



Killarney

Urban Design Analysis

Background Report





St. Matthew Catholic Church

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1 Introduction

1.1 Background

Killarney is a mature neighbourhood that was established primarily in the late 1950s. Sidewalks, streets and infrastructure within the neighbourhood are in need of repair. Neighbourhood renewal construction is scheduled in 2022 and 2023.

Building Great Neighbourhoods and Open Spaces Branch

The direction for the Urban Design Analysis Report (UDA) comes from the City of Edmonton's Building Great Neighbourhoods and Open Spaces (BGN&OS) Branch. The BGN&OS Branch leads the process of integrating and leveraging a scope of work that maximizes the full potential for strong and sustainable neighbourhoods. The BGN&OS Branch is at the heart of aligning and advancing multi-faceted neighbourhood renewal efforts and involves the collaboration of other city departments and programs.

BGN&OS Neighbourhood Renewal Program

The purpose of the Neighbourhood Renewal Program is to outline cost-effective and long-term strategic approaches to renew and rebuild infrastructure within mature neighbourhoods and along collector roadways. Work within the scope of the Neighbourhood Renewal Program involves above and below ground infrastructure such as:

- Road reconstruction and repaving;
- Replacement of street lights;
- Replacement of outdated drainage catch basins and catch basin manholes;
- Reconstruction of sidewalks; and
- Reconstruction of curb and gutter.

The Neighbourhood Renewal Program also offers the opportunity for two types of cost-sharing local improvements, sidewalk renewal and decorative street lights.

Killarney Mature Trees and Curbside Sidewalk Road (91 Street)

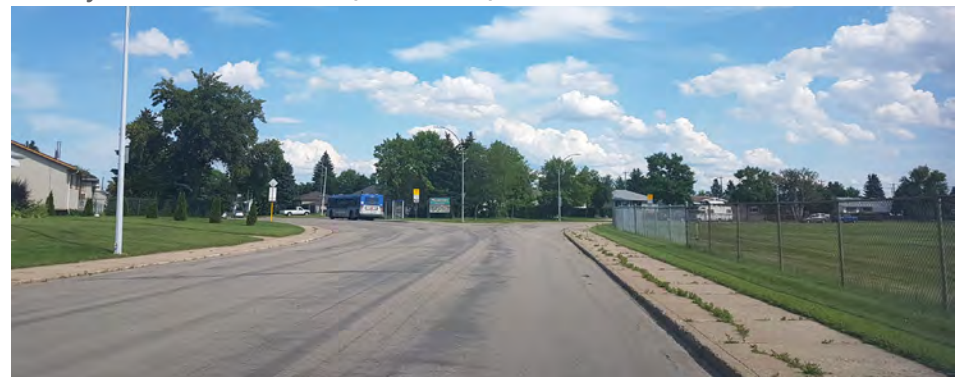


Opportunities to improve other city-owned areas, such as green spaces and parks, will also be reviewed with the neighbourhood renewal process. The intention is to make desired upgrades and enhancements in coordination with the Neighbourhood Renewal Program and other funding sources.

Urban Design Analysis and Public Engagement

In 2017, the scope of Building Great Neighbourhoods (BGN) was expanded to include the requirements of a UDA and enhanced public engagement as part of the BGN&OS Neighbourhood Renewal Program. The UDA looks at the urban environment, its functionality, connectivity, aesthetics and the urban experience of the neighbourhood, and suggests improvements which will ultimately inform neighbourhood renewal initiatives. An extensive public engagement process will be used to develop and refine the recommendations of the UDA. Public engagement efforts will include pop-up events, drop-in sessions, community walking tours and ideas workshop, public engagement events and surveys.

Killarney Curbside Sidewalk Road (129B Avenue)



1.2 Purpose

The Killarney UDA is a detailed study from an urban design/planning perspective. The study identifies concepts, reflected through public engagement, to inform neighbourhood renewal efforts. The UDA identifies gaps and opportunities within the neighbourhood from different lenses such as walkability, connectivity and universal design. These identified opportunities will help guide future infrastructure investment and renewal.

Conducting a UDA as part of neighbourhood renewal is beneficial with regards to ensuring that municipal infrastructure investments are efficiently used. Neighbourhood renewal efforts can both satisfy upgrades to infrastructure above and below ground while also improving aspects of the public realm such as safety, parks, pedestrian connectivity and landscaping.

The UDA provides comprehensive solutions to community identified issues that can be addressed through neighbourhood renewal efforts, which could help bring people together and improve the quality of life of local residents and economic well-being of local businesses.

Concepts selected for implementation will require detailed engineering prior to construction, as well as consideration of appropriate funding sources. Funding could come from the public, private or community sectors. It is recognized that limited financial resources are available, so while some initiatives will be prioritized, others will likely be developed over longer time frames or reassessed in time.

Killarney Curbside Sidewalk (93 Street)



1.3 What is an Urban Design Analysis?

Urban design is an overarching city-building discipline that is concerned with how people experience the urban environment during their day-to-day activities. Urban design focuses on the public realm – the city-wide network of streets, parks, trails and open spaces - and how it is organized, how it functions, how it is built (i.e. design aesthetics), how it relates to the surrounding buildings (i.e. how the public realm is connected to buildings) and how it is connected to the rest of the city (i.e. connectivity). Good urban design supports economic, environmental and social sustainability and sustainable growth - applicable at street-, neighbourhood- and city-wide levels. Integrating urban design thinking into the neighbourhood renewal process will help to make Edmonton a more vibrant, responsive and sustainable city.

The *Way We Grow*, Edmonton's Municipal Development Plan, identifies urban design as a major strategic goal that is interconnected and supportive of other strategic goals (i.e. Complete, Healthy and Livable Communities, Sustainable Urban Form, Integrated Land Use and Transportation, Supporting Prosperity and Natural Environment).

The UDA looks at Killarney through an urban design lens in terms of the existing urban context, character areas, design aesthetics, access to day-to-day community destinations and connectivity with other parts of the city. The focus is on the human experience (i.e. people-centric design), aesthetics, convenience to residents and visitors, the uniqueness and familiarity of the urban form, with additional consideration of safety, inclusivity (e.g. for all ages and abilities), universal design and design for all seasons. The UDA recommends urban design concepts to address issues and opportunities identified through the urban design lens and the public engagement process.

Given BGN's focus on infrastructure, the UDA focuses mostly on the physical environment and less on programming and organizational events.

Pedestrian Crossing (93 Street and 129B Avenue)



1.4 Project Approach and Process

The Killarney UDA is part of the Concept Phase set out in the BGN *Public Engagement Charter*.

The key steps in the Concept Phase (see Figure 1) are:

- Sharing information about Neighbourhood Renewal Projects with the community;
- Establishing a neighbourhood vision for livability and transportation;
- Analyzing neighbourhood urban design features to identify strengths and opportunities for renewal; and
- Developing concept options and identifying priority projects that respond to the opportunities.

Urban design concept options within the UDA will inform concept and preliminary plans.



Figure 1. BGN Road Map



2 Neighbourhood Background Information

2.1 Study Area

The Killarney UDA includes the area shown on Map 1a and includes local roads, collector roads and city-owned land.

The scope of neighbourhood renewal excludes the following locations:

- 127 Avenue;
- 97 Street;
- 132 Avenue;
- 82 Street; and
- Alleys (not part of the Neighbourhood Renewal Program).

However, the analysis includes the review of connections across the above roads.

2.2 Neighbourhood Context

Early History

The community began to thrive in the post World War II period due to an influx of demand for housing. The majority of the neighbourhood was subdivided in the late 1950s and the bulk of Killarney’s development took place shortly thereafter. Single-detached homes account for approximately one third of residential units and the remainder is split fairly evenly between semi-detached homes, row housing and low rise apartments.

Major Transportation Corridors

Major transportation corridors adjacent to Killarney include the arterial roads of 97 and 82 Streets and 127 Avenue along with 132 Avenue, a collector road. Within the neighbourhood, 90 Street, 129B Avenue west of 90 Street and 130 Avenue east of 90 Street are classified as collector roads. Currently, bus service is available along 97 Street, 132 Avenue, 82 Street, 129B and 130 Avenues. However, future changes to existing bus routes are anticipated as part of the Bus Network Redesign (see Section 3.11).

Commercial Amenities

Commercial amenities surrounding the Killarney Neighbourhood are predominantly located along 97 and 82 Streets. Additional retail and commercial uses are located in the neighbouring Glengarry Community along 132 Avenue between 90 and 91 Streets and south of Killarney Along 127 Avenue. The majority of the commercial uses are auto-oriented strip mall developments with a focus of serving the traveling public.

Parks and Open Spaces

Killarney is served by a number of parks which include facilities that support active recreation, such as playgrounds and sports fields and passive recreation spaces. Additional details about parks are included in Section 3.7.

Killarney Community League

The Killarney Community League is an active, non-profit community organization which serves the recreational and social needs and interests of residents in the community. The Community League operates the Killarney Community Hall which hosts a number of community and private events including recreational opportunities and social gatherings.

Educational Institutions

The neighbourhood is served by four schools, Mee-Yah-Noh Public Elementary School, Queen Elizabeth Public High School, Killarney Public Junior High School and St. Matthew Catholic Elementary School. Grades offered at each school are summarized in Table 1.

Table 1: Community Schools and Grades Offered

School Name	Grades Offered
Mee-Yah-Noh Public Elementary School	Kindergarten to Grade 6
Queen Elizabeth Public High School	Grade 10 to Grade 12
Killarney Public Junior High School	Grade 7 to Grade 9
St. Matthew Catholic Elementary School	Pre-Kindergarten to Grade 6

Map 1a. Study Area



- █ Killarney Neighbourhood Boundary
- █ Roads included within the scope of Neighbourhood Renewal
- █ Roads not included within the scope of Neighbourhood Renewal
- █ Community Centre
- █ Educational Institution
- █ Place of Worship
- █ Commercial along Collector Roads
- █ Commercial along Arterial Roads



2.3 Neighbourhood Census Information

The majority of private dwellings in Killarney were developed in the pre-1960s and between 1960 and 1980. Thirty one percent of dwellings are single-detached houses and 26% of dwellings are apartments (four storeys and under).

Over the past three decades, the population of the neighbourhood has remained fairly consistent. Compared to the City of Edmonton, which has seen substantial growth, Killarney is a well-established community with a steady population.

The most commonly spoken language is English, followed by Indo-European languages. This results in a majority of residents speaking English as their primary language, followed by Arabic, Filipino, Spanish and Ukrainianian.

Similar to the City of Edmonton as a whole, many Killarney residents use personal vehicles as a primary means of transportation to work. Other means of transportation, such as public transit and walking, are generally consistent with city-wide trends. However, cycling rates in the Killarney neighbourhood are much lower than the Edmonton average.

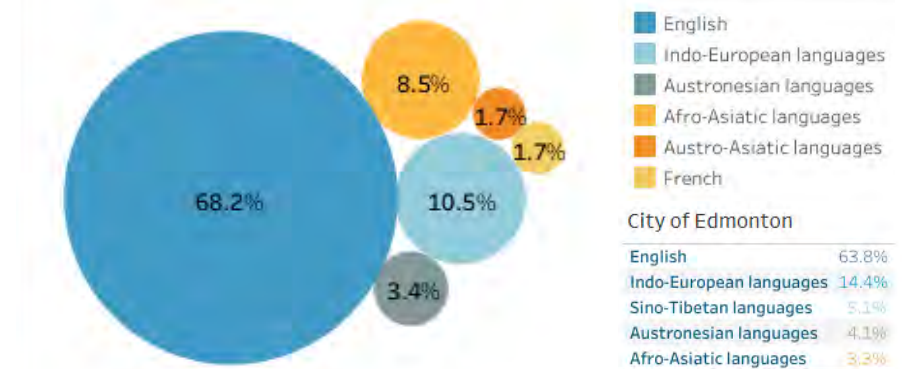
Potential Opportunities

- Maintain and enhance the bus transit network and amenities to serve the needs of the diverse socio-economic population within the neighbourhood.
- Explore opportunities to enhance the bike routes and facilities within the neighbourhood, which may inspire more people to choose cycling as a mode of transportation.
- Explore the opportunity to improve neighbourhood walkability and walking as a transportation mode choice for residents.

Row Housing in Killarney



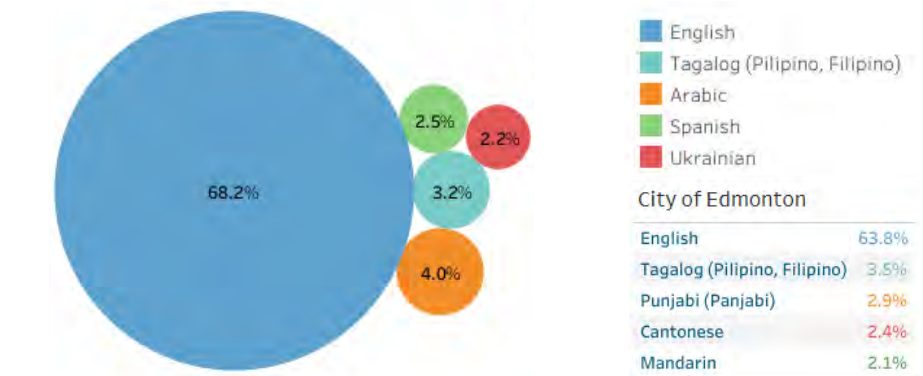
Killarney Top 5 Languages



City of Edmonton

English	63.8%
Indo-European languages	14.4%
Sino-Tibetan languages	5.1%
Austronesian languages	4.1%
Afro-Asiatic languages	3.2%

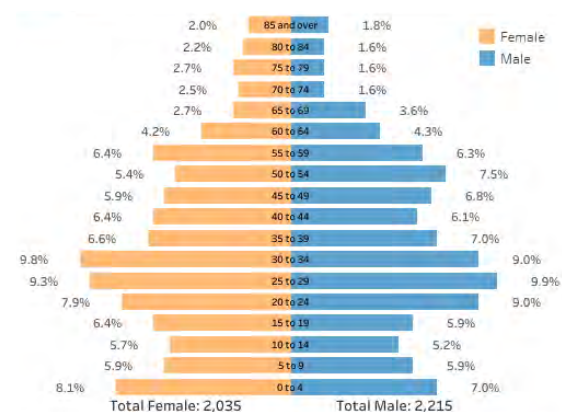
Killarney Mother Tongue



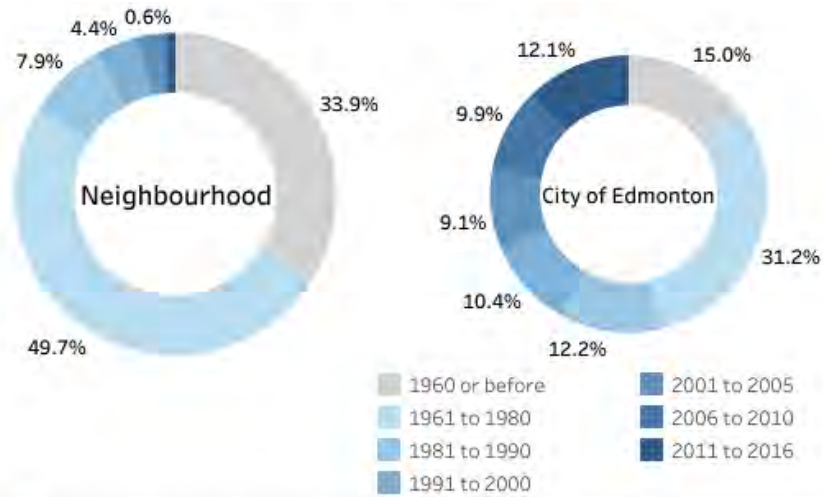
City of Edmonton

English	63.8%
Tagalog (Pilipino, Filipino)	3.5%
Punjabi (Panjabi)	2.9%
Cantonese	2.4%
Mandarin	2.1%

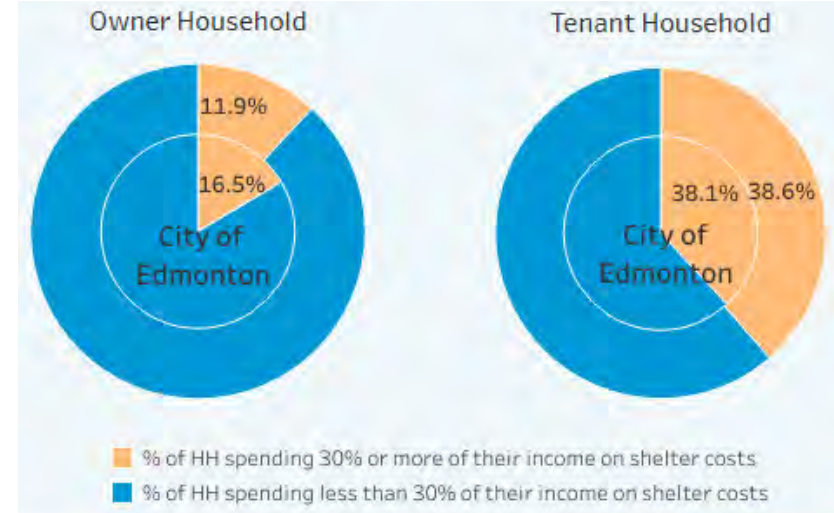
Killarney Population by Age and Gender



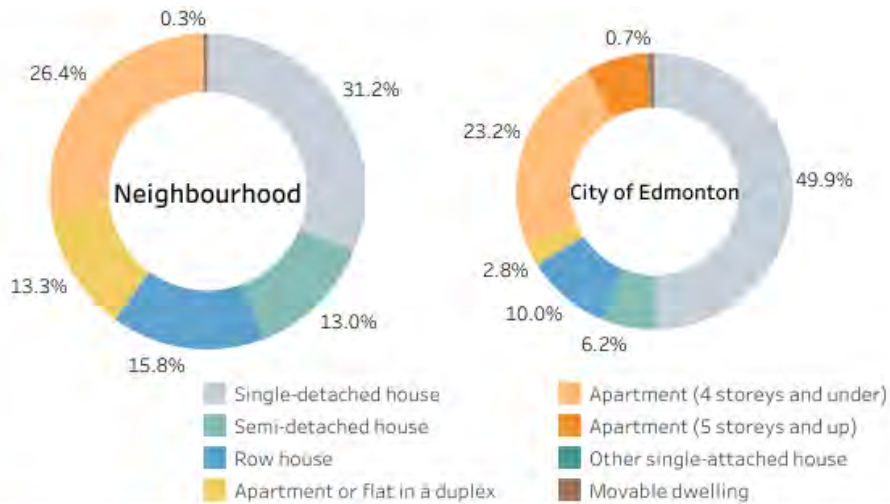
Killarney Dwelling Age



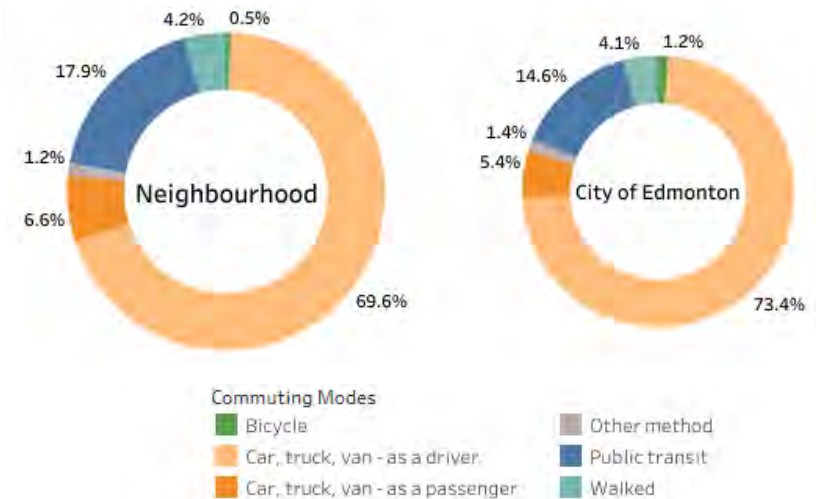
Killarney Household Shelter Costs



Killarney Dwelling Types



Killarney Journey to Work







3 Neighbourhood Analysis



86 Street

Preamble

The urban design framework, as well as the concept options shown in the UDA, is informed by the background analysis report. The following topics were reviewed and analyzed in detail to gain a comprehensive understanding of existing neighbourhood systems, movement patterns, open space networks, the overall physical environment and existing gaps and associated opportunities:

- 3.1 Surrounding Context & Destinations
- 3.2 Built Form & Character Areas
- 3.3 Commercial Nodes & Community Destinations
- 3.4 Public & Private Projects
- 3.5 Land Ownership
- 3.6 Surrounding Open Space Network
- 3.7 Neighbourhood Parks & Open Spaces
- 3.8 Street Types
- 3.9 Parking
- 3.10 Pedestrian Network
- 3.11 Transit Network
- 3.12 Cycling Network
- 3.13 Crime Prevention Through Environmental Design (CPTED) Analysis
- 3.14 Infrastructure

The neighbourhood analysis undertaken in this section highlights existing conditions and potential opportunities for the key topic areas identified above.



83 Street



130 Avenue

3.1 Surrounding Context & Destinations

Analyzing the surrounding context of a neighbourhood provides insights into the relationships between the Killarney neighbourhood and the city as a whole. The existing open space network, community destinations, trails and active transportation facilities in the surrounding area are identified on Map 1.

Transportation

Killarney is surrounded by three arterial roads: 97 Street, 127 Avenue and 82 Street and one collector road, 132 Avenue. 132 Avenue provides important connections to 97 Street and 82 Street as well as multiple schools, a recreation centre and Glengarry District Park. A large number of commercial businesses are located along 97 and 82 Streets. The Yellowhead Trail, a major east/west arterial, is located to the south of Killarney. The Yellowhead Trail provides access to St. Albert Trail, Wayne Gretzky Drive Northwest and many highway commercial and industrial businesses. The neighbourhood is not connected to the surrounding city-wide bike network. Bike facilities surrounding Killarney include a variety of on-street routes and shared-use paths.

Destinations

Some noteworthy employment, retail and commercial areas surrounding Killarney are located along 97 and 82 Streets and 132 and 127 Avenues. Uses include various restaurants, personal service shops and auto-mechanic services. Larger commercial centres such as Northgate Centre, North Town Centre and Londonderry Mall provide a wider range of commercial and retail opportunities. The Yellowhead Corridor West and East industrial areas south of Killarney contain the CN Walker Yard and office building and various industrial businesses.

Northgate Centre



O'Leary Fitness and Leisure Centre



Yellowhead Corridor East



82 Street Corridor



97 Street Corridor



Glengarry Park



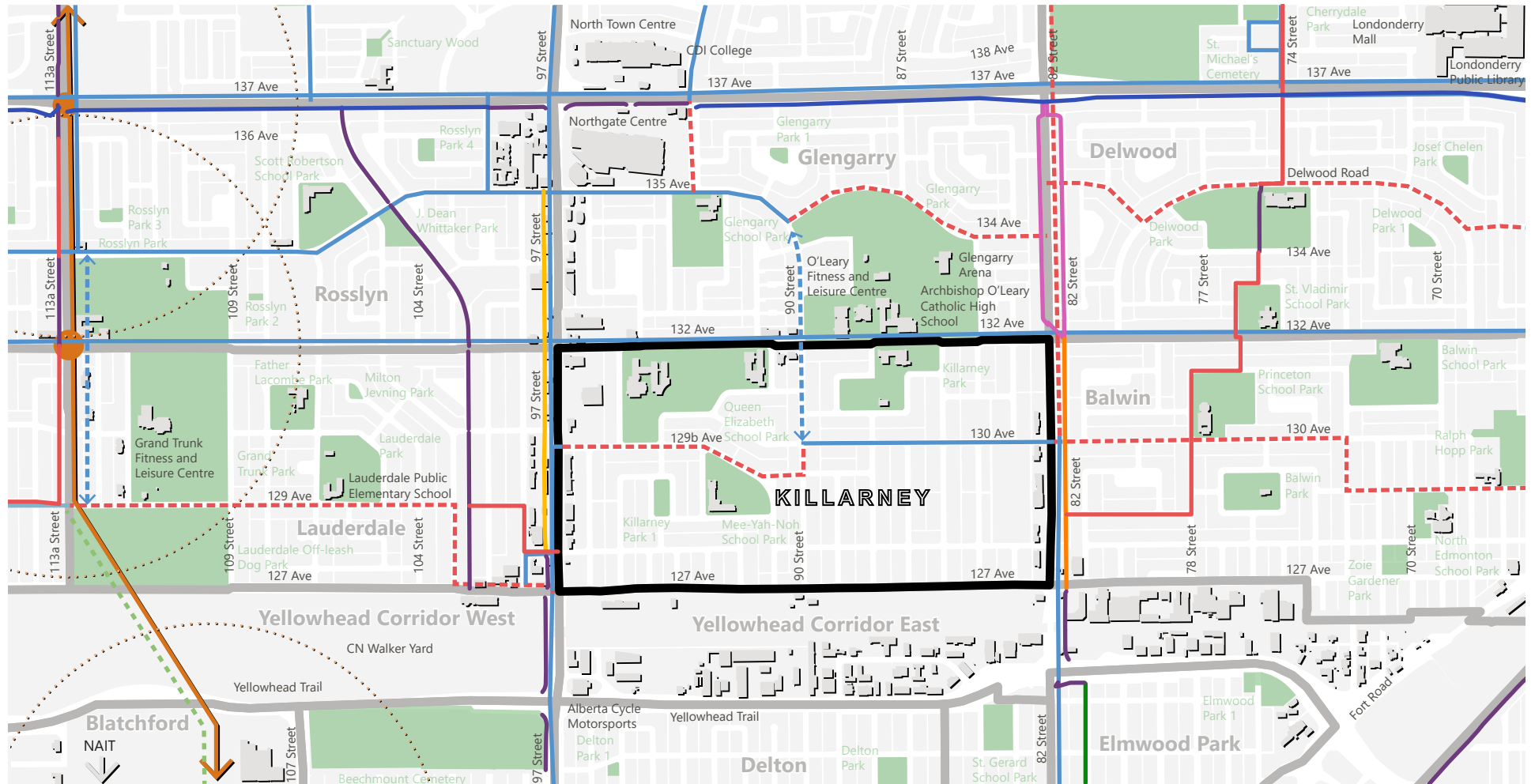
Several educational institutions, primarily public and catholic schools, surround the neighbourhood, most notably the Lauderdale Public Elementary School, Archbishop O'Leary Catholic High School and Princeton Elementary Public School. The closest library to Killarney is the Londonderry Public Library. Nearby post-secondary institutions include the Northern Alberta Institute of Technology (NAIT) which enrolls over 47,500 full and part-time students a year and CDI College.

The O'Leary Fitness and Leisure Centre provides access to a number of recreational amenities. Additional recreational opportunities are provided at the Grand Trunk Fitness and Leisure Centre, the Glengarry District Activity Park as well as in a variety of public parks and school playgrounds located in the surrounding neighbourhoods.

Opportunities

- Improve pedestrian connectivity between Queen Elizabeth School Park and Glengarry Park and the schools within.
- Improve pedestrian connectivity to planned transit routes surrounding Killarney.
- Explore options to work with the Edmonton Bike Plan Team and examine options to connect Killarney to the existing bike network surrounding the neighbourhood.
- Improve pedestrian connectivity from residential areas and key neighbourhood destinations to commercial uses along 97 and 82 Streets.

Map 1. Surrounding Context & Destinations



- Killarney Neighbourhood Boundary
- 800m Walking Radius
- Public Park/School Playground
- Planned Pedestrian and Cyclist Connection along the LRT Bridge
- Key Destinations
- ETS Bus Routes
- Surrounding Neighbourhood Boundary
- Bus Network Redesign (Removal of Route)
- Bus Network Redesign (Addition)
- Signed On-Street Bike Route (Service Road)
- Signed On-Street Bike Route
- Off-Street Shared-Use Path Paved
- On-Street Peak Hour Bus Taxi Bike Lane
- On-Street Bike Lane
- Shared-Use Lane Side by Side
- Shared-Use Lane Single File



3.2 Built Form & Character Areas

The general building types and land uses character areas within Killarney are identified on Map 2.

Mature Residential (curbside sidewalks)

The majority of local roads in Killarney follow a broken grid street pattern, have curbside sidewalks with some mature trees and are lined with predominately single-detached houses. Duplexes, education institutions, the Killarney Community League building and places of worship can also be found within the mature residential area.

Multi-Family Residential (curbside sidewalks)

A number of three storey multi-family residential apartment buildings, row houses and duplexes are located in the northwest corner and east portion of the neighbourhood. Surface parking for these developments are located at the rear of the buildings. The configuration of multiple row house buildings creates various private grassed courtyards.

Commercial Along Arterial Roads

A number of commercial areas along arterial roads are located within the Killarney neighbourhood along 97 and 82 Streets and 127 Avenue. The 97 and 82 Streets commercial areas are characterized by 1-2 storey buildings with parking lots located between the street and building entrances. The 127 Avenue commercial area consists of auto-related uses with large vehicle storage lots.

Opportunities

- Explore opportunities to add seating/meeting areas along pedestrian corridors and near multi-family developments.
- Potential exists to convert curbside sidewalks to separate sidewalks and add street trees.
- Ensure the design of park spaces and public streets consider the entrance locations of existing buildings in order to develop safe and attractive public spaces.

Mature Residential Area



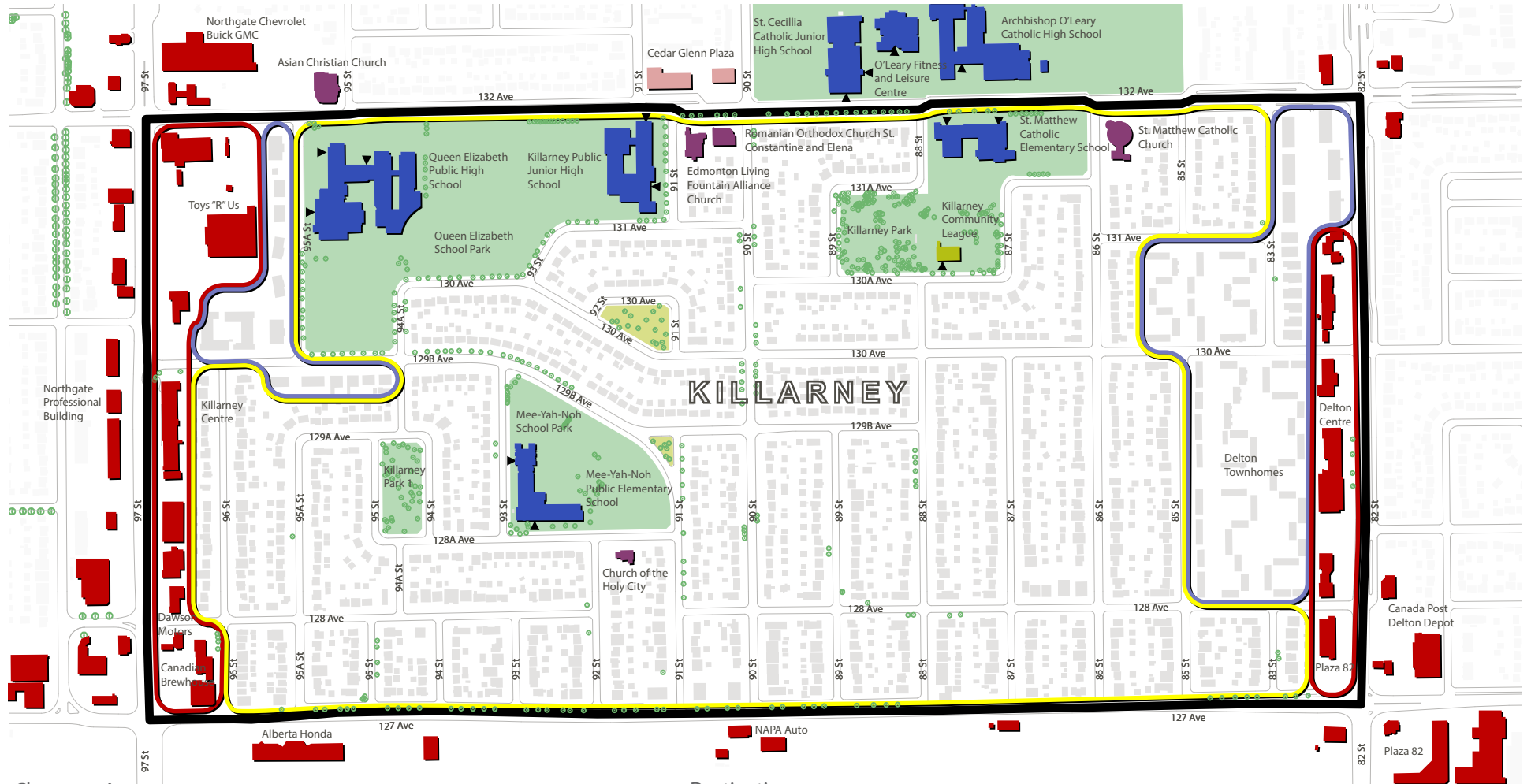
Multi-Family Residential Area



Arterial Commercial Area (82 Street)



Map 2. Built Form & Character Areas



Character Areas

- Mature Residential (curbside sidewalks)
- Multi-family Residential (curbside sidewalks)
- Commercial along Arterial Roads
- ▶ Institutional Building Main Entrances
- Trees (city-owned and maintained)

- Killarney Neighbourhood Boundary
- Public Park/School Playground
- Green Space

Destinations

- Community Centre
- Educational Institution
- Place of Worship
- Commercial along Collector Roads
- Commercial along Arterial Roads



3.3 Commercial Nodes & Community Destinations

The existing commercial nodes and community destinations in the Killarney neighbourhood are identified on Map 3.

Public Park/School Playground

- Killarney Park 1
- Queen Elizabeth School Park (District Activity Park)
- Mee-Yah-Noh School Park
- Killarney Park

Community Centres

- Killarney Community League

Educational Destinations

- Mee-Yah-Noh Public Elementary School
- Queen Elizabeth Public High School
- Killarney Public Junior High School
- St. Matthew Catholic Elementary School

Places of Worship

- Church of the Holy City
- Edmonton Living Fountain Alliance Church
- Romanian Orthodox Church St. Constantine and Elena
- St. Matthew Catholic Church

Commercial Along Collector Roads

- Cedar Glenn Plaza

Commercial Along Arterial Roads

- Various small and medium scale commercial, retail, and automotive businesses along major arterial roads such as 97 and 82 Streets.
- Various small scale commercial, retail and small business services located along 132 Avenue outside of the Killarney Neighbourhood Boundary.

Opportunities

- Explore opportunities to create and/or enhance existing community focal points.
- Focus public realm improvements around key nodes and community destinations.
- Explore opportunities to enhance the pedestrian experience along key walking routes.
- Examine connections within the neighbourhood to surrounding destinations, including parks and open spaces.

Mee-Yah-Noh Public Elementary School



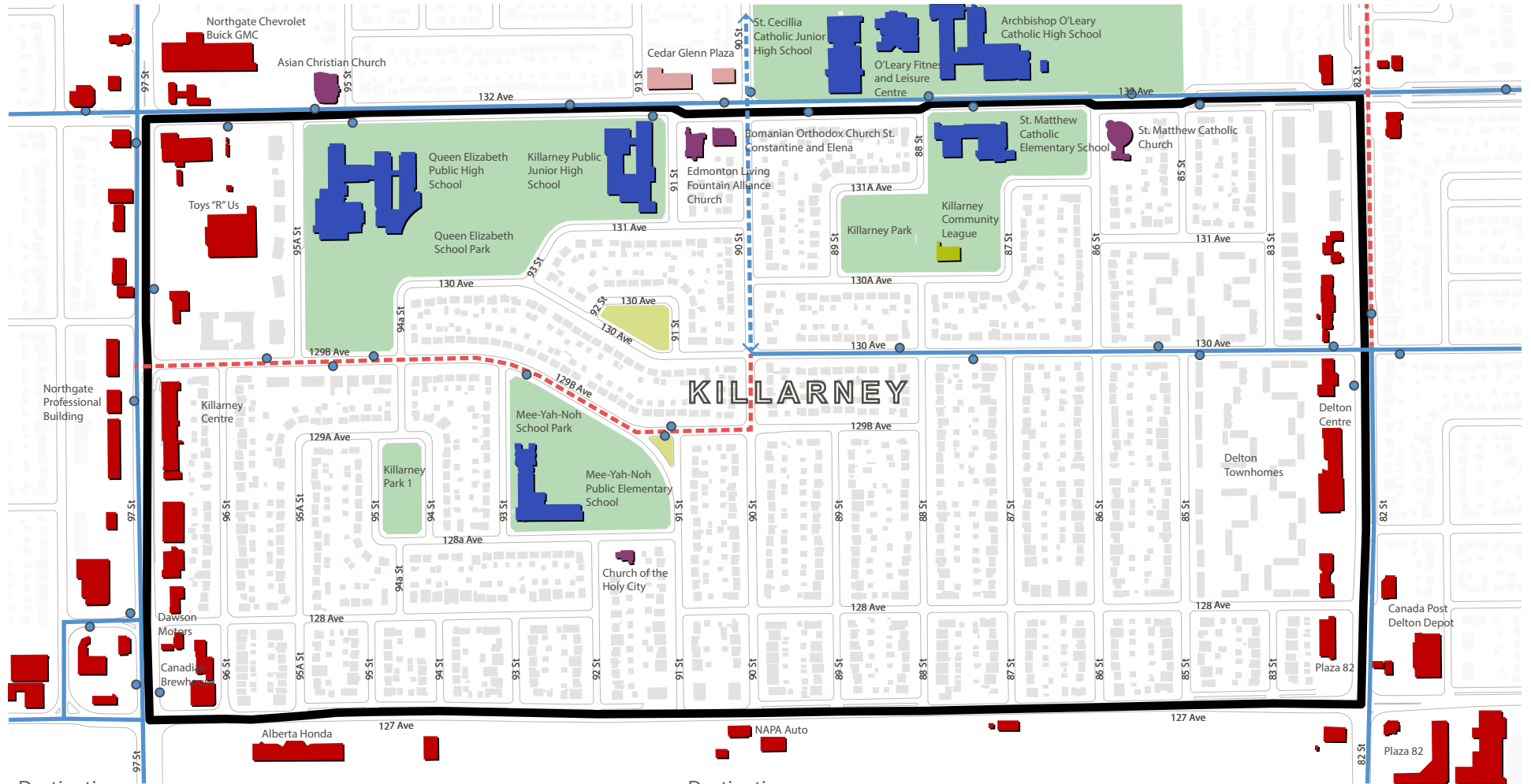
North Edmonton Living Fountain Alliance Church



Church of the Holy City



Map 3. Commercial Nodes & Community Destinations



Destinations

- Killarney Neighbourhood Boundary
- Public Park/School Playground
- Green Space
- Community Centre
- Educational Institution

- Place of Worship
- Commercial along Collector Roads
- Commercial along Arterial Roads

Destinations

- ETS Bus Route & Stop
- - - Bus Network Redesign (Removal of Route)
- ← - - - Bus Network Redesign (Addition)



3.4 Public & Private Projects

It is important to obtain an understanding of existing and on-going projects within and surrounding the Killarney neighbourhood. Various planned and in progress projects are identified on Map 4. Opportunities to align city efforts and resources regarding multiple projects could be pursued.

1 North District Commercial Development

The North District Commercial Development is a shopping plaza development located on the northwest corner of 97 Street and 128 Avenue. The development will consist of three buildings containing a total of 42,000 plus square feet of commercial space. The project is currently under construction.

2 Yellowhead Trail Freeway Conversion

The Yellowhead Trail Freeway Conversion involves upgrading the Yellowhead Trail to three lanes of free-flowing traffic in each direction with a target speed of 80km/hour. To achieve this, current signalized intersections and direct access on or off the Yellowhead Trail will be removed, and two new interchanges will be built. The project is currently in the conceptual phase where the configuration of the interchanges and adjacent roadways are being identified and explored.

More information on the Yellowhead Trail Freeway Conversion can be found at edmonton.ca/YellowheadTrail

3 4 Queen Elizabeth School Park and Glengarry Park Master Plans

Queen Elizabeth School Park and Glengarry Park were identified as a priority for the District Activity Park Renewal Program to update park infrastructure and park amenities to meet community needs. District Activity Parks are part of a city-wide park system and support a wide variety of facilities, programs and open space activities. Master Plans were developed for both parks in 2018 and detailed design and construction is dependent on funding. The preferred concept plans for both parks are provided in Appendix A.

More information on the Queen Elizabeth School Park and Glengarry Park Master Plans can be found at edmonton.ca/QEschoolparkmp and edmonton.ca/glengarrydistrictparkmp

5 Bus Network Redesign (Proposed New Route)

The Bus Network Redesign is the first major action coming out of the Transit Strategy. The proposed new bus network, built with input from thousands of Edmontonians, reflects residents' priorities by delivering a bus service that meets the needs of more people. The redesign proposes removing segments of existing bus routes along 129B Avenue (between 97 and 90 Streets), 90 Street (between 129B Avenue and 130 Avenue) and 82 Street (north of 130 Avenue). The redesign also proposes the addition of a new route along 90 Street (north of 130 Avenue). See Section 3.11 and edmonton.ca/BusNetworkRedesign

6 132 Avenue Collector Renewal

The residential collector of 132 Avenue has been identified for collector renewal as its own project. This road fulfills a special function along the northern boundary of Killarney as it connects residents and local roads to the major arterial roads of the city.

7 Queen Elizabeth Public High School Modernization Project

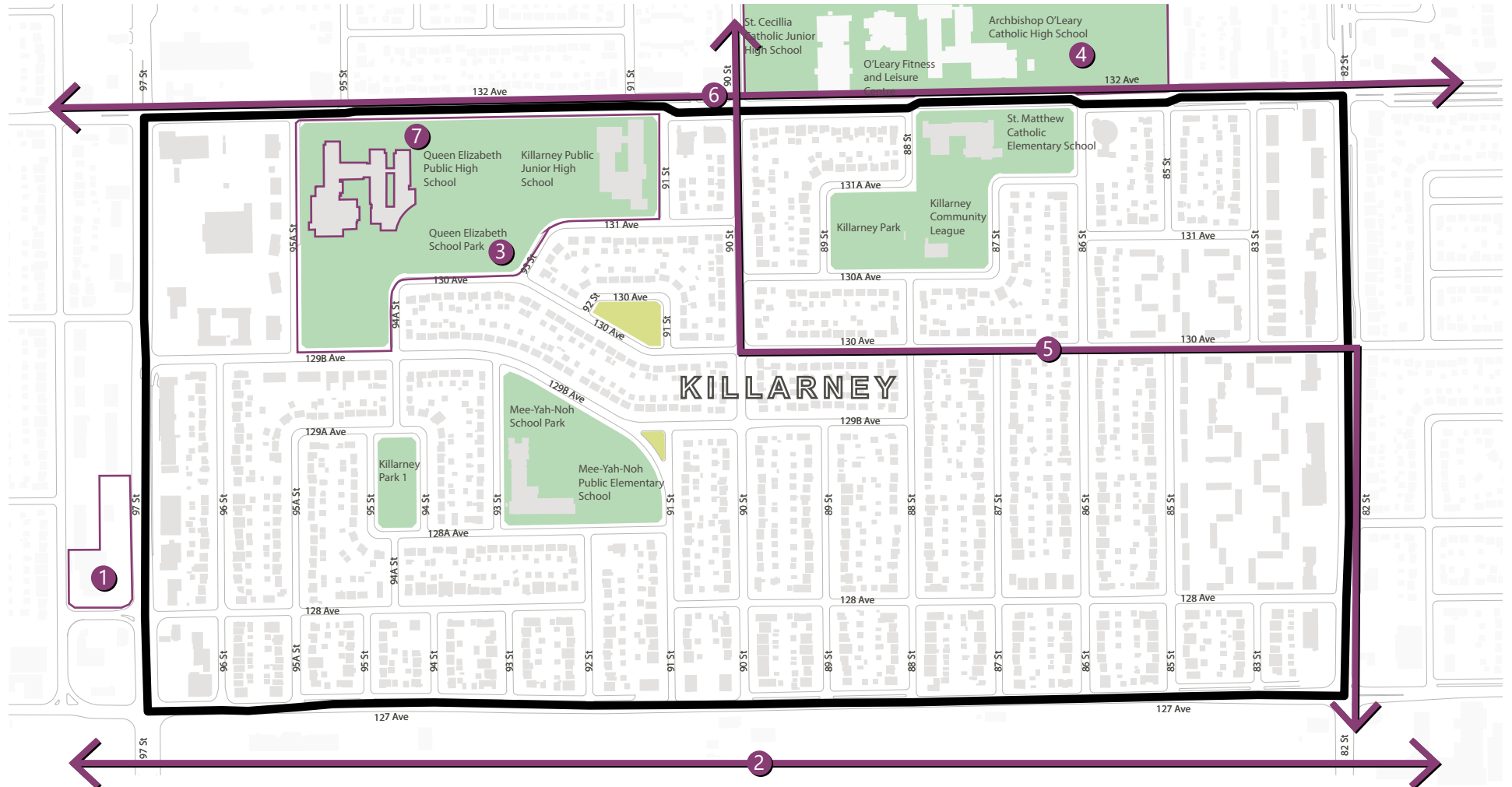
The Edmonton Public Schools Board has selected the Queen Elizabeth Public High School for a Modernization Project. The project will involve major investments to update the school's aging infrastructure.











More information on the Queen Elizabeth School Modernization can be found at epsb.ca/schools/newschoolsandmodernizations

Opportunities

- Where possible, coordinate public engagement activities of the Killarney UDA with other ongoing and planned public and private projects.
- Where possible, coordinate and align project timelines and construction schedules of the Killarney UDA with other ongoing and planned public and private projects.

Map 4. Public & Private Projects



-  Killarney Neighbourhood Boundary
-  Public Park/School Playground
-  Green Space
-  1 North District Commercial Development
-  2 Yellowhead Trail Freeway Conversion
-  3 Queen Elizabeth School Park Master Plan
-  4 Glengarry Park Master Plan
-  5 Bus Network Redesign (Proposed New Route)
-  6 132 Avenue Collector Renewal
-  7 Queen Elizabeth School Modernization



3.5 Land Ownership

Land ownership is an important consideration for neighbourhood renewal. Different parcels of land are associated with different organizations, such as the City of Edmonton or the Public and Catholic School Boards. Land ownership within Killarney is identified on Map 5.

Municipal Use Property Holdings

Several municipal use property holdings exist throughout Killarney. These holdings are generally in the form of public utility lots (PULs). The purpose of PULs is to provide land to be used for public consumption or benefit for utilities, infrastructure and transportation.

Transportation Holding

The City of Edmonton owns parcels of lands designated for traffic and pedestrians.

Housing and Economic Sustainability Holding

The Housing and Economic Sustainability Branch at the City of Edmonton advances positive community outcomes addressing the need for attainable housing, available at market and non-market rates through different programs, policies and initiatives.

Land Ownership and Leases

The City of Edmonton has established joint-use agreements with Public and Catholic School Boards for respective school sites. Map 5 also identifies the lands owned by the City of Edmonton, lands under the joint-use agreement with the Edmonton Public and Catholic School Boards and lands leased to the Killarney Community League.

Opportunities

- Explore the feasibility of utilizing PULs for enhanced connections or additional neighbourhood amenities.

Land Ownership Details

Ownership Number	Property Address	Current Use
Municipal Use Property Holdings		
1*	13024U - 95A Street	Fenced Walkway
2*	12850U - 96 Street	Paved Walkway
3**	9514U - 129A Avenue	Transmission Pole
4**	9313U - 128A Avenue	Transmission Pole
5*	12731U - 92 Street	Transmission Pole
6*	12732U - 91 Street	Transmission Pole
7*	9012U - 127 Avenue	Transmission Pole
8*	9127U - 130 Avenue	Paved Walkway
9**	9127U - 131 Avenue	Transmission Pole
10**	13010U - 90 Street	Transmission Pole
11*	12902U - 89 Street	Transmission Pole
12*	12901U - 89 Street	Transmission Pole
13*	12902U - 88 Street	Private Driveway
14*	12901U - 88 Street	Private Driveway
15*	8612U - 128 Avenue	Transmission Pole
Transportation Holding		
16*	9601 - 128 Avenue	Corner Cut/Sight line
Other		
17*	9307U - 130 Avenue	Private Property
18*	9223U - 130 Avenue	Private Property
19*	13011U - 93 Street	Private Property
20*	9116U - 129B Avenue	Private Property

* Owned by the City of Edmonton.

** Owned by the City of Edmonton and leased with a Private Property Owner.

15 Municipal Use Property Holding



5 Municipal Use Property Holding



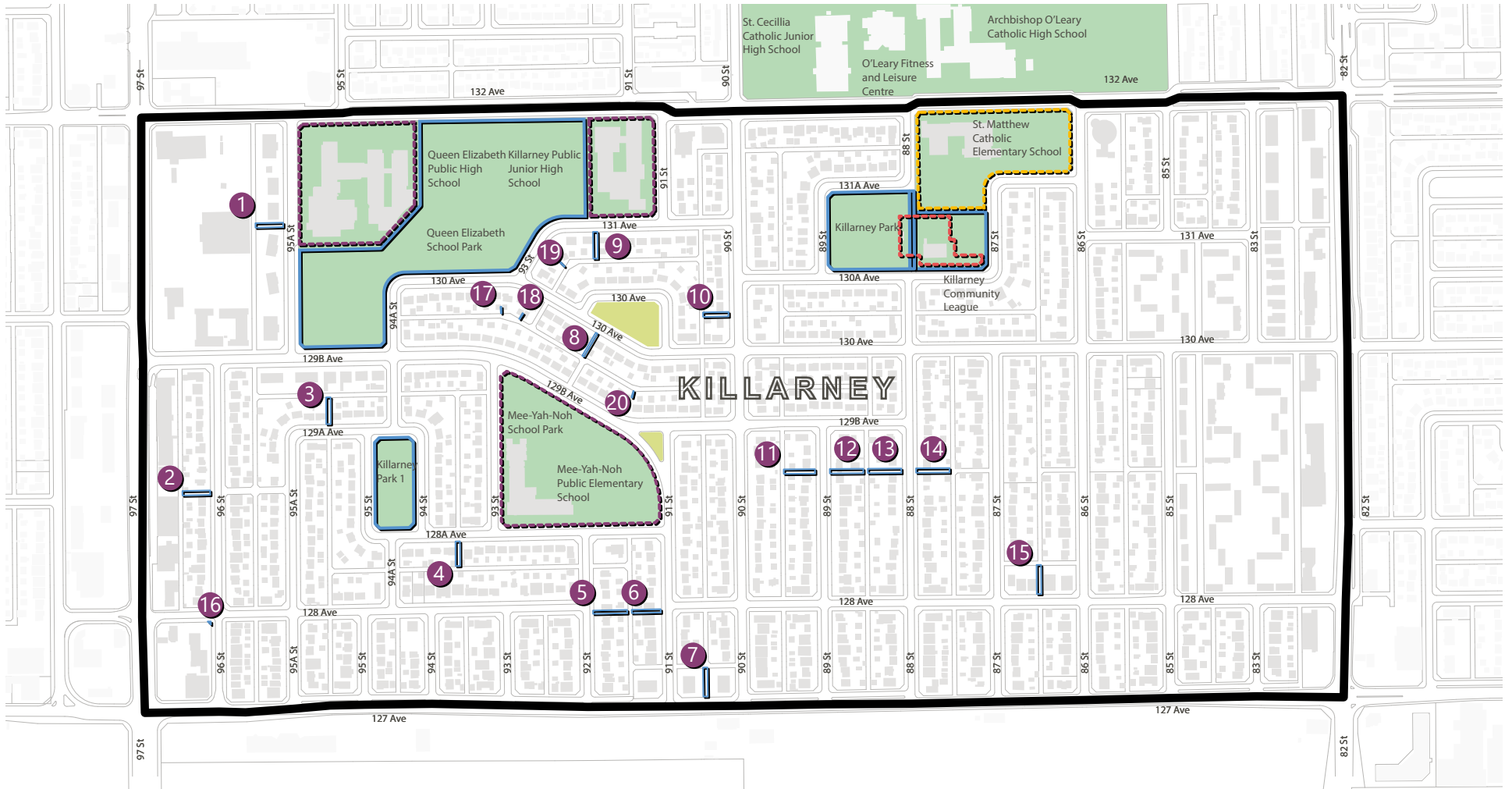
12 Rear Alley (east-west)



9 South of Queen Elizabeth School Park



Map 5. Land Ownership



-  Killarney Neighbourhood Boundary
-  Public Park/School Playground
-  Green Space
-  City of Edmonton Land Holdings
-  Killarney Community League Lease
-  Edmonton Catholic School Board Lands (Joint-use Agreement with the City of Edmonton)
-  Edmonton Public School Board Lands (Joint-use Agreement with the City of Edmonton)



3.6 Surrounding Open Space Network

It is important to analyze the surrounding context of a neighbourhood to understand the availability of various types of open spaces and the amenities within them. By doing so, insights can be gathered to identify opportunities and gaps within the open space network. Various parks and amenities in the neighbourhoods surrounding Killarney are identified on Map 6.

Parks surrounding Killarney have a number of amenities that serve both the residents of the neighbourhood and surrounding areas. The neighbourhoods located next to Killarney (Lauderdale, Rosslyn, Glengarry, Delwood and Balwin) include the following park types:

- 9 Pocket Parks;
- 13 School and Community Parks; and
- 3 District Activity Parks.

Park amenities in the five neighbourhoods surrounding Killarney include:

- 20 Baseball Diamonds;
- 38 Soccer Fields;

- 6 Combination Fields;
- 2 Indoor Pools (Grand Trunk and O’Leary Pools);
- 1 Running Track
- 1 Off-Leash Dog Park;
- 2 Arenas (Grand Trunk and Glengarry Indoor Ice Arenas);
- 11 Tennis Courts;
- 2 Recreation Centres (Grand Trunk Fitness and Leisure Centre that includes a fitness centre, stretching area, boardroom and full kitchen for social events, and O’Leary Fitness and Leisure Centre that includes a fitness centre, meeting rooms, indoor play space and kitchen facilities);
- 2 Long Jump Pits
- 6 Outdoor Rinks and Skating Areas;
- 1 Sledding Hill;
- 21 Playgrounds;
- 28 Basketball Courts (this number includes those on school sites); and
- 3 Spray Parks.

Breathe: Edmonton’s Green Network Strategy

Breathe: Edmonton’s Green Network Strategy is a transformative strategy to make sure that as the City grows, each neighbourhood will be supported by a network of open spaces. The goal of the plan is to sustain a healthy city by encouraging connection and integration of open spaces. The Strategy considers the amount, function and configuration of municipal parks and all publicly accessible open spaces. To obtain a holistic perspective on the green space network, three themes are used to evaluate the functionality of green spaces: Ecology, Celebration and Wellness. Functional scores are assigned to each green space based on amenities and characteristics which support each theme. Multifunctional open spaces offering a broad range of amenities and are highly desirable destinations within a community. Understanding the multifunctionality of open spaces can provide valuable information for future planning to address opportunities and gaps.

Opportunities

- Explore opportunities to add amenities in Killarney parks that currently do not exist in the surrounding neighbourhoods.
- Explore opportunities to include winter-oriented open space amenities within Killarney.

Lauderdale Off-Leash Dog Park



Rosslyn Park



Grand Trunk Park Baseball Diamond



Glengarry Park



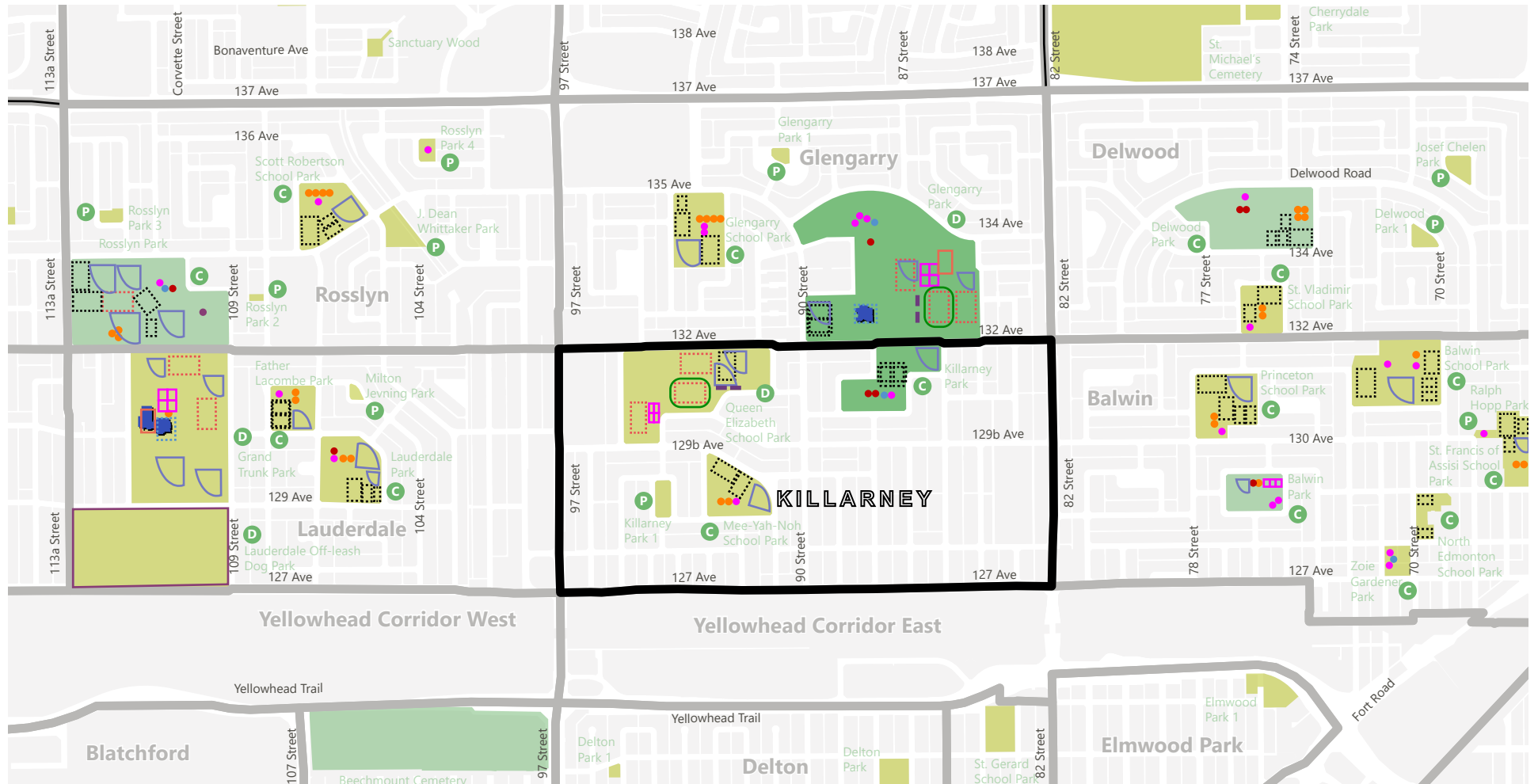
Delwood Park



Balwin Park



Map 6. Surrounding Open Space Network



- Killarney Neighbourhood Boundary
- Surrounding Neighbourhood Boundary
- Park Classification**
- District Activity Park (3)
- School and Community Park (13)
- Pocket Park (9)

- Baseball Diamond (20)
- Soccer Field (38)
- Combination Field (6)
- Indoor Pool (2)
- Running Track (1)
- Off-leash Dog Park (1)
- Arena (2)
- Tennis Court (11)
- Recreation Centre (2)
- Long Jump Pits (2)

- Outdoor Rink and Skating Area (6)
- Sledding Hill (1)
- Playground (21)
- Basketball Court (28)
- Spray Park (3)

- Breathe Green Network Themes and Functions**
- Diverse (Two Themes)
- Functional (One Theme)
- Other (No Themes)



3.7 Neighbourhood Parks & Open Spaces

Open spaces in a community should provide multiple recreation and social opportunities for all age groups. The design of open spaces can allow for active and passive activities. Open spaces can be programmed for organized sporting events and supporting social interactions throughout all seasons. The public open spaces and amenities within each of the parks in Killarney are identified on Map 7.

Queen Elizabeth School Park

Queen Elizabeth School Park is a District Activity Park with an area of approximately 10.0 hectares (25.0 acres). Being the largest park in Killarney, Queen Elizabeth School Park offers a wide range of recreational amenities. The park contains two baseball diamonds, a soccer field, four tennis courts, three combination fields, a running track and two long jump pits. Queen Elizabeth High School and Killarney Junior High School border the park on the west and east sides respectively. Curbside sidewalks surround the park on all sides. There are approximately 32 trees in the park consisting of coniferous and deciduous trees. A Master Plan for the park was finalized in 2019 and will guide future development. Further park design and construction is dependent on funding. The final concept plan for the park is provided in Appendix A. Queen Elizabeth School Park has the following characteristics according to Breathe: moderate (Ecology), moderate (Celebration), low (Wellness).

Killarney Park 1

Killarney Park 1 is a pocket park approximately 1.0 hectare (2.5 acres) in size and located in southwest Killarney. The park is bounded by roads on all four sides. No internal pathways or curbside sidewalks exist. The park contains two benches and a garbage receptacle. There are approximately 31 trees located within the park consisting of deciduous and coniferous species. Various species of shrubs also exist within the park. Killarney Park 1 has the following characteristics according to Breathe: moderate (Ecology), moderate (Celebration), low (Wellness).

130 Avenue Roadway Green

A green space exists within the road right-of-way along 130 Avenue. The area is bounded by 130 Avenue on two sides and 92 and 91 Streets on the other two sides creating a green space approximately 0.5 hectares (1.2 acres) in size. No internal pathways or benches exist within the green space. One curbside sidewalk is located

along the south edge of the green space. There are approximately 20 trees located within the green space consisting of deciduous and coniferous species. Various species of shrubs also exist within the green space. 130 Ave Roadway Green has the following characteristics according to Breathe: moderate (Ecology), moderate (Celebration), low (Wellness).

Mee-Yah-Noh School Park

Mee-Yah-Noh School Park is a school and community park approximately 3.0 hectares (8.0 acres) in size. The park has a baseball diamond, two soccer fields, one playground and two basketball courts. The park contains Mee-Yah-Noh Public Elementary School and is bounded by a chain link fence and curbside sidewalks. The park contains approximately 37 mixed coniferous and deciduous trees. Mee-Yah-Noh School Park has the following characteristics according to Breathe: moderate (Ecology), moderate (Celebration), low (Wellness).

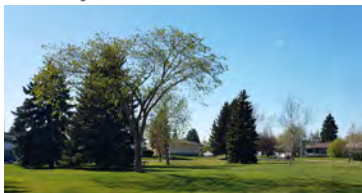
Killarney Park

Killarney Park is a school and community park approximately 4.4 hectares (10.8 acres) in size. The park has a baseball diamond, three soccer fields, one playground, one spray park and two outdoor rinks. The park contains the Killarney Community League building and is bounded by roads. St. Matthew Catholic Elementary School is located on the north side of the park. The park contains 167 mixed coniferous and deciduous trees. Killarney Park has the following characteristics according to Breathe: moderate (Ecology), high (Celebration), high (Wellness).

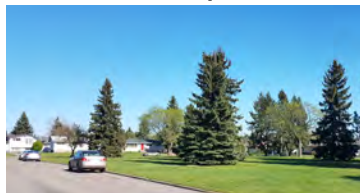
Opportunities

- Explore the opportunity to reflect the neighbourhood history within parks (i.e. park names or public art).
- Potential exists to develop a neighbourhood walking loop (with enhanced pedestrian amenities) that may connect all neighbourhood park spaces.
- Enhance City-owned green spaces by:
 - Improving the functionality of each park by determining what is working and what is not.
 - Examining how current needs can be incorporated into the parks in Killarney based on feedback from the public.
 - Working with the City's Neighbourhood Resource Coordinator to conduct a recreational needs assessment for Killarney.

Killarney Park 1



130 Avenue Green Space



Queen Elizabeth School Park



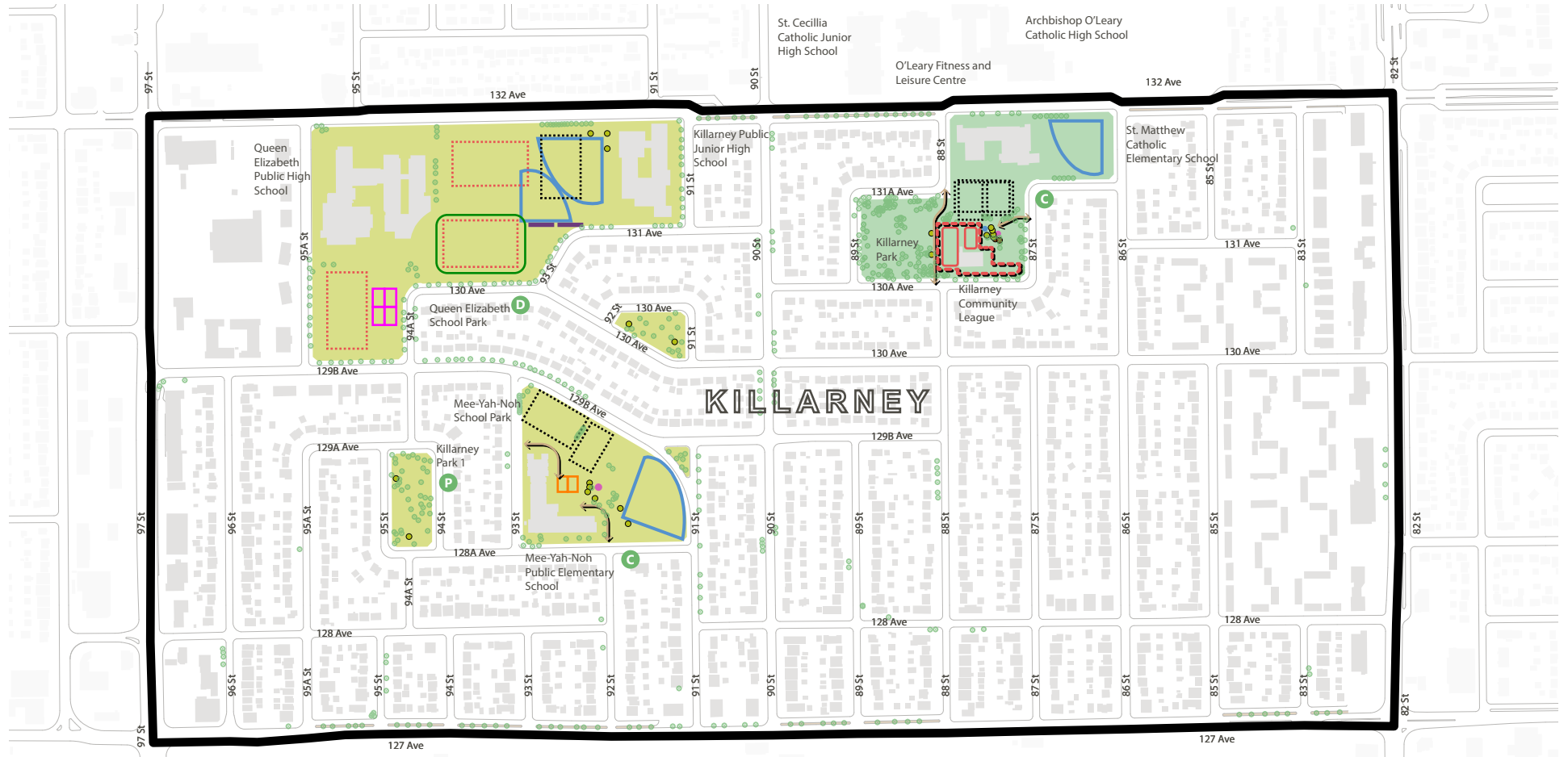
Mee-Yah-Noh School Park



Killarney Park



Map 7. Neighbourhood Parks & Open Spaces



Amenities

- Killarney Neighbourhood Boundary
- Landscaped Median
- Baseball Field (4)
- Soccer Field (6)
- Combination Field (3)
- Running Track (1)
- Tennis Court (4)
- Outdoor Rink or Skating Area (2)
- Basketball Court (2)
- Long Jump Pits (2)
- Playground (2)
- Park Bench (20)
- Square Picnic Table (2)
- Spray Park (1)
- Trees (city-owned and maintained)
- Pathways
- Killarney Community League Lease

Breathe Green Network Themes and Functions

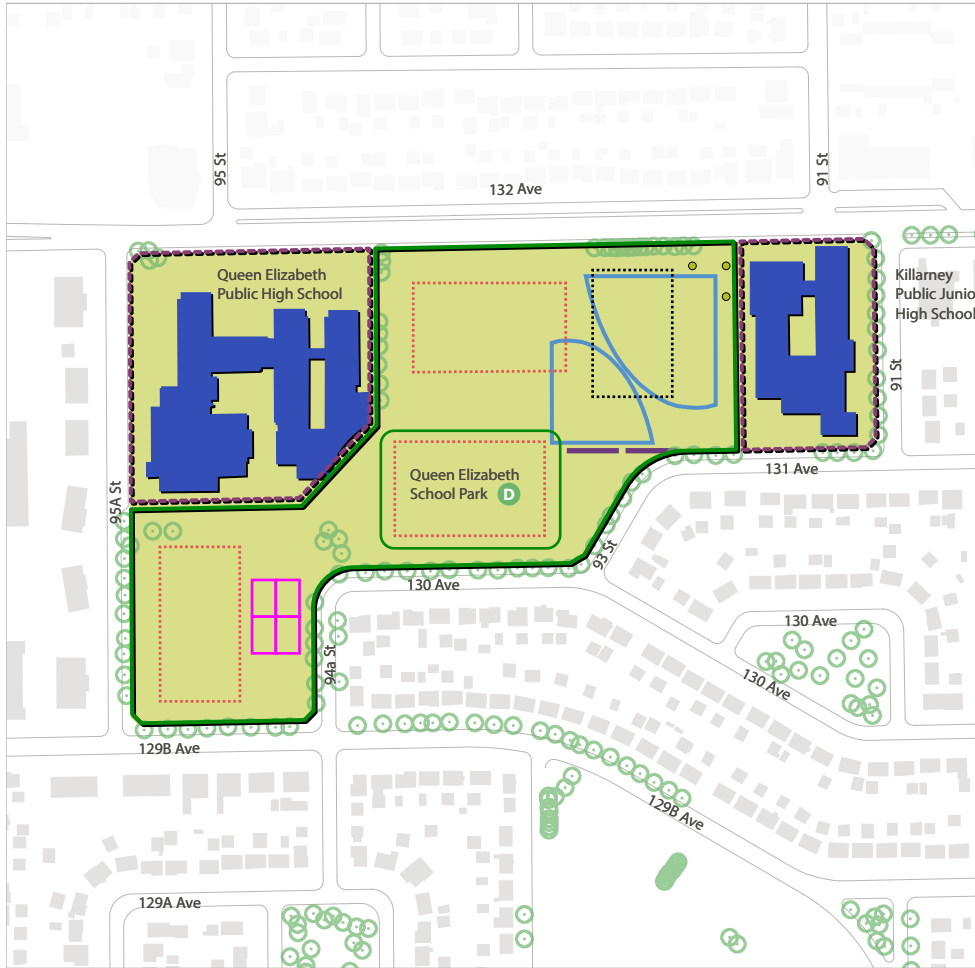
- Diverse (Two Themes)
- Other (No Themes)

Park Classification

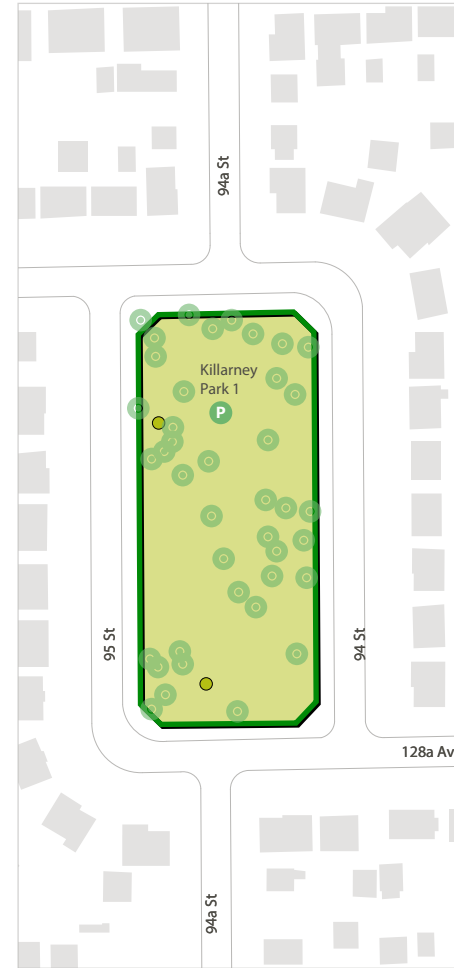
- School and Community Park
- Pocket Park
- District Activity Park



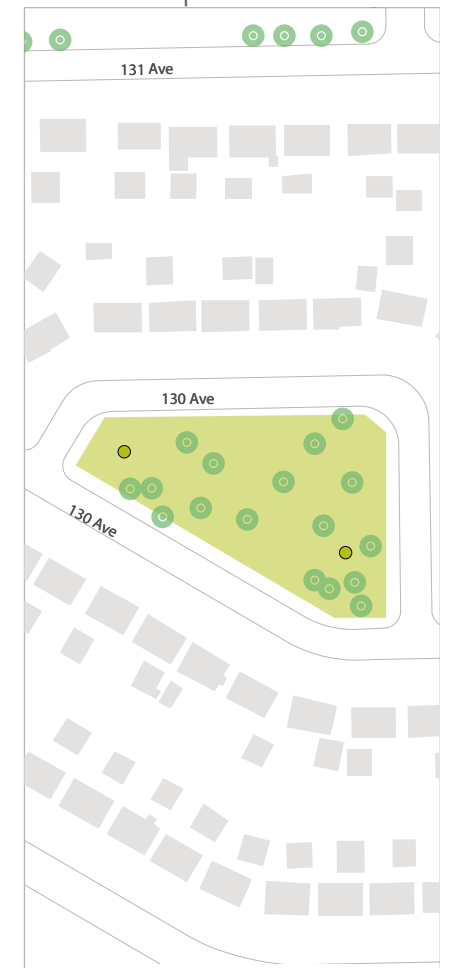
Map 7a. Queen Elizabeth School Park



Map 7b. Killarney Park 1



Map 7c. 130 Avenue Green Space



Breathe Green Network Themes and Functions

Other (No Themes)

Amenities

Baseball Diamond

Combination Field

Soccer Field

Tennis Court

Long Jump

Park Bench

Trees

Park Classification

Pocket Park

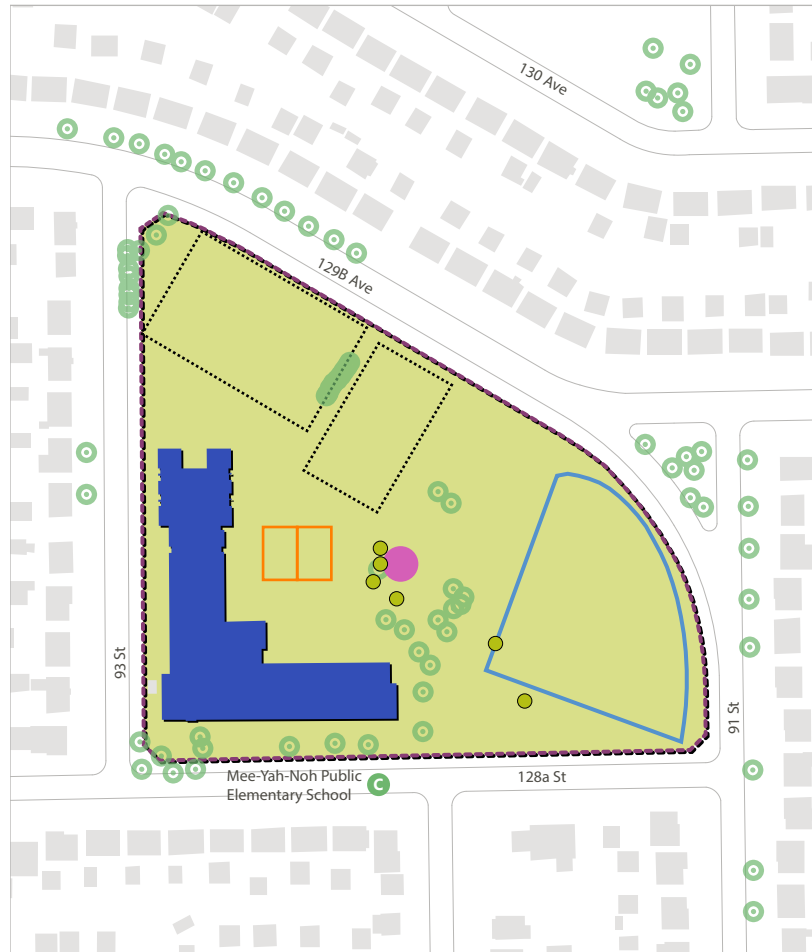
District Park

Educational Destination

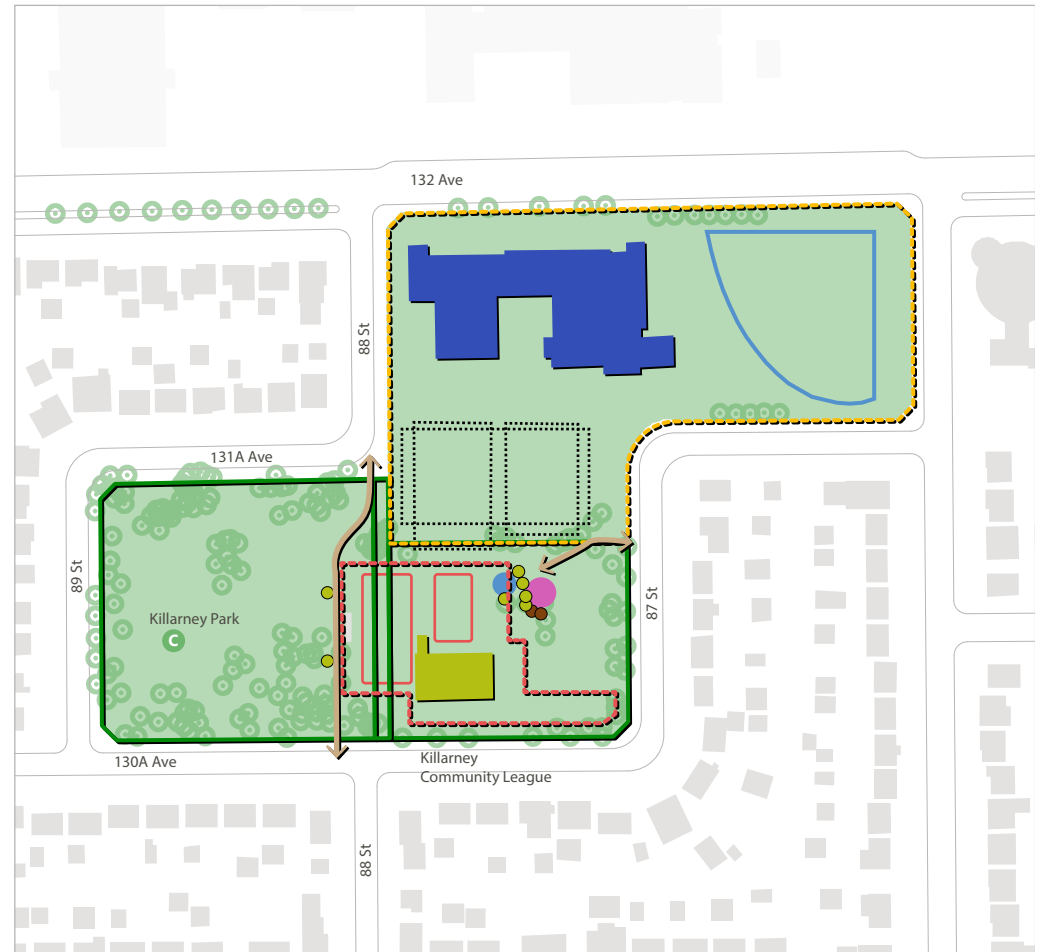
Edmonton Public School Board Lands (Joint-use Agreement with the City of Edmonton)

City of Edmonton Lands

Map 7d. Mee-Yah-Noh School Park



Map 7e. Killarney Park



Breathe Green Network Themes and Functions

- Diverse (Two Themes)
- Basketball Court
- Spray Park
- Other (No Themes)
- Playground
- Pathways
- Amenities
- Baseball Diamond
- Park Bench
- Square Picnic Table
- Outdoor Rink or Skating Area
- Soccer Field
- Trees

- Edmonton Catholic School Board Lands (Joint-use Agreement with the City of Edmonton)
- Edmonton Public School Board Lands (Joint-use Agreement with the City of Edmonton)
- City of Edmonton Lands
- Killarney Community League Lease
- Community Centre
- Educational Destination
- Park Classification**
- Community Park
- Pocket Park

3.8 Street Types

The streets in Killarney were identified as being one of five categories according to the City of Edmonton Complete Streets Design and Construction Standards: Local, Residential Collector, Arterial Class C (Truck Route), Arterial Class A (Primary Highway, Truck Route) and Residential Service Road. The various street types within the neighbourhood are identified on Map 8.

The City of Edmonton uses the Complete Streets Design and Construction Standards to govern roadway design. The Complete Streets approach provides direction for roadway design by designing streets that reflect the surrounding context, land use and users. Complete Streets are designed to be safe, attractive, comfortable and welcoming to people of all ages and abilities.

In retrofit situations, such as neighbourhood renewal, designs must consider the location of existing buildings, mature trees, utility infrastructure, private landscaping within public right-of-way and numerous other constraints. These constraints must be considered while striving to balance the needs of all street users and incorporating input through public engagement. Strategic compromises and trade-offs may need to be explored to balance city policy, technical feasibility, public input and other constraints.

Eleven areas have been identified as opportunities to apply Complete Streets designs from a sidewalk and public realm perspective. Refer to Table 1 in Appendix B of this document for an in-depth analysis of the street characteristics in Killarney.

Complete Streets Evaluation

The Complete Streets Design and Construction Standards identify several characteristics for different street types.

Local roads should have a sidewalk on both sides of the road, which can be curbside or separate.

Collector roads should have a shared-use path on one side and a sidewalk opposite, or a sidewalk on both sides where no shared-use path is provided and all facilities must be separate.

The following identifies opportunities to apply Complete Streets principles to Local and Collector roads.

Opportunities for Local Residential Service Roads

1 127 Avenue Service Road (95A Street to Alley east of 92 Street, 90 Street to 88 Street and 85 Street to 82 Street)

Explore opportunities to add sidewalks to the north side of the 127 Avenue Service Road.

2 132 Avenue Service Road (Alley west of 85 Street to the Alley east of 83 Street)

Explore opportunities to add sidewalks to the south side of the 132 Avenue Service Road.

Opportunities for Local Roads

The majority of sidewalks on local roads in the neighbourhood are 1.5m wide curbside sidewalks. An opportunity exists to explore the feasibility of widening existing sidewalks to 1.8m and adding sidewalks where they are missing.

3 130 Avenue (92 Street to 91 Street) and 92 and 91 Streets (between 130 Avenues)

Explore opportunities to add sidewalks to the south side of 130 Avenue, east side of 92 Street and west side of 91 Street.

4 128A Avenue (95 Street to 94 Street)

Explore opportunities to add sidewalks to the north side of 128A Avenue.

5 129A Avenue (95 Street to 94 Street)

Explore opportunities to add sidewalks to the south side of 129A Avenue.

6 95 Street (129A Avenue to 128A Avenue)

Explore opportunities to add sidewalks to the east side of 95 Street.

7 94 Street (129A Avenue to 128A Avenue)

Explore opportunities to add sidewalks to the west side of 94 Street.

8 91 Street (129B Avenue to 91 Street)

Explore opportunities to add sidewalks to the west and east side of the median on 91 Street.

Opportunities for Residential Collector Roads

9 129B Avenue (97 Street to 90 Street)

Explore opportunities to add a separate sidewalk along both sides of 129B Avenue.

10 130 Avenue (90 Street to 82 Street)

Explore opportunities to add a separate sidewalk along both sides of 130 Avenue.

11 90 Street (127 Avenue to 132 Avenue)

Explore opportunities to add a separate sidewalk along both sides of 90 Street.

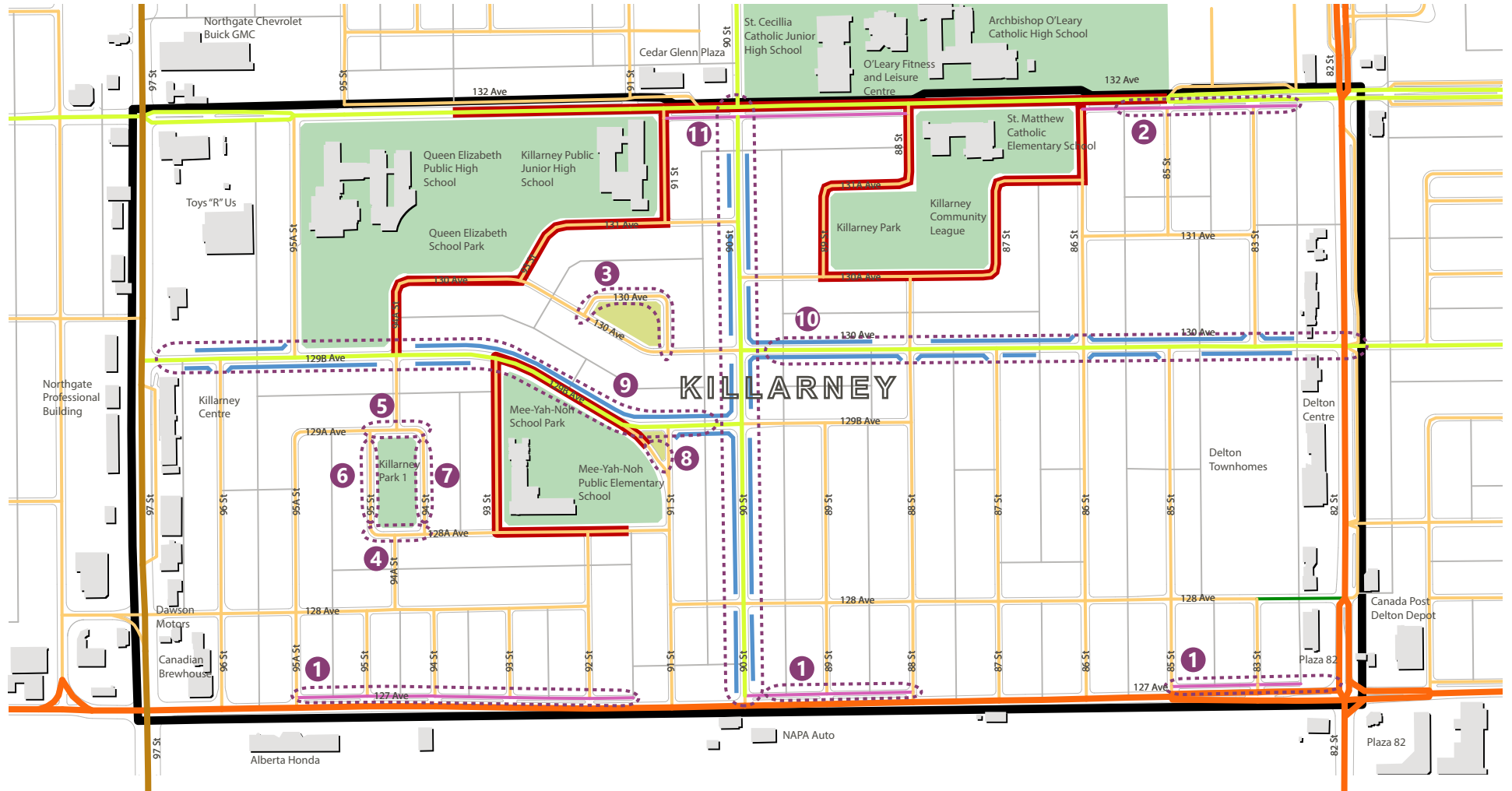
Opportunities for the Overall Neighbourhood

- Identify opportunities to retrofit streets to meet Complete Street Standards.
- Identify roadways with speeding and shortcutting issues and identify opportunities to implement traffic calming measures, throughout the neighbourhood specifically around schools and playgrounds.
- Explore the opportunity to convert local road curbside sidewalks to separate sidewalks with street trees to enhance the public realm.

90 Street Collector Residential



Map 8. Street Types



- Killarney Neighbourhood Boundary
- Residential Collector
- Arterial Class C (Truck Route)
- Arterial Class A (Primary Highway, Truck Route)
- Local
- Local Commercial (Adjoining lots zoned > 50% Commercial)
- Playground Zone
- Buildings Fronting Collector Roads
- Key Destinations
- Complete Street Non-Compliant
- Curblines



3.9 Parking

The following section describes the types of parking found in the Killarney neighbourhood. A detailed inventory of existing on-street parking locations within Killarney is identified on Map 9. The data obtained to develop this map is based on an analysis of Google Street View. Street View imagery was captured between August 2015 and July 2018.

On-Street Parking

On-street parking is provided within the road right-of-way which is public property. A majority of local roads in Killarney allow for unrestricted on-street parking.

On-Street Parking Restrictions

On-street parking restrictions in Killarney are primarily located along arterial roads, adjacent to service roads and at corner crossings near school sites.

School Bus Zones

Schools can cause extra traffic in residential areas. School bus zones provide buses with priority access to drop off areas adjacent to schools. In Killarney, two of these areas have been identified: 128A Avenue between 92 and 93 Streets and along 91 Street between 131 and 132 Avenues. Two additional school bus zones are located along 132 Avenue in front of Queen Elizabeth Public High School and St. Matthew Catholic Elementary School. However, these two areas are not within the scope of the Killarney Neighbourhood Renewal Project.

On-Street Seasonal Parking

On-street seasonal parking areas are in-effect from November 5 to March 15 to allow for snow clearing. On-street seasonal parking occurs along collector roads/bus routes and are subject to bans with 8 hours of notice.

Accessible Parking Zone

The City of Edmonton installs accessible parking stalls on public property in front of residences and businesses. Residents can apply for an accessible parking zone in front of their home. Parking zones are typically 7.5 to 10 metres long, which accommodates one vehicle. Several accessible parking zones are located throughout the Killarney neighbourhood in front of residential homes.

Time-Restricted - 2 Hour

A time-restricted, two hour parking zone is located along the east side of 86 Street and south side of the service road around St. Matthew Catholic Parish Church. This area restricts parking along a local roadway and service road from 9:00 a.m. to 5:00 p.m., Monday to Friday.

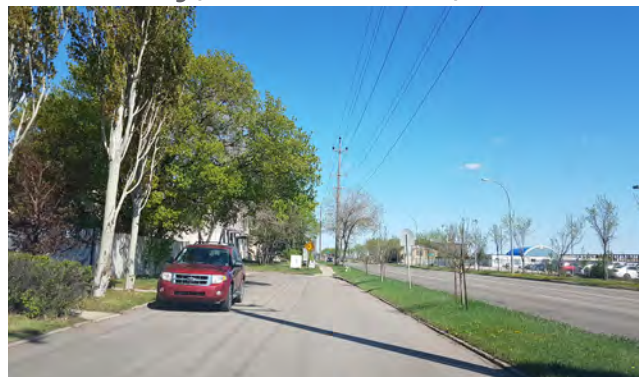
Loading Zone

Loading zones allow for the temporary, short-term parking of vehicles when loading and unloading passengers. Loading zones in Killarney occur adjacent to St. Matthew Catholic Elementary School along 87 and 88 Streets.

School Bus Drop-off (Killarney Public Junior High School)



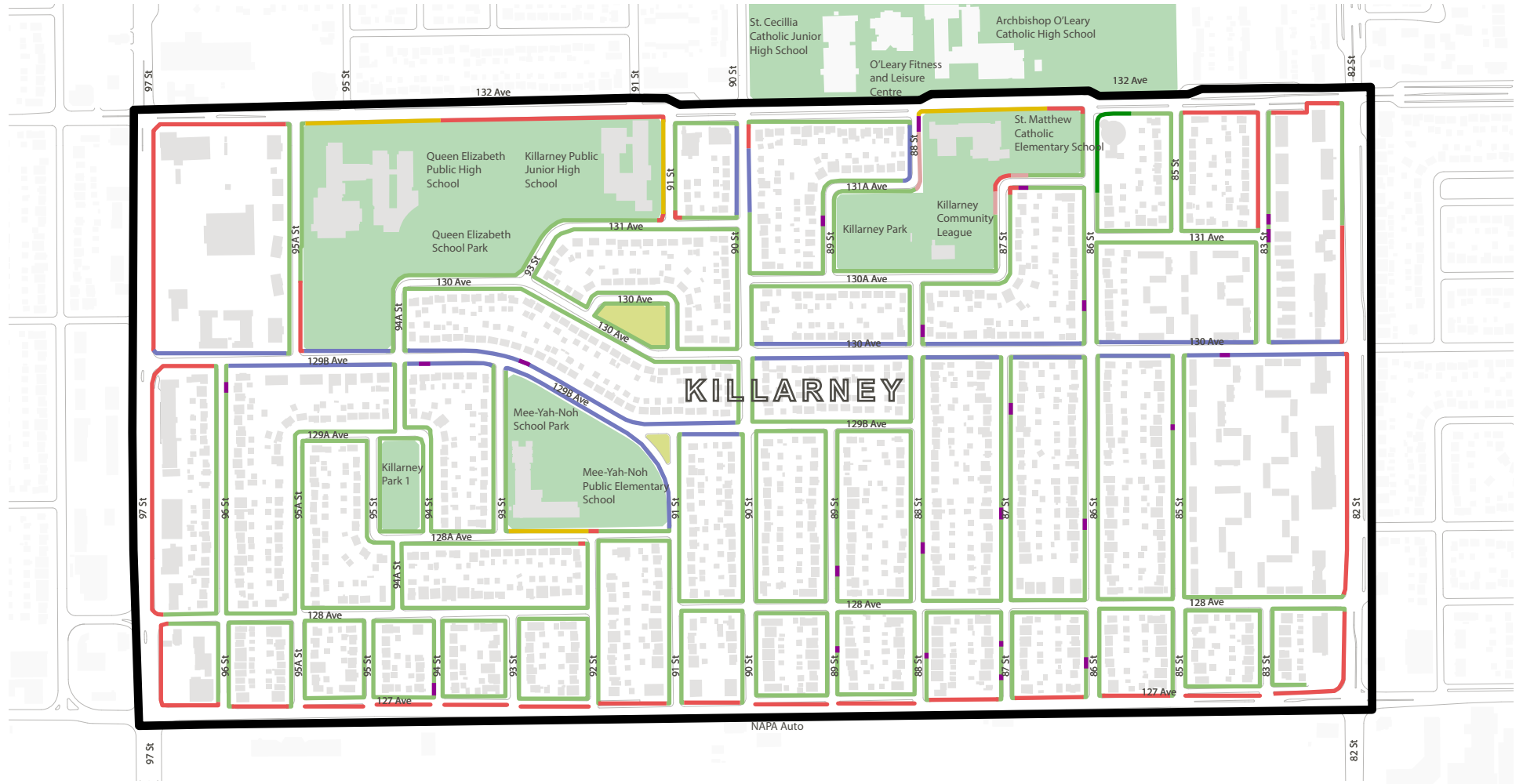
On-Street Parking (127 Avenue Service Road)



On-Street Parking (86 Street)



Map 9. Parking



- Killarney Neighbourhood Boundary
- Public Park/School Playground
- Green Space
- On-Street Parking
- On-Street Parking Restrictions
- School Bus Zone
- On-Street Seasonal Parking
- Accessible Parking Zone
- Time Restricted - 2 Hour
- Loading Zone

* Based on an analysis using Google Street View. Imagery captured between August 2015 and July 2018.



3.10 Pedestrian Network

Existing pedestrian infrastructure within the Killarney neighbourhood is identified on Map 10.

Curb Ramps

Many intersections in Killarney are missing curb ramps. Adding curb ramps at intersections can enhance accessibility, safety and comfort within the sidewalk network.

Sidewalks

Some roadways are missing sidewalks on one side. The following areas do not have sidewalks on one side of the road:

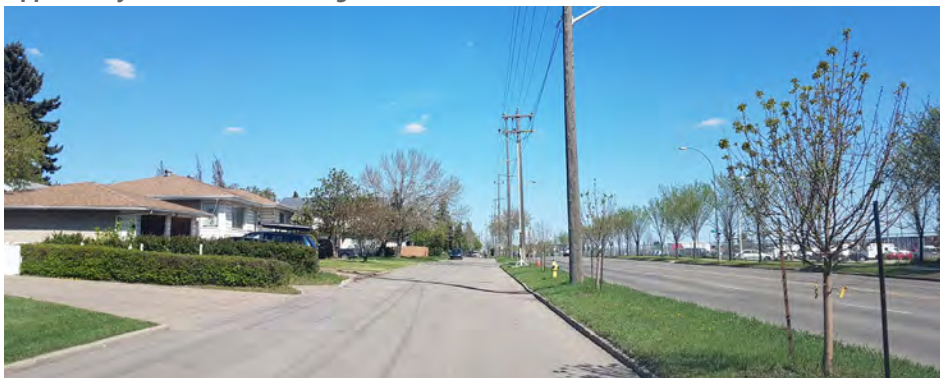
- The service road along south side of 132 Avenue (82 Street to the alley west of 85 Street); and
- The service road along the north side of 127 Avenue (82 Street to 85 Street, the alley east of 89 Street to 90 Street and the alley east of 92 Street to 95A Street).

The following parks and green spaces areas do not have sidewalks around their perimeter:

- The east and west side of the unnamed green space at the intersection of 91 Street and 129B Avenue;
- The entire perimeter of Killarney Park 1; and
- The west, north and east sides of the unnamed green space along 130 Avenue between 92 and 91 Streets.

Adding sidewalks along these roads can enhance east/west pedestrian movement and access to parks and green spaces within the neighbourhood.

Opportunity for a Sidewalks along 127 Avenue Service Road



Pedestrian Crossings

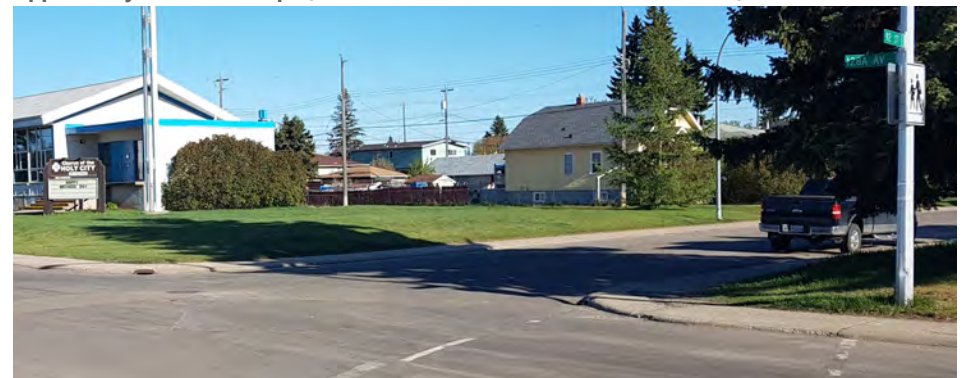
Pedestrian control devices, including crosswalks and traffic signals, help protect people when they cross roads. There are a number of pedestrian crosswalk types located in Killarney including marked crosswalks, zebra marked crosswalks, pedestrian activated amber flashers, countdown signals and pedestrian activated signals. The City identifies pedestrian crosswalks for upgrade based on a risk-based objective evaluation and prioritization process. Considerations include pedestrian activity and vehicle volumes, roadway classification, vehicle speeds, sight line restrictions and collision history. This evaluation provides a means of determining the appropriate level of control required at a given location and ensures that available resources are allocated to critical locations in an equitable manner. Based on the information last updated in 2019 a number of pedestrian crosswalk locations require upgrading throughout the City of Edmonton. The following pedestrian crossings have been upgraded or have been identified for upgrades in Killarney.

On Street	At Street	Existing	Recommended	Year Completed
82 Street	128A Avenue	Zebra Crosswalk	Pedestrian Signal	2017
82 Street	128 Avenue	Zebra Crosswalk	Pedestrian Signal	TBD

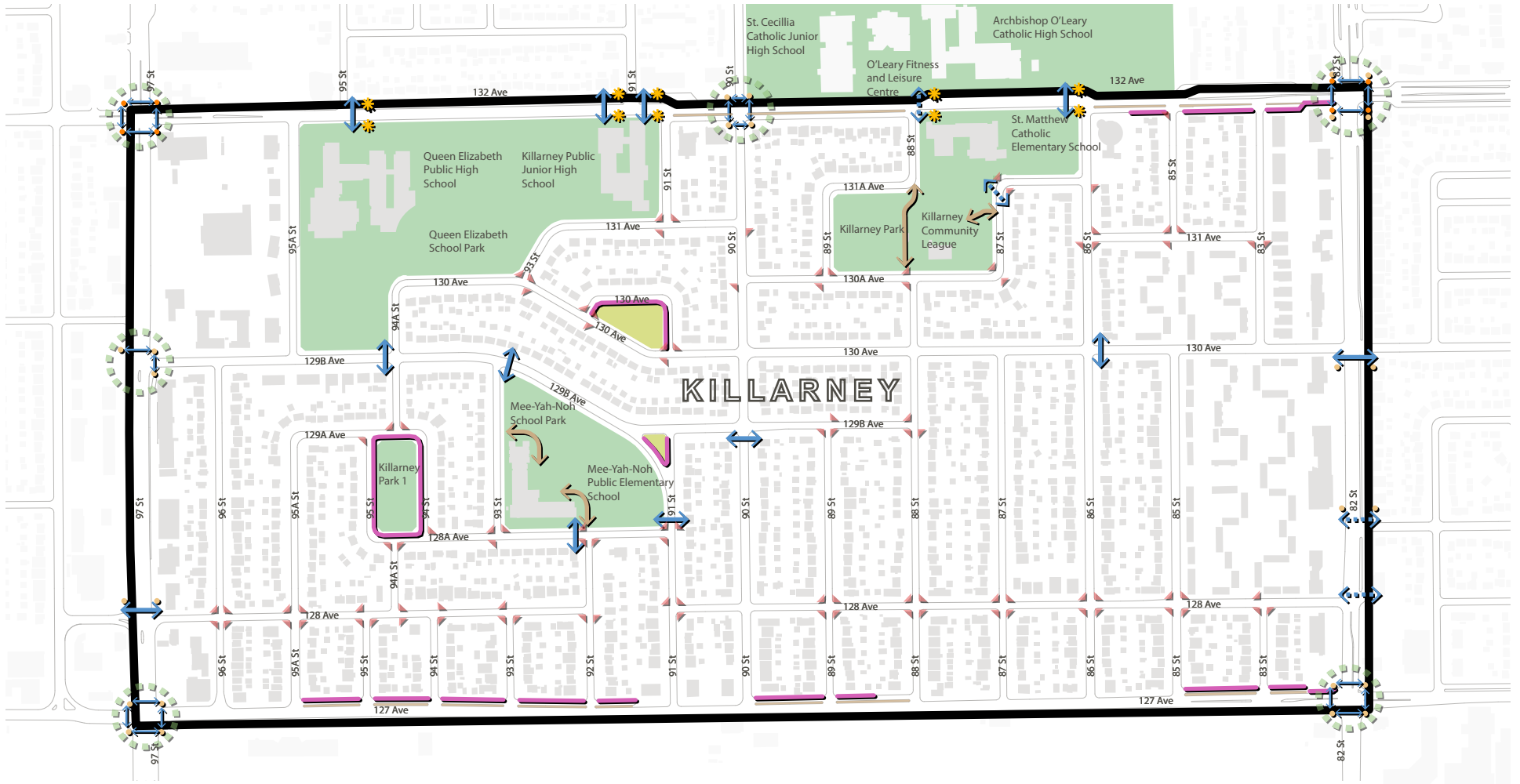
Opportunities

- Explore the feasibility of enhancing pedestrian connectivity and safety by implementing appropriate crosswalk types, curb ramps and sidewalks within the neighbourhood.
- Consider pedestrian routes to destinations when exploring opportunities to apply Complete Streets Standards.
- Explore the opportunity to enhance/add pedestrian connections through parks and open spaces.

Opportunity for Curb Ramps (Intersection of 92 Street and 128A Avenue)



Map 10. Pedestrian Network



- Killarney Neighbourhood Boundary
- Public Park/School Playground
- Green Space
- Sidewalk
- Landscaped Median
- Missing Sidewalk
- Missing Curb Ramp
- Pathway
- Zebra Marked Crosswalk
- Marked Crosswalk
- Pedestrian Activated Amber Flashers
- Countdown Signals
- Pedestrian Activated Signals
- Traffic Signal Controlled Intersection

* Based on an analysis using Google Street View. Imagery captured between August 2015 and July 2018.



3.11 Transit Network

Killarney has a number of public transportation facilities currently provided by Edmonton Transit Service in the form of bus service. Future transit planning includes the Bus Network Redesign. The current and future transit network is identified on Map 11.

Existing Transit Routes

Bus Route 154, which runs along 129B and 130 Avenues, is the only bus route that runs through the Killarney neighbourhood. The 154 bus route provides access to Northgate, 82 Street and Belvedere Transit Centre.

The bus route 10 runs along 82 Street, routes 145, 153, 186 and 11 run along 132 Avenue, and routes 9, 15, 16, 130, 134, 140, 151, 160, 161 and 162 run along 97 Street on the west side of the community. Combined, these routes provide public transit access to Eaux Claires, Castle Downs, Kingsway Mall, Royal Alexandra Hospital, Downtown, Southgate, Century Park, King Edward Park, Millgate, Lakewood, Millwoods and many others. The current network provides a large majority of residents with access to a bus route within a 400m walk.

Bus Network Redesign

A number of different bus route types have been developed as a part of the Bus Network Redesign. These route types are specifically designed to help meet the various types of travel needs throughout the city. Four new bus route types will be implemented within and adjacent to the Killarney neighbourhood: All Day Rapid Bus Route, Local Bus Route, Peak-Only Rapid Bus Route and the Frequent (FTN) Bus Route.

The Bus Network Redesign proposes the removal of portions of the existing bus routes along 129B Avenue from 97 to 90 Streets. The proposed Bus Network Redesign will also remove the existing bus route along 82 Street from 130 Avenue

northwards. A local bus route, proposed as part of the Bus Network Redesign, running through the neighbourhood will turn north at 90 Street and 130 Avenue, connecting to Northgate via 90 Street.

More information on the Bus Network Redesign can be found at edmonton.ca/newbusroutes

Opportunities

- Enhance pedestrian connectivity to new transit routes.
- Explore the opportunity to improve bus stop amenities (i.e. shelters, benches and signage/wayfinding).

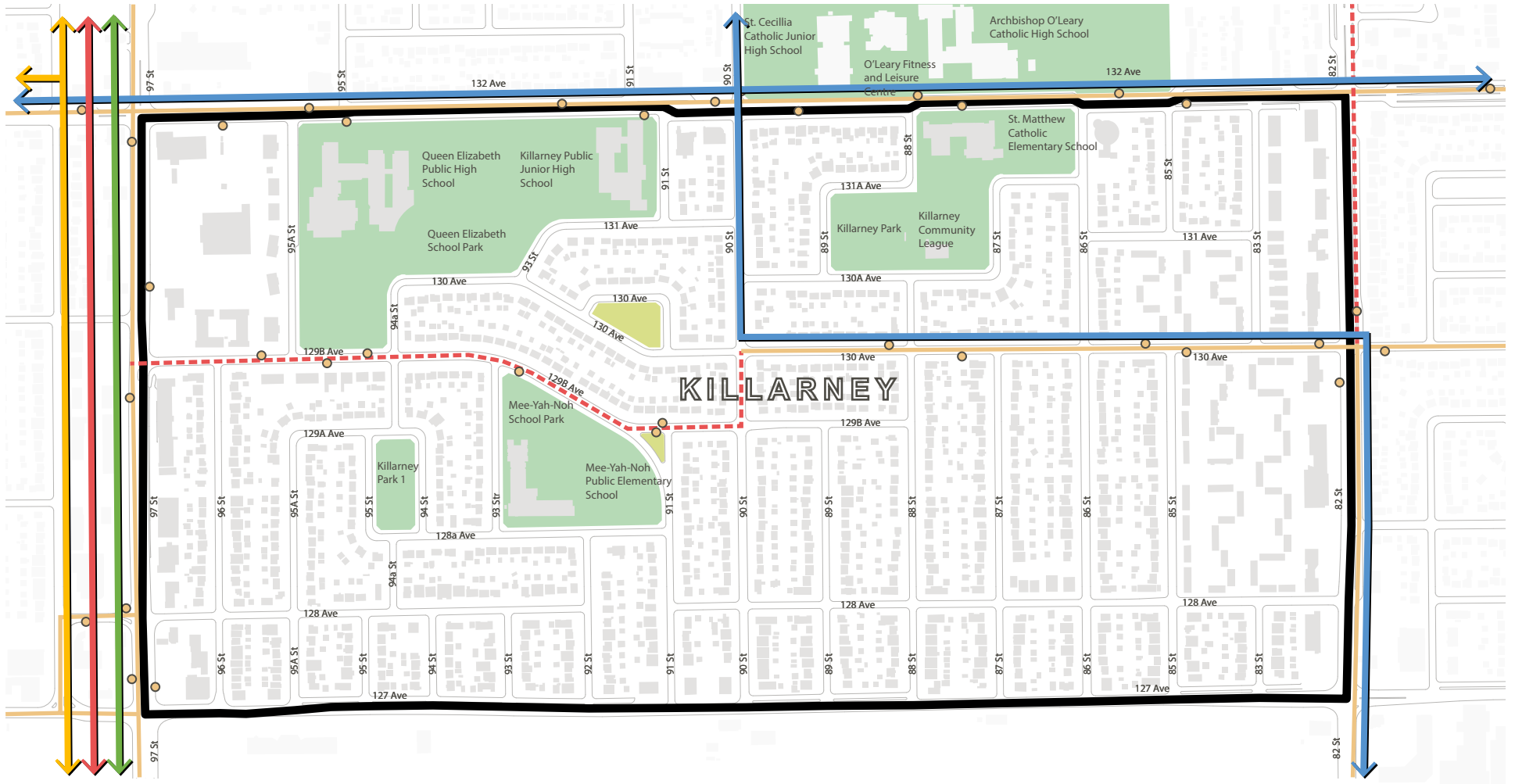
Existing Bus Stop Along 129B Avenue



Existing Bus Stop Along 130 Avenue



Map 11. Transit Network



- Killarney Neighbourhood Boundary
- Public Park/School Playground
- Green Space
- Sidewalk
- ETS Bus Route & Stop
- Bus Network Redesign (Removal of Route)
- Bus Network Redesign - All-Day Rapid Bus Route (on 97 Street)
- Bus Network Redesign - Local Bus Route
- Bus Network Redesign - Peak-Only Rapid Bus Route (on 97 Street)
- Bus Network Redesign - Frequent (FTN) Bus Route (on 97 Street)



3.12 Cycling Network

The bike network within and surrounding Killarney is identified on Map 12.

Existing Bike Routes and Facilities

There are no dedicated bike routes and facilities within the Killarney neighbourhood. Existing bike routes and facilities adjacent to Killarney include an on-street peak hour bus taxi bike lane running north-south along 97 Street and an on-street bike lane running north-south along 82 Street. These routes provide access to surrounding bike routes in the Lauderdale, Rosslyn, Glengarry, Delwood and Balwin neighbourhoods. Shared-use paths provide access across the Yellowhead Corridor to the south of Killarney.

Edmonton Bike Plan

The City of Edmonton is currently undertaking consultation to prepare for the development of the next Bike Plan. The new Edmonton Bike Plan will guide how biking fits into our city in the future and will support the vision of a connected and accessible city. As of Summer/Fall of 2019, the City is in Phase 3 of the project where a draft version of the future network map will be shared. Through future engagement and technical review, the City will develop goals and actions to implement the Bike Plan.

More information on the Edmonton Bike Plan can be found at edmonton.ca/bikeplan

Opportunities

- Explore opportunities of adding a bike network that includes routes and facilities through Killarney to provide connectivity to the surrounding bike network.
- Look at the bike facilities next to the Killarney neighbourhood to inform design considerations.

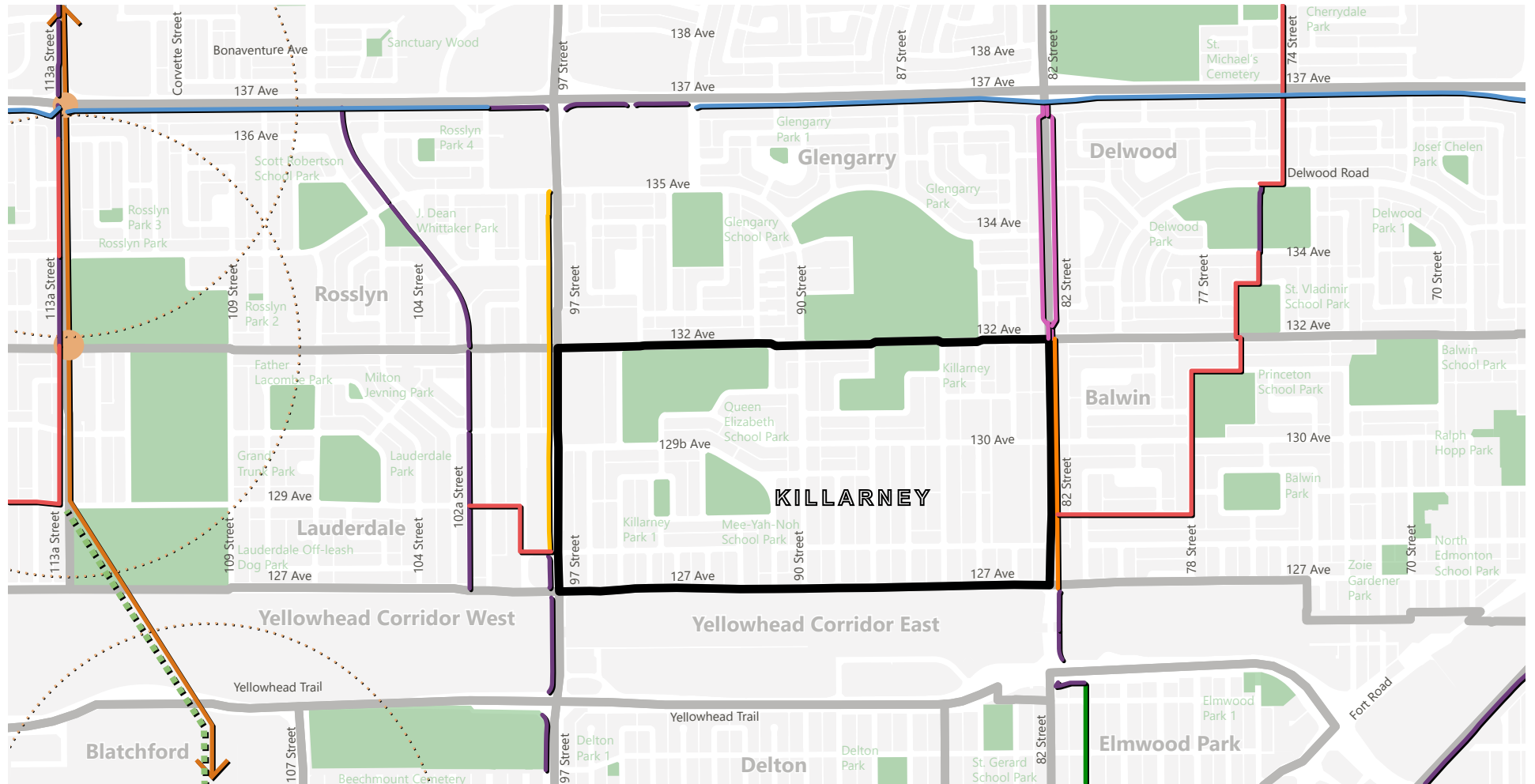
102A Street Shared-Use Path



82 Street On-Street Bike Lane



Map 12. Cycling Network



- Killarney Neighbourhood Boundary
- LRT Bridge Future Pedestrian and Cyclist Connection
- On-Street Bike Lane
- Public Park/School Playground
- Signed On-Street Bike Route (Service Road)
- Shared-Use Lane Side by Side
- Surrounding Neighbourhood Boundary
- Signed On-Street Bike Route
- Shared-Use Lane Single File
- Planned Metro Line Northwest Line LRT Extension & Station
- Shared-Use Path Paved
- On-Street Peak Hour Bus Taxi Bike Lane
- 800m Walking Radius



3.13 Crime Prevention Through Environmental Design (CPTED) Analysis

Crime Prevention Through Environmental Design (CPTED) is the science around the design and effective use of physical space to reduce both the incidence and fear of crime. CPTED seeks to reduce both opportunity and the number of targets for criminals. Legitimate users of a space are actively encouraged, opportunities for observation are increased and potential offenders are made to feel uncomfortable.

There are four basic strategies in CPTED:

- Access Control;
- Surveillance;
- Territorial Reinforcement; and
- Maintenance.

Access Control

Access control refers to controlling access to and within a site. Access control guides people through a space by the strategic design of sidewalks, paths, landscaping, streets and building entrances. Design considerations to improve access control include:

- Logical sidewalk/pathway connections;
- Entrance features that serve as focal points;
- Landscaped barriers; and
- Wayfinding signage.

Surveillance

Surveillance refers to the placement of physical features, activities and people in a way that maximizes visibility. Natural surveillance increases the threat of apprehension by taking steps to increase the sense that people can be seen. Design considerations to improve surveillance include:

- Designing landscapes that allow clear, unobstructed views of surrounding areas;
- Improve visibility with lighting or transparent building materials;
- Avoid lighting that creates glares or shadows; and
- Avoid the creation of hiding areas.

Territorial Reinforcement

Territorial reinforcement refers to the perception of ownership of a space. Territorial reinforcement is the use of physical attributes that express ownership. Design considerations to improve territorial reinforcement include:

- Fencing;
- Signage;
- Pavement treatments; and
- Maintained landscaping.

Maintenance

Maintenance refers to the proper maintenance of a space to allow for the continued use of the space for the intended purpose. Maintenance is related to territorial reinforcement as it helps establish a sense of ownership within a space. Design considerations that improve maintenance include:

- Waste receptacles;
- Timely clean-up/repair of graffiti/vandalism; and
- Regular trimming of landscaping.

CPTED Analysis of Parks

This section analyzes the existing condition of parks within Killarney from a CPTED lens through the four basic strategies. Existing conditions are identified as good or a challenge and associated recommendations are provided.

Killarney Park

Good	Challenge	Opportunity
Access Control		
<ul style="list-style-type: none"> Existing sidewalks along all street edges of the park. Existing pathways through the park connecting some amenities to sidewalks. 	<ul style="list-style-type: none"> Only one clear entrance to the park from the south. No east-west pathway through the park. 	<ul style="list-style-type: none"> Add multiple clear entrances to the park from the surrounding roads. Add an east-west pathway through the park.
Surveillance		
<ul style="list-style-type: none"> Existing playground and spray park is visible from 87 Street and creates natural surveillance of the space. The majority of the park is surrounded by roads with houses facing towards the park. 	<ul style="list-style-type: none"> Spruce trees and shrubs prevent views into the park from the adjacent roads. Low branches create hiding spots. The existing hockey rinks are partially visible from the surrounding roads. The south wall of the adjacent school has very few windows that face towards the park. Few lights exist in the park. 	<ul style="list-style-type: none"> Trim spruce tree branches to a minimum height of 2.0m (6.0ft) from the ground. Trim shrubs to a maximum height of 0.6m (2.0ft). Add pedestrian-oriented lights in the park to increase visibility. The use of LED lights would direct light where needed and prevent impacts to nearby residential properties. Introduce other recreational uses to increase the use of the park.
Territorial Reinforcement		
<ul style="list-style-type: none"> Existing park sign at the south edge. Trees define the edges of the park along the adjacent roads. The school field and community league areas are defined by chain link fences. 	<ul style="list-style-type: none"> Park sign does not include an address. 	<ul style="list-style-type: none"> Add an address to the park sign.
Maintenance		
<ul style="list-style-type: none"> Majority of landscaping is well maintained. 	<ul style="list-style-type: none"> Poor maintenance of some trees and shrubs. 	<ul style="list-style-type: none"> Create a maintenance plan for trees/shrubs.



Killarney Park 1

Good	Challenge	Opportunity
Access Control		
	<ul style="list-style-type: none"> No sidewalks exist adjacent to the park. No pathways exist within the park. No entrances to the park. 	<ul style="list-style-type: none"> Add sidewalks surrounding the park and pathways within the park. Create clear entrances with entrance features.
Surveillance		
<ul style="list-style-type: none"> The park is surrounded on all sides by roads with houses facing towards the park. Two seating areas exist in the park. 	<ul style="list-style-type: none"> Spruce trees and shrubs prevent views into the park and create hiding spaces. No lights exist in the park. 	<ul style="list-style-type: none"> Trim spruce tree branches to a minimum height of 2.0m (6.0ft) from the ground. Trim shrubs to a maximum height of 0.6m (2.0ft). Add pedestrian-oriented lights in the park to increase visibility. The use of LED lights would direct light where needed and prevent light from spilling onto nearby residential properties.
Territorial Reinforcement		
<ul style="list-style-type: none"> Edges are well defined by the surrounding roads. 	<ul style="list-style-type: none"> The purpose/use of the park is unclear. No existing park sign. No recreational amenities in the park. 	<ul style="list-style-type: none"> Add park signs with the park address to pathway entrances. Add recreational amenities to the park.
Maintenance		
<ul style="list-style-type: none"> Two waste receptacles exist in the park. Grass is well maintained. 	<ul style="list-style-type: none"> Overgrown trees and shrubs. 	<ul style="list-style-type: none"> Create a maintenance plan for trees/shrubs.



130 Avenue Green Space

Good	Challenge	Opportunity
Access Control		
<ul style="list-style-type: none"> Existing sidewalk along the south edge of the park. 	<ul style="list-style-type: none"> No existing sidewalks along the west, north and east sides. No paths through the park. No clear entrances. 	<ul style="list-style-type: none"> Add sidewalks to the west, north and east sides of the park. Add a pathway through the park and create entrances.
Surveillance		
<ul style="list-style-type: none"> The park is surrounded on all sides by roads with houses facing towards the park. 	<ul style="list-style-type: none"> Some spruce trees and shrubs prevent views into the park and create hiding spaces. No lights exist in the park. 	<ul style="list-style-type: none"> Trim spruce tree branches to a minimum height of 2.0m (6.0ft) from the ground. Trim shrubs to a maximum height of 0.6m (2.0ft). Add pedestrian-oriented lights in the park to increase visibility. The use of LED lights would direct light where needed and prevent impacts to nearby residential properties. Add recreational amenities to increase natural surveillance.
Territorial Reinforcement		
	<ul style="list-style-type: none"> The purpose/use of the park is unclear. No existing park sign. 	<ul style="list-style-type: none"> Add a park sign with the park address displayed. Add recreational amenities to the park.
Maintenance		
<ul style="list-style-type: none"> Grass is well maintained. 	<ul style="list-style-type: none"> Overgrown trees and shrubs. 	<ul style="list-style-type: none"> Create a maintenance plan for trees/shrubs.



Queen Elizabeth School Park

Good	Challenge	Opportunity
Access Control		
<ul style="list-style-type: none"> The park is surrounded by sidewalks. 	<ul style="list-style-type: none"> No north-south or east-west pathways exist within the park. Unclear entrances to the park. 	<ul style="list-style-type: none"> Add pathways through the park connecting recreational amenities to surrounding sidewalks. Add clear entrances with entrance features to the park from all key surrounding roads.
Surveillance		
<ul style="list-style-type: none"> The majority of the park is surrounded by roads with houses or apartment buildings facing towards the park. There is a high level of visibility through the park. Windows of adjacent schools facing towards the park create natural surveillance. 	<ul style="list-style-type: none"> Few lights exist in the park. 	<ul style="list-style-type: none"> Add additional pedestrian-oriented lights in the park to increase visibility. The use of LED lights would direct light where needed and prevent impacts to nearby residential properties.
Territorial Reinforcement		
<ul style="list-style-type: none"> Edges are well defined by trees and a chain link fence. 	<ul style="list-style-type: none"> No existing park sign. 	<ul style="list-style-type: none"> Add park signs displaying the park address.
Maintenance		
<ul style="list-style-type: none"> Grass is well maintained. 		



Mee-Yah-Noh School Park

Good	Challenge	Opportunity
------	-----------	-------------

Access Control

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Sidewalks exist along all park edges. • Pathways exist within the park near the school connecting recreational amenities with sidewalks. | <ul style="list-style-type: none"> • The condition and width of some pathways is poor. • No clear entrances to the park. | <ul style="list-style-type: none"> • Improve the condition and width of some pathways in the park. • Add clear park entrances. |
|---|--|--|

Surveillance

- | | | |
|---|---|--|
| <ul style="list-style-type: none"> • Existing playground and benches attract families to the park. • The park is surrounded on all sides by roads with houses facing towards the park. • There is a high level of visibility through the park. • Windows along the adjacent school create natural surveillance. | <ul style="list-style-type: none"> • Few lights exist in the park. | <ul style="list-style-type: none"> • Add pedestrian-oriented lights in the park to increase visibility. The use of LED lights would direct light where needed and prevent impacts to nearby residential properties. |
|---|---|--|

Territorial Reinforcement

- | | |
|--|---|
| <ul style="list-style-type: none"> • Existing park sign. • Edges are well defined by trees and a chain link fence. | <ul style="list-style-type: none"> • Add park signs displaying the park address. |
|--|---|

Maintenance

- Grass is well maintained.



3.14 Infrastructure

With any neighbourhood renewal project, the updating and relocation of lighting infrastructure may be required. However, power poles are not typically moved or relocated underground and overhead power line moves are kept to a minimum. For drainage infrastructure, relocation of existing catch basins are minimized as well, however, new catch basins and associated grading design will be identified and addressed at the preliminary design phase.

Coordination with all utilities (ATCO Gas, ATCO Pipelines, EPCOR Drainage, EPCOR Water Services, TELUS Communications, Shaw Cable, Zayo Canada) will commence during the circulation of the draft concept options to identify any potential existing and planned utility conflicts with the proposed new neighbourhood infrastructure. Any potential conflicts will be addressed during preliminary design.

With any proposed infrastructure upgrades, emphasis should be placed on protecting existing mature street trees.

Crossing Agreements

Crossing agreements must be obtained from ATCO Gas/ATCO Pipelines for any work that will cross its High Pressure (HP) lines. Crossing agreements are typically valid for a period of one year. Applications should be made during the project's design phase, several months prior to the anticipated construction. The requirement for utility crossing agreements will be identified through the creation of concept options.

Encroachment Agreements/Licences of Occupation

An Encroachment Agreement/Licence of Occupation is a written confirmation between the City and an owner of a property that allows for private use of public right-of-way. Often, Encroachment Agreements/Licences of Occupation within residential areas are used to extend private yards onto public right-of-ways. Consideration should be taken if there is any potential impact to an existing Encroachment Agreement/Licence of Occupation.

Land Acquisition

During neighbourhood renewal, the City may need to acquire portions of private land to accommodate any proposed improvements. Land acquisitions will be identified in the UDA. The exact requirements will be determined at the preliminary design phase.

Low Impact Development

Low Impact Development (LID) is a land development and stormwater management approach that works with nature to manage stormwater as close to the source as possible. As a city grows and more land is developed, the natural water cycle is altered through hard surfaces such as pavement. Changes to the natural water cycle can result in increased flooding, decreased water quality, and increased urban heat island effect. LID focuses on maintaining and restoring natural hydrological processes to manage stormwater runoff and mitigate potential impacts from urbanization.

Opportunities

- Explore low impact development infrastructure opportunities within the public right-of-way

Sidewalk Removal



Sidewalk Reconstruction



Appendix A

**Queen Elizabeth School Park and
Glengarry Park Master Plans -
Preferred Concept Plans**



SWING EXAMPLE
(IMAGE PROVIDED BY PLAYWORKS INC. - BASKET SWING)



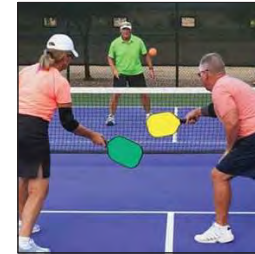
SOCCER EXAMPLE
(IMAGE PROVIDED BY PLAYWORKS INC. - SOCCER FIELD)



BASKETBALL EXAMPLE
(IMAGE PROVIDED BY PLAYWORKS INC. - BASKETBALL COURT)



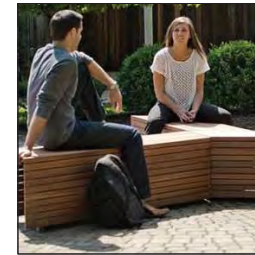
PICNIC TABLE EXAMPLE
(IMAGE PROVIDED BY MAGN SITE FURNITURE)



PICKLEBALL EXAMPLE
(IMAGE SOURCE BY ADBESTOCK)



CHALLENGE PLAY EXAMPLE
(IMAGE PROVIDED BY PLAYWORKS INC. - CONCORD)



SEATING EXAMPLE
(IMAGE PROVIDED BY LANDSCAPEFORMS - PARALLEL 43 BENCH)



SHELTER EXAMPLE
(IMAGE PROVIDED BY PARKWORKS - CLASSIC RECREATION SYSTEMS)

queen elizabeth school park



APRIL 2018
CONCEPT REPRESENTATIONS ARE SUBJECT TO CHANGE IN FUTURE PHASES

CITY OF EDMONTON
NOT TO SCALE



WATER SPRAY PARK EXAMPLE
IMAGE PROVIDED BY PLAYWORKS INC.



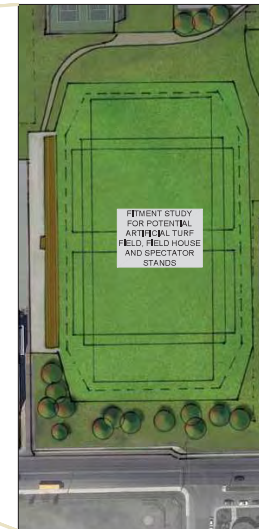
FITNESS EQUIPMENT EXAMPLE
IMAGE PROVIDED BY PLAYWORKS INC.



SLEDDING EXAMPLE
IMAGE SOURCE BY ADDRESSSTOCK



SKATEBOARD PARK EXAMPLE
IMAGE PROVIDED BY PLAYWORKS INC., FULTON PARK



MOUNTAIN BIKE PARK EXAMPLE
IMAGE PROVIDED BY PLAYWORKS INC.



NATURAL PLAYGROUND EXAMPLE
IMAGE PROVIDED BY PLAYWORKS INC.

glengarry park

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Appendix B

Killarney Complete Streets Analysis

Complete Streets are streets for everyone: people who walk, wheel, bike, take transit, or drive. They are designed to be safe, attractive, comfortable, and welcoming to people of all ages and abilities. The intent of the Complete Streets Design and Construction Standards is to encourage a holistic approach to street design that will develop a network of streets that is safe, attractive, comfortable, and welcoming to all users in all seasons, while considering operational and maintenance challenges. The following analysis was completed for each street in the Killarney Neighbourhood. The analysis provides information that will be taken into consideration along with public input, city policies, and further technical review

Collector Streets

Street Section	Right-of-Way Width	Sidewalk Type	Sidewalk Width	Pavement Width	Complete Street Classification
130 AVENUE NW (82 Street to 83 Street)	19.8m	Monowalk	North 1.5m South 1.5m	12.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
130 AVENUE NW (83 Street to 85 Street)	20.1m	Monowalk	North 1.5m South 1.5m	11.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
130 AVENUE NW (85 Street to 86 Street)	20m	Monowalk	North 1.5m South 1.5m	11.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
130 AVENUE NW (86 Street to 87 Street)	20.1m	Monowalk	North 1.5m South 1.5m	11.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
130 AVENUE NW (87 Street to 88 Street)	20.2m	Monowalk	North 1.5m South 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
130 AVENUE NW (88 Street to 90 Street)	20.1m	Monowalk	North 1.5m South 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (90 Street to 91 Street)	24.3m	Monowalk	North 1.5m South 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (91 Street to 92 Street)	14.8m	Monowalk	North 1.5m South 1.5m	11.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (92 Street to 93 Street)	24.2m	Monowalk	North 1.5m South 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)

Street Section	Right-of-Way Width	Sidewalk Type	Sidewalk Width	Pavement Width	Complete Street Classification
129B AVENUE NW (93 Street to 94a Street)	24.4m	Monowalk	North 1.5m South 1.5m	11.5m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (94a Street to 95a Street)	24m	Monowalk	North 1.5m South 1.5m	11.4m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (95a Street to 96 Street)	24.4m	Monowalk	North 1.5m South 1.5m	11.7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
129B AVENUE NW (96 Street to 97 Street)	24.4m	Monowalk	North 1.5m South 1.5m	11.7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (127 Avenue to 128 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	11.7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (128 Avenue to 129b Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (129b Avenue to 130 Avenue)	24.4m	Monowalk	West 1.5m East 1.5m	11.7m	<ul style="list-style-type: none"> Non-compliant Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (130 Avenue to 130a Avenue)	24.4m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (130a Avenue to 131 Avenue)	24.4m	Monowalk	West 1.5m East 1.5m	11.7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)
90 STREET NW (131 Avenue to 132 Avenue)	24.4m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Boulevard sidewalks, 1.8m) Street Oriented Residential Collector (Not on Bike Network) (2320)

Local Commercial

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
128 AVENUE NW (83 Street to 82 Street)	20m	Monowalk	North 1.5m South 1.5m	11.7m	<ul style="list-style-type: none"> Meets Complete Streets Standards Street Oriented Residential Collector (Not on Bike Network) (2320)

Residential Service Roads

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
127 AVENUE NW (82 Street to 83 Street)	N/A	None	North 0m South 0m	6.1m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (83 Street to 85 Street)	N/A	None	North 0m South 0m	6.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (88 Street to 89 Street)	N/A	None	North 0m South 0m	6.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (89 Street to 90 Street)	N/A	None	North 0m South 0m	6.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (91 Street to 92 Street)	N/A	None	North 0m South 0m	6.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (92 Street to 93 Street)	N/A	None	North 0m South 0m	6.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (93 Street to 94 Street)	N/A	None	North 0m South 0m	6.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (94 Street to 95 Street)	N/A	None	North 0m South 0m	6.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (94 Street to 95 Street)	N/A	None	North 0m South 0m	6.8m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
127 AVENUE NW (95 Street to 95a Street)	N/A	None	North 0m South 0m	6.9m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)

132 AVENUE NW (88 Street to 90 Street)	N/A	Monowalk	North 0m South 1.5m	6.8m	<ul style="list-style-type: none"> Meets Complete Streets Standards Residential Service Road (2030)
132 AVENUE NW (90 Street to 91 Street)	N/A	Monowalk	North 0m South 1.5m	6.8m	<ul style="list-style-type: none"> Meets Complete Streets Standards Residential Service Road (2030)
132 AVENUE NW (83 Street to 85 Street)	11.9m	None	North 0m South 0m	7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
132 AVENUE NW (82a Street to 83 Street)	11.4m	None	North 0m South 0m	7m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk) Residential Service Road (2030)
97 STREET NW (service road (128 Ave) Avenue to service road (129b Ave) Avenue)	9.9m	Monowalk	West 1.5m East 0m	9.9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Residential Service Road (2030)

Local Residential

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
128 AVENUE NW (85 Street to 83 Street)	20m	Monowalk	North 1.5m South 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (86 Street to 85 Street)	20m	Monowalk	North 1.5m South 1.5m	>9.1 (varies)	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (87 Street to 86 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.3m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (88 Street to 87 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (89 Street to 88 Street)	20.3m	Monowalk	North 1.5m South 1.5m	9.3m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (90 Street to 89 Street)	20.2m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (91 Street to 90 Street)	20.2m	Monowalk	North 1.5m South 1.5m	9.3m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (93 Street to 92 Street)	20m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (94 Street to 93 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (94a Street to 94 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (95 Street to 94a Street)	20m	Monowalk	North 1.5m South 1.5m	9.3m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
128 AVENUE NW (95a Street to 95 Street)	20m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (96 Street to 95a Street)	20m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (96midblock Street to 96 Street)	20m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128 AVENUE NW (97 Street to 96mid-block Street)	17.1m	Monowalk	North 1.5m South 1.5m	8.8m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128A AVENUE NW (91 Street to 92 Street)	19.9m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128A AVENUE NW (92 Street to 93 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128A AVENUE NW (93 Street to 94 Street)	20.2m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
128A AVENUE NW (94 Street to 94a Street)	20.2m	Monowalk	North 0m South 1.5m	9.3m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the north side) Urban Local Residential (Monowalk) (2200)
128A AVENUE NW (94a Street to 95 Street)	20m	Monowalk	North 0m South 1.5m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the north side) Urban Local Residential (Monowalk) (2200)
129A AVENUE NW (94a Street to 95 Street)	20.1m	Monowalk	North 1.5m South 0m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the south side) Urban Local Residential (Monowalk) (2200)
129A AVENUE NW (94 Street to 94a Street)	20.1m	Monowalk	North 1.5m South 0m	9.1m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the south side) Urban Local Residential (Monowalk) (2200)
129A AVENUE NW (95 Street to 95a Street)	20.1m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
129B AVENUE NW (88 Street to 89 Street)	20m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
129B AVENUE NW (89 Street to 90 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130 AVENUE NW (90 Street to 91 Street)	20m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130 AVENUE NW (91 Street to 92 Street) (North of green space)	14.8m	Monowalk	West/ South 0m East/ North 1.5m	9.3m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the west/south side) Urban Local Residential (Monowalk) (2200)

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
130 AVENUE NW (91 Street to 92 Street) (South of green space)	16.3m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130 AVENUE NW (92 Street to 93 Street) (does not connect to 92 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130 AVENUE NW (93 Street to 94a Street)	20m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130A AVENUE NW (87 Street to 88 Street)	20m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130A AVENUE NW (88 Street to 89 Street)	20m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
130A AVENUE NW (89 Street to 90 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131 AVENUE NW (83 Street to 85 Street)	20.1m	Monowalk	North 1.5m South 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131 AVENUE NW (85 Street to 86 Street)	20m	Monowalk	North 1.5m South 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131 AVENUE NW (90 Street to 91 Street)	20.2m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131 AVENUE NW (91 Street to 93 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131A AVENUE NW (86 Street to 87 Street)	20.1m	Monowalk	North 1.5m South 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
131A AVENUE NW (88 Street to 89 Street)	20m	Monowalk	North 1.5m South 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
83 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
83 STREET NW (130 Avenue to 131 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
83 STREET NW (131 Avenue to 132 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	9.3m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
85 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
85 STREET NW (128 Avenue to 130 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
85 STREET NW (131 Avenue to 132 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
86 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
86 STREET NW (128 Avenue to 130 Avenue)	20.3m	Monowalk	West 1.5m East 1.5m	11.5m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
86 STREET NW (130 Avenue to 131 Avenue)	20m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
86 STREET NW (131 Avenue to 131a Avenue)	20m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
86 STREET NW (131a Avenue to 132 service Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
87 STREET NW (127 Avenue to 128 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
87 STREET NW (128 Avenue to 130 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
87 STREET NW (130a Avenue to 131a Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
88 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
88 STREET NW (128 Avenue to 129b Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
88 STREET NW (129b Avenue to 130 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
88 STREET NW (130 Avenue to 130a Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
88 STREET NW (131a Avenue to 132 service Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
89 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
89 STREET NW (128 Avenue to 129b Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
89 STREET NW (130a Avenue to 131a Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
91 STREET NW (127 Avenue to 128 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
91 STREET NW (128 Avenue to 128a Avenue)	20.3m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
91 STREET NW (128a Avenue to 91 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
91 STREET NW (131 Avenue to 132 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
91 STREET NW (91 Avenue to 129b Avenue) (west of green space)	15.2m	Monowalk	West 1.5m East 0m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the east side) Urban Local Residential (Monowalk) (2200)
91 STREET NW (91 Avenue to 129b Avenue) (east of green space)	14.8m	Monowalk	West 0m East 1.5m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the west side) Urban Local Residential (Monowalk on both sides) (2120)
92 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
92 STREET NW (128 Avenue to 128a Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
93 STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
93 STREET NW (128a Avenue to 129b Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
93 STREET NW (130 Avenue to 131 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
94 STREET NW (127 Avenue to 128 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	9.4m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
94 STREET NW (128a Avenue to 129a Avenue)	20m	Monowalk	West 0m East 1.5m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the west side) Urban Local Residential (Monowalk) (2200)
94A STREET NW (128 Avenue to 128a Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	8.9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
94A STREET NW (129a Avenue to 129b Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
94A STREET NW (129b Avenue to 130 Avenue)	20m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
95 STREET NW (127 Avenue to 128 Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	9.2m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
95 STREET NW (128a Avenue to 129a Avenue)	20.1m	Monowalk	West 1.5m East 0m	9.2m	<ul style="list-style-type: none"> Does not meet Complete Streets Standards (Missing curb-side sidewalk on the east side) Urban Local Residential (Monowalk) (2200)
95A STREET NW (127 Avenue to 128 Avenue)	20m	Monowalk	West 1.5m East 1.5m	11.6m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)

Street Section	Right-of-Way Width	Sidewalk Type	Boulevard Width	Pavement Width	Complete Street Classification
95A STREET NW (128 Avenue to 129a Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
95A STREET NW (129b Avenue to midblock Avenue)	20.2m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
95A STREET NW (midblock Avenue to 132 Avenue)	20.1m	Monowalk	West 1.5m East 2.6m	13.9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
96 STREET NW (127 Avenue to 128 Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)
96 STREET NW (128 Avenue to 129b Avenue)	20.1m	Monowalk	West 1.5m East 1.5m	9.1m	<ul style="list-style-type: none"> Meets Complete Streets Standards Urban Local Residential (Monowalk) (2200)

Appendix C

City Policies and Programs

City Policies and Programs

Neighbourhood Renewal decisions are made based on three inputs: public input, technical requirements, and City programs and policies. The list below describes the City programs and policies that are considered in neighbourhood designs along with public input and technical requirements.

Access Design Guide

A. General Public Open Space Development

A.1 Neighbourhood Design

A.1.1 Barrier-free connections from neighbourhoods shall be provided to City parks and facilities, including but not limited to major attractions, senior centres, streets, green spaces, shopping and transit facilities.

A.1.2 Open spaces shall be located along walking paths that are accessible by transit, within a maximum distance of 400 m from a barrier-free transit stop.

A.1.3 Open spaces shall be located within 400 m of senior centres and housing complexes to provide opportunities to be active.

A.2 Park Master Planning

A.2.1 Amenities and activities shall be provided in the supply and development of parkland. Prioritize the provision of amenities for parks located near senior centres, recreation centres and medium-high density nodes to maximize use and benefit.

A.2.3 To the extent possible, all parks shall be accessible by a barrier-free path of travel from adjacent communities.

A.2.4 To the extent possible, all park amenities shall be connected with barrier-free pathways that are not less than 1800 mm wide and with a cross slope of not more than 1:50 (2%). Explanation: This will help ensure that pathways are able to accommodate individuals using mobility aids.

A.2.5 A continuous, preferably circuitous barrier-free trail with grades not steeper than 1:12 (8.3%) shall be provided through a park area. Best practice would be to provide a slope of 1:20 (5%), however it should be noted that over long stretches a 1:20 ramp may be difficult for some users.

A.2.6 All pathways shall be designed with a maximum 2% crossfall, to avoid puddles and ice build-up.

A.3 Outdoor Seating

A.3.1 Provide seating adjacent to all amenities with views to points of interest in all parks as per the following recommendations:

- Metropolitan parks: Provide a minimum of three seating nodes.
- District parks: Provide a minimum of two seating nodes.
- Community Parks: Provide a minimum of one seating node.

- Pocket parks: Provide a minimum of one rest area (bench).

A.3.2 Seating nodes shall be located every 100 m along pathways and trails for Metropolitan, District and Community parks. Explanation: Providing seating nodes at regular intervals accommodates persons who need areas of rest.

A.3.3 Seating shall be located with view towards activities or vistas. Scenic outlooks shall be provided with seating and handrails.

A.3.4 A variety of seating options which are protected from the elements and offer sun in winter and shade in summer shall be provided. Explanation: Seating arrangements shall provide choice for people with limited mobility within defined rest areas. Clusters of benches will promote socialization. Consider at least one curved seating designed to facilitate and promote conversation within defined rest areas.

A.4 Picnic and Warming Shelters

A.4.1 Shelters shall be approachable by persons using mobility aids by a paved level walk of not less than 1800 mm wide and with a cross slope of not more than 1:50 (2%).

A.4.2 All picnic areas shall include at a minimum of 50% barrier-free (ADA compliant) picnic tables and a variety of seating options to promote socialization.

A.4.3 Barrier-free picnic tables are to be connected to a barrier-free path of travel on a level, firm surface with a minimum knee space of 750 mm wide, 500 mm deep and 760 mm high. Ensure tables are anchored to ground in order to prevent overturning.

A.5 Amenity Buildings

A.5.1 Barrier-free public toilets shall be available within a distance of not more than 400m from major areas of interest / seating nodes.

A.5.2 Doorways into amenity facilities shall be on a barrier-free path of travel with a minimum clear width of 920 mm in fully open position.

A.6 Wayfinding / Signage

A.6.1 Signage shall be available to provide information such as slope of pathways, location of stairs or other barriers to mobility, rest areas, barrier-free paths, washroom locations, etc.

A.7 Lighting

A.7.1 Lighting design for open spaces and pedestrian lighting on major paths of travel shall adhere to City of Edmonton Policy C576 Light Efficient Community Policy.

B. Special Park Amenities

B.1 Seniors' Activity Areas

B.1.1 Active areas shall be located adjacent passive areas to promote dynamic social environment and observation opportunities.

B.1.2 Provide a variety of outdoor areas for social gathering such as games (e.g. chess tables, ping pong, etc.), seating areas designed for conversation and areas for culturally relevant activities (e.g. bocce ball, Tai Chi, etc.).

B.1.4 Locate specialized exercise equipment for active participation in proximity to children's playground to allow for concurrent passive surveillance with active use. If active equipment is not provided, add passive activity area. Explanation: Locating senior activity area near children's playground will provide intergenerational interaction.

B.2 Community Gardens

B.2.1 Provide barrier-free access to garden beds. Explanation: Garden beds shall be designed with ease of access for people who require sitting in a wheelchair while gardening. Avoid the use of surface materials that might make it difficult for people using mobility aids like walkers, wheelchairs, etc.

B.3 Outdoor Water Parks / Splash Parks

B.3.1 Shaded seating areas and/or barrier-free picnic tables with clear sightlines to the splash parks shall be available. Explanation: This will allow for comfortable viewing and intergenerational gathering as children are the major users of splash parks.

B.3.4 Access to barrier-free washroom and changeroom facilities, shall be within 100m, where possible, and clearly marked from the water park.

C. Vehicular Access

C.1 Parking Areas

C.1.2 Low floor accessible vehicles must be considered while designing speed bumps.

C.1.3 Street parking stalls for people of all ages and abilities shall be arranged so that they can exit the vehicle in an area that is protected from vehicular traffic. Explanation: A parking stall located on the left-hand side of a one-way street (for example) would require someone with a disability to disembark the vehicle unsafely onto traffic. If a barrier of some kind is installed between the parking stall and the street, it may be acceptable.

C.1.4 Design consideration shall include a seasonal snow collection area to ensure parking stalls are not used for dumping snow.

C.1.8 Barrier-free and courtesy parking stalls in parking lots and streets shall be located adjacent to sidewalk curb ramps. Explanation: A curb ramp allows for safe and easy travel to and from barrier-free paths of travel.

C.1.11 Crosswalks shall be at right angles to each other and shall have Tactile Walking Surface Indicators in contrasting colour, to provide predictability for individuals with visual impairments.

C.1.12 Curb ramps shall be aligned with crosswalks and include Tactile Walking

Surface Indicators of contrasting colour.

C.3 Pedestrian interface Between Parking and Buildings

C.3.3 Lighting shall be provided around key areas such as entrances, pathways and access to parking.

D. Exterior Paths of Travel

D.1 Paths of Travel

D.1.1 Exterior paths of travel shall be minimum 1800 mm wide to allow two wheelchair users to safely pass each other.

D.2 Curb Ramps

D.2.1 Curb ramps shall be installed wherever an exterior barrier-free path of travel encounters a curb, such as at a roadway.

D.2.2 Curb ramps shall be located so that they are aligned perpendicular to the intended path of travel.

D.2.4 Curb ramps shall line up with a pathway route crossing the street for visual continuity.

D.2.5 Curb ramps shall contrast in colour and include Tactile Walking Surface Indicators to provide contrast from the surrounding sidewalk and road. Explanation: Contrast in texture warns pedestrians with vision loss before walking onto street thereby enhancing safety of pedestrians.

D.2.6 Drainage shall be designed to prevent water and snow accumulation at the bottom of curb ramps. Ensure catch basins are not located in front of curb ramps or entrances to pathways.

D.2.7 If raised pedestrian crossings are deemed safe for traffic calming (e.g. parking lots, high pedestrian traffic zones), they shall be designed one of two ways. Either designed so that the raised pedestrian crossing is at an elevation that is halfway between that of the sidewalk and the road, and with curb ramps at each end. Or designed so that the raised pedestrian crossing is at an elevation equal to the sidewalk with Tactile Walking Surface Indicators at each end of the walkway. Explanation: The first option below provides some resemblance of a curb ramp that can be detected by people with vision loss. Although a change in elevation must be negotiated by people in wheelchairs, it is a lesser grade change than would normally be expected for a curb ramp. The second option maintains the ease of use for people in wheelchairs, but provides a tactile warning for people with vision loss that is cane detectable prior to crossing the road.

D.3 Obstructions

D.3.1 Any obstructions such as lamp posts, tree grates, trees, signposts, transformers, mailboxes, newspaper stands, trash containers, planters, bus shelters, benches, "sandwich board" signs and bicycle racks shall be placed in the furnishing zone in accordance with 'Edmonton Main Streets Guidelines' outside the minimum

required width of the barrier-free pathway. Bike racks shall be placed to avoid locked bicycles protruding into the minimum required width. Explanation: The placement of the above items can present a hazard for persons with limited mobility and / or vision loss.

D.3.2 Wherever a furnishing zone or shared use space is located, a different material of contrasting color and texture shall be provided for the furnishing zone or a tactile warning strip of minimum 600 mm width shall be provided along the barrier-free path of travel.

D.4 Benches

D.4.1 A variety of bench designs with adequate heel space (minimum 150 mm) below the bench shall be placed adjacent to a barrier-free path of travel. Explanation: Seating should provide adequate clearance underneath for ease of street cleaning. Providing adequate heel space makes rising from a seated position easier. This also provides space for people to put their feet and bags underneath and potentially even provide a place for service dogs to rest.

D.4.2 Where provided, no less than 50% of benches shall be designed for seniors and allow for a mix of bench types (armrests / armless, backrests / backless) and heights in a seating area. Explanation: Variety of types accommodates different abilities. Armless benches facilitate transferring from wheelchair to the bench.

D.4.7 A level and firm ground surface of minimum 850 mm x 1200 mm size shall be available adjacent to the bench to accommodate a wheelchair or stroller.

D.5 Ramps

D.5.4 Width of ramp at any point shall not be less than 1800 mm and provide intermediate landings. Explanation: The 1800 mm is applied to allow two wheelchair users to pass one another in a ramp. The intermediate landing serves as a resting point for someone using a long ramp.

D.5.6 Tactile Walking Surface Indicator of contrasting colour shall be provided to mark the beginning, landings and end of a ramp.

D.5.7 Ramp slope is preferred to be between 1:12 and 1:20.

D.10 Accessible Pedestrian Signals at Intersections

D.10.2 All traffic signals shall be set to allow sufficient time for pedestrians, especially children and seniors, to complete the crossing safely.

Active Transportation Policy C544

Policy Statement 1

Enhance accessibility, safety, security and convenience through strategic improvement, expansion and maintenance of the infrastructure and facilities that support Active Transportation, including sidewalks, curb ramps, shared pathways, marked bike and shared use lanes and end-of-trip facilities.

Policy Statement 4

Enact bylaws, policies, procedures, directives, strategic plans, processes, programs and guidelines to support and encourage Active Transportation modes.

Policy Statement 5

Share the responsibility for the provision of infrastructure, facilities, programs and initiatives to support and encourage Active Transportation through collaboration, cooperation and partnerships.

BREATHE - Edmonton's Green Network Strategy

Strategic Directions:

4.1 - Safe + Inclusive

Ensure that the green network is safe, accessible and inclusive for all.

4.2 - Vibrant Spaces

Make open spaces vibrant, sustainable and functional to support community identity and needs.

4.4 - Education + Awareness

Improve awareness of open space opportunities and appropriate use.

4.5 - Distribution + Supply

Ensure an adequate supply, quality, diversity and distribution of open space throughout Edmonton.

4.6 - Public Access + Connectivity

Improve open space access for residents and visitors.

Policies:

4.1.1 - Crime Reduction

a) Incorporate Crime Prevention Through Environmental Design (CPTED) principles in the (re)design and programming of open spaces and the facilities within them, including efforts to encourage passive surveillance and a sense of ownership over open spaces through animation, active uses and community building initiatives.

4.1.2 - Inclusive Spaces

a) Wherever feasible, trails and pathways should be (re)designed and maintained to ensure universal access.

4.2.1 - Landscape + Urban Design

g) Encourage year-round usage of open spaces by employing siting and design that promotes sheltering from winter climate impacts, and incorporating well-designed artificial lighting to extend winter hours of operation.

m) Where appropriate, incorporate elements into open space design that encourage people to gather and linger, such as seating, public art, lighting and shade structures.

4.2.2 - Programming

b) Use public art to enhance visual interest, cultural expression and social interaction in open spaces. Embrace opportunities for public art to function as recreational or play equipment, and for community facilities to function as public art.

4.5.2 - Use of Open Spaces

a) Provide a multifunctional network of open spaces that responds to the recreational, social and environmental needs of communities through a variety of active and passive experiences. While a diverse range of functions may be supplied across a neighbourhood or community, individual open spaces should be designed and programmed to supply functions that are compatible with one another.

4.5.4 - Improving Quality + Functionality

a) Prioritize neighbourhoods currently underserved by dog off leash areas for acquisition/development of new or expanded parks, and provide dog walking amenities in high demand.

4.6.1 - Trails and Pathways

a) Improve and expand the trail and pathway network to improve pedestrian and cyclist friendly environments within open spaces and promote connectivity citywide. Expand active transportation circuits and loops within open spaces and throughout neighbourhoods.

e) Ensure that appropriate amenities (e.g. refuse containers, benches, dog litter containers, etc.) are provided alongside well-used trails and pathways.

4.6.3 - Connection + Mobility

b) Develop a minimum grid of year-round active transportation routes (pedestrian, cyclist and other) to connect open spaces and other destinations throughout the city. Encourage complete streets that incorporate high quality pedestrian and cyclist infrastructure to promote safety and visual interest along identified active transportation routes, incorporating natural landscaping elements, green infrastructure treatments and/or associated plazas or parkettes.

d) Create safe, walkable and barrier-free environments within parks and open

spaces, including accessible internal circulation routes and entrance points, to promote active mobility and pedestrian connectivity year-round.

e) Provide bicycle infrastructure within parks and open spaces, including bicycle parking structures, maintenance equipment, and cycling paths.

f) Provide transit access to open spaces, prioritizing larger, destination and high functioning open spaces or significant open spaces in socially vulnerable neighbourhoods.

h) Provide well integrated transitions among sidewalks, cycling infrastructure, the shared-use pathway network, other pedestrian networks, transit facilities and open spaces (particularly those in the River Valley and Ravine System). Open spaces should be connected to surrounding areas by sidewalks and pathways to increase pedestrian and cyclist mobility and access.

Community Traffic Management Policy C590

Policy Statement 1

The Community Traffic Management program will enhance safety and community liveability in accordance with Edmonton's Transportation Master Plan and Council's approved Road Safety Strategy ("Vision Zero").

Policy Statement 2

Throughout the process to implement the Community Traffic Management program, the City will seek public input and honour local knowledge by aligning with Council's approved Public Engagement Policy and best practices in public engagement.

Policy Statement 3

Community prioritization within the Community Traffic Management program will be based on both quantitative and qualitative criteria that reflect the diversity of Edmonton's communities.

Policy Statement 4

Whenever possible, implementation of the Community Traffic Management program will rely on a collaborative relationship with Neighbourhood Renewal to leverage the effectiveness of both programs.

CONNECT EDMONTON

Strategic Goal 1: Heathy City

Edmonton is a neighbourly city with community and personal wellness that embodies and promotes equity for all Edmontonians.

Strategic Goal 2: Urban Places

Edmonton neighbourhoods are more vibrant as density increases, where people and businesses thrive and where housing and mobility options are plentiful.

Strategic Goal 3: Regional Prosperity

Edmonton grows prosperity for our Metro Region by driving innovation, competitiveness and relevance for our businesses at the local and global level.

Strategic Goal 4: Climate Resilience

Edmonton is a city transitioning to a low-carbon future, has clean air and water and is adapting to a changing climate.

Corporate Tree Management Policy C456A

The purpose of this policy is to protect the tree canopy on City property by:

- Ensuring the orderly development of the City's tree inventory through new plantings, replacement plantings, and proper maintenance in accordance with applicable bylaws.
- Ensuring that all trees on City properties are adequately protected from destruction, loss or damage.
- Where salvage is not possible, equitable compensation will be provided to the City of Edmonton.
- Providing for a tree reserve account that enables the carry forward of funds received for tree losses and/or damages. These funds will be used for planting trees on City property in the future.
- Coordinating all City tree planting programs including boulevards, roadway landscaping, park and facility developments.

DOGS IN OPEN SPACES STRATEGY

Rationale Statement

With an increasing population of dogs in cities, and with more Canadian households having dogs than children, there is growing demand for cities to accommodate residents and their dogs in public places. Many municipalities are recognizing dog Off Leash Areas as legitimate uses of public parks with potential benefits to dog owners and to the city more broadly. For example, Off Leash Areas can foster healthy activity and social well being, can provide increased "eyes on the park" to deter crime, and can reduce unsanctioned off leash activity in more sensitive sites. At the same time, problems with dog waste, noise, and conflicts with other park uses need to be mitigated at Off Leash Areas. Careful planning, design and management is critical to ensure that the benefits of Off Leash Areas outweigh their drawbacks.

Live Tree Removal Guide

Reviewing Requests

Live tree removal requests may be considered if:

- Urban Forestry determines a tree is infested, diseased or in poor condition.
- Tree removal is required as part of City-approved construction (e.g., a new driveway or access point).
- A developer replaces existing trees with new trees in improved growing conditions. Developers must have Urban Forestry pre-approval and Sustainable Development-approved landscape drawings indicating tree replacement will utilize enhanced growing conditions (e.g., soil cell technologies).
- Urban Forestry uses a formal review process to determine if a tree presents a safety risk to the public due to its condition or a sightline obstruction it creates.

Trees will NOT be removed for the following reasons:

- Poplar fluff, seeds or leaves are falling onto public or private property.
- The tree is casting excess shade.
- Tree removal is desired for aesthetic reasons, to improve a view or commercial sign visibility.
- Honeydew from aphids is falling on sidewalks or vehicles.
- Boulevard space is desired for a construction laydown area.
- Urban Forestry reviews the details of each tree removal request to determine the best course of action: transplantation, preservation or removal.

Transplantation: If the Urban Forester determines that a tree is small enough and healthy enough to be successfully transplanted, an attempt will be made to relocate the tree to a new, suitable location on City property, at the requester's expense. The

possibility of transplantation depends on access to the site and presence of utilities that could prevent digging and lifting.

Preservation: Urban Forestry may determine the tree(s) can be pruned or otherwise maintained to avoid removal. All maintenance required to avoid removal of City trees must be conducted by Urban Forestry staff or City-approved contractors at the requester's expense.

Removal: If an Urban Forester determines the tree is too large, not of sufficient health and vigor, or access to a construction site is too difficult to relocate or transplant successfully, the tree will be removed. In this case, the City will collect the value of the tree as defined under Equitable Compensation in the Corporate Tree Management Policy (Policy C456A; see definition 1.06).

Prior to removal, the requester must have neighbourhood support. The scope of required support varies, and will be determined by the Urban Forester.

Neighbourhood support may entail:

- A letter of support from the community league.
- Signatures from neighbours indicating support.
- Neighbourhood mail drops.
- Signs posted prior to removal.
- Public consultation (e.g., an open house).

SIDEWALK STRATEGY

Goal

- Sustain funding for maintenance and expansion of the sidewalk system.
- Customize the sidewalk system to varying contexts, needs, and natural conditions.
- Plan the sidewalk system for winter conditions.

URBAN DESIGN FRAMEWORK

Objective 2

Plan and design a functional and attractive street system seamlessly integrated with the public transit system and other linkages.

WINTER DESIGN GUIDELINES

Winter Design Goals

Winter Life 2

Improve Winter Transportation for Pedestrians, Cyclists and Public Transit Users.

Winter Design 1

Incorporate Urban Design Elements for Winter Fun, Activity, Beauty and Interest.

Winter Design 2

Design Our Communities for Winter Safety and Comfort.

Streetscape Outcome 2

Streets are vibrant and attractive people-places in all seasons.

Policies

2.2.1 - Sidewalks and Boulevards

a) Design wide sidewalks in Pedestrian and Transit Priority Areas to provide a clear, barrier-free pedestrian through zone. Adequate space for street-cleaning and snow-clearing equipment must be considered in the design.

b) Give preference to boulevards over monowalks. Boulevards are an important snow-storage area, and result in reduced operational snow removal costs. They also act as a buffer to protect pedestrians from road spray. Use of monowalks must be justified.

i) Reduce automobile lane widths in Pedestrian, Transit and Bicycle Priority Areas. Narrow lanes result in less road surface to clear of snow during the winter, and extended sidewalks with shared-use paths accommodate a variety of active transportation modes. Consider how any reallocation of space or roadway redesign

would best accommodate all modes safely in all weather conditions. Needs of municipal maintenance, operation and emergency vehicles must always be taken into account.

2.2.2 - Street Crossing

d) Locate catch basins for surface runoff away from pedestrian crossings and bus stops. Pooled water at crosswalks may splash onto pedestrians from vehicles during warmer temperatures. During freeze-thaw cycles, freezing runoff water will create a slip-and-fall hazard.

f) Provide mid-block crossings with curb extensions on long blocks to reduce long distances pedestrians must travel to reach their destinations. Curb extensions that minimize pedestrian crossing distances are recommended where curbside parking lanes exist.

g) Research, test and evaluate innovative street design features. For example, pedestrian platforms, that is raised street crossings, aligned curb cuts, and/or heated sidewalks and crosswalks are commonly found on pedestrian-oriented streets in other winter cities.

2.2.3 Street Lighting

a) Provide decorative, pedestrian-scaled lighting. Focus illumination towards the ground to reduce light pollution. Use fully shielded fixtures to eliminate glare

2.2.6 - Wayfinding

a) Incorporate a signage and wayfinding system as part of the planning process, with design considerations for winter conditions. For example, approximate walking, cycling or cross-country skiing times, in addition to distances.

b) Design adaptable and seasonal wayfinding strategies to support changing uses and functions throughout the year; digital or automated systems are preferred.

d) Provide signage along cycling routes that are prioritized for snow removal or grooming in winter. This could be as simple as a snowflake logo added to existing wayfinding elements to let users know that the routes will be maintained and/or cleared of snow on a regular basis throughout the winter.

2.2.7 - Bus Stops

b) Retrofit existing high-use bus stops to improve winter weather protection.

d) Consider provision of heated shelters. Ensure design does not obstruct sightlines for oncoming vehicular traffic.

e) Design bus shelters for ease of snow-clearing and to minimize ice hazards.

2.4.1 - Shared-Use Paths and Open Space Connections

f) Provide lighting and clear wayfinding signage along priority trails

2.4.6 - Lighting

b) Establish and prioritize possible lighting of high-use parks and trails for nighttime use.

2.4.7 - Public Art in Public Spaces

a) Provide opportunities for the installation of outdoor public art to provide colour and illumination in public spaces.

b) Support and encourage the incorporation of functional public art in high pedestrian traffic areas that may provide seating and weather protection.

2.2.9 - Bicycle Routes and Storage

a) Prioritize higher volume corridors with cleared and dedicated routes to provide a safer environment for cyclists year round.

c) Connect existing and new bicycle routes through community hubs and larger sites, such as schools and district parks, to provide the most direct route for winter cyclists.

WINTER DESIGN POLICY C588

The City supports the following five winter design principles across neighbourhoods, streets, sites and open spaces that will:

- Incorporate design strategies to block prevailing winds and downdrafts;
- Maximize exposure to sunshine through orientation and design;
- Use colour to enliven the winterscape;
- Create visual interest, while being mindful of density, spread and colour; and
- Design and provide infrastructure that supports desired winter life and improves comfort in cold weather.

VISION ZERO

Vision Zero is a global initiative to eliminate fatalities and major injuries from motor vehicle collisions.

The City of Edmonton Road Safety Strategy for 2016-2020 provides a strategic plan to continue reducing the prevalence of fatalities, major injuries, injuries and property damage from motor-vehicle collisions. This strategy incorporates Edmonton's strategic plan -The Way Ahead, and aligns with two of its strategic goals, The Way We Live, and The Way We Move. This strategic plan builds on the previous road-safety initiatives, incorporates leading global road-safety practices, identifies targets, and supports a long-term commitment to road safety.

