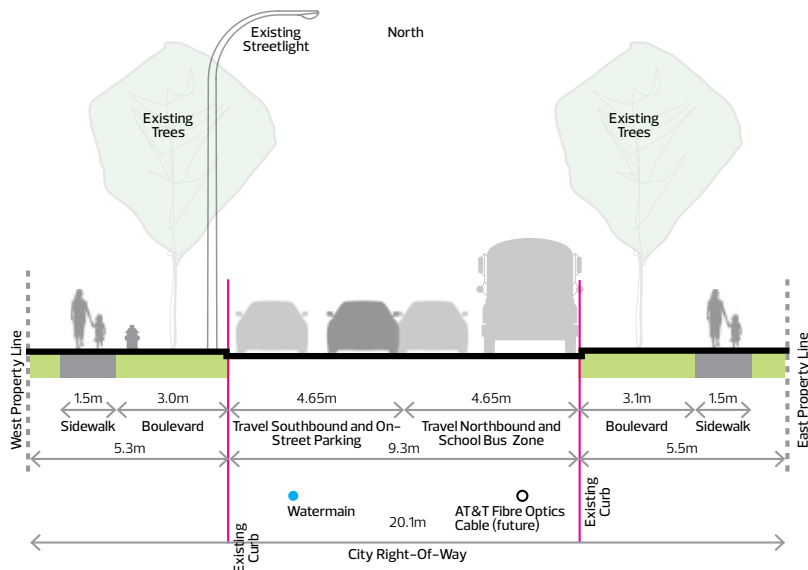


118 Street (Between 131 Avenue and 132 Avenue)

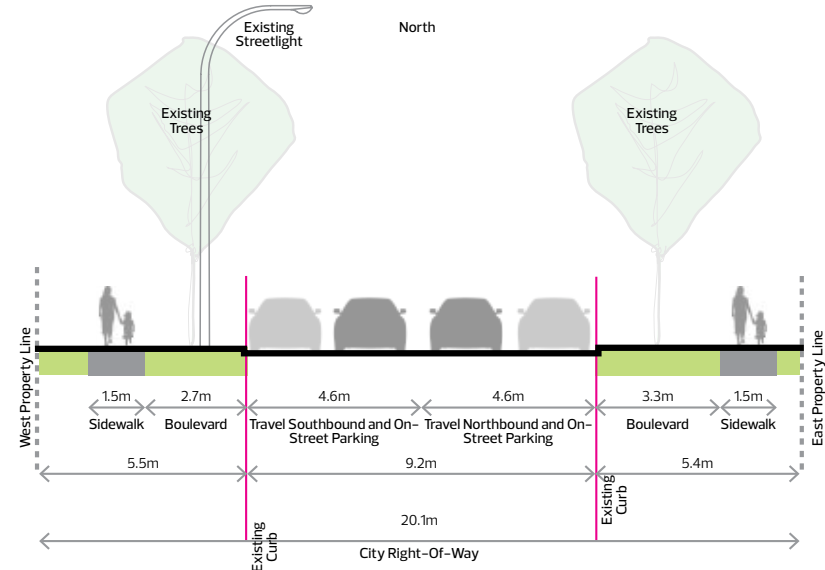
Proposed



Existing



Existing



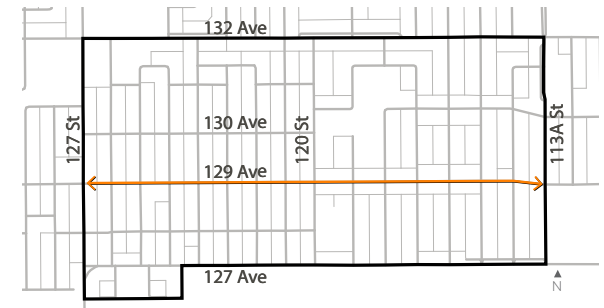
3.10 Concept 10: 129 Avenue bike facility

Identified Issues/Challenges/Opportunities

The following observations about a potential east-west bike facility were identified through a combination of public engagement and analysis by the project team:

- Important to connect to neighbourhood destinations;
- Important to connect to destinations surrounding Calder;
- Opportunity to create a bike connection to the planned north-south Metro Line Northwest LRT SUP along 113A Street and the bridge across the CN rail into Blatchford;
- Community members are interested in bike routes that connect important parts of Calder (i.e., green spaces, commercial areas, and schools);

- Bike facilities that cause minimal impact to traffic flow are preferred; and
- Community members value on-street parking.



Existing Conditions



Exploring Options and Trade-offs

Benefits and tradeoffs of the below bike facility types were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

One-way raised bike lanes



Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.

One-way protected bike lanes



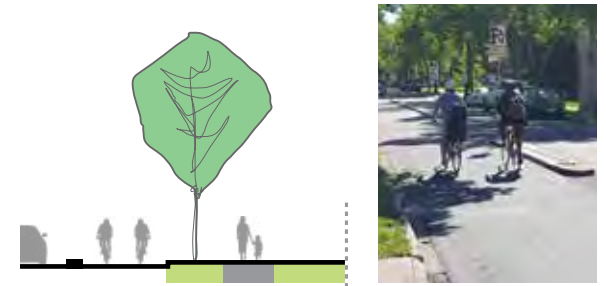
Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.
- Median provides location for snow storage to split the size of the windrows.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.

Two-way protected bike lanes



Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.

Shared-use path



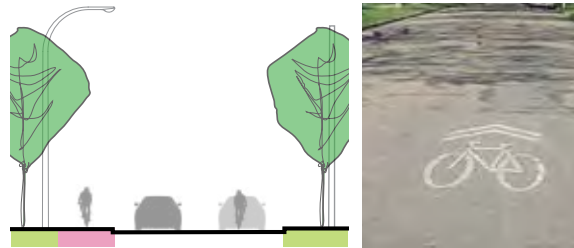
Benefits

- Snow cleared to bare pavement within 48 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.
- People who walk and people who bike share the same space which can be a concern in high pedestrian areas.

One-way raised bike lane and shared road bike lane (opposite directions)



Benefits

- People biking in one direction would have their own space.
- Raised bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- Shared residential roadways are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends and completed within 7 days.
- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.
- People who bike and people who drive share the road by travelling in single file.

Shared road bike lane with traffic calming



Benefits

- On-street parking on both sides of the road is maintained.
- Two-way traffic is maintained.

Tradeoffs

- People who bike and people who drive share the road by travelling in single file.
- Shared residential roadways are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends and completed within 7 days.

The following table summarizes key themes we heard regarding a potential east-west bike facility and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> • Community members are interested in bike routes that connect important parts of Calder (i.e., green spaces, commercial areas, and schools). • Participants value on-street parking. • Participants suggested that the design for bike lanes should consider plans for other City projects (i.e., Metro Line LRT). • Bike facilities that cause minimal impact to traffic flow are preferred. 	<ul style="list-style-type: none"> • Considered various types of bike facilities such as unidirectional/bidirectional protected bike lanes, raised bike lanes and shared bike lanes. • Maintaining parking and existing trees where possible. • Creating a bike facility that could be used by people of all ages. • Using the bike facility as a community wide connector for people who bike and walk. • How the bike facility design would impact the flow of vehicle traffic.

What we propose

- A shared-use path is recommended along the south side of 129 Avenue between 127 Street to 113A Street. This will meet up with the north-south shared-use path that will follow the Metro Line LRT when developed.
- The recommended shared-use path is the result of the community identified preference to establish a bike facility where bikes are separated from vehicle traffic. The exiting on-street bike route along 129 Avenue was not being used by residents because they were riding with buses and vehicles and did not feel safe. The recommended shared-use path will create a separated facility for all users' abilities.

Guiding Principles



Local amenities

Example Images



General Technical Considerations

The following should be taken into consideration prior to preliminary design:

- An ETS bus route runs along 129 Avenue. Bus stops exist along the north and south sides of 129 Avenue. The Bus Network Redesign plans to keep this bus route. Bus stops along the north side of 129 Avenue will be located within the boulevard between existing mature trees. Bus stops along the south side of 129 Avenue will be located behind the SUP within the boulevard between existing mature trees;
- The position of utility poles along the north side of 129 Avenue between 127 Street and 113A Street vary. Some are positioned at the front of the existing sidewalk and others are in the middle of the existing boulevard. The location of the utility poles will not change;
- Major utilities travel along 129 Avenue such as telephone, power, water, and gas that serve Calder and surrounding neighbourhoods;
- Painted “elephant’s feet” markings will be required on streets that the SUP crosses; and
- Establish a snow removal and storage plan for clearing snow from the shared-use path.



Consideration of other options

The following summaries the trade-offs and benefits of other shared-use path configurations that were considered.

Considered: Shared-use path along the north or south side of 129 Avenue with one side of on-street parking

Trees

- Remove trees from the side of SUP (25 to 27 trees).
- Possibly plant new trees, if space permits.

On-street Parking

- Remove parking on side of SUP.
- Maintain parking on opposite side to SUP.

Considered: South side shared-use path with no on-street parking

Trees

- Maintain all existing trees.

On-street Parking

- Remove all parking on both sides of street.

Proposed: South side shared-use path with north side on-street parking bays

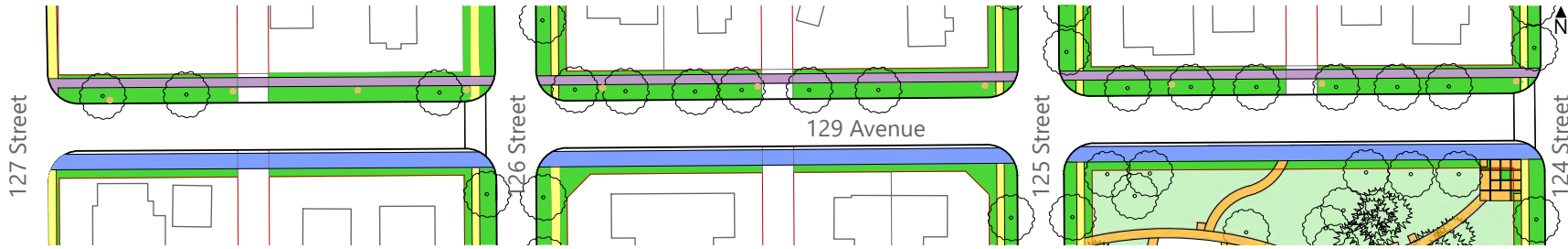
Trees

- Remove north side trees to make room for new parking bays.
- Maintain south side trees.
- Maintain trees within 5.0m of utility poles.
- Plant new trees where possible.

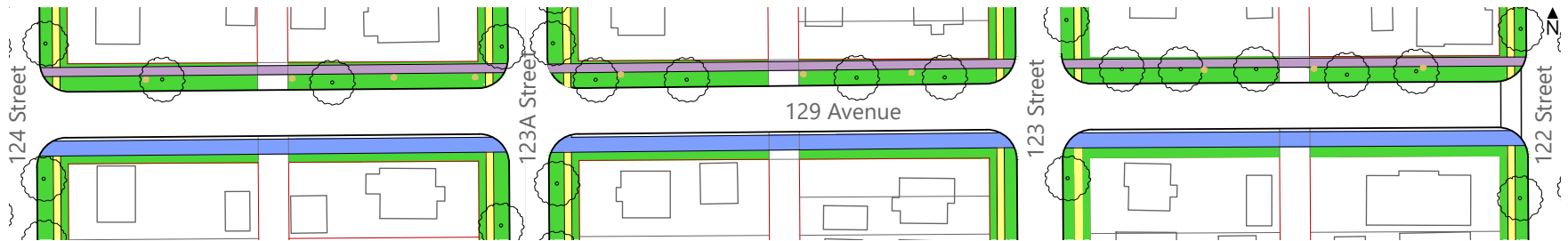
On-street Parking

- Remove south side parking and remove some north side parking.
- Add north side on-street parking bays.

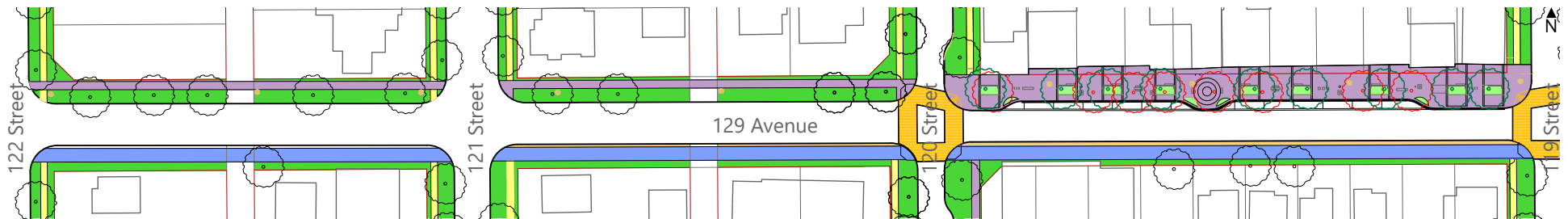
129 Avenue bike facility (Between 127 Street and 124 Street)











129 Avenue bike facility (Between 124 Street and 122 Street)



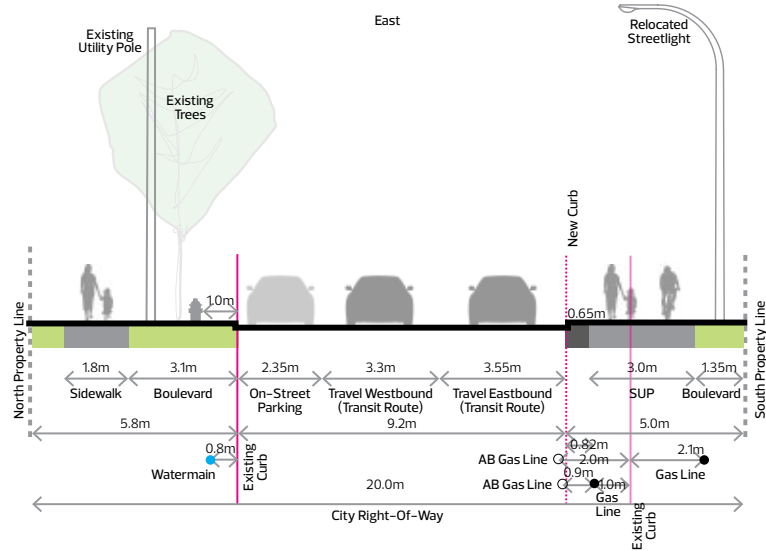
129 Avenue bike facility (Between 122 Street and 119 Street)



- | | | | |
|---|---|--|---|
|  New shared-use path |  Widen existing sidewalk |  Existing tree |  Remove tree |
|  New sidewalk/pathway |  Existing sidewalk |  New tree |  Existing utility pole |

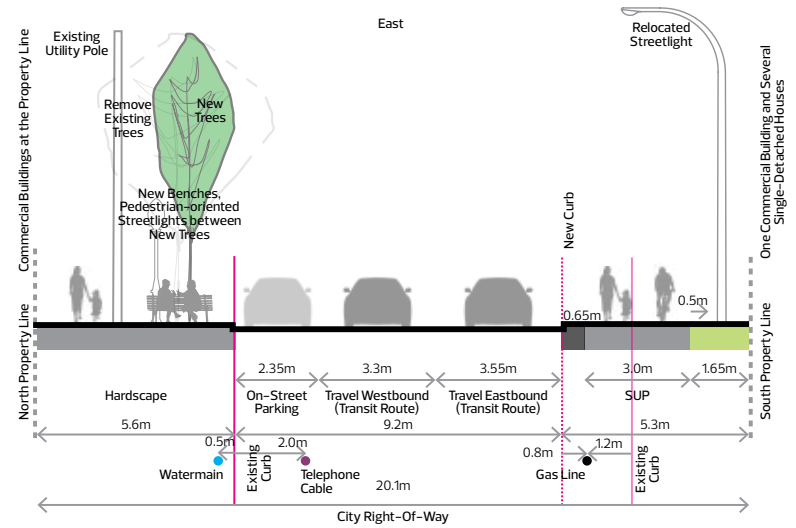
129 Avenue bike facility (Between 127 Street and 120 Street and 119 Street and 117 Street)

Proposed

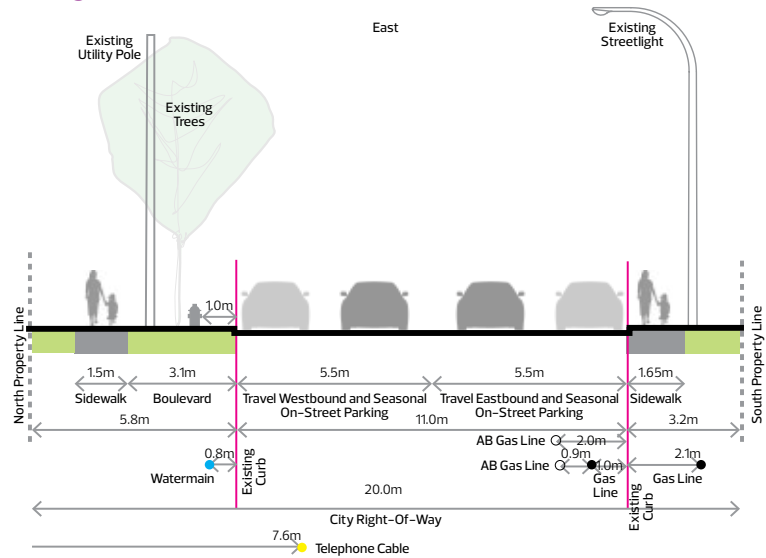


129 Avenue bike facility (Between 120 Street and 119 Street and 117 Street)

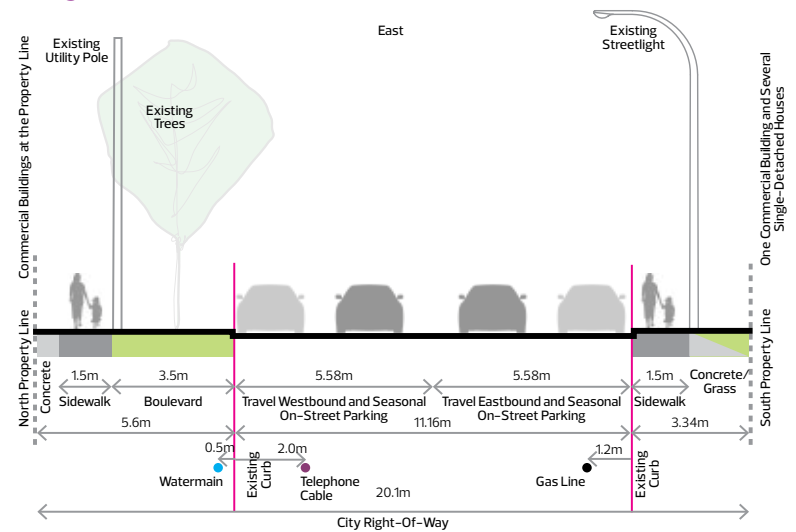
Proposed



Existing



Existing



Technical Considerations

The following should be taken into consideration prior to preliminary design.

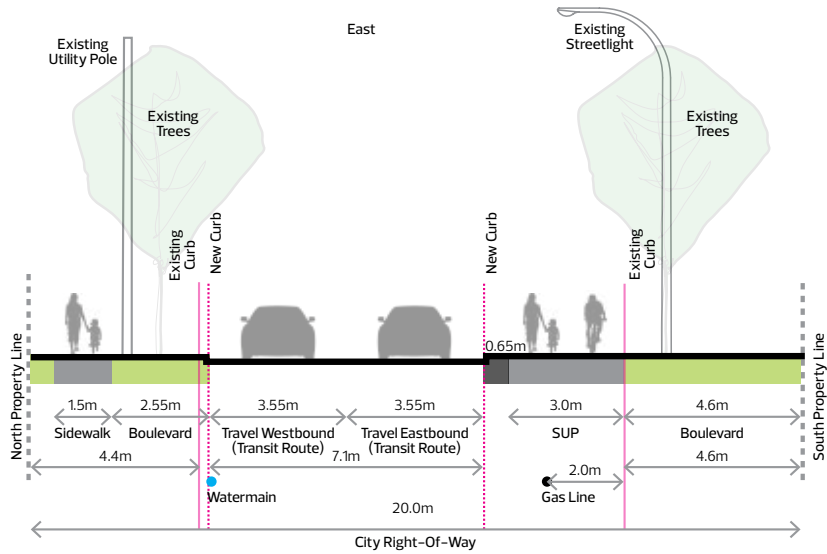
129 Avenue (Between 127 Street and 117 Street)

- Two fire hydrants are located along the north side of 129 Avenue between 127 Street and 125 Street.
- An intermediate pressure gas line (508mm ST) exists under the existing road surface of 129 Avenue 1.0m north of the existing curb between 123 Street and 117 Street.
- An intermediate pressure gas line (60mm PE) exists under the existing south side boulevard of 129 Avenue between 127 Street and 125 Street and 120 Street for various half blocks. The gas line is located 2.1m south of the existing south side curb.
- An abandoned gas line (88mm ST) exists under the existing south side boulevard of 129 Avenue between 127 Street and 126 Street.
- An abandoned gas line (114mm ST) exists under the existing road surface of 129 Avenue 0.9m north of the active 508mm gas line between 123 Street and 120 Street.
- An abandoned gas line (88mm ST) exists under the existing road surface of 129 Avenue between the alleys on either side of 126 Street located 2.0m north of the existing south side curb.
- A telephone cable exists under the existing road surface of 129 Avenue 7.6m south of the north property line.

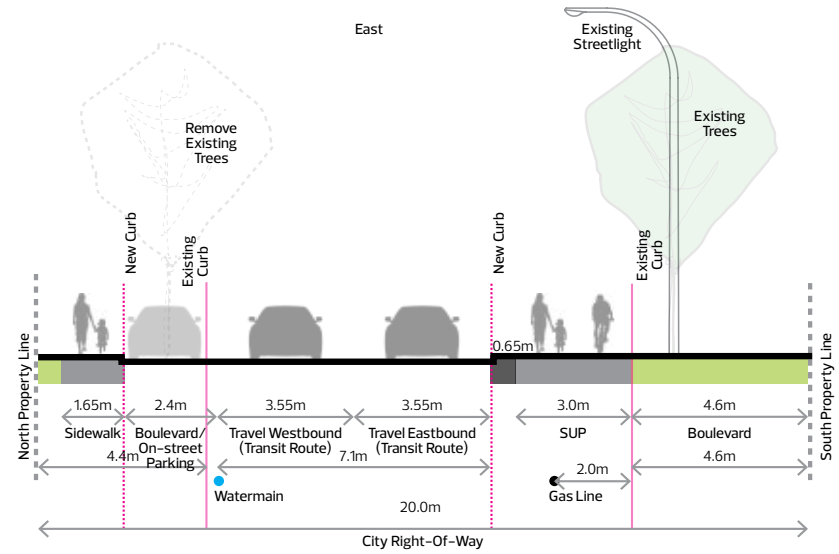


129 Avenue bike facility (Between 117 Street and 113A Street)

Proposed - North side no parking



Proposed - North side parking bay



Existing



129 Avenue (Between 117 Street and 113A Street)

- A watermain exists under the existing road surface of 129 Avenue located 0.3m south of the existing north side curb between 117 Street and 113A Street.
- An intermediate pressure gas line (508mm ST) exists under the existing road surface of 129 Avenue between 117 Street and 113A Street. The gas line is located 2.0m north of the existing south side existing curb. An abandoned gas line (60mm ST) is located 0.9m south of the active 508mm gas line between 115 Street and 114 Street. This abandoned gas line extends east of 114 Street to transition to the north boulevard of 129 Avenue east of 113A Street.
- Remove approximately 18 existing trees along the north side of 129 Avenue between 117 Street and 113A Street for the recommended on-street parking bays.
- A telephone cable exists under the existing road surface of 129 Avenue located 6.4m south of the north property line (2.0m south of the existing north curb).

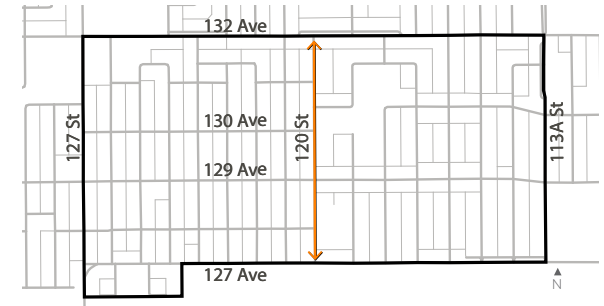


3.11 Concept 11: 120 Street bike facility

Identified Issues/Challenges/Opportunities

The following observations about a potential north-south bike facility were identified through a combination of public engagement and analysis by the project team:

- Important to connect to neighbourhood destinations;
- Important to connect to destinations surrounding Calder;
- Community members are interested in bike routes that connect important parts of Calder (i.e., green spaces, commercial areas, and schools);
- Bike facilities that cause minimal impact to traffic flow are preferred;
- Community members value on-street parking; and
- Consideration of use for all seasons.



Existing Conditions



Exploring Options and Trade-offs

Benefits and tradeoffs of the below bike facility types were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

One-way raised bike lanes



Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.

One-way protected bike lanes



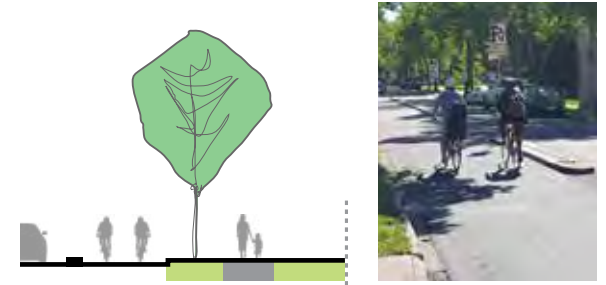
Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.
- Median provides location for snow storage to split the size of the windrows.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.

Two-way protected bike lanes



Benefits

- People walking, biking and driving would have their own separate spaces which promotes safety and comfort for all.
- Bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.

Shared-use path



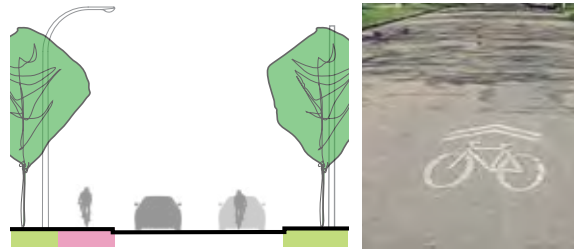
Benefits

- Snow cleared to bare pavement within 48 hours of the end of a snowfall event.

Tradeoffs

- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.
- People who walk and people who bike share the same space which can be a concern in high pedestrian areas.

One-way raised bike lane and shared road bike lane (opposite directions)



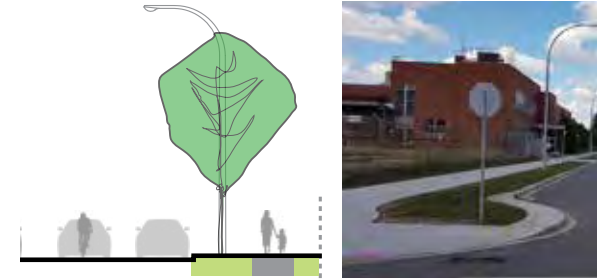
Benefits

- People biking in one direction would have their own space.
- Raised bike lanes are snow cleared to bare pavement within 24 hours of the end of a snowfall event.

Tradeoffs

- Shared residential roadways are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends and completed within 7 days.
- May result in loss of parking on one side or both sides of the street depending on width of street.
- May require conversion to one-way operation for motorists.
- People who bike and people who drive share the road by travelling in single file.

Shared road bike lane with traffic calming



Benefits

- On-street parking on both sides of the road is maintained.
- Two-way traffic is maintained.

Tradeoffs

- People who bike and people who drive share the road by travelling in single file.
- Shared residential roadways are bladed to a level snowpack and typically started within 48 hours after a snowfall event ends and completed within 7 days.

The following table summarizes key themes we heard regarding a potential east-west bike facility and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none"> • Community members are interested in bike routes that connect important parts of Calder (i.e., green spaces, commercial areas, and schools). • Participants value on-street parking. • Bike facilities that cause minimal impact to traffic flow are preferred. 	<ul style="list-style-type: none"> • Creating a bike connection between 132 Avenue and 127 Avenue. • Maintaining existing on-street parking. • Improving safety for people who bike and drive along 120 Street.

What we propose

- A shared road bike facility is proposed along 120 Street from 127 Avenue to 132 Avenue.
- Curb extensions are proposed at various locations to help slow traffic and **increase safety** for people who bike and drive.

Example Images



Technical Considerations

The following should be taken into consideration prior to preliminary design.

Intersection of the 120 Street and 129 Avenue bike facilities

- Establish a safe transition for people who bike between the 120 Street and 129 Avenue bike facilities. The use of signs, pavement markings, and minor road design features should be explored during the preliminary design.

120 Street bike facility (Between 128 Avenue and the alley north of 127 Avenue)

- An intermediate pressure gas line (60mm PE) exists under the existing east side sidewalk of 120 Street between 128 Avenue and the alley north of 127 Avenue. The gas line is located 1.2m east of the existing east side curb.

Guiding Principles



Local amenities



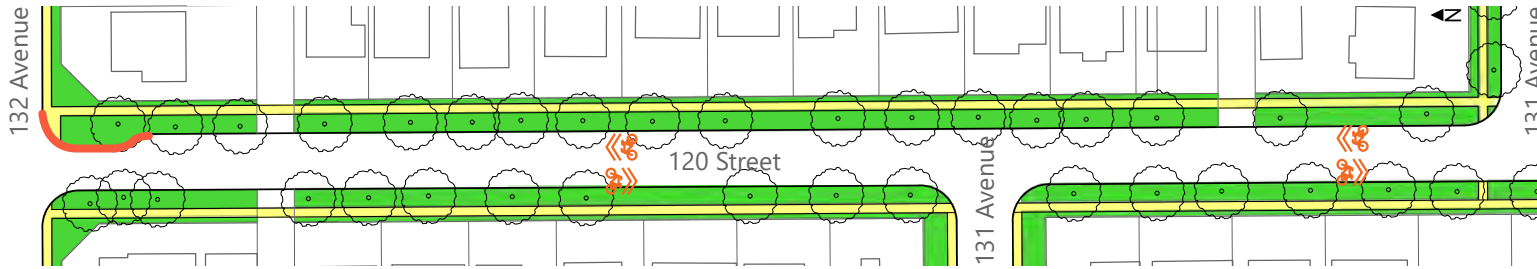
Neighbourhood safety and attraction

120 Street bike facility (Between the alley north of 127 Avenue and 127 Avenue)

- A concrete pad exists within the west side boulevard of 120 Street in front of the Dover Hotel.
- A watermain (200mm PVC) exists under the existing road surface of 120 Street between the alley north of 127 Avenue and 127 Avenue. The watermain is located 2.0m west of the existing east side curb.



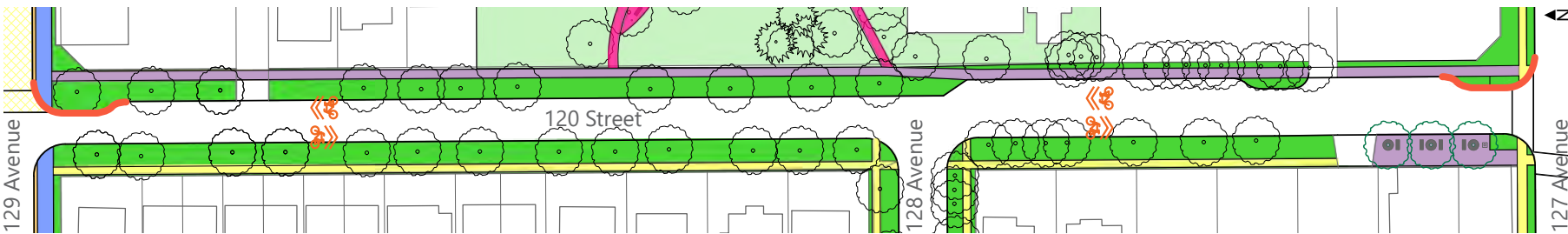
120 Street bike facility (Between 132 Avenue and 131 Avenue)






120 Street bike facility (Between 131 Avenue and 129 Avenue)



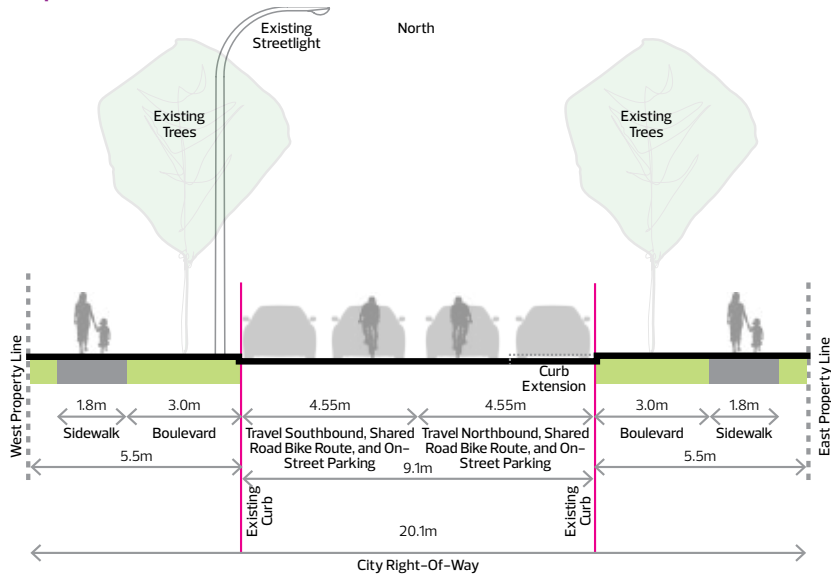
120 Street bike facility (Between 129 Avenue and 127 Avenue)



- | | | | | | | | |
|--|---------------------------------|---|-------------------|--|--|---|-------------------------------|
|  | New shared-use path |  | Existing sidewalk |  | Recently built pathway as part of the Cenotaph project |  | Painted sharrows at intervals |
|  | Widen existing sidewalk/pathway | | |  | Existing tree |  | New curb extension |
| | | | |  | New tree | | |

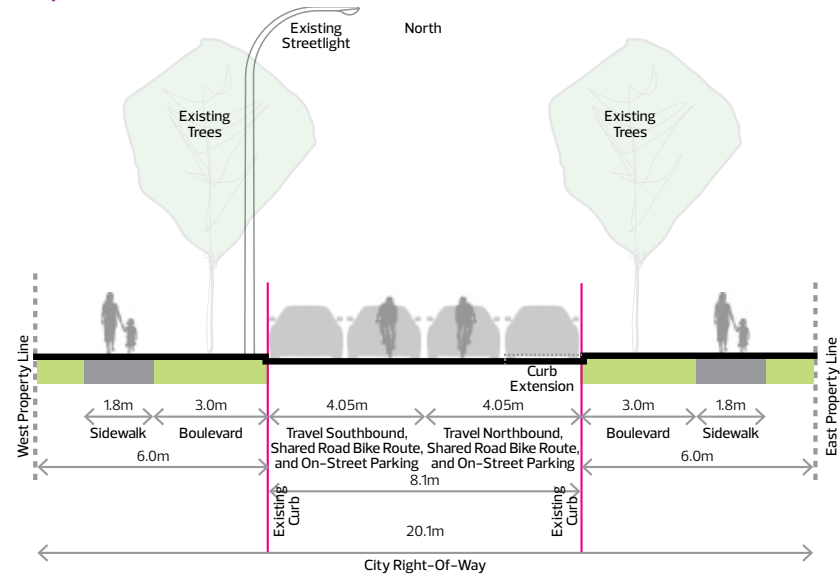
120 Street bike facility (Between 132 Avenue and 130 Avenue)

Proposed

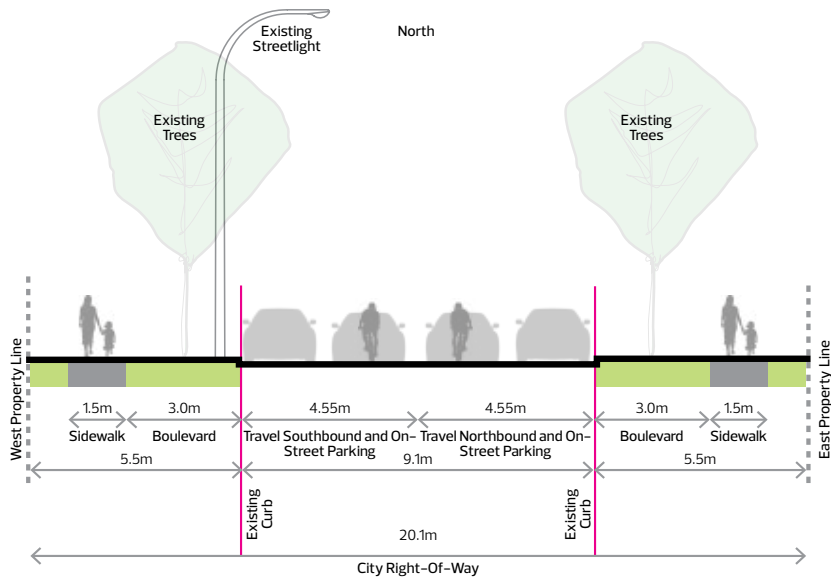


120 Street bike facility (Between 130 Avenue and 129 Avenue)

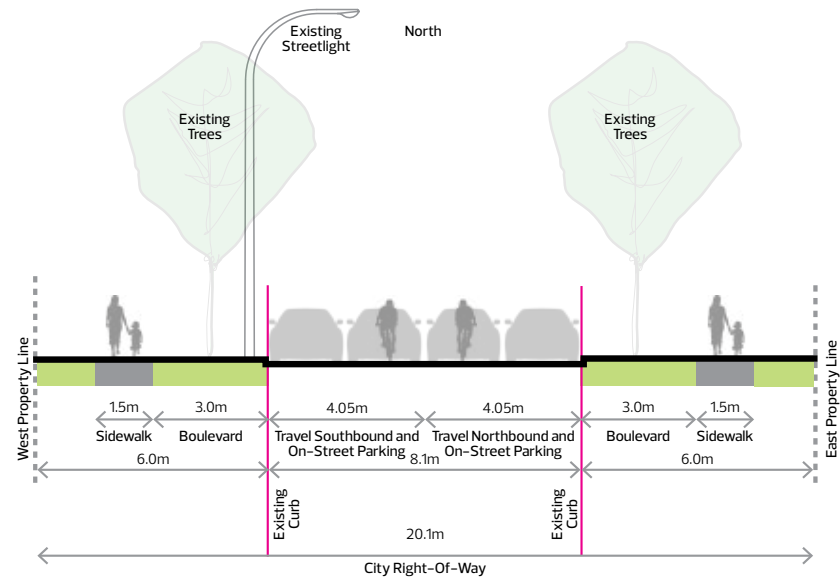
Proposed



Existing

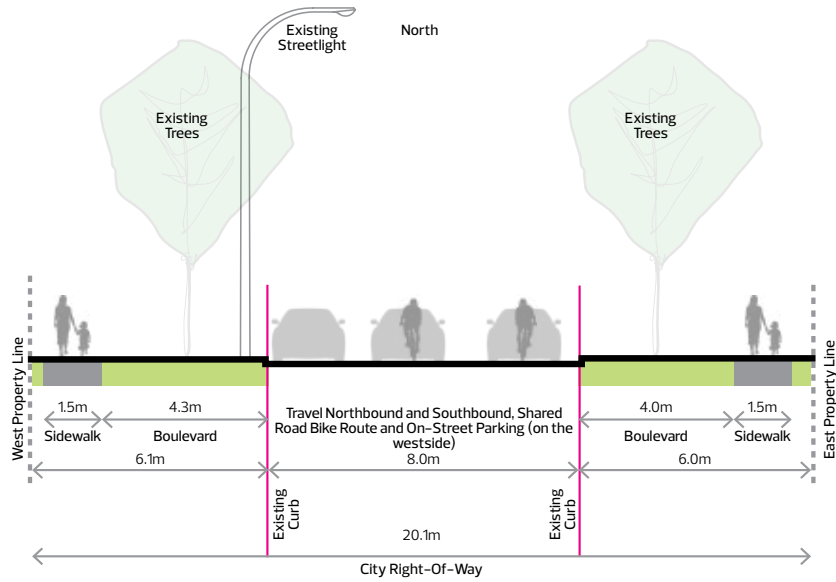


Existing



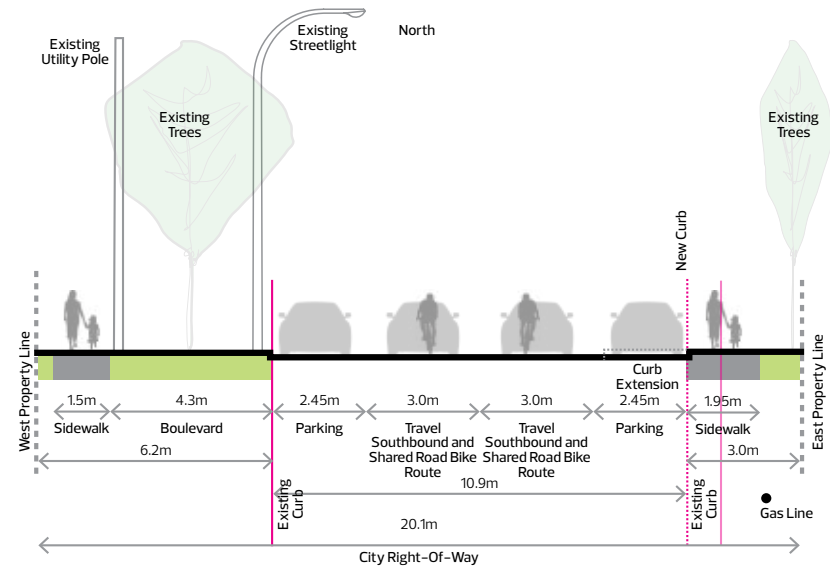
120 Street bike facility (Between 129 Avenue and 128 Avenue)

Proposed

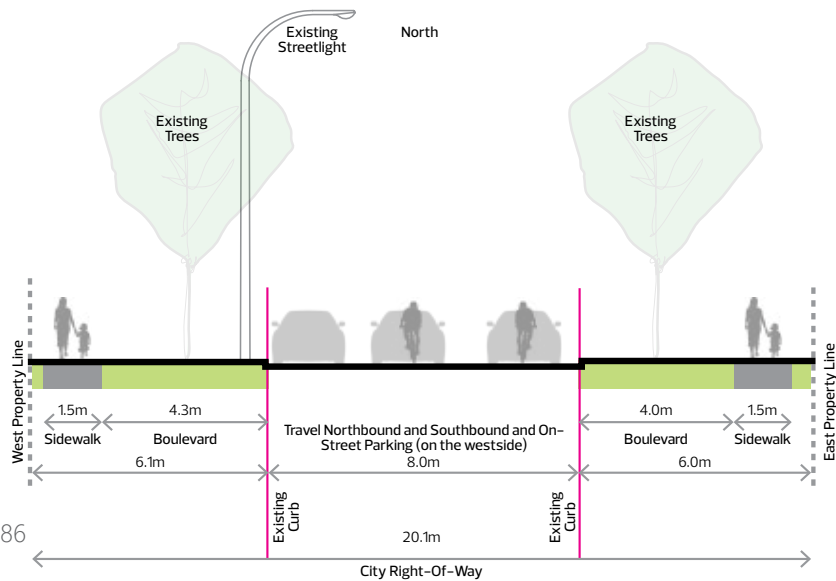


120 Street bike facility (Between 128 Avenue and the alley north of 127 Avenue)

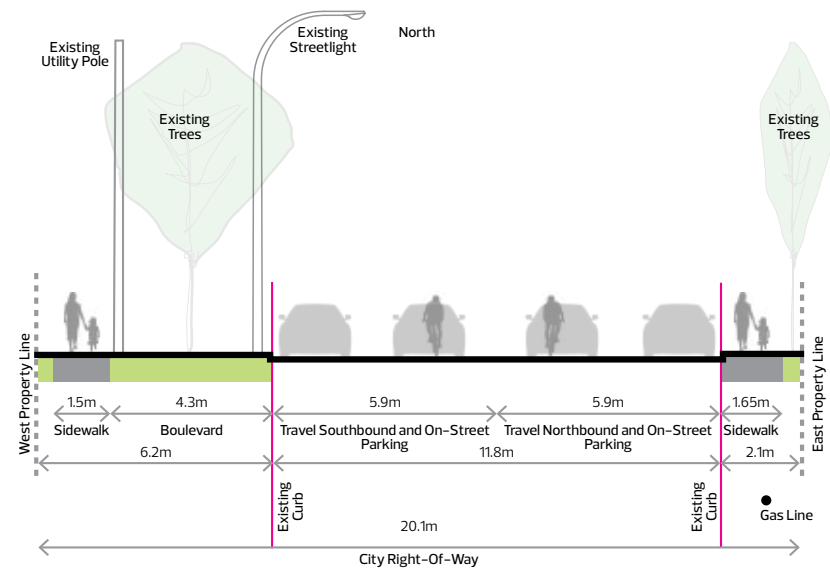
Proposed



Existing

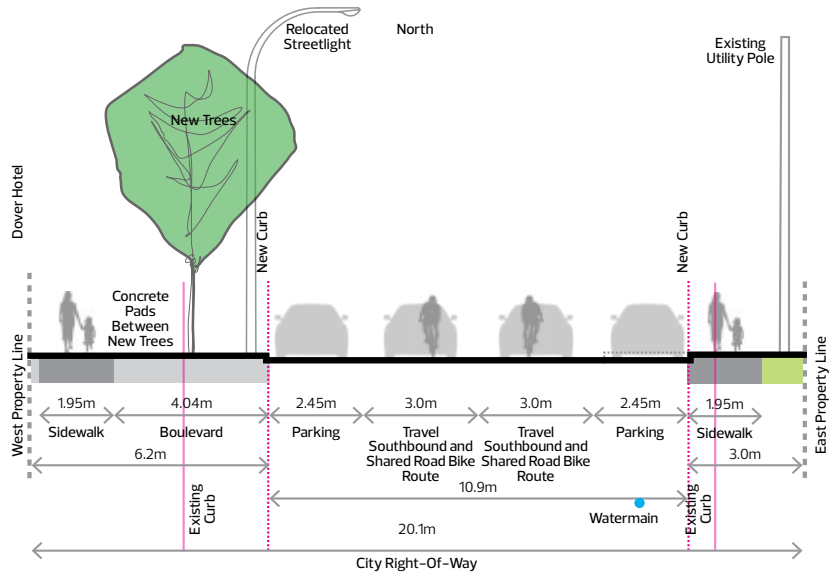


Existing

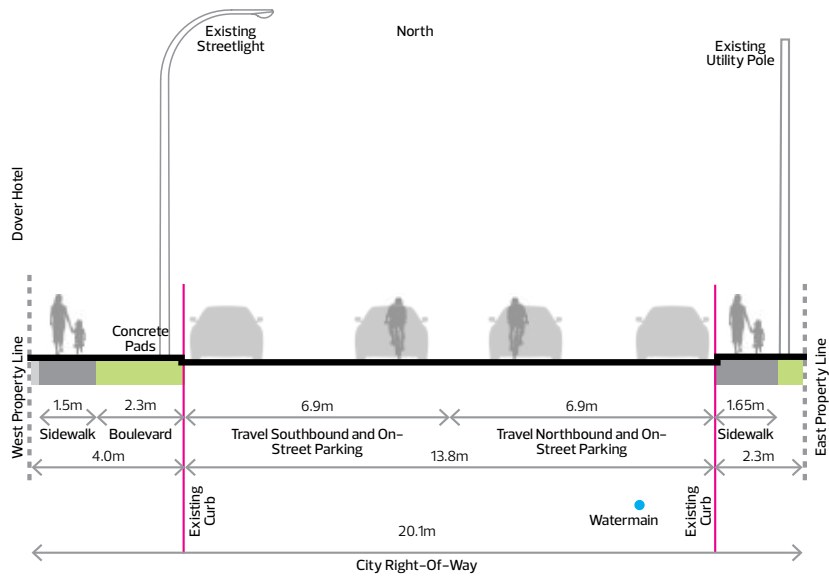


120 Street bike facility (Between the alley north of 127 Avenue and 127 Avenue)

Proposed



Existing



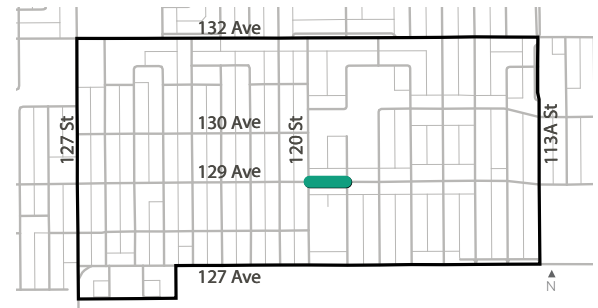
3.12 Concept 12: 129 Avenue commercial area (between 120 Street and 119 Street)

Identified Issues/Challenges/Opportunities

The following observations about the commercial area along 129 Avenue between 120 Street and 119 Street were identified through a combination of public engagement and analysis by the project team:

- Opportunity for improvements in front of the businesses along 129 Avenue between 119 and 120 Street to create an accessible and welcoming space;
- Drainage issues on sidewalks in front of businesses;
- Overhead wires require continual pruning of mature trees;
- Opportunity for additional programmable sidewalk space; and
- Difficult to widen sidewalks due adjacent tree root conflicts.

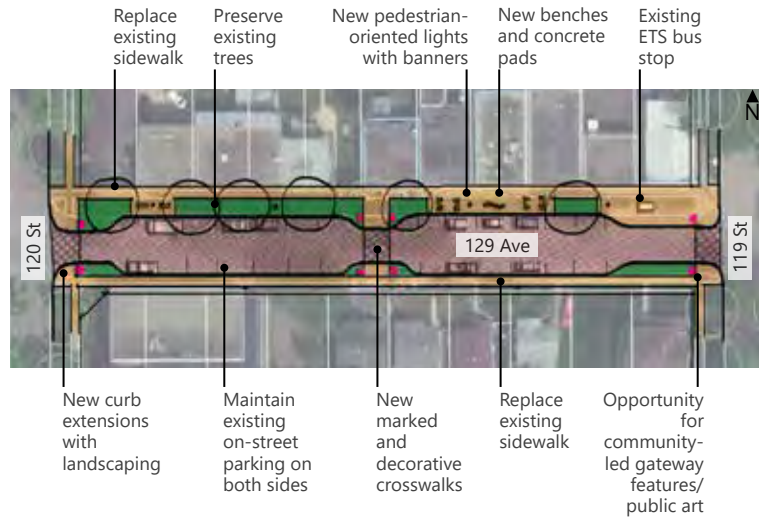
Existing Conditions



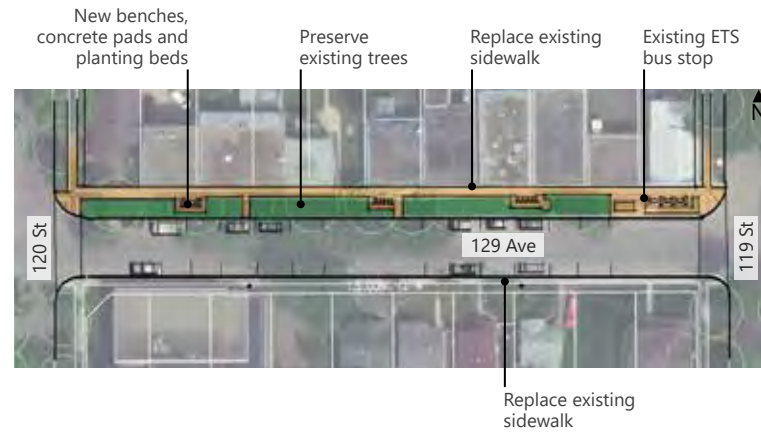
Exploring Options and Trade-offs

The following options were created to address the identified 129 Avenue commercial area issues/challenges/opportunities. The options were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

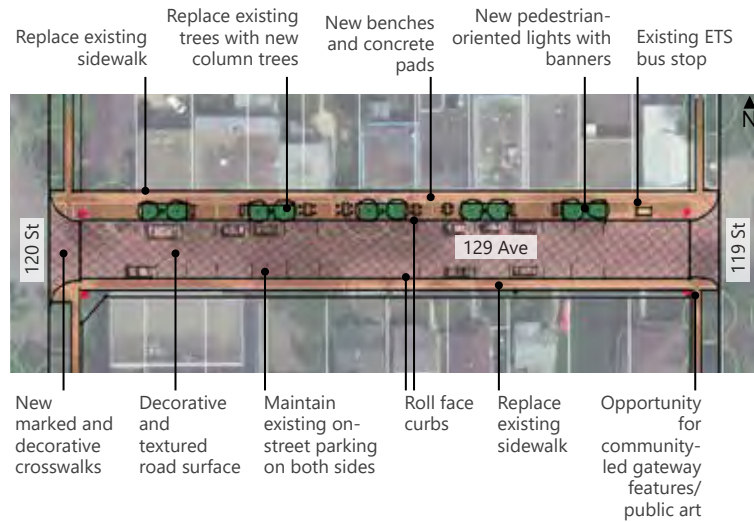
Option 1



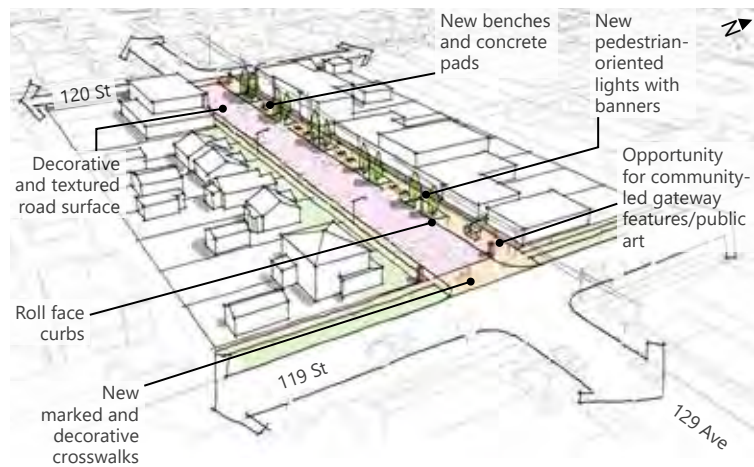
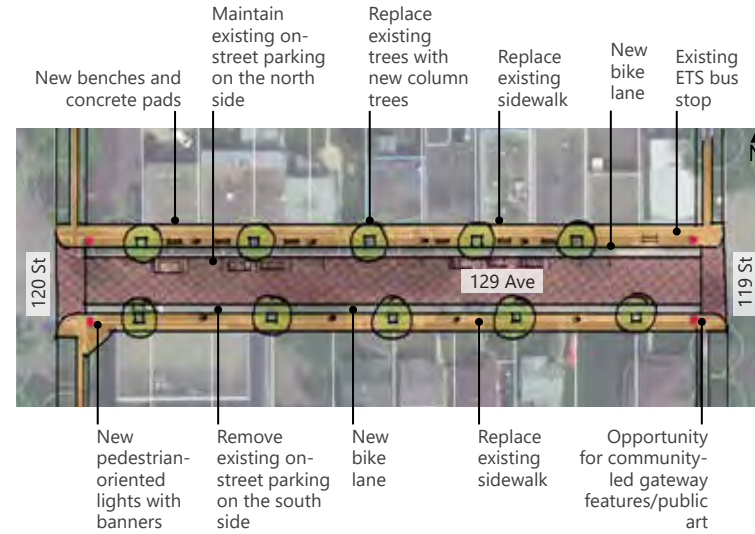
Option 2



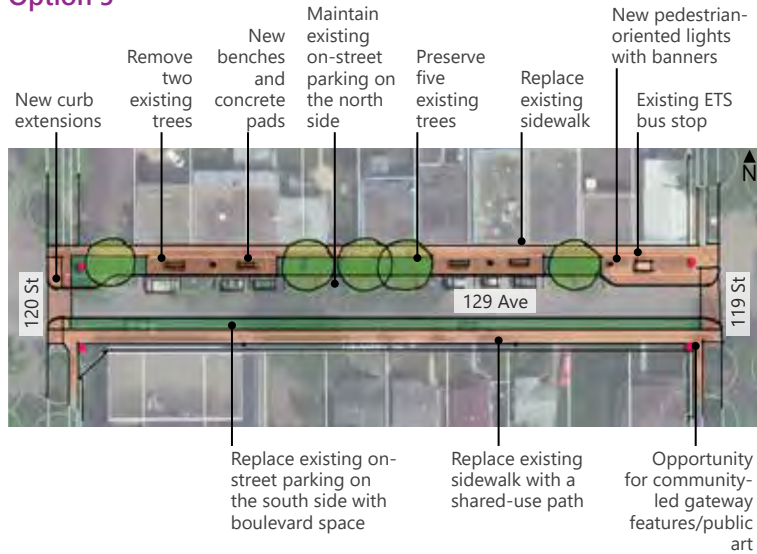
Option 3



Option 4



Option 5



The following summarizes key themes we heard regarding the options and what we considered while preparing the recommended concept.

What we heard

- Amenities such as garbage receptacles, bike racks, benches, and pedestrian-oriented lighting would encourage people to visit the area.
- Community members hope that mature trees can be maintained.
- Improvements in this area would create a natural gathering place for community members.

What we considered

- Moving the existing utility poles along the north side of 129 Avenue is not feasible due to technical and funding constraints.
- Maintaining the existing trees along the north side of 129 Avenue is important to residents and business owners. The trees provide character and shade.
- Curb extensions can help reduce speeds and support safety for people who visit the area.
- Maintaining a balance between grass, landscaping, and paved areas is important to business owners. The shade created by the existing trees helps keep the buildings cool.

What we propose

- Wide decorative concrete area between the commercial buildings and curb of 129 Avenue.
- Curb extensions to support the bus stop, reduce speeds and shorten pedestrian crossing distances for north to south pedestrian movement at 120 Street and 119 Street.
- Maintain existing on-street parking on the north side of 129 Avenue.
- Bike racks for cyclists to secure their bikes to while they visit the area.
- Remove existing trees and replace with new trees, in decorative tree grates, that are compatible with overhead utility wires.
- New benches to create a community space for people to rest and connect with their neighbours.
- Marked and decorative crosswalks to enhance the awareness of people who drive to the presence of people crossing the Avenue.

- New pedestrian-oriented lights to increase pedestrian visibility in the dark.
- Potential tree lights to help create a unique sense of place.
- Decorative features to reflect the rich history of Calder.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- An intermediate pressure gas line (508mm ST) exists under the existing road surface of 129 Avenue 1.0m north of the existing curb between 123 Street and 117 Street;
- A telephone cable exists under the existing road surface of 129 Avenue 7.6m south of the north property line.;
- Grading around the existing trees causes draining issues on the sidewalk in front of the commercial buildings. The grading design of this area should resolve the drainage issue; and

Guiding Principles



Accessibility and connections



Sense of community



Neighbourhood safety and attraction

- Space for future community-led public art should be incorporated into the commercial area design.

Example Images



Bench with back and armrests



Textured road surface



Gateway feature



Decorative crosswalk



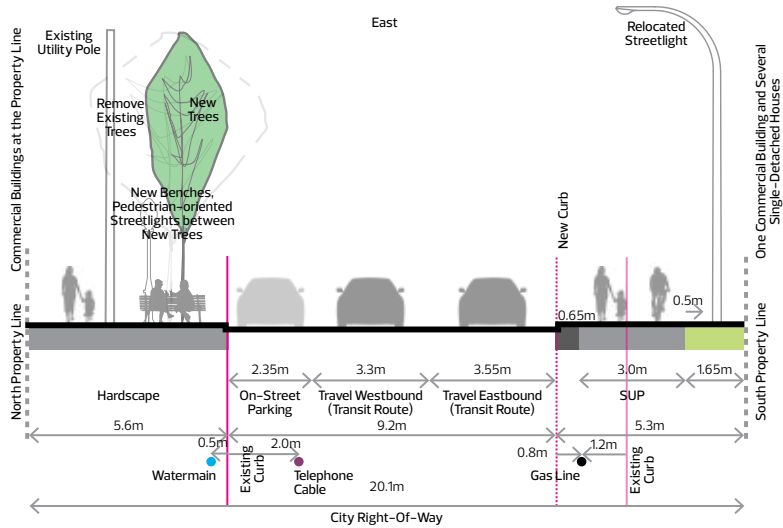
Streetlight with banners

129 Avenue commercial area

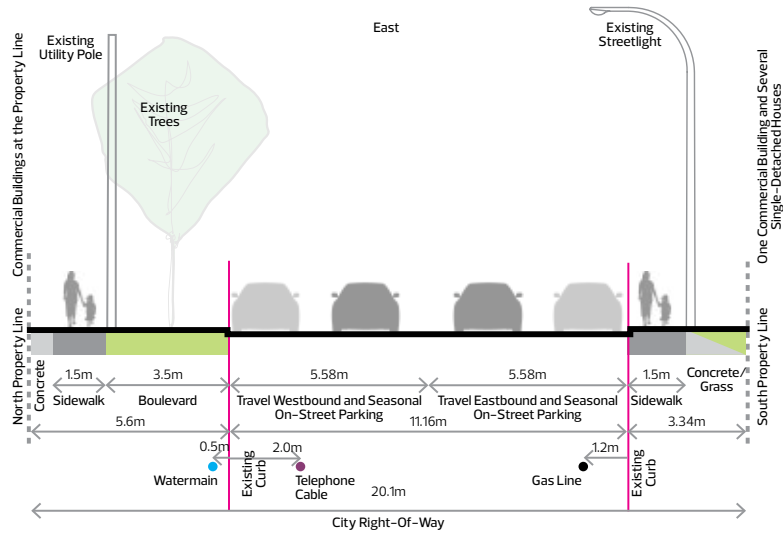


129 Avenue commercial area (Between 120 Street and 119 Street)

Proposed



Existing





129 Avenue

New trees and plantings

Opportunity for community-led events



New trees and plantings

New bike racks

New benches

129 Avenue



New pedestrian-oriented lights

New benches

New trees and plantings

3.13 Concept 13: 120 Street commercial area (in front of the Dover Hotel)

Identified Issues/Challenges/Opportunities

The following observations about the commercial area along 120 Street commercial area in front of the Dover Hotel were identified through a combination of public engagement and analysis by the project team:

- Opportunity to enhance the public realm;
- Opportunity to widen the boulevard to create programmable space; and
- Opportunity for new trees in grates.

Exploring Options and Trade-offs

Two options were considered for this area:

Minor Enhancements

Replace existing conditions (sidewalk and concrete pad).

Benefits

- Improved sidewalk and concrete pad quality.

Trade-offs

- Missed opportunity to enhance the public realm.

Major Enhancements

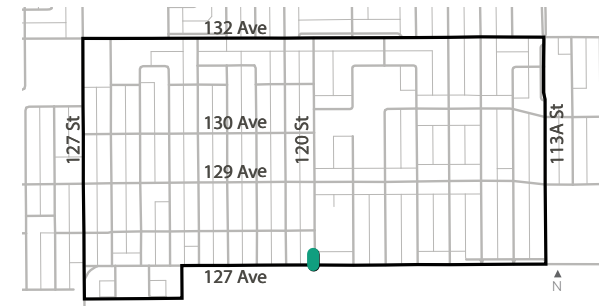
Create an attractive and welcoming streetscape in front of the Dover Hotel (wide sidewalk, trees in grates, and benches).

Benefits

- Provides a gathering space to support the sense of community.
- Trees in grates add greenery.
- Creates an entrance to the neighbourhood from 127 Avenue.

Trade-offs

- Additional funds versus minor enhancements.



Existing Conditions



What we considered

- The redesign of 120 Street allows for additional boulevard space in front of the Dover Hotel.
- Opportunity to enhance the public realm in front of the Dover Hotel.

What we propose

- New trees in grates to add more greenery to the neighbourhood.
- Wider sidewalk and a concrete area in front of the Dover Hotel.
- New benches to create a community space for people to rest and connect with their neighbours.
- Bike racks for cyclists to secure their bikes to while they visit the area.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Maintaining access into the rear alley for delivery trucks.
- LID opportunity for new tree soil cell.

Guiding Principles



Greenery



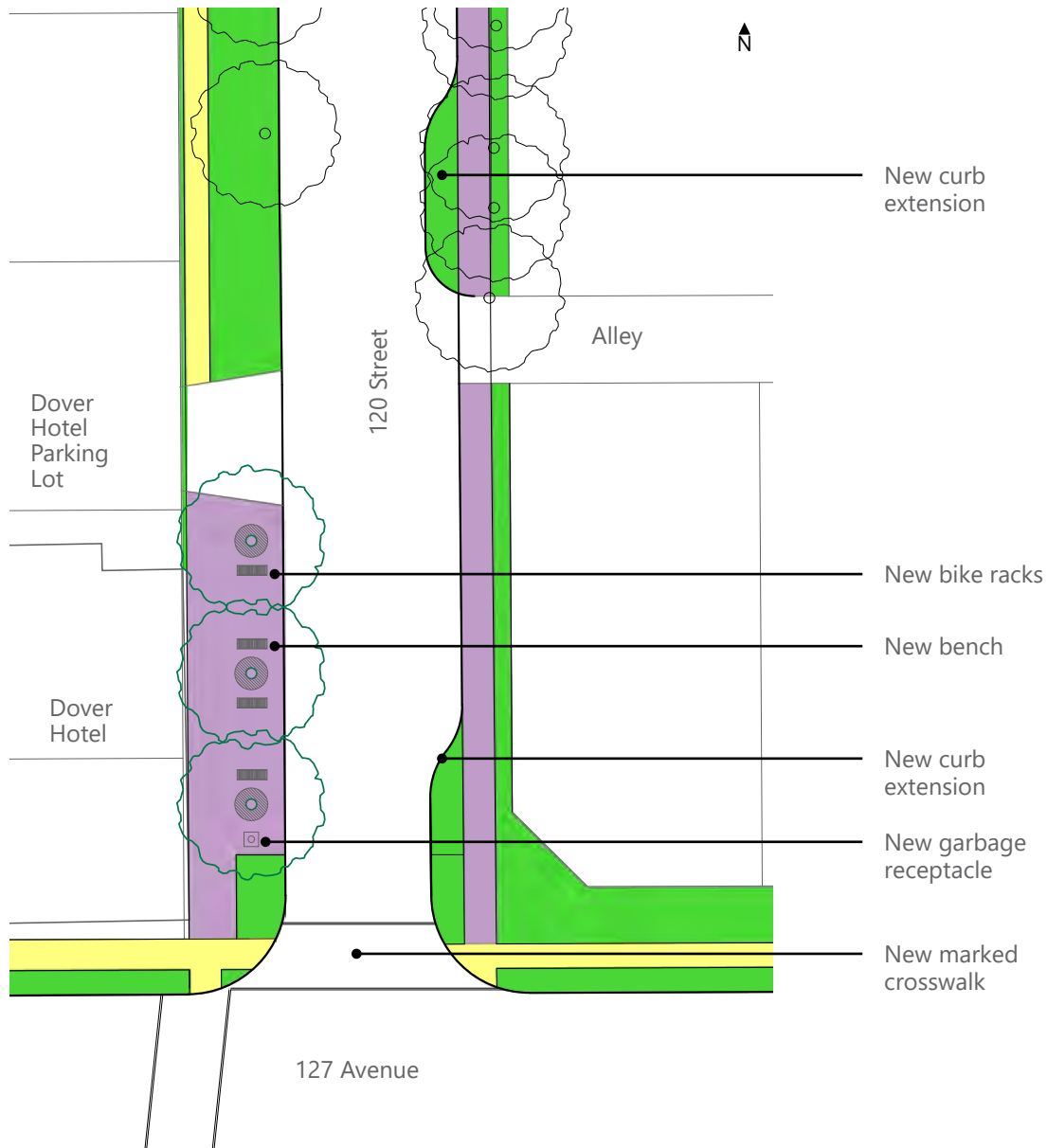
Accessibility and connections



Sense of community

Example Images



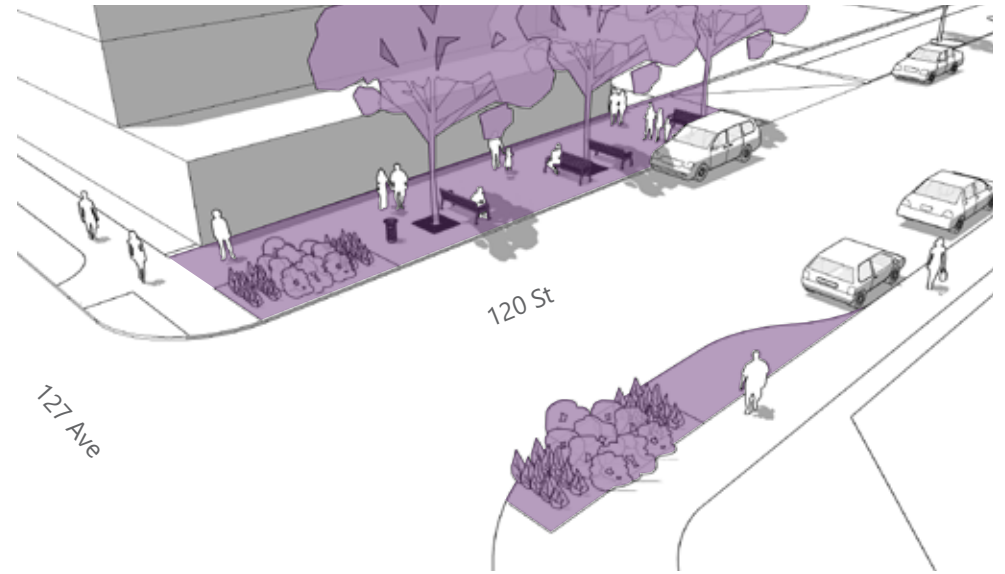
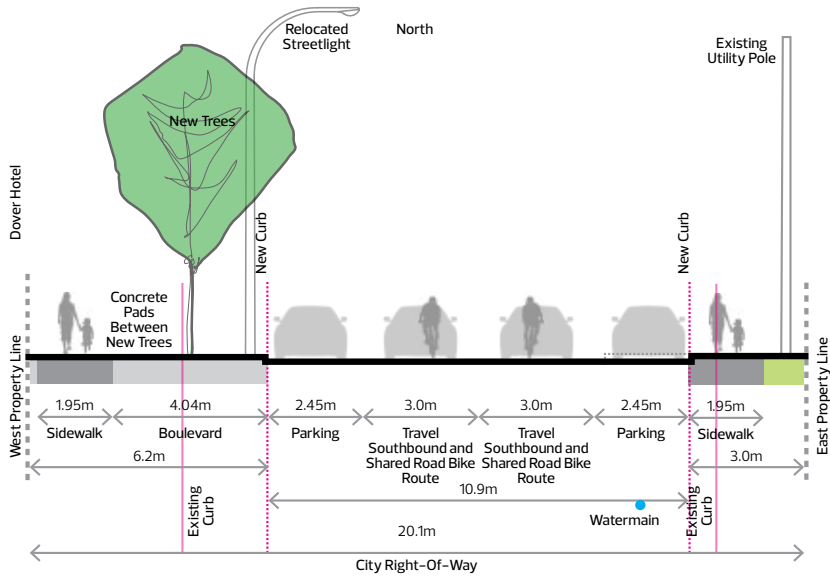


Example Images

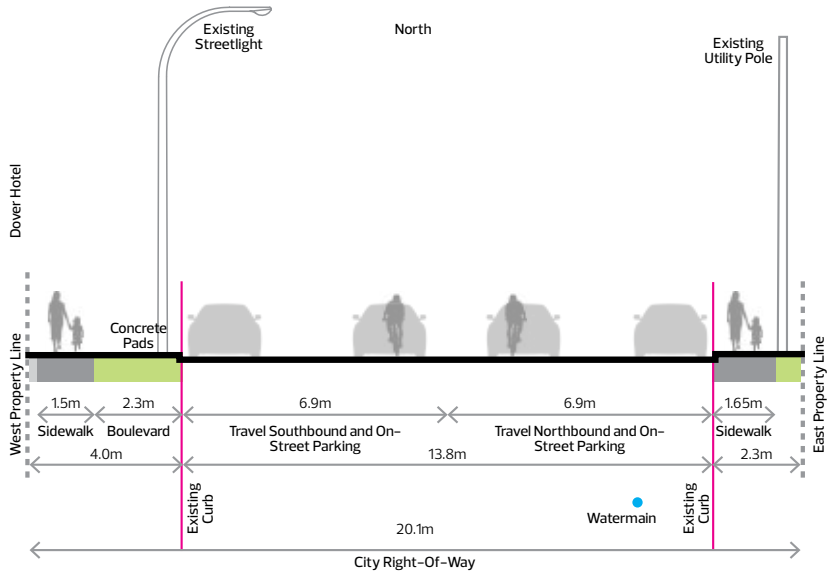


120 Street commercial area (In front of the Dover Hotel)

Proposed



Existing

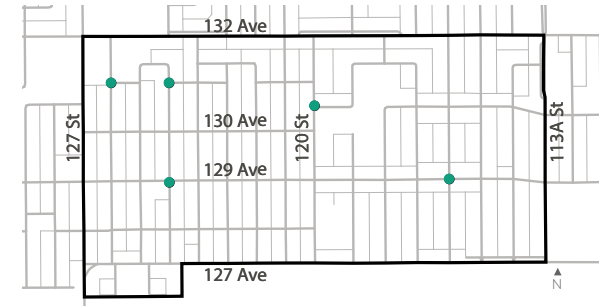


3.14 Concept 14: Neighbourhood seating area

Identified Issues/Challenges/Opportunities

The following observations about potential neighbourhood seating areas were identified through a combination of public engagement and analysis by the project team:

- Opportunity for seating areas throughout the neighbourhood;
- Locate neighbourhood seating areas along primary and secondary pedestrian routes; and
- Provide various amenities at neighbourhood seating areas.

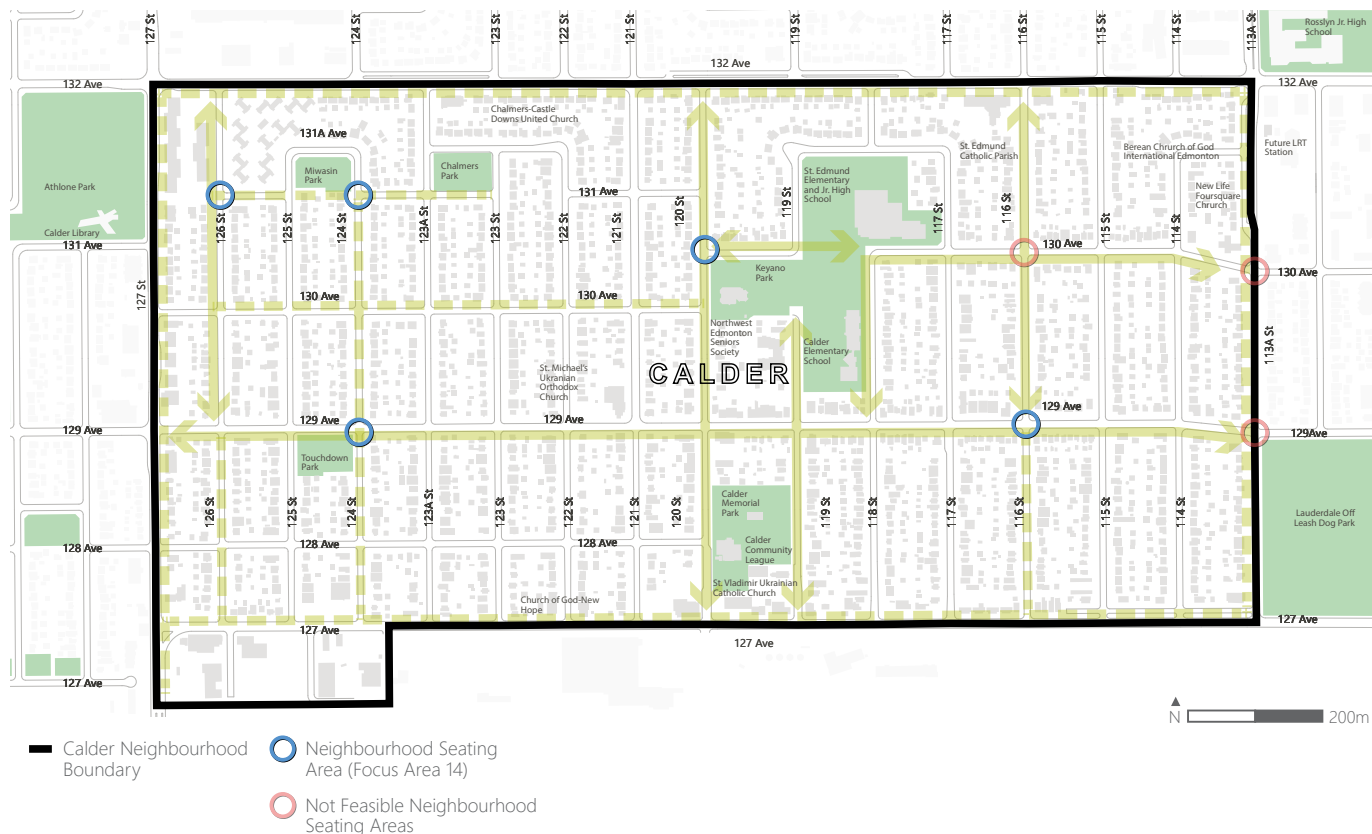


Example Images



Exploring Options and Trade-offs

The following potential neighbourhood seating areas were identified to address the identified issues/challenges/opportunities. The various potential locations were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.



The following summarizes key themes we heard regarding the potential seating areas and what we considered while preparing the recommended concept.

What we heard

- Amenities such as garbage receptacles, benches and pedestrian-oriented lighting would encourage people to use the neighbourhood seating areas.
- Seating areas would be a welcome addition to the neighbourhood.

What we considered

- Seating areas should be located along pedestrian and bike routes to enhance the experience of users.
- Placing seating areas in parks will add resting places to park spaces.
- Benches with backs and armrests provide more comfort for people.
- Considered seating areas at other locations (see map). Seating areas are not proposed at these locations because of existing constraints and/or potential overlap with the LRT Metro Line Northwest Extension project.
- Seating areas considered at 120 Street and 119 Street are part of Concept 12.

What we propose

- New seating areas and benches to create places for people to rest and **connect with their neighbours**.
- Community bulletin boards to **provide spaces for community messaging** at seating areas with high pedestrian traffic.
- Pedestrian-oriented lights to **enhance sightlines and the feeling of safety** for people who walk when it is dark.
- Waste receptacles to **help keep the community clean**.
- Bike racks at some seating areas to **provide secure spaces for people to leave their bike** and visit destinations.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- The feasibility of extending or connecting a power source to the proposed pedestrian-oriented lights;
- LED lights should be used for the pedestrian-oriented lighting. The use of LED lights would make the benches clearly visible during evenings and prevent light from encroaching onto adjacent properties;
- Amenities such as benches and bike racks should be installed on concrete pads;
- Benches should be oriented to not view into private properties;
- Maintenance considerations of community bulletin boards;
- The use of space allocated for future community-led public art; and
- Community-led public art in the Touchdown Park seating area should reflect the railway and 124 Street streetcar history.

Guiding Principles



Accessibility and connections



Sense of community

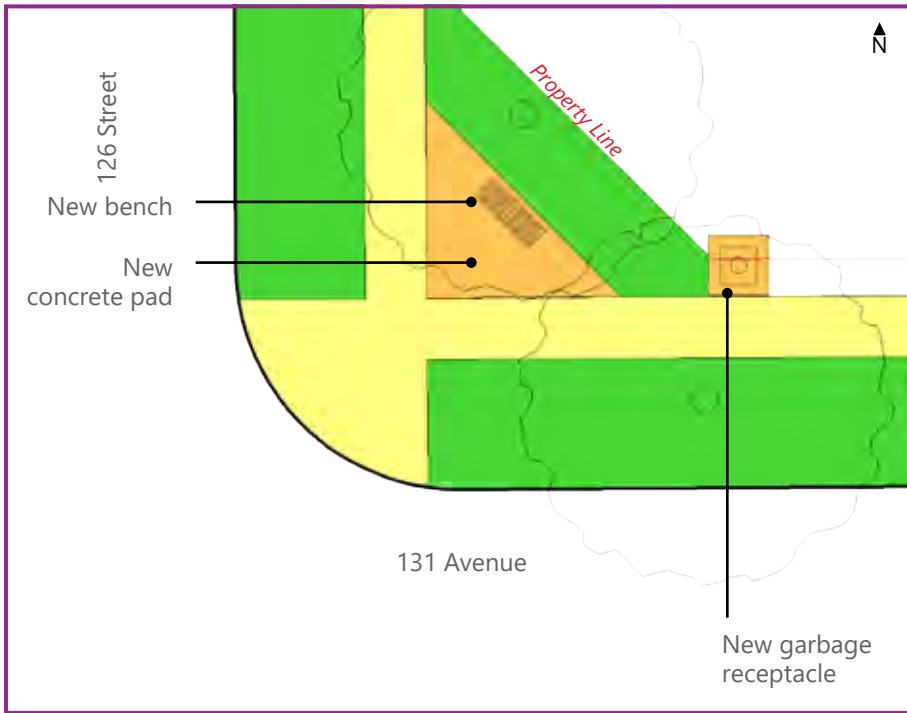


Neighbourhood safety and attraction

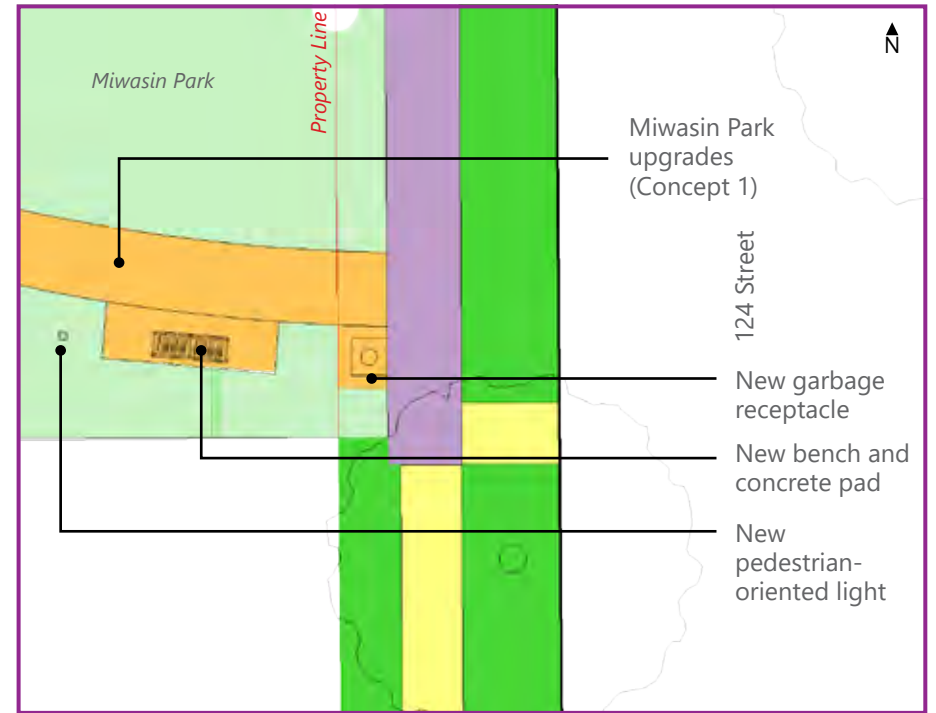
Example Images



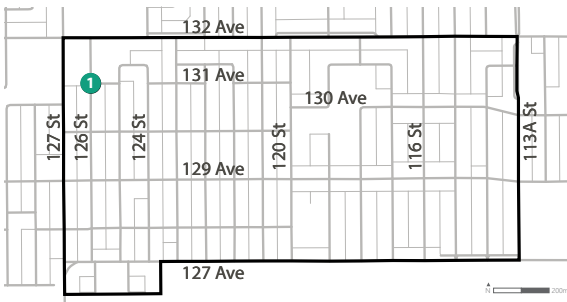
1. 126 Street and 131 Avenue - Northeast corner



2. 124 Street and 131 Avenue - Miwasin Park upgrades (Concept 1)



Key map

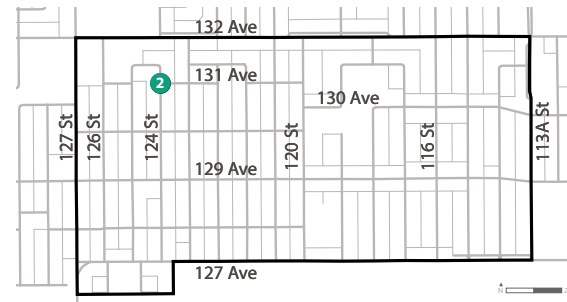


Existing conditions



Proposed location

Key map

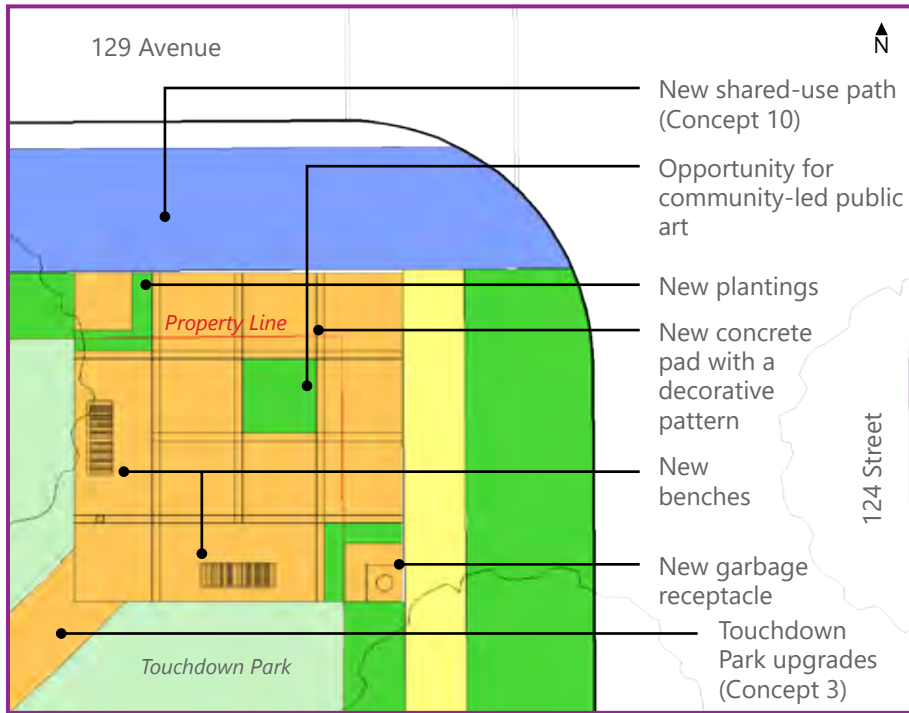


Existing conditions

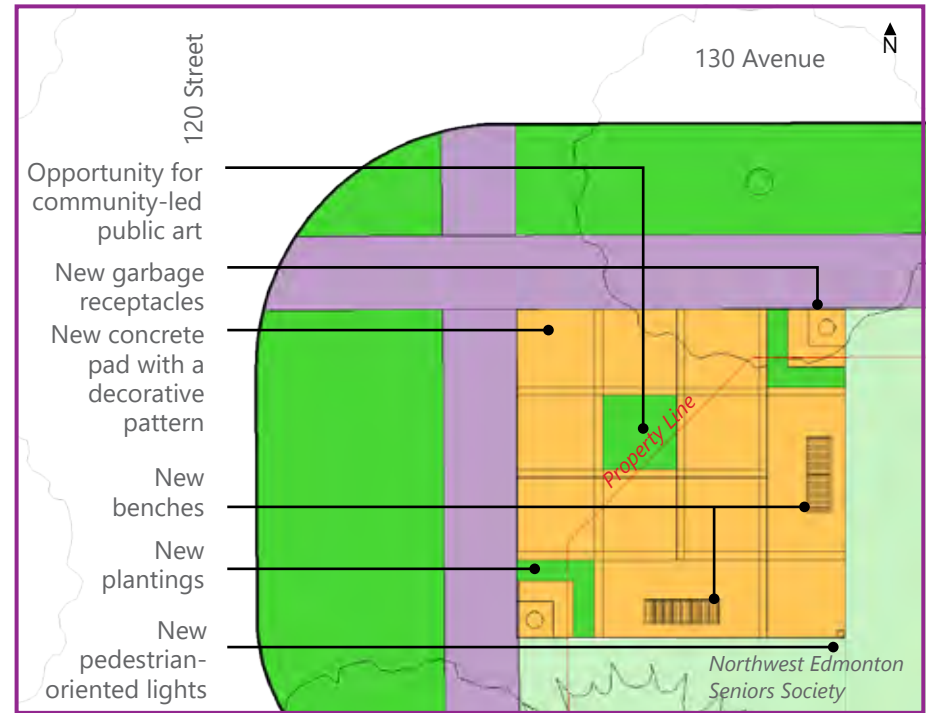


Proposed location

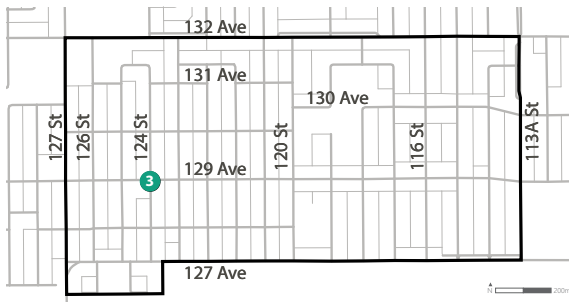
3. 124 Street and 129 Avenue - Touchdown Park upgrades (Concept 3)



4. 120 Street and 130 Avenue - Southeast corner



Key map

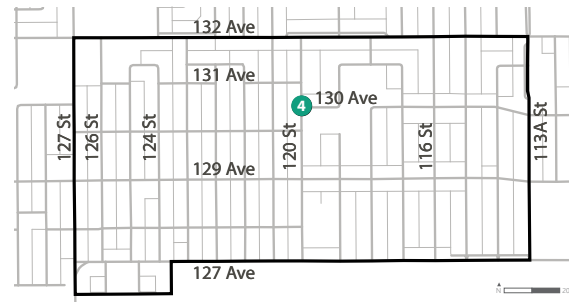


Existing conditions



W Proposed location

Key map



Existing conditions

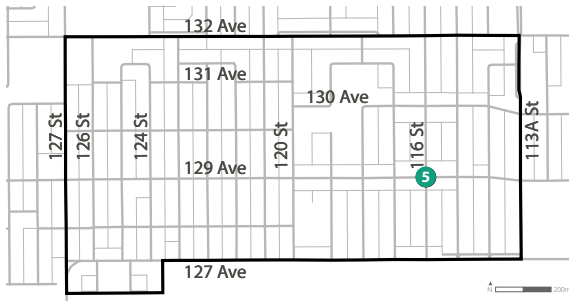


E Proposed location

5. 116 Street and 129 Avenue - NW corner along 129 Avenue



Key map



Existing conditions

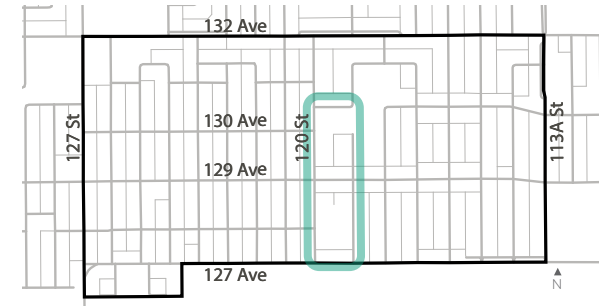


3.15 Concept 15: Potential community hub

Identified Issues/Challenges/Opportunities

The following observations about a potential community hub were identified through a combination of public engagement and analysis by the project team:

- Opportunity to define the community hub of Calder; and
- Opportunity to enhance the community hub of Calder.



Example Images



Exploring Options and Trade-offs

The following sketches show the potential benefits of a community hub. The sketches were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Conceptual Summer/Fall sketch



Community event/festival



Remembrance Day Ceremony



Walking paths

Conceptual Winter sketch



The following table summarizes key themes we heard regarding a potential community hub and what we considered while preparing the recommended concept.

What we heard	What we considered
<ul style="list-style-type: none">• A community hub would help create an opportunity for neighbours to meet and get to know each other.• Community members indicated that programming and activation could enhance a community hub.• A community hub would encourage the people of Calder to be active and connected during all seasons.	<ul style="list-style-type: none">• Adding 1.8m sidewalks along the duration of 120 Street and 119 Street. However, existing constraints such as mature trees and private landscaping in some areas limits the opportunity for 1.8m wide sidewalks.

Example Images



What we propose

- Pedestrian-oriented lights along the west sides of 120 Street and 119 Street between 130 Avenue and 127 Avenue.
- Programming and collaboration for a community hub be included in the draft design as a community-led project. That the community works with the Neighbourhood Resource Coordinator to pursue the development of the programming in the potential community hub.

Technical Considerations

The following should be taken into consideration prior to preliminary design:

- Investigate power source for recommended pedestrian-oriented lighting.

Guiding Principles



Sense of community

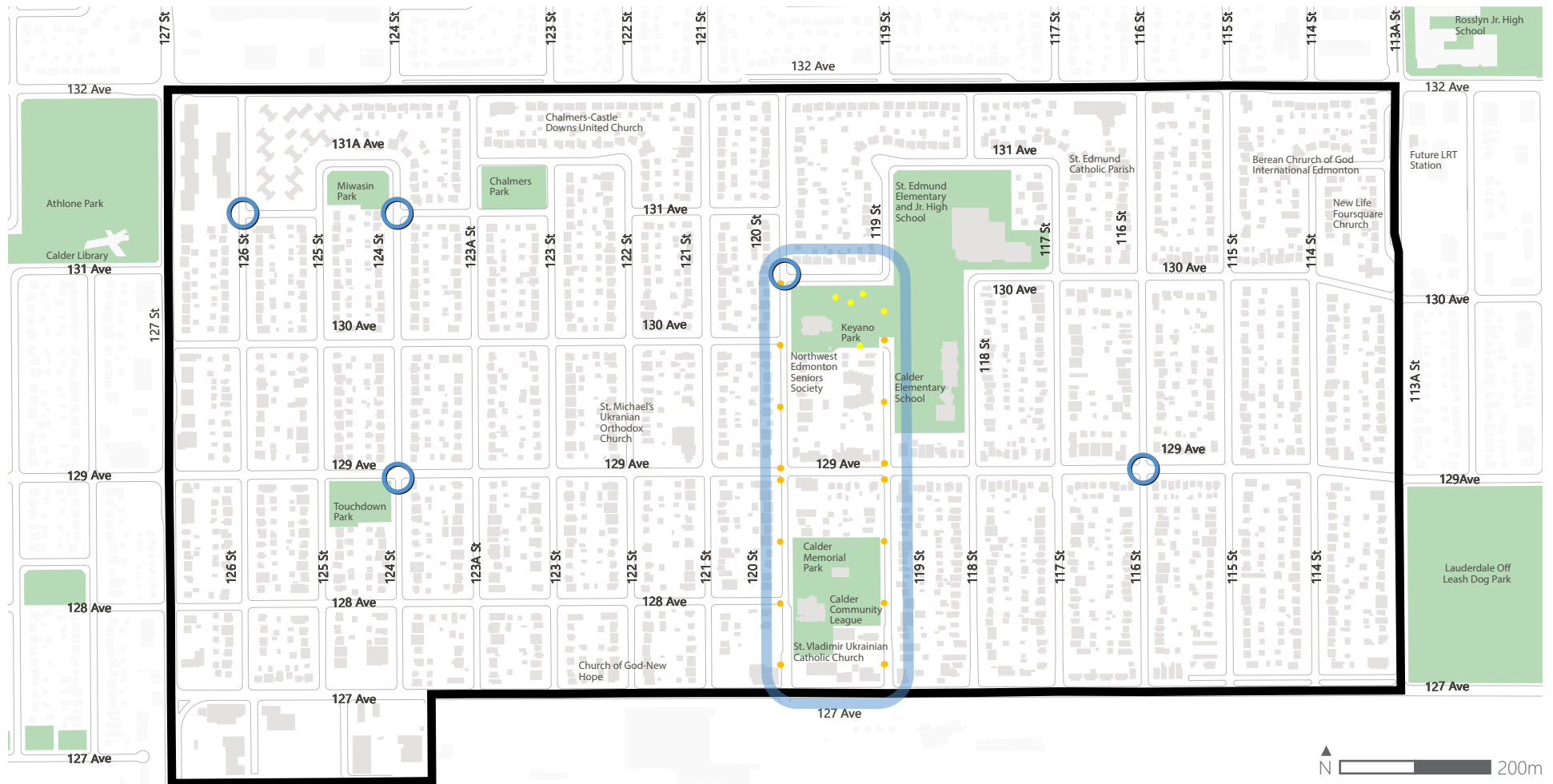


Neighbourhood safety and attraction

Example Images



Map 5. Potential community hub



- Calder Neighbourhood Boundary
- Potential Community Hub
- Potential Pedestrian-oriented Lights
- Existing Pedestrian-oriented Lights
- Neighbourhood Seating Area (Focus Area 14)

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4 Community-led Projects

What is a community-led project?

A community-led project is carried out by a group of neighbourhood members. This group creates a vision for the project, a schedule and a budget. These projects can occur on or in public or private land and facilities. These projects can lead to programming or infrastructure.

The City of Edmonton can support these projects by providing staff. Neighbourhood Resource Coordinators support communities on many projects such as park enhancements, murals and programming.

How are community-led projects paid for?

Community-led projects are fundraised for the community. The City of Edmonton has a number of grants to help contribute to community projects. Other organizations have grants available for community projects as well, such as the Government of Alberta and Edmonton Community Foundation. Other partnerships with businesses or associations can also fund community projects.

How are community-led projects started?

Residents can contact their Neighbourhood Resource Coordinator. Together, they can set up a first meeting to discuss the process.

Community-led projects in Calder

Public feedback on potential community-led projects in Calder was gathered through the public engagement process of Neighbourhood Renewal. The UDA summarizes the community-led projects as a reference for residents interested in pursuing them.

What we heard

- Community-led projects including signage, public art, and interpretive walks are of interest to the public.
- Highlighting the unique history of Calder is very important for many community members.
- People are interested in being involved in pursuing opportunities to highlight Calder's history to ensure accuracy and a reflection of historic elements that are important to the community.

The UDA contains the following community-led projects:

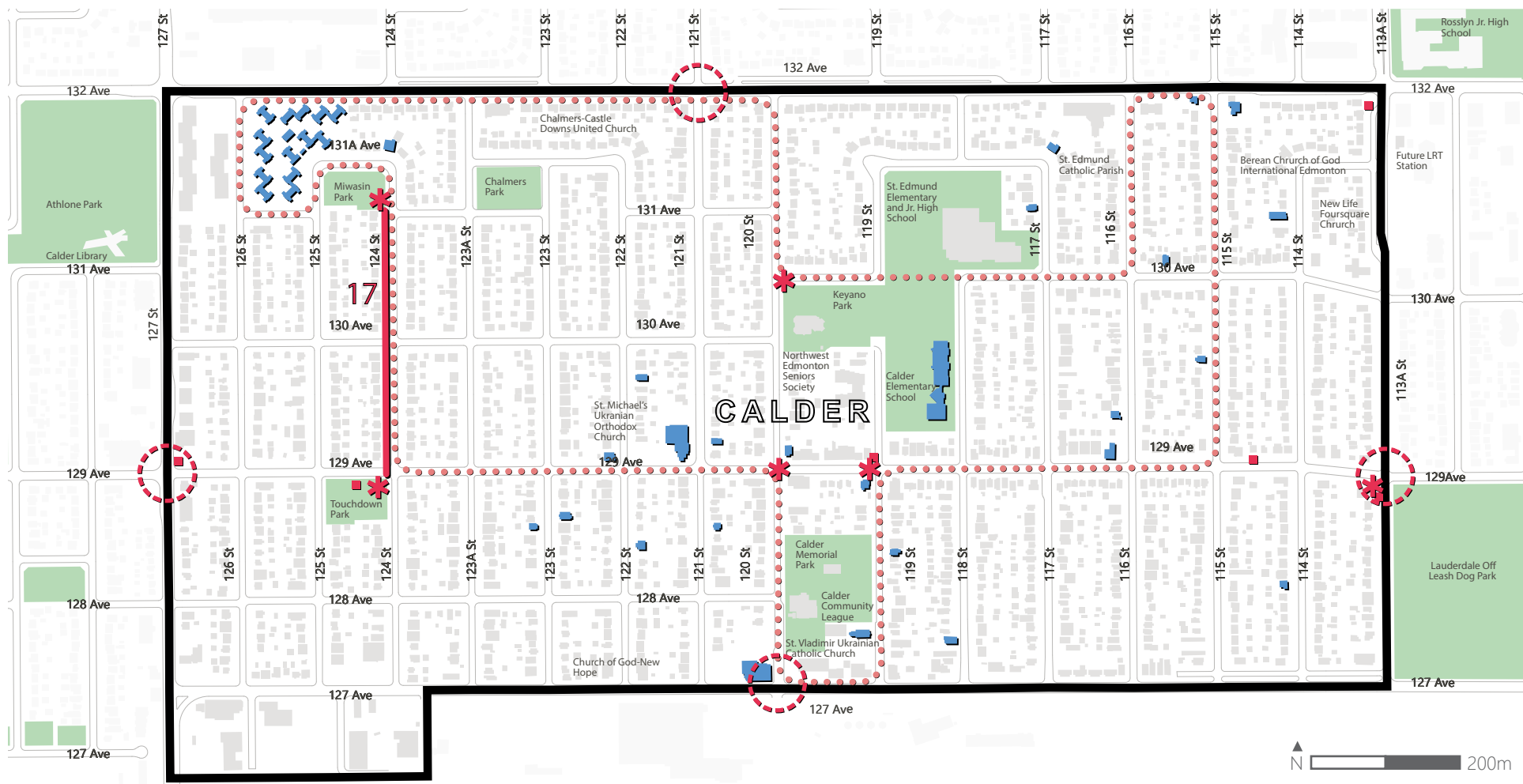
- Concept 16: Gateway features;
- Concept 17: 124 Street interpretive signage (between Miwasin Park and Touchdown Park);
- Concept 18: Community walk/heritage interpretation;
- Concept 19: Public art opportunities; and
- Concept 20: Utility box public art wrap opportunities.

Technical Considerations

The following should be taken into consideration during the initiation of community-led projects:

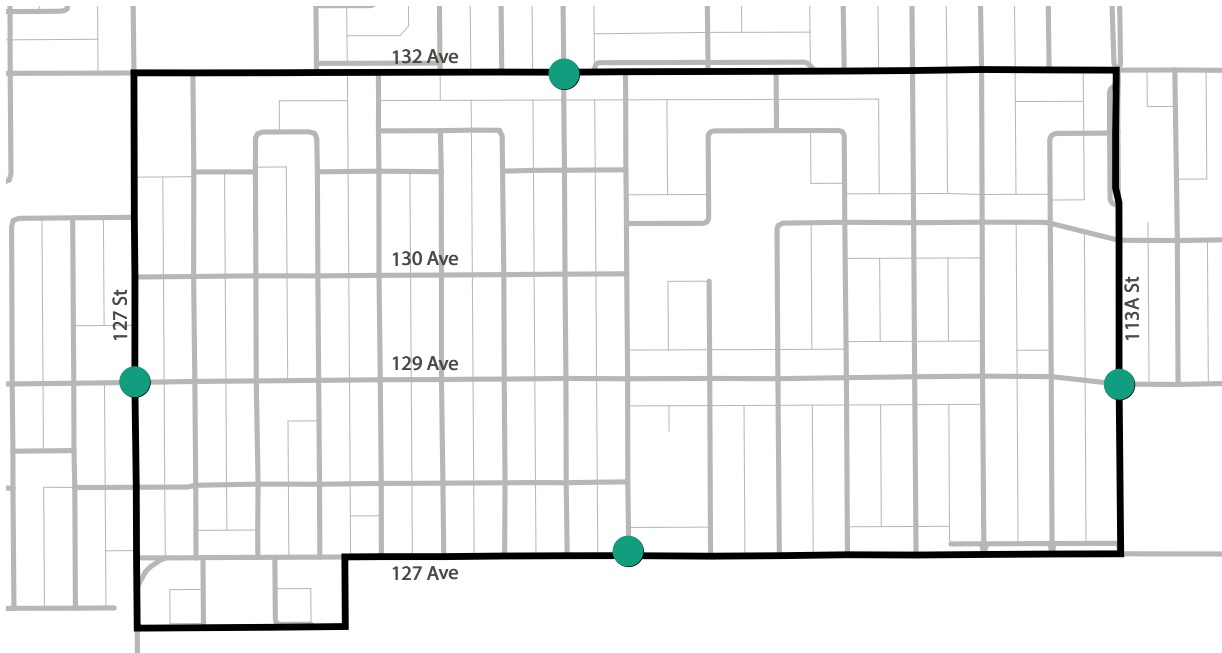
- Space on the streetscape or on private property is required as well as maintenance agreements to implement Concepts 16 - 20; and
- Engage qualified historian to complete research and create content for Concepts 17 and 18.

Map 6. Community-led projects



- Calder Neighbourhood Boundary
- Gateway features (Focus Area 16)
- Community Walk/Heritage Interpretation (Focus Area 18)
- Public Art Opportunities (Focus Area 19)
- Utility Box Art Wrap Opportunities (Focus Area 20)
- Historic Resources
- 124 Street Interpretive Signage (Focus Area 17)

4.1 Concept 16: Gateway features

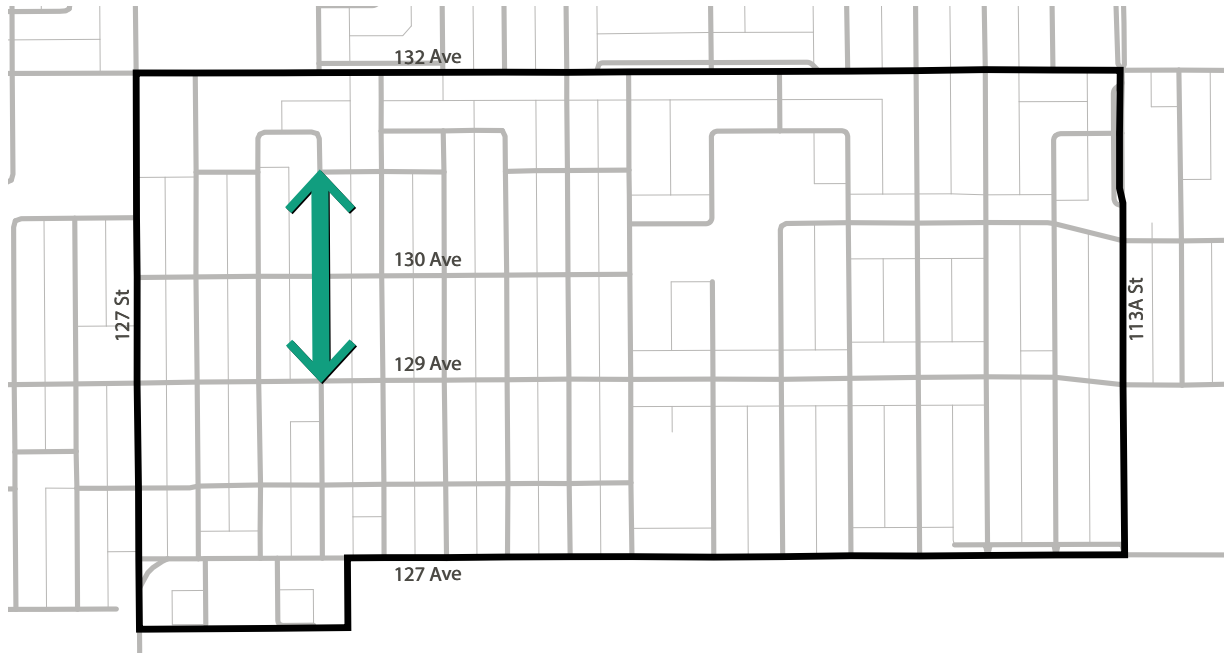


- Gateway features can highlight the community's identity.
- The opportunity exists to reflect the history of Calder through gateway features at key neighbourhood entrances.
- Community members were supportive of gateway features being pursued in the Calder.

Example Images



4.2 Concept 17: 124 Street interpretive signage (between Miwasin Park and Touchdown Park)

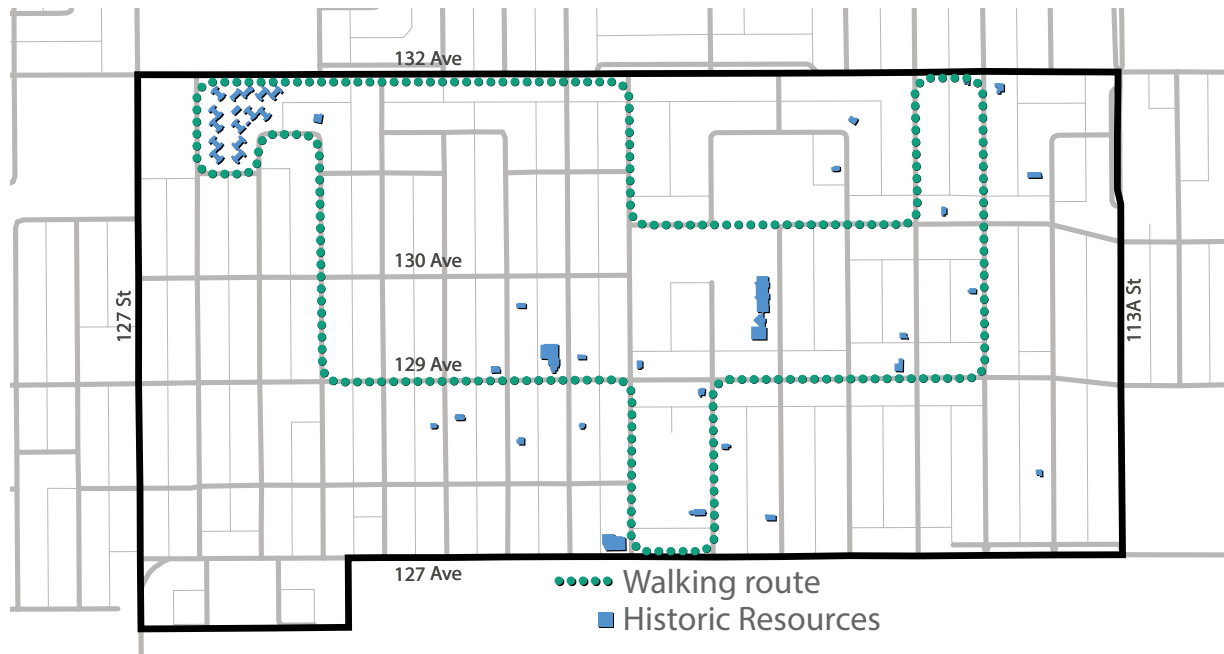


- Historically, a streetcar line ran along 124 Street that provided service from St. Albert to Edmonton. This streetcar served as an important way for people to travel until the 1950s.
- The opportunity exists to create interpretive elements along 124 Street to highlight the former streetcar line.
- Community members are interested in interpretive signage being pursued on 124 Street.

Example Images



4.3 Concept 18: Community walk/heritage interpretation

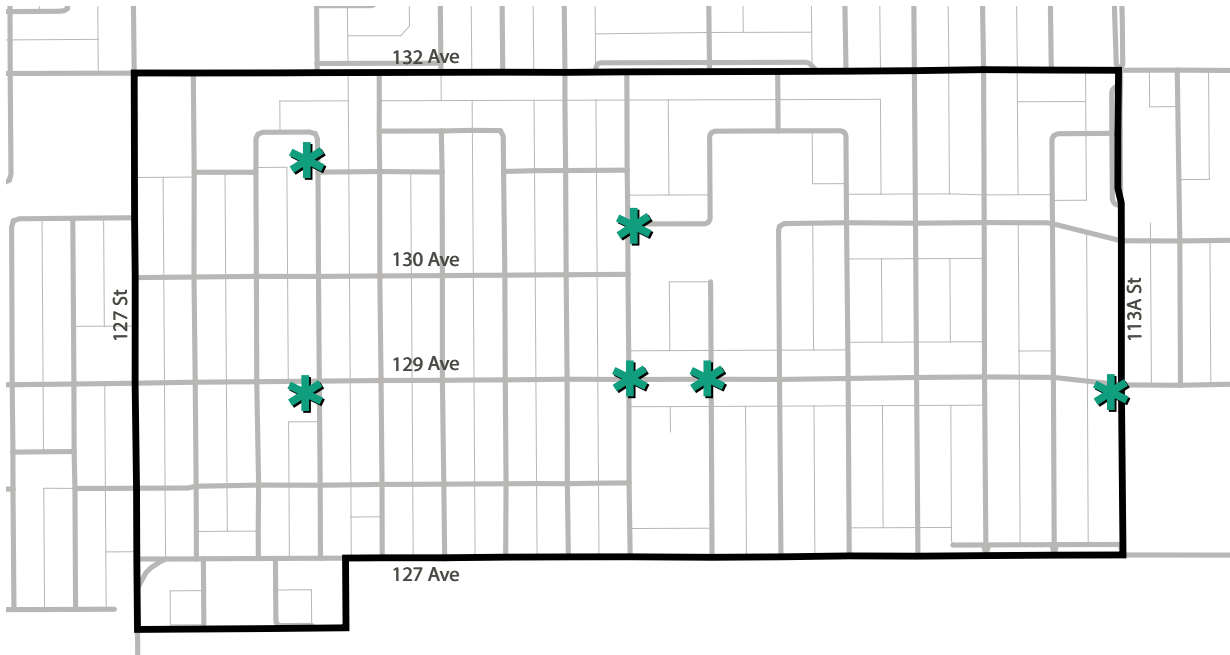


- There are several historic resources in Calder consisting of homes, schools, businesses, and places of worship.
- The opportunities exists to create an interpretive walk that would highlight multiple historic places and spaces providing opportunities for people to learn about the area. Interpretive plaques, signs, and maps could be used to share historical information.
- Community members indicated that collaboration with the community to identify historical locations is important.

Example Images

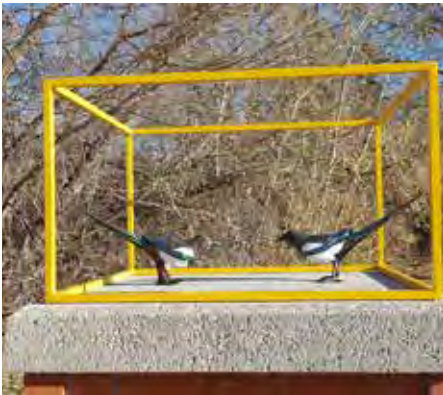


4.4 Concept 19: Public art opportunities

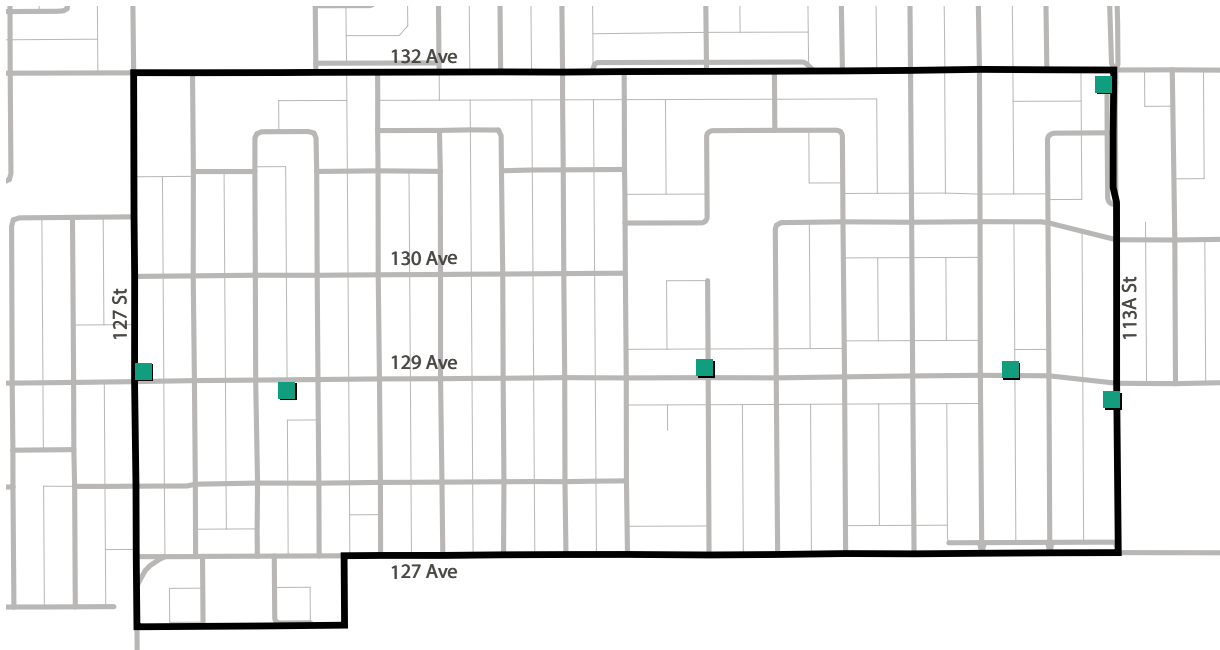


- Public art can add to the beauty of the area and enhance the community's identity.
- The opportunity exists to highlight the unique and important historical character of Calder through public art.
- Community members indicated that there is an interest in public art being pursued in the Calder.

Example Images



4.5 Concept 20: Utility box public art wrap opportunities



- Public art can add to the beauty of the area and enhance the community's identity.
- The opportunity exists to highlight the unique and important historical character of Calder through public art wraps on utility boxes.
- Community members are interested in utility box public art wraps as a way to beautify the neighbourhood.

Example Images





5 Traffic Calming

5.1 Traffic calming

Identified Issues/Challenges/Opportunities

The following observations about traffic were identified through a combination of public engagement and analysis by the project team:

- Shortcutting and fast moving vehicles occur on some roads in the neighbourhood;
- Vehicles travel fast along 129 Avenue and along 121 Street;
- Shortcutting is experienced on 115 Street, 116 Street, 120 Street and 126 Street;
- Pedestrians feel unsafe at some crossings in Calder; and
- Traffic congestion is an issue at peak times at some locations, in particular, around St. Edmund School and Calder Elementary School as well as 113A Street at 129 Avenue.

Exploring Options and Trade-offs

The following general potential traffic calming measures to reduce shortcutting and speeding were shared with the public at the January 2020 Exploring Options and Trade-offs events for feedback.

Measures that reduce shortcutting

Full road closure



Diagonal diverter



Right-in/ right-out island



One-way road



Raised median through an intersection



Measures that reduce speeding

Mini Roundabout



Curb extensions



Raised intersection



Raised crosswalk



Chicanes



Raised median



Speed hump



The following table summarizes key themes we heard regarding general potential traffic calming measures and what we considered while preparing the recommended traffic calming measures.

What we heard	What we considered
<ul style="list-style-type: none"> Residents had a low level of comfort with full road closures, diagonal diverters, raised medians through an intersection, right-in/right-out islands, chicanes, raised medians, and raised intersections. Residents had a medium level of comfort with one-way roads, mini roundabouts, curb extensions, and speed humps. Residents had a high level of comfort with raised crosswalks. 	<ul style="list-style-type: none"> Traffic calming measures can reduce fast moving vehicles and can reduce how often people who drive shortcut through a neighbourhood. Pedestrian safety is a priority for some community members. The addition of curb extensions to reduce speeding. One-way roads to address traffic congestion and improve traffic flow.

What we propose

- Adding curb extensions and enhanced pedestrian crossings at locations shown on Map 7.
- Adding curb extensions projecting onto 129 Avenue to reduce speeding and enhance the feeling of safety for people crossing the avenue at the following locations:
 - A - 129 Avenue and 120 Street;
 - B - 129 Avenue and 119 Street; and
 - C - 129 Avenue and 118 Street.
- Adding curb extensions projecting onto 120 Street to reduce speeding and increase safety for people driving and biking along the 120 Street shared road bike facility at the following locations:
 - H - 120 Street and 132 Avenue;
 - D - 120 Street and 130 Avenue;
 - A - 120 Street and 129 Avenue; and
 - J - 120 Street and 127 Avenue.
- Adding curb extensions projecting onto 116 Street to slow down traffic entering the neighbourhood at the following locations:
 - I - 116 Street and 132 Avenue; and
 - K - 116 Street and 127 Avenue.
- Adding zebra marked crosswalks at locations around St. Edmund School and Calder School to provide safer crossings at the following locations:
 - E - 119 Street and 130 Avenue;
 - F - 118 Street and 131 Avenue; and
 - G - 117 Street and 130 Avenue.

Map 7. Traffic calming and crosswalks

